

# CRUISE SHIP SEMI-ANNUAL

NEWSLETTER OF THE USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE (CSNCOE)

Cruise Ship National Center of Expertise, 1800 Eller Drive, Suite 420, Fort Lauderdale, FL 33316

954.767.2140

## Current events

### Joint Shipboard Fire Fighting Training on Cruise Vessel

This past April, Mr. Jason Yets of the CSNCOE traveled to Tampa, FL at the request of CDR Eric Allen, Chief of Prevention for Sector St. Petersburg. The purpose of Mr. Yets' visit was to conduct shipboard specific firefighting training to Hillsborough County Fire Rescue (HCFR).

As chairman of the Tampa Bay area subcommittee that deals with salvage and marine firefighting, CDR Allen saw the need for additional training for shore side firefighters in his area of responsibility. This was a great opportunity to involve Mr. Yets' expertise because he has extensive training in both land based and marine based firefighting.

Conducted on a cruise vessel owned by Carnival Cruise Lines, Mr. Yets provided a safety brief to HCFR firefighters and officers on general safety and security procedures prior to boarding the vessel. Once onboard, HCFR firefighters received training on general ship construction, main vertical zone segregation, structural fire protection and space categorization. The vessel's Staff Captain also provided HCFR firefighters with a complete brief on the emergency organization of the vessel.

The culmination of the day's events ended with a crew fire drill, where the HCFR firefighters were able to witness firsthand the level of shipboard firefighting competency the crew's team members are required to maintain. Thoroughly impressed by their high level of firefighting skills, HCFR Battalion Chief John Perez commented that their land based firefighters would have no problem working with the onboard crew in the event of a firefighting emergency.

The CSNCOE would like to personally thank CDR Allen and his staff in Tampa for the opportunity, Carnival Cruise lines for providing the training platform, as well as all the men and women of Hillsborough County Fire Rescue for their time and dedication to public safety.

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### Update on BWMS type-approval applications

As announced previously on Maritime Commons, the [Coast Guard Marine Safety Center](#) is reviewing applications for U.S. Coast Guard ballast water management system (BWMS) type approval from [Optimarin](#), [Alfa Laval](#) and [OceanSaver](#).

"We have been in contact with the manufacturer and independent laboratory throughout the course of our review," stated Capt. John Mauger, the commanding officer of the Coast Guard Marine Safety Center. "For each of the systems, we have requested additional information from the manufacturer and/or the independent laboratory. While we are committed to completing our review as quickly as possible, our primary focus is verifying that each submission meets the U.S. Coast Guard requirements."

Once the Marine Safety Center has taken final action on an application, the Coast Guard will publish information on Maritime Commons. <http://mariners.coastguard.dodlive.mil/>



## Overboard Detection Technology for Cruise Vessels

The Coast Guard issued a [notice](#) in the Federal Register soliciting information on the status and availability of technology for immediately detecting cruise vessel passengers who have fallen overboard.

We encourage you to submit comments or related material on the status of overboard detection technology for cruise vessels. Your comments will help us prepare a report that accurately reflects the status and availability of this overboard detection technology, and it will also help us better deliberate on the development of international standards. Comments must be submitted on or before October 25, 2016.

If you submit a comment, please include the docket number for this notice, the specific section in this notice, the question number to which each comment applies, and provide a reason for each suggestion or recommendation.

The online docket is located at <http://www.regulations.gov>. If your material cannot be submitted using <http://www.regulations.gov>, contact LT Paul Folino for alternate instructions. Material submitted can be viewed by visiting <http://www.regulations.gov> and following that web site's instructions. Additionally, if you go to the online docket and sign up for e-mail alerts, you will be notified when comments or other documents are posted.

For more information, please view the entire [Federal Register notice](#), call or e-mail LT Paul Folino, Office of Design and Engineering Standards (CG-ENG-1), U.S. Coast Guard Headquarters; 2703 Martin Luther King Jr. Avenue SE., Washington, DC 20593; telephone 202-372-1361, e-mail [paul.j.folino@uscg.mil](mailto:paul.j.folino@uscg.mil).



Unknown photographer.



## Training with the Paris MoU on Passenger Ships

In May of 2016, LCDR Eric Jesionowski and Mr. Brad Schoenwald participated in the Paris MoU Passenger Ship Specialized Training for Port State Control Officers hosted by the Italian Coast Guard in Trieste, Italy. There were thirty-five participants representing twenty-two different countries and four different port state control regimes; Paris MoU, Mediterranean MoU, Indian Ocean MoU, and the United States.

The main purpose of the trip was to present the U.S. Coast Guard's Foreign Passenger Vessel examination policy and procedures. This included how we train, how we put forth guidance and port state control policy, how we qualify our examiners, how we fulfill our port state control role, as well as our Certificate of Compliance process. The presentation was very well received and several Port State Control Officers asked how they could attend one of our three foreign passenger vessel courses held annually.

There were also several presentations given by the Italian Coast Guard, classification societies and the Paris MoU. This was a great opportunity to engage with other flag and port state examiners to share experiences and best practices.



### Passenger Ship Safety Conference Miami

The Development Network United Kingdom or TDN UK has organized a cruise ship safety conference to be held in Fort Lauderdale at the Renaissance Fort Lauderdale Cruise Port Hotel on January 17–18, 2017.

Similar to the Passenger Ship Safety Conference held in the United Kingdom in April of 2016, this conference seeks to bring together key global decision makers from the cruising industry to discuss important issues affecting the safety of cruise ships.

