



REPORT NR: 01-2012	REQUEST FOR CORRECTIVE ACTIONS FOR: →	<input type="checkbox"/> MNC	NR:
		<input checked="" type="checkbox"/> NC	NR: 00000001
		<input type="checkbox"/> OBS	NR:

SHIP OFFICE M/v: CARNIVAL TRIUMPH

TYPE OF ACTIVITY:

SMS INTERNAL AUDIT

AUDITED AREA/DEPT: DECK DEPARTMENT

REFERENCE DOCUMENTATION: STCW Code Section A-VI/1 Para. 1.7.

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

During review of the safety familiarization training given in Galveston, it was observed that splashtight doors or fire screen doors were not shown or demonstrated during the training sessions given by either the safety officer or the responsible department member.

POSSIBLE CAUSES:

Procedures were not followed Lack of communication/coordination

Lack of Training Other

Name and signature of the Auditor: Theodore Moscynski

THEODORE MOSCYNKI
ISM & COMPLIANCE
SUPERINTENDENT

SECTION 2 (These fields are mandatory)
(To be filled by the person responsible of the corrective action)

Proposed Corrective Action	Different door types to be included in familiarization training.
Proposed Preventive Action	In order to prevent recurrence responsible shipboard management to recommend that shoreside adapt fleetwide training video

PROPOSED SOLUTION DATE: 12-18-2012	MASTER/RESPONSIBLE PERSON (OFFICE): VITTORIO MARCHI
DATE	D.P.A. (OR DELEGATE): (NAME/POSITION/SIGNATURE)

SECTION 3

(For Office Use Only)

VERIFICATION ON IMPLEMENTATION OF PROPOSED CORRECTIVE ACTIONS

<input type="checkbox"/> ADDITIONAL REQUEST FOR CORRECTIVE ACTION ISSUED - (SEE NOTES AND ACTIONS LIST)	DATE:	VERIFIED BY:
<input checked="" type="checkbox"/> CORRECTLY AND TIMELY IMPLEMENTED	12-7-12	THEODORE MOSCYNKI ISM & COMPLIANCE SUPERINTENDENT

NOTES (IF ANY)

DATE:	CLOSE OUT
	D.P.A. (OR DELEGATE): (NAME/POSITION/SIGNATURE)



REPORT NR: 01-2012	REQUEST FOR CORRECTIVE ACTIONS FOR: →	<input type="checkbox"/> MNC	NR:
<input checked="" type="checkbox"/> SHIP	<input type="checkbox"/> OFFICE	<input checked="" type="checkbox"/> NC	NR: 00000002
M/v: CARNIVAL TRIUMPH		<input type="checkbox"/> OBS	NR:

TYPE OF ACTIVITY:
 SMS INTERNAL AUDIT

AUDITED AREA/DEPT: DECK DEPARTMENT

REFERENCE DOCUMENTATION: SMS/DECK/P004 Lifeboats Inspections - Checks to be conducted before and after recovery

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

During inspection of lifeboats, 2 boats (14 forward hook and 16 aft hook) were found to have fall prevention pins inserted into the hook arrangements while the ship was at sea.

POSSIBLE CAUSES:

<input checked="" type="checkbox"/> Procedures were not followed	<input type="checkbox"/> Lack of communication/coordination
<input type="checkbox"/> Lack of Training	<input type="checkbox"/> Other

Name and signature of the Auditor: Theodore Moscynski

THEODORE MOSCYNKI
ISM & COMPLIANCE
SUPERINTENDENT

SECTION 2 - (These fields are mandatory)
(To be filled by the person responsible of the corrective action)

Proposed Corrective Action	Before every departure the 1st bosun will check all lifeboats to ensure all pins have been removed. CCL Shoreside to review existing checklists and consider to include it as regular pre-departure check.
Proposed Preventive Action	In order to prevent recurrence responsible ship management to coordinate with CCL Shoreside to review existing checklists and consider to include it as regular pre-departure check.

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NOTES (IF ANY)

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<input checked="" type="checkbox"/> SHIP	<input type="checkbox"/> OFFICE	<input checked="" type="checkbox"/> NC	NR: 00000003
M/v: CARNIVAL TRIUMPH		<input type="checkbox"/> OBS	NR:

TYPE OF ACTIVITY:

SMS INTERNAL AUDIT

AUDITED AREA/DEPT: ENGINE DEPARTMENT

REFERENCE DOCUMENTATION: SMS/OH&S/P009 Work Requiring Lockout and Tagout

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

During a general inspection of the ship, an elevator maintenance contractor was observed to open the doors to an elevator shaft and enter the space. It was found that at the time of entry, no valid permit to work was in force.

