



MARITIME SAFETY COMMITTEE
84th session
Agenda item 22

MSC 84/22/24
17 March 2008
Original: ENGLISH

WORK PROGRAMME

Tenders operating from passenger ships

Submitted by the Cruise Lines International Association (CLIA)

SUMMARY

<i>Executive summary:</i>	This document comments on document MSC 84/22/8 by the United Kingdom and IACS proposing a new work programme item for tender vessels operating from cruise ships.
<i>Strategic direction:</i>	n/a
<i>High-level action:</i>	n/a
<i>Planned output:</i>	n/a
<i>Action to be taken:</i>	Paragraph 9
<i>Related document:</i>	MSC 84/22/8

1 This document is submitted in accordance with the provisions of paragraph 4.10.5 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environmental Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.1) and comments on document MSC 84/22/8.

2 CLIA Members consider the safety of their passengers, crew and ships to be their highest priority. While there are no SOLAS or other IMO instruments addressing the safety of cruise ship tenders, CLIA, previously the International Council of Cruise Lines, developed and adopted industry standards addressing many of the matters put forward by the United Kingdom/IACS document. These guidelines are set out at annex to this document.

3 CLIA has reviewed document MSC 84/22/8 and noted that the recommendations are based on a casualty investigated by the United Kingdom's Marine Accident Investigation Branch regarding a tender vessel accident on the cruise passenger vessel **Thompson Celebration**. This investigation concluded that:

- .1 when the coxswain lost control of the boat, the tender was carried astern and against the ship's side;
- .2 one crew member left his station to try to prevent the davit hook from damaging the tender and did not inform the coxswain that he was doing this;

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- .3 there was no communication between the tender and the recovery team on deck;
- .4 passenger tender crews did not receive training for boat handling in tidal stream conditions;
- .5 company procedures for on board training and certification of coxswains were not well implemented, monitored or verified;
- .6 the operating coxswain had apparently not completed the company in-house training course nor held the company's tender drivers' certificate;
- .7 there was no safety officer on board the ship and the officer normally overseeing tender vessel launching and recovery was elsewhere at the time of the accident;
- .8 the report noted that the tender vessel was being used despite the fact that the vessel's steering "felt loose" and was using oil, and that the rudder angle indicator was inoperative; and
- .9 the crew on board the tender at the time of the accident was less than was required by the company for launching and recovery of tenders.

4 The items above indicate that this accident was more a result of lack of training, failure to follow company procedures and lack of oversight than lack of international standards. It is apparent that this accident is more related to the launching and recovery of lifeboats than it is to the safe operation of tender vessels as tenders are not normally (and should not be) launched or recovered with passengers on board.

5 CLIA also notes that CLIA members have conducted, without serious incident, hundreds, if not thousands, of tender vessel operations each year involving tens of thousands of passengers. Without further details of the referenced tender vessel casualties, CLIA can not support this item as a high priority matter.

6 CLIA notes the assertion that some tender vessels are neither certified to lifeboat standards nor otherwise certified for passenger vessel service. CLIA agrees that vessels used as ship tendering vessels should be certified either as lifeboats or to some other standard. This should be the function of the flag State of the parent passenger ship.

7 CLIA is concerned with the proposed referral to the broad expanse of sub-committees recommended without more specific guidance as to the scope of the work to be done. If this work item is accepted, the topics to be investigated should be limited to those listed in paragraph 13 of the United Kingdom/IACS document. We are concerned that referral without limiting the terms of reference will result in over-regulation of an already safe operation.

8 CLIA wishes to inform the Committee that the CLIA Technical Committee is undertaking a review of our current Guidelines for Tender Vessel Operators with a view to updating them to address topics identified in paragraph 13 the United Kingdom/IACS document and any other topics, as appropriate.

Action requested of the Committee

9 The Committee is invited to take note of this information and take action as appropriate.

ANNEX**CLIA INDUSTRY GUIDELINE G- 01-05****TRAINING FOR TENDER OPERATORS**

The Cruise Lines International Association, Inc. (CLIA) is an industry trade association consisting of many of the largest passenger cruise lines that call at major ports in the United States and abroad. CLIA is dedicated to ensuring that the cruise industry provides a safe, healthy and secure environment for both passengers and crew. CLIA member lines work closely with the U.S Coast Guard, the International Maritime Organization (IMO) and flag and port states to develop and enhance international maritime safety initiatives.

In keeping with the commitment of the industry to the highest levels of safety, CLIA cruise vessel operators have agreed to include, as a minimum, the below elements in developing the company's training plan for tender vessel operators.

Tender Operators will:

- Be a minimum of 18 years of age
- Have successfully completed the following;
 - The Four Elements of Basic Training - STCW Code A VI/I (2)
 - Personal Survival Techniques
 - Fire Prevention and Fire Fighting
 - Elementary First Aid
 - Personal Safety and Social Responsibilities
 - Instruction in crowd management – STCW Regulation V/3 and Section A-V/3, paragraph 1 of the STCW Code
- Meet the standard of competence of certification of proficiency in survival craft (Lifeboat Operator's Certificate) in accordance with STCW Regulation VI/2
- Training plans for tender vessel operators should address the following elements:
 - Launch and Recovery
 - Technical Knowledge and Pollution Control
 - Basic Navigation including collision regulations and coastal piloting as appropriate for the operation.
 - Communications
 - Maneuvering/Boat Handling
 - Passenger Control
 - Response to Emergencies