The topics to be discussed during the conference include, but are not limited to, the following:

- Modernizing Safety: Technological and Regulatory Developments
- Fire Prevention and Detection
- Implications of Mass Evacuation
- Cyber Risk Management
- Fire Suppression
- Alternate Fuels and Considerations
- Damage Stability and Ship Design

To find out more about the conference or how your organization can be involved, please contact Mr. Paul Bergamini via e-mail at [paul@tdnuk.com](mailto:paul@tdnuk.com) or LT De Jean of the CSNCOE (contact info found on page 11).



Passenger Ship Safety Conference 2016. Unknown photographer.

### Sea Trade Fort Lauderdale

Sea Trade Cruise Global Fort Lauderdale (formally Cruise Shipping Miami (CSM)) will hold its annual conference in Fort Lauderdale at the Broward County Convention Center on March 13–16, 2017.

For more than 30 years, Seatrade Cruise Global has been bringing together buyers, suppliers, and cruise line executives for a week of networking, sourcing, innovation, and education. New this year will be the Safety & Security Symposium, designed to serve as a focal point, providing a “one-stop shop” for both the safety and security professional.

The topics to be discussed during the conference include, but are not limited to, the following:

- The Future of Cruising
- Expanding Demand on New Builds
- Operation Information Management
- Energy Consumption & Alternative Fuels
- Public Health

To find out more about the conference or how your organization can be involved, please contact Ms. Chiara Giorgi at [chiara.giorgi@ubm.com](mailto:chiara.giorgi@ubm.com) or Mr. Brad Schoenwald of the CSNCOE (contact info found on page 11).



Sea Trade Conference 2016. Unknown photographer.

# Enforcement, Reminders, & Updates

These are issues that have been brought to our attention by cruise industry stakeholders and Coast Guard field offices, as well as the newest updates to regulation, policy and U.S. Law.

## USCG Certificate of Compliance (COC) Exams That Follow Dry Dockings

This is a reminder that USCG Port State Control Officers (PSCOs) should be vigilant when completing a COC exam on a cruise ship that recently completed its dry dock or dockside maintenance period. A tremendous amount of work is done in a short time span. Several areas of the ship are affected with most departments out of service to ensure the work is completed. It is an expensive endeavor that doesn't allow the ship a lot of time to prepare for COC exams scheduled immediately after docking periods.

Some non-conformities observed by USCG PSCOs during COC exams scheduled after docking periods include CO<sub>2</sub> systems not connected, fire doors in several main vertical zones not closing or not opening, section valves not working in accommodation areas, liferafts not properly installed, and life boats which cannot be properly deployed or that are missing equipment. In one case during an Initial COC exam, a PSCO observed that all fuel oil shut-off valves were blocked open.

Although the COC exam by nature is challenging, the CSNCOE emphasizes the exam should be done in a holistic manner, ensuring that systems and arrangements are examined thoroughly.



Passenger vessel in dry-dock. Photo by Mr. Brad Schoenwald

## Initial Certificate of Compliance (ICOC) Exams – Closing the Loop!

You have returned from a successful ICOC exam at one of the European shipyards for the newest cruise vessel that will make your port the first U.S. port. What is required to be completed upon the vessel's arrival to the U.S.? The answer to this will depend on how much time has passed between the start of the ICOC exam and when the vessel finally arrives to its first U.S. port.

1. If it has been less than 12 months since the ICOC was started, and as long as there have been no changes to the vessel, all that is required is the completion of any outstanding worklist items and for you to run a crew drill. You should do a walkthrough of the vessel to ensure there are no noticeable issues (i.e. storage in unauthorized spaces) that could pose a safety concern. Testing of systems should not be performed unless there are clear grounds that warrant it.

2. If it has been more than 12 months but less than 24 months since the ICOC exam started, the exam should be conducted as if it were an annual exam.

3. If it has been more than 24 months since the start of the ICOC exam, the vessel will be required to complete a new ICOC exam. The vessel should submit plans to the Marine Safety Center for any changes that may have been completed since the Coast Guard was last on board. If there have been no changes, the vessel should submit a letter or e-mail from their Classification Society, or flag state representative, that attests that there have been no changes made since the last Coast Guard review. Exam items, such as the smoke extraction test and the transitional power test, need not be re-examined as long as there was adequate Coast Guard representation during the original examination and testing of these items.

Remember that this is an exam for issuance of the Certificate of Compliance. Anything that cannot be completed from the original work list, or any new items, must be notated on a Form B and issued to the vessel. At no time should you leave the vessel with a worklist.

Additionally, you can contact the CSNCOE and we can help guide you through the ICOC process. We can also make sure you are in touch with the appropriate Coast Guard offices.

For any further questions concerning the ICOC process, please contact Mr. Scott Elphison (contact info found on page 11).

## Checking for Outstanding Plan Review Items Documented by the Marine Safety Center (MSC)

While preparing for any type of COC exam, PSCOs should check for any MSC outstanding plan review items, especially as they pertain to alternative designs per SOLAS II-2/17 or SOLAS III/38 for novel lifesaving systems issues, including oversized life boats.

To do this, PSCOs can check for plan review documents that were uploaded in MISLE, and then review them to identify areas that should be checked during the exam. PSCOs can also communicate with the ship to see if they are aware of any outstanding items. The CSNCOE can assist units in determining if the MSC plan review was completed.

After the exam, the PSCO should also e-mail the MSC regarding the status of the plan review items that required OCMI verification. Keep in mind that a deficiency can, and should, be issued for outstanding plan review items if the deficiency can be supported by a direct cite in SOLAS. The cruise ship industry is also reminded that it is important to respond in a timely manner to official correspondence from the U.S. Coast Guard. This can prevent any confusion during the scheduled exams between the U.S. Coast Guard PSCOs and the crew, and in certain situations could prevent the withholding of the COC due to incomplete plan review.

