

USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE (CSNCOE) NEWSLETTER

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Current events



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Farewell and Following Seas to Mr. Jason Yets

On July 25, 2017, the CSNCOE accepted the resignation of Mr. Jason Yets. Mr. Yets left for family matters after nearly six years of service to the Coast Guard as a civilian employee. We appreciate his contributions to the Cruise Ship NCOE and to the U.S. Coast Guard. We wish him the best of luck in all of his future endeavors.



Welcome Mr. Daryl Logan

We would like to welcome Mr. Daryl Logan to the CSNCOE. Mr. Logan is stationed as a Civilian Apprentice Marine Inspector at Sector Miami, where he performs Port State Control and Foreign Passenger Vessel Exams. He will be temporarily assigned to the CSNCOE and we look forward to working with him here.



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.

MISLE Data Entry Guide for Cruise Ships

By Scott Elphison

To help the field and provide consistency throughout the Coast Guard, the CSNCOE has developed the "Marine Information for Safety and Law Enforcement (MISLE) User Guide for Foreign Passenger Vessel Deficiency Data Input". We analyzed over 5000 deficiencies available in MISLE and identified each deficiency related to foreign passenger vessels. This guide provides the field users with the correct deficiency code to enter into MISLE to capture the exam results observed during the annual and periodic Certificate of Compliance exams (see Table A excerpt). Additionally, the guide provides the corresponding regulatory cites. Examiners still need to use keel laid date to determine correct applicability. These deficiencies should be the only ones that are utilized for anything identified during an exam. This will allow us to track trends in the industry and assist in future projects.

The CSNCOE will periodically audit MISLE to ensure that the guide is being followed. The MISLE user guide can be found on our portal site.

Website Update / Conversion

The Coast Guard has transitioned all their external websites and is now hosted by the [Defense Media Activity \(DMA\)](#), [American Forces Public Information Management System \(AFPIMS\)](#) effective 01 August 2017.

Please take a moment to bookmark our new site:

<http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Cruise-Ship-National-Center-of-Expertise/>

The links provide quick access to the new versions of pages and files that were most visited on our old site. Use the **Menu**, located at the top of the left column of each page, to navigate to our products. Use the **Submit a Question or Provide a Comment**, located in the "Contact the CSNCOE" menu at the top of the left column, to let us know how we are doing or to ask for assistance in locating content.

Table A Vessel System, Vessel Subsystem, Vessel Component, and Regulatory Cite
Verify keel laid date and use appropriate version of SOLAS and associated Codes for all identified deficiencies.

Vessel System	Vessel SubSystem	Vessel Component	Regulatory Cite
Accommodation/ Occupational Safety	Medical/First Aid	Hospital Space	ILO-147/PWSA 33 USC 1223(b)1
Accommodation/ Occupational Safety	Medical/First Aid	Medicine Cabinet	ILO-147/PWSA 33 USC 1223(b)1
Accommodation/ Occupational Safety	Occupational Safety	Portable Electric Equipment/Appliances	SOLAS II-1/40.1
Accommodation/ Occupational Safety	Occupational Safety	Guards for Exposed Hazards	SOLAS II-1/26.1 SOLAS II-1/45.1
Accommodation/ Occupational Safety	Other Accommodation Spaces	Laundry	ILO-147/PWSA 33 USC 1223(b)1
Communications	Alarms/Indicators	Abandon Ship Alarm	SOLAS III/6.4.2 SOLAS III/6.4.3
Communications	Alarms/Indicators	Fire Alarm	SOLAS II-2/7 SOLAS II-2/7.9 SOLAS II-2/20.4 (ro-ro) FSS Code Chapter(s) 8 and 9
Communications	Alarms/Indicators	General Alarm	SOLAS III/6.4.2 SOLAS III/6.4.3 LSA Code Chapter VII/7.2.1
Communications	Alarms/Indicators	High Water Alarm	SOLAS II-1/35-1.2.6.2
Communications	Alarms/Indicators	Rudder Angle Indicator	SOLAS II-1/29.14 SOLAS V/19.2.5.4 SOLAS V/26.6

Passenger Ship Safety Conference Miami

The 2nd annual Passenger Ship Safety Conference Miami will be held 30–31 January 2018 at The Renaissance Hotel in Fort Lauderdale, Florida. With a heavy emphasis on safety, this year's conference will explore safety strategy and concerns most prevalent in the cruise industry. The CSNCOE will be presenting on our examination process with an emphasis on our role assessing human factors and crew performance. The conference is free for operators and public sector employees. For more information on the conference, please visit the conference website at <http://passengershipsafety.com/miami/index.php>.



Passenger Ship Safety Conference 2016. Unknown photographer.

Sea Trade Fort Lauderdale

The annual Seatrade Cruise Global conference will be held 5–8 March 2018 at the Broward County Convention Center in Fort Lauderdale, Florida. Seatrade encompasses a number of different topics from safety, innovation, and technology to tourism. This conference gives attendees an outstanding insight into the myriad facets of the cruise industry. For more information on Seatrade Cruise Global, including registration and fees, please visit the conference website at <http://seatradercruiseglobal.com/>.



