



Maritime and Coastguard Agency

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Kerr Gardiner

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Your ref:
Our ref: **F0000977**

7th June 2012

Dear Mr Gardiner

FREEDOM OF INFORMATION ACT 2000: REQUEST FOR INFORMATION

Your request for information has been dealt with in accordance with the Freedom of Information Act 2000.

Please find enclosed the information that you requested.

If you have a complaint or wish to appeal regarding your request for information please contact:

The FOIA Unit
Maritime & Coastguard Agency,
Bay 3/09, Spring Place,
105, Commercial Rd,
SOUTHAMPTON,
Hampshire.
SO15 1EG.
Tel: 023 8032 9282/287

Any further correspondence relating to your request should quote the following reference F0000977.

Yours Sincerely

pp. Bill McFadyen
Assistant Director Future Programmes & Support

Enc



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Department for
Transport

The ISLAND PRINCESS was surveyed on 27 March 2012 and the following defects listed on our MSF 1603 Report of Survey Form.

No	Deficiency	Action Code
1	Passenger Counting & Recording not approved.	17
2	Manning not approved	17
3	No means of closing of engine exhaust outlets.	16
4	Contrasting colour missing from top and bottom of stair.	17
5	Signal halyard missing.	17
6	E.R. S.F.P. not properly applied to E.R. vents.	16
7	Nav. Light panel switches not identified.	17
8	Recommend emg. Lighting Aft Deck and at liferafts (Nav. Br. Deck)	16
9	Child Lifejackets all in one place (re-distribute) (make sure that child lifejackets are readily available)	17
10	Crew drill familiarity (Crew new to boat : recommend work through each drill scenario & practice)	16
11	Make submission to MCA re changes in Upper Deck for consideration re stability	99

The "clear text" associated with defect 11 was – "Submission re: stability required".

Action Codes

- 00 No action taken
- 10 Deficiency rectified
- 16 Rectify deficiency within 14 days
- 17 Master instructed to rectify deficiency before departure
- 99 other (specify in clear text)

All the Action Code 17 defects and the Action Code 99 defect were addressed before the Class V Passenger Certificate was issued.

Normally the vessel is inspected and audited at mid season when sufficient operational evidence would be available. Following complaints received the vessel underwent a general inspection on Friday 13 April 2012 which resulted in the following deficiencies being recorded.

No	Deficiency	Action Code
1	Signage – Lifejacket location not as required.	17
2	Stern Navigation light no bulb fitted.	17
3	Liferaft stowage not as required – Port liferaft painter jammed between liferaft and HRU weak link, painter line not attached direct to weak link. Stb. Similar.	17
4	All gas inflation lifejackets no service history – last service date March 2010.	17
5	No passenger safety announcement.	17
6	Crew - no induction training – no idea who designated person is – no knowledge of machinery space fire fighting equipment operation – unable to identify dry powder or CO2 fire extinguisher.	
7	Lifebuoy smoke marker bracket port side broken.	17
8	Machinery space signage – entrance hatch not marked protected by CO2, no over stow.	17
9	Hand held VHF no power.	17
10	Port liferaft cradle strap not attached via senhouse slip. Requires knife to cut – not as required.	17
11	Machinery space coaming hole at CO2 injection point no means to seal.	17
	Second visit later in the day at James Watt Dock	
12(1)	No compass deviation card	99A
13(2)	Emergency fire pump hose – no spray jet nozzle.	17
14(3)	Safety management System – Tool kit not as required.	17
15(4)	Muster point signage not as required.	17
16(5)	Lifejacket donning instructions not as required.	99B
17(6)	Liferaft launching procedure not as required – crew training familiarity not as required with regard to bowsing line operation.	99B
18(7)	MOB recovery stop not as required.	99B
19(8)	Crew familiarity emergency preparedness not as required	99A

Vessel Permitted to undertake voyage to James Watt Dock without passengers.

99A – 24 hours

99B – 72 hours

Note main engine exhaust discharge points directly adjacent to MOB area.

Crew member John McCann DOB 7/6/1963 no knowledge of safety management system no induction training.

Defects 1-11 all witnessed as rectified at second visit.

Defects 12-19 are rectified.

On Thursday 19 April 2012 the vessel underwent a general inspection which resulted in the following deficiencies being recorded.

No	Deficiency	Action Code
1	Record of training not as required	16
2	Training manual not as required	16
3	SMS documents for DSM for various shipboard operations & emergencies not as required.	99
4	Risk assessment for shipboard operations not as required.	99

99 – ASAP but within 4 weeks

On Tuesday 1 May 2012 the vessel underwent a survey which resulted in the following deficiencies being recorded.

No	Deficiency	Action Code
1	Abnormal noises from crankcase of port engine provide service engineers report on examination / repairs carried out on port engine and associated drive train. Sea trial to be conducted prior to vessel entering service.	17

A survey on 9 May 2012 resulted in nil deficiencies and the following remarks. Vessels port main engine damaged on 30 May 2012 replaced with new Perkins Sabre Engine Serial No YA 3181A087.

On Friday 11 May 2012 the vessel underwent a general inspection with no defects.

On Tuesday 22 May 2012 the vessel underwent a general inspection which resulted in the following deficiencies being recorded.

No	Deficiency	Action Code
1	Port side rubber fender belt not as required.	16
2	Vessel manned IAW MSN 1808(M). (skipper qualifications not appropriate for Class V Pax Ship)	00

Vessel Prohibited to operate as Class V Pax vessel until suitably qualified skipper was placed on board.