## Upcoming Regulatory Enforcement

### **1 January 2017 – Polar Code**

The International Code for Ships Operating in Polar Waters (Polar Code) and related amendments that make the Code mandatory under both SOLAS and MARPOL enters into force.

The Polar Code will apply to new ships constructed on or after 1 January 2017. Ships constructed before 1 January 2017 will be required to meet the relevant retroactive requirements of the Polar Code by either the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

### **1 January 2017 – MARPOL Annex I – oil residues**

Amendments to regulation 12 of MARPOL Annex I, concerning tanks for oil residues (sludge), update and revise the regulation, expanding on the requirements for discharge connections and piping to ensure oil residues are properly disposed.

### **1 January 2017 – SOLAS – IGF Code**

International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), along with amendments to make the Code mandatory under SOLAS, enters into force.

The amendments to SOLAS chapter II-1 (Construction – Structure, subdivision and stability, machinery and electrical installations), include amendments to Part F Alternative design and arrangements; and a new Part G Ships using low-flashpoint fuels, to add new regulations to require ships constructed after the expected date of entry into force of 1 January 2017 to comply with the requirements of the IGF Code, together with related amendments to chapter II-2 and Appendix (Certificates).

The IGF Code contains mandatory provisions for the arrangement, installation, control, and monitoring of machinery, equipment and systems using low-flashpoint fuels, focusing initially on liquefied natural gas.

The Code addresses all areas that need special consideration for the usage of low-flashpoint fuels, taking a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel.

### **1 January 2017 – SOLAS – venting**

Amendments to SOLAS regulations II-2/4.5 and II-2/11.6, clarifying the provisions related to the secondary means of venting cargo tanks in order to ensure adequate safety against over and under pressure in the event of a cargo tank isolation valve being damaged or inadvertently closed, and SOLAS regulation II-2/20 relating to performance of ventilation systems.

### **1 January 2017 – STCW Manila amendments transitional provisions end**

From 1 January 2017, STCW certificates must be issued, renewed and revalidated in accordance with the provisions of the 2010 Manila Amendments.

# Technical Notes & Training

## USCG – Marine Safety Alert 12-16

This safety alert reminds vessel owners and operators to periodically validate the proper operation of their vessel's Voyage Data Recorder (VDR). Annual certifications performed by equipment technicians in accordance with SOLAS requirements may not be enough to ensure your best interests are met. Initial system testing may also be inadequate to detect installation and operational deficiencies. VDR data is extremely important to marine investigators during accident reconstruction. Following an accident, VDR data can assist owners and operators in evaluating the performance of shipboard personnel and vessel equipment, while also helping to determine causal factors related to an incident. Periodic reviews of VDR data can also help detect unsafe practices and equipment problems before a marine casualty occurs.

The Coast Guard strongly recommends that owners and operators of vessels equipped with VDRs take the following actions:

- Ensure Deck Officers understand VDR operation and know how to initiate the "Save Data" function immediately after an incident;
- Employ a qualified service engineer to perform line-by-line functionality validation of all the required inputs, their storage, data coverage timeframe, and ability of this data to be properly played back with the appropriate equipment, operating systems and software available;
- Implement a company policy to periodically test the VDR (in addition to the required annual certification) to ensure complete operation of the system; and
- Incorporate the above recommendations in the vessel's Safety Management System and maintenance record keeping systems.

## 2017 FPVE Courses

We want to thank all the course participants from 2016. We hope that you will be our biggest supporters in getting the word out on the value that the course provided to you and highlight the benefit for fellow FPVE's or industry peers interested in attending. The convening FPVE Course dates have been scheduled. The dates are as follows:

- December 5-9, 2016
- January 30-February 03, 2017
- February 27-March 03, 2017

Coast Guard members should submit an electronic training request. Industry representatives should contact Mr. Jason Yets if interested in attending. (Contact info found on page 10)

## Digital Support Tool for the Performance and Qualification Standard (PQS)

In the pursuit of continued improvement of human performance, the CSNCOE has developed the Foreign Passenger Vessel Examiners Performance and Qualification Standard, Digital Support Tool (DST). The goal of the DST is to provide trainees and verifying officers consistent information and objectives based upon each task of the PQS. The DST includes active narration, pictures and video to support each PQS task objective.

The DST was designed in PDF format and it can be downloaded to individual desktops, laptops, notebooks, and even smart phones. The DST must be downloaded in order to utilize all the functions of the document. This is a large document (1.12GB) and may take anywhere between to 10-40 minutes to download depending on your available band width. The PDF file allows each user to maintain notes and use the tool in the field.