Sea Trade Conference 2017. Unknown photographer.

Change of Operator/Owner Triggers an ISPS Exam

By Mr. Dan Brehm

As a reminder, the USCG is required, in accordance with the Marine Safety Manual Vol. II/Section D, to complete an International Ship and Port Security (ISPS) II exam on ships that have a change in owner, operator, or flag.

This means that a Port State Control team, including a qualified Foreign Passenger Vessel Examiner (FPVE), is required to complete an ISPS II exam on cruise ships and issue a new Certificate of Compliance (COC) when these changes are made. The issue, expiration, and periodic due dates do not change. The FPVE will sign page 2 of the COC upon completion of the exam and write in the notes section that an ISPS II exam was completed. Form A and Form B, if deficiencies were identified during the exam, shall be issued. Vessels' Masters should be made aware that the vessel is still due for its exams as per the COC issued prior to the revision.

E-Zero & QUALSHIP21

In July, CVC-2 began screening foreign commercial ships within QUALSHIP 21 to receive the E-Zero designation. The criteria that ships must meet to receive the designation is located at:

<http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Foreign-Offshore-Compliance-Division/psc/#QS21>

During a Periodic exam, PSCOs should reduce the scope of the environmental portion of the exam for QUALSHIP 21 Foreign Passenger Ships with the E-Zero Designation. Alternatively, PSCOs have the flexibility to not conduct the waste stream portion of the exam, in accordance with NVIC 04-04. This should be documented in MISLE. However, during the course of the Periodic exam, if the PSCO establishes clear grounds to expand the exam with respect to the environmental compliance onboard the ship, he or she should follow existing guidance related to expanded exams.

This reduced scope only applies to Periodic exams. The waste stream portion must continue to be conducted for all COC-Annuals onboard Foreign Passenger Ships with the E-Zero Designation.

Electronic Chart Display Info System Updates

The International Convention for the Safety of Life at Sea (SOLAS), 1974, (2014 consolidated edition) Chapter V, Regulation 19.2.10 lists which ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS). Per 74 SOLAS (2014 consolidated edition) Chapter V, Regulation 27, all nautical charts necessary for the intended voyage shall be adequate and up to date. Additionally, Chapter V, Regulation 16.1 requires that adequate arrangements are in place to ensure the performance of a fitted ECDIS is maintained.

The Paris Memorandum of Understanding (MoU) and the Tokyo MoU have agreed to begin a safety of navigation concentrated inspection campaign on Sept. 1, 2017, following the guidance as listed in MSC.1/Circ.1503/Rev.1: ECDIS – Guidance for Good Practice. This guidance explains that where an ECDIS is being used to meet the chart carriage requirements of SOLAS, it should also be maintained so as to be compatible with the latest applicable International Hydrographic Organization (IHO) standards.

For foreign flag vessels arriving into U.S. ports, vessel owners/operators must ensure they are in compliance with the aforementioned SOLAS Chapter V, Regulation 19.2.10 and Regulation 27. It is also recommended that they are familiar with the guidance found in MSC.1/Circ.1503/Rev.1 – ECDIS Guidance for Good Practice. U.S. Coast Guard Port State Control Officers may verify compliance with SOLAS Chapter V: Safety of navigation, including functionality and operational requirements to ensure the vessel is navigating safely. If there are any disparities with ECDIS equipment/software, the vessel's master is encouraged to present the Port State Control Officer with proper documentation from the respective flag Administration, equipment manufacturer and/or technical servicing company.

To review MSC.1/Circ.1503/Rev.1 – ECDIS Guidance for Good Practice, visit [IMO's website](#) and request a user account.



Update on Ballast Water Management Systems

There are currently five approved BWM Systems. A complete list of ballast water treatment systems that have been approved or have type approval applications currently under review can be found on the [Marine Safety Center webpage](#).

The Coast Guard's ballast water portal provides information on BWM compliance date extensions. The site also provides access to regulations, policy letters, informational bulletins, and extension application status to help the maritime industry comply with the BWM requirements.

Please send requests for compliance extension and questions regarding the Coast Guard's BWM extension program to: environmental_standards@uscg.mil.

Additionally, a revised Frequently Asked Questions (FAQ) document combines and updates a collection of previous FAQs. These address questions on a variety of current topics, including compliance with Coast Guard regulations, the type approval process for Ballast Water Management Systems, and working with Independent Laboratories.



