

ENVIRONMENTAL HEALTH & CONSUMER PROTECTION

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Please ask for: Kelly Scott
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The Master
C/o MV Black Watch
Fred Olsen Cruise Lines
Fred Olsen House
White House Road
Ipswich
Suffolk IP1 5LL

30 April 2007

Dear Sir

Environmental Protection Act 1990
The Public Health (Ships) Regulations 1979
Food Safety Act 1990 (as amended)
The Food Safety (Ships & Aircraft) (England & Scotland) Order 2003
The Food Hygiene (England) Regulations 2006
Regulation (EC) No. 852/2004 on the hygiene of foodstuffs
Re: MV Black Watch

We write to confirm our visit to MV Black Watch on 2nd April 2007. The inspection was carried out by Jo Hackwood (Principal Port Health Officer) and Kelly Scott (Port Health Officer).

The purpose of the visit was to carry out an inspection of the ship to ensure public health and its provisions on board are being correctly managed to protect passengers and crew alike from any infectious agents and to ensure compliance with required legislation detailed above.

The main areas inspected during the visit were the main galley and associated areas within the galley, the provisions stores - frozen chilled and ambient, a selection of crew accommodation and their sanitary provisions, and finally a selection of passenger cabins and sanitary provisions on board.

The areas we were unable to inspect on this occasion cover the provision and management of potable water supply including Legionella control, air conditioning systems, sewage provisions, garbage control, leisure provisions and your system in place to deal with an outbreak of norovirus. These areas will be examined during our next inspection later this year.

During the inspection we were accompanied and assisted by Executive Sous Chef, Sanitation Officer, Provisions Officer and at the opening and closing meeting we were accompanied by Hotel Manager.

Please thank them for their assistance and patience during our visit. Their help was invaluable and enabled us to complete the inspection in good time.

Similar to previous inspections, our food safety and hygiene audit is centred on the principles of hazard analysis, critical controls and risk assessment and our method of inspection remains the same.

Hazard analysis in Council Regulation 852/2004 is separated into seven distinct areas and these are listed below.

- 1) Analysis of potential food hazards in a food business operation.
- 2) Identification of the points in those operations where food hazards may occur.
- 3) Deciding which of the points in those identified are critical to ensure food safety.
- 4) Identification and implementation of effective control and monitoring procedures at those critical points.
- 5) Review of the analysis of the food hazards, the critical points and the control and monitoring procedures periodically and whenever the food business operations change.
- 6) Establishing procedures which should be carried out regularly to verify that above areas are working effectively.
- 7) Establishing documents and records to demonstrate the effective application of the measures outlined in 1 – 6 above.

The implementation of The Food Safety (Ships and Aircraft) (England and Scotland) Order 2003 enables Port Health Authorities to take formal action under The Food Hygiene (England) Regulations 2006 if serious non compliances were found to exist in relation to food safety issues.

The food preparation areas inspected during the visit included the main galley and associated areas, bakery, dish wash areas, food stores, butchery, crew mess, waste disposal areas and food safety records.

Due to the limited food preparation at the time of inspection, we were only able to observe a limited amount of food preparation and production. However, of that inspected it was very pleasing to note the high standard of competence and knowledge by staff in these areas.

It was also very pleasing to note the high standard of hygiene and cleanliness throughout the galleys and stores. We are aware that the vessel is old and some areas within the galley are difficult to maintain to such a standard. We were made aware of continual improvements with in the galley and we discussed future plans for the area. It is imperative though that a high standard is maintained at all times to ensure compliance with all associated public health legislation applicable.

In general, we were pleased with the overall conditions found at the time of our inspection. Having just left dry dock we were concerned by the amount of work still outstanding, but we were pleased to note the contingencies put in place to overcome these affected areas and that the work was being continued at suitable times so not to interfere with food production and galley operations for example, continuous replacement of cracked/missing tiles to the deck. We did find some significant non-compliances with the legislation and these are detailed in the schedule attached with actions to be taken to rectify them. We have also included other deficiencies that we have made recommendations about.