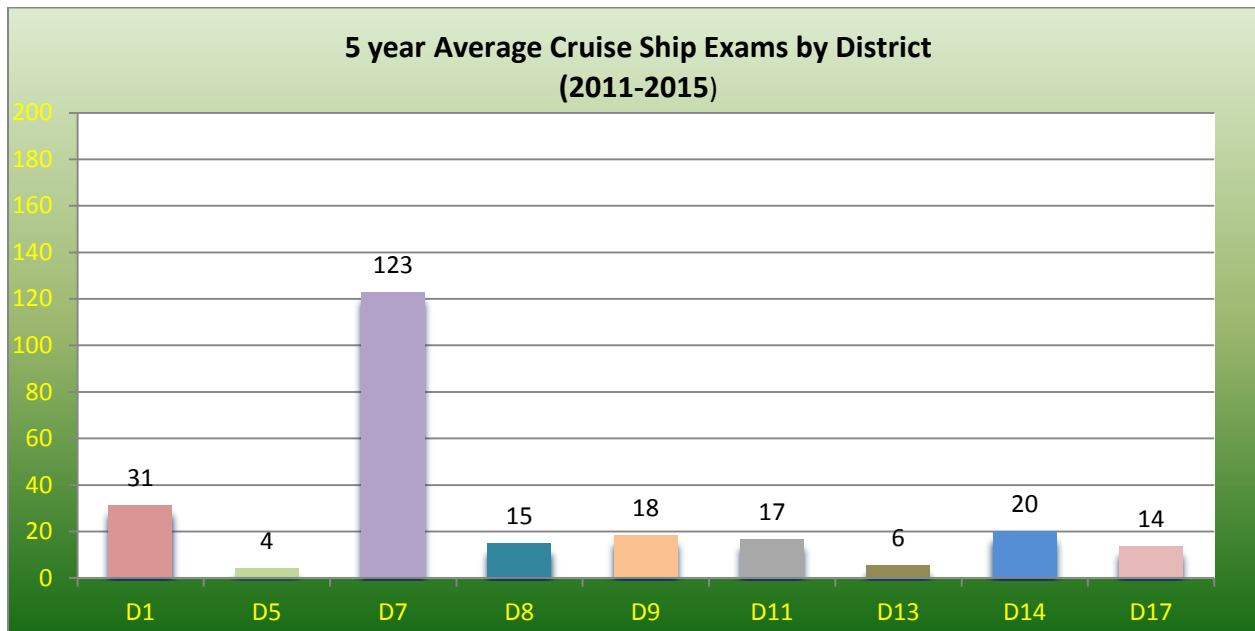
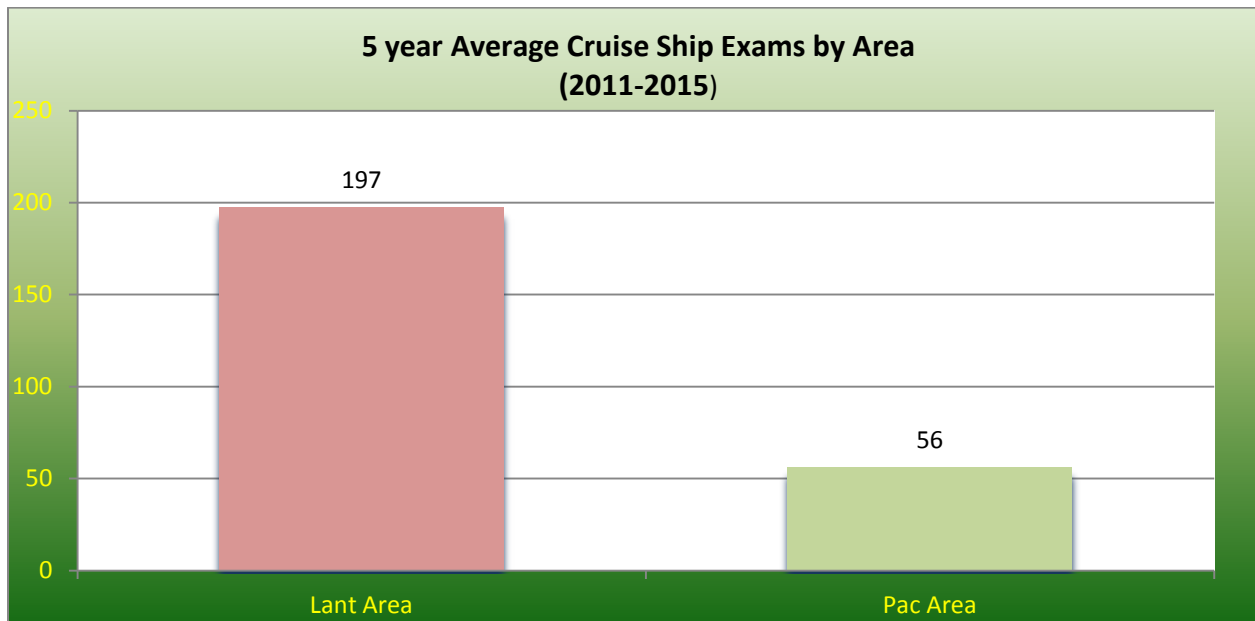
This DST was produced by the CSNCOE with support from the Port Security and Resilience Assessment Team and the West Virginia National Guard Joint Interagency Training and Education Center.