POSSIBLE CAUSES:

Procedures were not followed

Lack of communication/coordination

Lack of Training

Other

Name and signature of the Auditor: Theodore Moscynski

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SECTION 2 - (These fields are mandatory)

(To be filled by the person responsible of the corrective action)

Proposed Corrective Action	Contractors went through the required CCL Familiarization Training. In addition, The Chief Engineer did provide additional instructions before the commencing of the work activities.
Proposed Preventive Action	In order to prevent recurrence shipboard personnel should review contract work onsite and when job entails possibility of the need for permits ensure that work does not begin until policies are assured of being in place and followed.

PROPOSED SOLUTION DATE:
12-18-2012

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VITTORIO MARCHI

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M/v: CARNIVAL TRIUMPH			

TYPE OF ACTIVITY:

SMS INTERNAL AUDIT

AUDITED AREA/DEPT: DECK DEPARTMENT

REFERENCE DOCUMENTATION: SOLAS II-2, Regulation 15, Para. 2.3.4.4.

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

On review of the fire fighting training manual located in the crew mess room, it was found that the manual did not contain details of the operation or use of the galley deep fat fryer, fire suppression system.

POSSIBLE CAUSES:

Procedures were not followed

Lack of communication/coordination

Lack of Training

Other

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SECTION 2 - (These fields are mandatory)

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Proposed Corrective Action	Item added, corrected
Proposed Preventive Action	To prevent recurrence responsible shipboard management should ensure updates are verified as included in crew manuals

PROPOSED SOLUTION DATE:
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SMS Procedures



**OPEN
ACTIONS TO CLOSE**

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<input checked="" type="checkbox"/> SHIP	<input type="checkbox"/> OFFICE	<input checked="" type="checkbox"/> OBS	NR: 00000004 /

M/v: CARNIVAL TRIUMPH

TYPE OF ACTIVITY:

SMS INTERNAL AUDIT

AUDITED AREA/DEPT: DECK DEPARTMENT

REFERENCE DOCUMENTATION: SMS/EMERGENCY/P002 Fire on Board

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

Fire and Abandon Ship Drill - On review of the fire and abandon ship drill on October 20, 2012, which incorporated a simulated fire in the backstage area, the following was noted:

- Fire Plans - Fire plans were not available to the on scene commander during the team briefing.
- Self-Contained Breathing Apparatus Air Management - One member of the Quick Response Team (QRT) was observed to enter the fire affected area with a free flow of air.
- Boundary Control and Boundary Cooling - The spaces immediately surrounding the fire were not properly identified resulting in boundary cooling being applied to areas in a different fire zone. Additionally, crewmembers were allowed to pass directly over the fire affected area

POSSIBLE CAUSES:

Procedures were not followed

Lack of communication/coordination

Lack of Training

Other

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SECTION 2 - (These fields are mandatory)

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Proposed Corrective Action Conditions for improvement noted are to be reviewed by shipboard senior management and during the fire and abandon ship drills.

Proposed Preventive Action In order to prevent recurrence shipboard management, after review of recommendations, will institute improvements as appropriate.

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SMS Procedures



**OPEN
ACTIONS TO CLOSE**

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SHIP OFFICE M/v: CARNIVAL TRIUMPH

TYPE OF ACTIVITY:

SMS INTERNAL AUDIT

AUDITED AREA/DEPT: HOTEL

REFERENCE DOCUMENTATION: CCL Procedure Time & Attendance Record and ILO 180

SECTION 1:

(To be filled by the auditor)

DESCRIPTION: (ADDING ANY IMMEDIATE CORRECTIVE ACTION, IF APPLICABLE)

On review of closed and approved pay periods, records indicated that some crew members worked in excess of 14 hours on some days. On interview with one crewmember who had recorded working hours in excess of 14, he stated that the hours recorded reflected the hours actually worked indicating that, on this occasion, the record was not the result of an administrative error.

POSSIBLE CAUSES:

Procedures were not followed

Lack of communication/coordination

Lack of Training

Other

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SECTION 2 - (These fields are mandatory)

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Proposed Corrective Action	Responsible managers to review accumulating hours more closely during the two week pay periods.
Proposed Preventive Action	In order to prevent recurrence responsible shipboard management should closely monitor hours and make schedule adjustments as needed.

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