It is evident that there is an established documented system on board in relation to food safety. These clearly identify critical areas identified in relation to food safety and these logs provide compliance with HACCP requirements. We were satisfied with the established onboard management system regarding food safety control. A sample of records were examined and found to be satisfactory. The standard of cleaning in the food handling areas was excellent, general housekeeping was of a high standard and food handlers were able to demonstrate a good level of competence with regard to the safe handling of food and actions required in case of breakdown of equipment.

From our closing meeting we were made aware that the 'Outbreak Control Procedure' was still being compiled by head office and each vessel in the fleet was working to their own on board procedures. Whilst this is adequate it would be beneficial for the procedure to be completed and put into place as soon as possible.

Please find attached a chart detailing the water samples taken on board and the subsequent results. These were taken from various parts of the vessel as illustrated and were tested for microbiological quality. I can confirm that all results of samples taken indicate the water is of a potable quality.

This report will be published on our website 30 days after receipt. Any corrective action response received will also be published providing any person viewing this an opportunity to see how and what action the ship has taken to improve and implement the non-compliances and recommendations.

May we take this opportunity to thank you for the hospitality, courtesy and co-operation shown by all members of the crew interviewed and who escorted us whilst on board.

Should you have any queries regarding this report or if we can be of any further assistance, please do not hesitate to contact this office.

Yours sincerely

Kelly Scott
Port/Environmental Health Officer

Jo Hackwood
Principal Port/Environmental Health Officer

Schedule**Blackwatch – 2 April 2007****Galley and Associated Areas****Deck Tiles**

1. It was noted that there were areas within the galley and associated rooms where the deck tiling was in serious disrepair, cracked, broken, defective and missing. The deck cannot be effectively cleaned in this state. In particular we were concerned with the area in the hot galley underneath the bain marie where the tiles were missing.

The deck must be kept in a good state of repair that allows it to be kept clean and easily sanitised on a regular basis.

(Non compliance with Council Regulation (EC) No. 852/2004 Annex II Chapter 1 Paragraph 1)

Blocked Drains

2. There was a blocked drain evident in the Pastry Area of the galley behind the storage unit. Grey contaminated water was seen to be pooling within the drainage system and prevented from draining away satisfactorily. This area needs to be looked at and monitored to prevent this water from collecting and becoming stagnant.

Drains in all the food preparation areas should be maintained to allow drainage of contaminated water to aid sanitation and prevent a risk of contamination.

This drain must be unblocked and maintained in this state.

(Non compliance with Council Reg. EC No. 852/2004, Annex II, Chapter 1,)

Foodstuffs

3. It was noted that there were a significant number of tubs of fishery products past their use by date, in particular Rollmops and Madeiraslid with a use by date of 8/3/2007. A use by date is required on high risk perishable foods. To use a foodstuff beyond the use by date is a food safety risk and may render you liable in any subsequent food poisoning allegation if such a food was proven to be the cause.

It is critical for due diligence reasons that you are able to demonstrate that an adequate safety procedure has been put in place to control food safety in relation to storage of high risk foods.

It is necessary to ensure that adequate training is provided to the chefs and galley / stores staff in order to ensure that the policy and procedures put in place are clearly understood and that your responsibility in relation to implementation and maintenance of the system is undertaken.

(Non compliance with Council Regulation (EC) No. 852/2004, Article 5)

Refrigerator Doorseals

4. The door seals on the refrigerator unit in the hot galley reference number F149 were in a poor state of repair and mouldy. The ice machine in the main galley also had a dirty and mouldy seal.

It was alarming to find these seals in this state. It is imperative that these seals are cleaned or replaced immediately. We were made aware that a range of door seals were on order, this should be chased up and dealt with immediately.

(Non compliance with Council Regulation (EC) No. 852/2004, Chapter V, Paragraph 1(b))

Vents

5. It was noted that the vent above the clean area in the pot wash station in the soup area of the galley was dirty with a considerable amount of debris.

To prevent the risk of contamination this ventilation system must be kept clean and in a good state of repair and condition. This area must be cleaned and sanitised and included into the regular cleaning regime.

(Non compliance with Council Regulation (EC) No. 852/2004 Annex II Chapter V, Paragraph 1(a))

Waste Water

6. There was an accumulation of waste water in the scupper in the crew mess near to the lifts. This water should be removed and the area cleaned. Dirty water should not be left in the drains and scuppers as it can become a source of contamination.