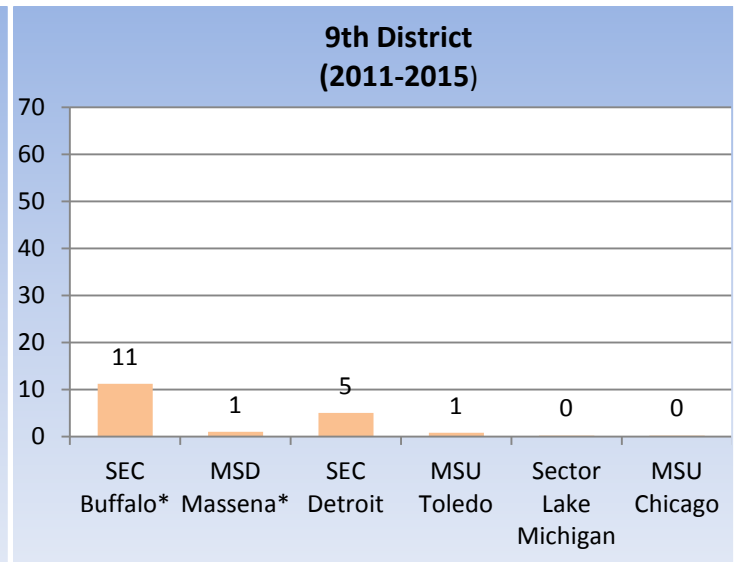
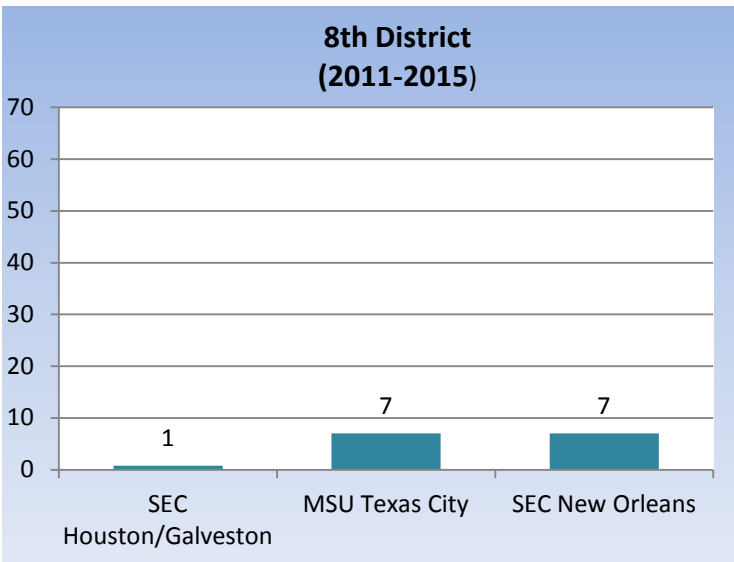
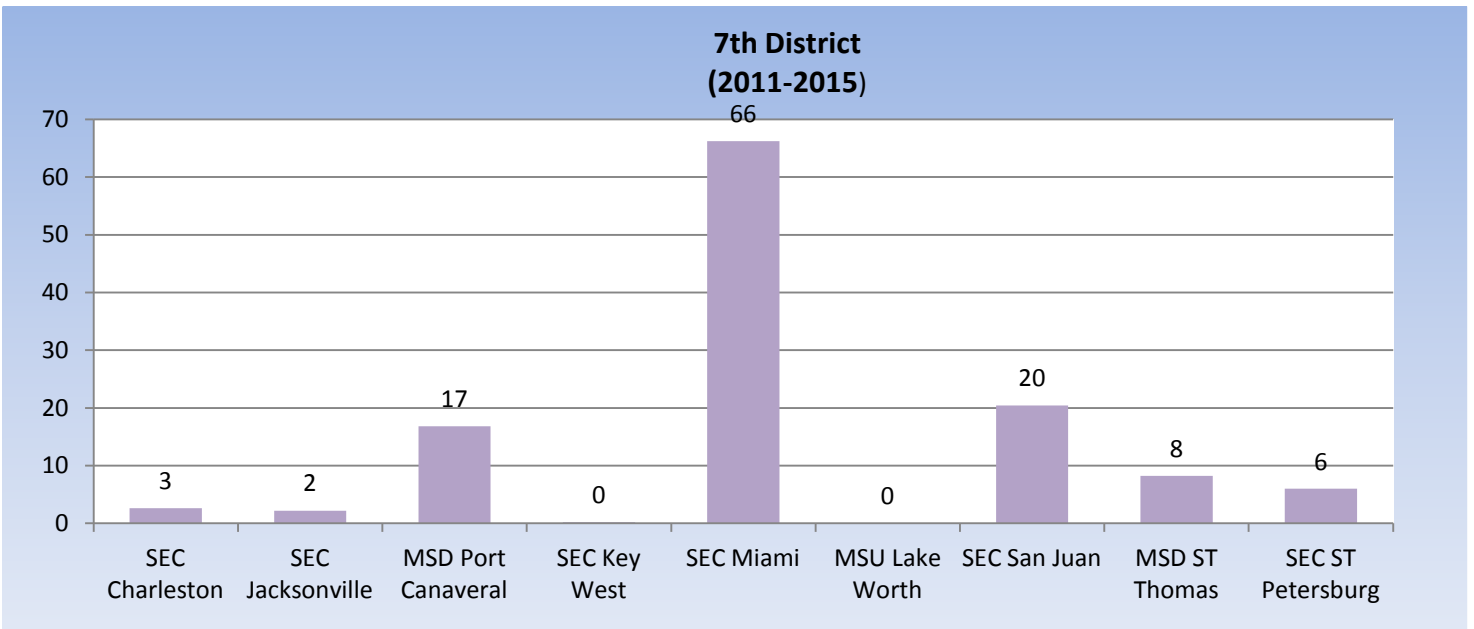
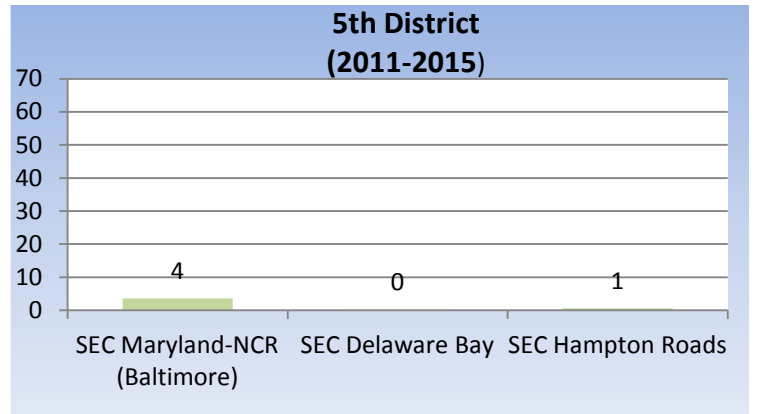
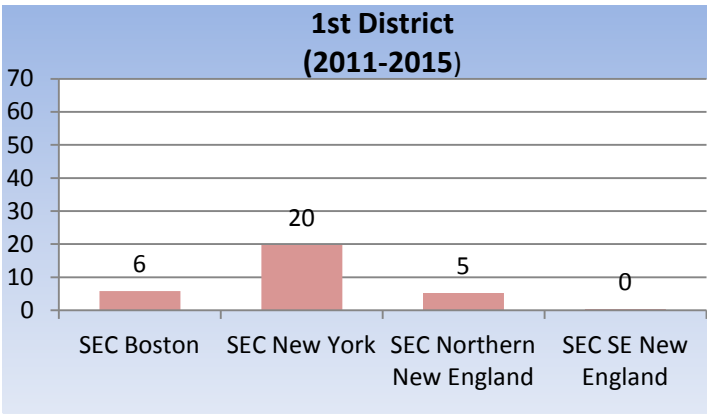
The DST can be found on our website, under the training tab, with directions for downloading for specific browsers. Here's the hyperlink to the DST from our website: <http://www.uscg.mil/hq/cg5/csncoe/dst.asp>

This tool will be under continuous improvement and upgrades as we accumulate more videos, pictures, and feedback from the field.

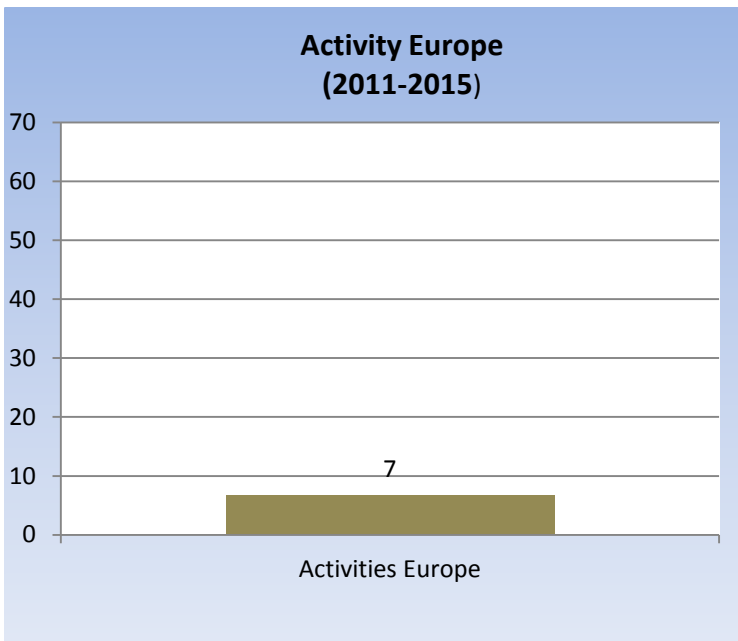
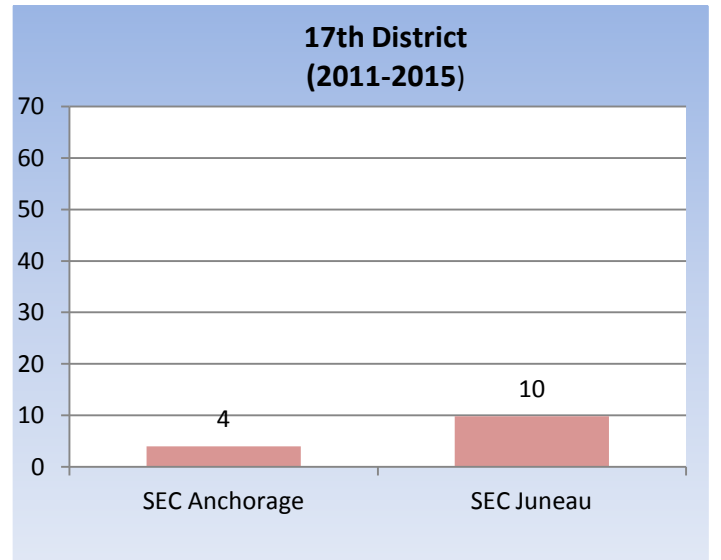
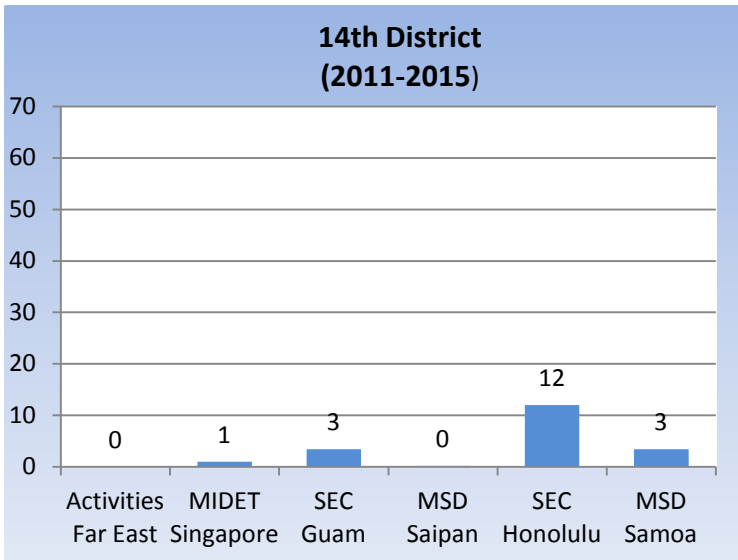
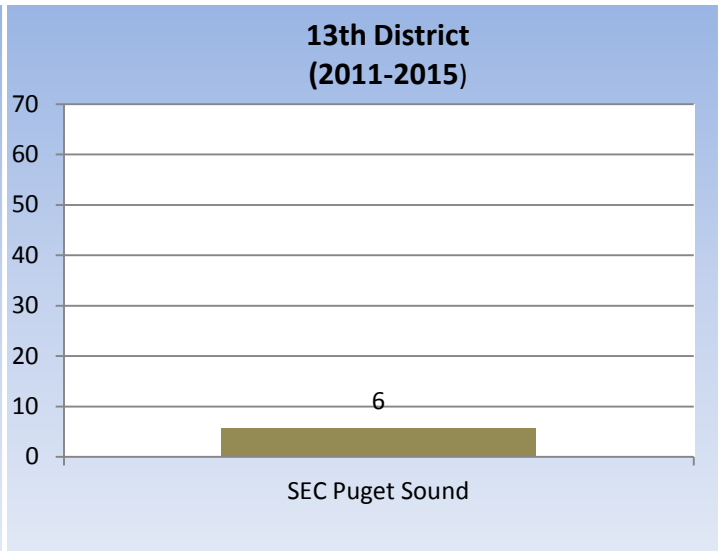
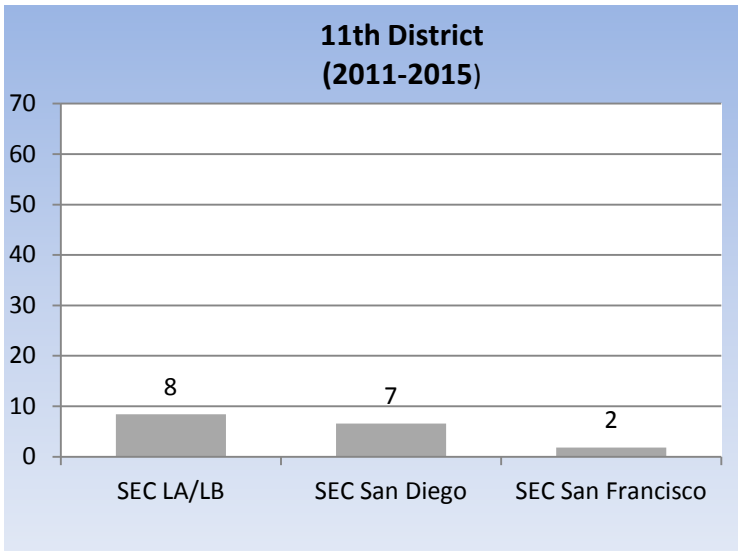
Please provide feedback and questions regarding the DST to Mr. Brad Schoenwald. (contact info found on page 11)