(Non compliance with Council Regulation (EC) No. 852/2002 Annex II Chapter 1 Paragraph 1)

Waste Smell

7. There was a strong smell of garbage in and around the "clean area" lift which we were informed is used to transport food items between decks. There was no evidence to indicate that the garbage from the galley had been transferred to the garbage area below, but with the adjacent "dirty area" lift out of use it was not discussed how garbage is otherwise transferred.

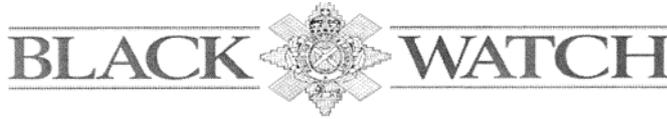
Please ensure that this "clean area" lift is used only for the purpose of transporting food items and not waste materials. Please clarify your procedure.

(Non compliance with council Regulation (EC) No. 852/2004 Chapter IV Paragraph 2)

	Coliforms in 100 ml	Escherichia coli in 100ml	Aerobic colony count/ml 37°C for 44 hours	Aerobic colony count/ml 22°C for 68 hours	Enterococci in 100ml	Comments
Garden Café Juice/Water Machine	ND	ND	7.5 X 10 ²	3.8 X 10 ²	ND	Potable quality
Pipers Bar – Cold Tap Sink	ND	ND	19	3	ND	Potable quality
Pipers Bar – Pantry Ice Machine	ND	ND	ND	1	ND	Potable quality
Passenger Cabin No. 4092 Cold Tap Sink	ND	ND	ND	2	ND	Potable quality
Crew Mess Juice/Water Machine	ND	ND	90	13	ND	Potable quality
Main Galley Tap Sink by Plate Wash	ND	ND	86	3	ND	Potable quality

ND – Not Detected

CORRECTIVE ACTION REPORT FROM FRED OLSEN



PORT HEALTH VISIT ON BLACK WATCH 2nd April 2007

Please find attached a list of the corrective actions that were taken with the non-compliance's found on the day.

It was noted that there were areas within the galley & associated rooms where the deck tiling was in serious disrepair, cracked broken, defective or missing.

1. **Ships carpenters regularly replace damaged tiles around the ship. The tiles in question were replaced the following day.**

There was a blocked drain evident in the pastry area of the galley behind the storage unit.

2. **The drain in the pastry area was unblocked immediately after the inspection. Maintenance teams are on call 24 hours a day to ensure food preparation areas are maintained in good repair.**

It was noted that there were a significant number of tubs of fishery products past their use by date.

3. **The fishery products were discarded during the inspection. All food handling crew receive training on the first in first out principal (FIFO). All Fred Olsen ships follow the FIFO principal and we also have a program of regularly monitoring and recording our food stocks shelf life as part of our food safety policy. Foods found to be past their shelf life are discarded.**

The door seals on the refrigerator unit in the galley with reference number F149 were in poor state of repair and mouldy. The ice machine in the main galley also had a dirty and mouldy seal.

4. **The door seals on fridge No. F149 were exchanged for new seals. The ice machine seal was cleaned straight after the inspection. A Brand new ice machine has been ordered to replace the unit in the main galley, 2 other ice machines have been ordered to replace 2 other machines on board as part of an on going program of improvement across our fleet.**

It was noted that the vent above the clean area of the pot wash station in the soup area of the galley was dirty with a considerable amount of debris.

5. **The air vent in question was cleaned immediately after the inspection, the crewmembers who worked in that particular area were informed to be more aware of this area and not to over look it during their daily cleaning schedule.**

There was an accumulation of waste water in the scupper in the crew mess near the lift .

6. **The waste water was left over from the cleaning that had taken place prior to the area being checked by the port health officer. The utility responsible for cleaning this area was reminded to ensure all water was pushed in to the drainage.**

There was a strong smell of garbage in and around the "clean area" lift.

7. In order to avoid cross contamination we use separate elevators (one “clean” & one “dirty”) to transport foods and garbage to and from deck one, the doors on the elevators are clearly marked on each and every deck. Unfortunately the dirty side elevator had broken down that morning and the clean side elevator was in use for a short period of time while maintenance work was taking place. During this time galley utility’s were instructed clean down and disinfect the elevator after it had been used for transportation of anything other than food or clean equipment.