**Historical Data** The following is a five year average (2011–2015) of Foreign Passenger Exams (Initial, Annual, & Periodic) by Coast Guard Units.









# Test Your FPVE Knowledge



***Have you seen a life-raft set up like this before?  
Do you understand how the system works in order to know if it is installed properly?***

There are three hydrostatic releases (A., B., & C.), three lines (x. (red), y. (white), & z. (white)), one hose (h. (black)) one pump (p.) and the painter (r.)

Explain how each hydrostatic release works in conjunction with each other (i.e. float free arrangement vs. manual release)

Please e-mail [csncoe@uscg.mil](mailto:csncoe@uscg.mil) and put "test your FPVE knowledge" in the subject line to see if you have the correct answer...can't wait to hear from you all!

## Cruise Line and CG Unit Contacts

The cruise industry contact list was developed to provide Coast Guard field offices with alternate lines of communication for non-emergency information (arrival, exam scheduling, itinerary inquiries, etc). The contact list is maintained by the Cruise Ship National Center of Expertise. If you require contact information for a particular industry entity, please contact the respective industry service manager as listed on page 10. Additionally, we have also developed a [unit POC list](#) for industry personnel to assist in exam scheduling. It provides a direct POC for each Sector, MSD and MSU, to expedite the scheduling process.

## Industry Service Managers

Aida Cruises	Mr. Elphison
Azamara Club Cruises	LCDR Jesionowski
Carnival Cruise Lines	Mr. Yets
Carnival UK	Mr. Elphison
Celebration Cruises	Mr. Elphison
Celebrity Cruises	LCDR Jesionowski
Costa Cruises	Mr. Yets
Crystal Cruises	Mr. Schoenwald
Disney Cruise Line	Mr. Yets
Fleet Pro	Mr. Brehm
Hapag-Lloyd	Mr. Yets
Holland America Line	Mr. Yets
MSC Cruises	Mr. Elphison
Norwegian Cruise Lines	Mr. Schoenwald

NYK Cruise Lines	Mr. Schoenwald
Pearl Seas Cruises	Mr. Yets
Prestige Crusie Holdings	Mr. Elphison
Princess Cruises	Mr. Schoenwald
Residensea	Mr. Schoenwald
Royal Caribbean Int'l	Mr. Brehm
Seabourn Cruise Line	Mr. Yets
SeaDream Yacht Club	Mr. Elphison
Silversea Cruises	Mr. Brehm
Utopia Residences	Mr. Elphison
Viking Cruise Line	LCDR Jesionowski
Virgin Voyages	LCDR Jesionowski
V-Ships Leisure	Mr. Yets
Windstar Cruises	Mr. Elphison

American Bureau of Shipping	LCDR Jesionowski
Bureau Veritas	Mr. Brehm
China Classification Society	Mr. Yets
DNV-GL	Mr. Elphison
Korean Register of Shipping	Mr. Elphison
Lloyds Register	Mr. Schoenwald
NKK	Mr. Schoenwald
RINA	Mr. Yets
Russian M.R. of Shipping	Mr. Elphison

## USCG Field Office Service Managers

Activities Europe	Mr. Elphison
Activities Far East	Mr. Elphison
MSD Port Canaveral	Mr. Elphison
MSD Samoa	Mr. Elphison
MSD St. Thomas	Mr. Schoenwald
MSU Texas City	LCDR Jesionowski
Sector Anchorage	Mr. Schoenwald
Sector Boston	LCDR Jesionowski
Sector Buffalo	Mr. Brehm
Sector Charleston	LCDR Jesionowski

Sector Delaware Bay	Mr. Brehm
Sector Detroit	Mr. Yets
Sector Guam	Mr. Elphison
Sector Hampton Roads	LCDR Jesionowski
Sector Honolulu	Mr. Yets
Sector Houston/Galveston	Mr. Brehm
Sector Jacksonville	Mr. Elphison
Sector Juneau	LCDR Jesionowski
Sector LA/LB	Mr. Schoenwald
Sector Lake Michigan	Mr. Yets

Sector Maryland-NCR	Mr. Brehm
Sector Miami	LCDR Jesionowski
Sector New Orleans	Mr. Schoenwald
Sector New York	Mr. Brehm
Sector Northern New England	LCDR Jesionowski
Sector Puget Sound	Mr. Brehm
Sector San Diego	Mr. Schoenwald
Sector San Francisco	Mr. Yets
Sector San Juan	Mr. Schoenwald
Sector Southeast New England	LCDR Jesionowski
Sector St. Petersburg	Mr. Yets

## Subject Matter Experts

Active Fire Protection	Mr. Schoenwald
ADA Access	Mr. Elphison
Bridge Resource Management	Mr. Schoenwald
Cruise Line Industry	Mr. Yets
Emergency Power	Mr. Brehm
Environmental	LCDR Jesionowski
FPVE Course Administrator	Mr. Schoenwald
FPVE Exam Drills	Mr. Yets
FPVE Exam Process	Mr. Yets
FPVE PQS	Mr. Schoenwald
FPVE Process Guide	Mr. Elphison
IMO	CDR Jenkins

ISM/SMS	Mr. Brehm
Lifesaving	Mr. Yets
Machinery Systems	Mr. Elphison
Mass Rescue Operations	Mr. Yets
MISLE Oversight	Mr. Brehm
Plan Review	Mr. Elphison
Podded Propulsion Systems	Mr. Elphison
Pre & Post Exam Process	LT DeJean
Security & CVSSA	Mr. Yets
Ship Design & Construction	Mr. Schoenwald
STCW	Mr. Schoenwald
Structural Fire Protection	Mr. Schoenwald

## CSNCOE Contact Information

General Contact		<a href="mailto:csncoe@uscg.mil">csncoe@uscg.mil</a>	954-767-2140
CDR Randy Jenkins	Detachment Chief	<a href="mailto:randy.j.jenkins@uscg.mil">randy.j.jenkins@uscg.mil</a>	Ext. 1000
LCDR Eric Jesionowski	National Technical Advisor	<a href="mailto:eric.s.jesionowski@uscg.mil">eric.s.jesionowski@uscg.mil</a>	Ext. 1001
Mr. Brad Schoenwald	Senior Marine Inspector	<a href="mailto:brad.a.schoenwald@uscg.mil">brad.a.schoenwald@uscg.mil</a>	Ext. 1003
Mr. Scott Elphison	Senior Marine Inspector	<a href="mailto:scott.j.elphison@uscg.mil">scott.j.elphison@uscg.mil</a>	Ext. 1002
LT Derricka DeJean	Port State Control Officer	<a href="mailto:derricka.f.dejean@uscg.mil">derricka.f.dejean@uscg.mil</a>	Ext. 1004
Mr. Jason Yets	Marine Inspector	<a href="mailto:jason.m.yets@uscg.mil">jason.m.yets@uscg.mil</a>	Ext. 1007
Mr. Dan Brehm	Marine Inspector	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	Ext. 1005

### Feedback

The CSNCOE is an advocate of the Coast Guard's Mission Management System and committed to applying quality management principals to meet regulatory and policy requirements and improve mission performance and workload proficiency. In keeping with quality management principles and a desire to continuously improve we ask for [feedback](#).

Located on the last page of the PQS books are the PQS / Job Aid Change and Recommendation Form, along with the email address in which to submit them.

Questions and comments can be made through our external website or contact a CSNCOE member directly.

### CSNCOE Announcements

For CG FPVE's, if you would like notification when new announcements are posted on the CSNCOE internal website, please follow the instructions listed below. This will ensure you are notified promptly, in real time, on all CSNCOE announcements.

Click on link: <https://cgportal2.uscg.mil/units/csncoe/SitePages/Home.aspx>, then go to announcements and open one of the announcements. The list "tools box" will show above the announcements section. Click on "alert me" – "manage my alerts" – "add alert". On the right hand side of the page click on "announcements". From here you can customize your alert. We recommend you select immediate notification as this will ensure that an alert is sent whenever a new item is added.