Marine Safety Center BWMS Type Approval Status



<i>Approved</i>						
Date Received	Manufacturer (Country)	Model	Independent Lab	System Type	Approved Range	Certificate Issued*
20 Sep 2016	Optimar (Norway)	OBS/OBS Ex	DNV GL	Filtration + UV	167 – 3000 m ³ /h	02 Dec 2016
21 Sep 2016	Alfa Laval (Sweden)	Pure Ballast 3	DNV GL	Filtration + UV	150 – 3000 m ³ /h	23 Dec 2016
23 Sep 2016	OceanSaver AS (Norway)	MK II	DNV GL	Filtration + Electrodialysis	200 – 7200 m ³ /h	23 Dec 2016
24 Jan 2017	Sunrui (China)	BalClor	DNV GL	Filtration + Electrolysis	170 – 8500 m ³ /h	07 Jun 2017
31 Mar 2017	Ecochlor, Inc. (USA)	Ecochlor BWTS	DNV GL	Filtration + Chemical Injection	500-16,200 m ³ /h	10 Aug 2017
<i>Under Review</i>						
Date Received	Manufacturer (Country)	Model	Independent Lab	System Type	Approved Range	Certificate Issued
02 May 2017	Erma First	Erma First FIT	Lloyds Register	Electrolysis + Filtration	100-3000 m ³ /h	Pending

*Complete copies of the Coast Guard Type Approval Certificates can be found on the Coast Guard HOMEPORT website under the "Environmental" Missions Tab or by visiting the USCG Approved Equipment List at: <http://cgmix.uscg.mil/Equipment/Default.aspx>

Matters of Interpretation

By CDR Randy Jenkins

During the course of our examinations we occasionally run into areas where the regulations are written in a way that leaves the requirement and intent open to interpretation. During one such case, the requirements of SOLAS II-2/10 were analyzed. Regulation 10.2.2.2.1 requires three fire pumps for passenger ships 4,000 gross tons and larger. Regulation 10.2.1.2.1.1.1 states that one of the required pumps should be able to immediately and continuously supply water, by way of an automatically starting pump. Lastly, SOLAS II-1/42.2.4 states that one of those three pumps required has to be on the emergency panel for a period of 36 hours.

The question of intent arose as to whether or not the pump that is required to provide a "readily available" supply of water per 10.2.1.2 also needs to be the same pump on the emergency panel. Although SOLAS does not explicitly require this, it can be argued that the intent is that in all conditions, whether main power is available or lost, or vessels are on emergency power, you should be able to have a continuous, readily available supply of water automatically without the need to manually start the pump. There are pros and cons to this argument, as is usually the case. As this is sufficiently ambiguous, the U.S. position on this matter is to defer to the Flag Administration's interpretation. In the meantime, the USCG will continue to work with IACS and IMO to figure out a way forward on addressing this issue. Whether it says the one on the emergency panel is also automatic, or it says "need not be", giving the option, or it says it should/shall not be automatic, is something for further debate.

In a similar scenario, we found the operational requirements for semi-watertight doors to be unclear. First, the only place that term is used is in the "safe return to port" requirements of SOLAS II-2/21 and 23. However, it is generally understood that term refers to watertight doors located above the bulkhead deck. As is the case for sliding watertight doors below the bulkhead deck, they typically serve a dual purpose as both a watertight and fire boundary. SOLAS only provides operational and control requirements for sliding watertight doors BELOW the bulkhead deck per II-1/13, such as the time to close, etc. As such, there are no operational requirements or standards for those located above. In certain arrangements it is difficult to simultaneously meet the fire standards of II-2/9.4.1.1.5 and those typically applied to watertight doors in II-1/13. We did note that II-2/9 defers the fire standards to those of watertight doors (see 9.4.1.1.3 and 9.4.1.1.5).

Similar to the fire pump scenario, the U.S. position is to defer to the Flag Administration's interpretation until such time that standards are implemented for watertight doors located above the bulkhead deck on passenger ships.



USCG "Readily Available" Interpretation

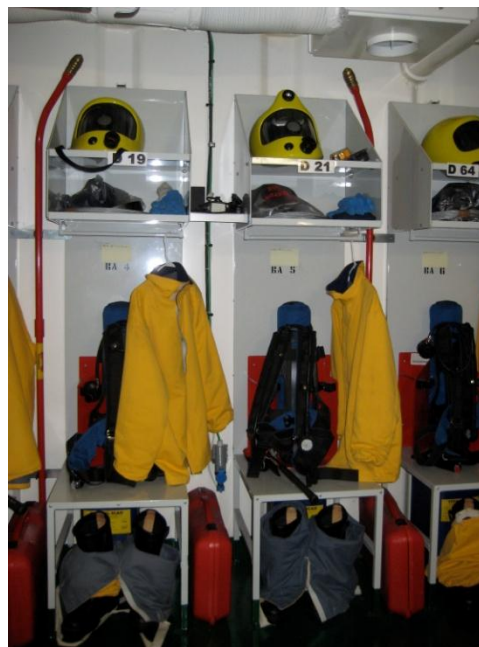
By Mr. Tom Woodford

Cruise line and shipyard representatives requested an interpretation from the USCG regarding the term readily or easily available. This came about recently concerning the necessity of placing key boxes outside the door of fire lockers onboard cruise ships.

This issue is addressed in SOLAS Chapter II-2, Regulation 10. Both regulation 10.1 and 10.10.3.1 indicate the intent of the regulations is to ensure firefighting appliances and protective clothing to be located and stored in a manner so they are always ready for use and easily accessible.

Typically, fire locker doors are fitted with special locks to ensure the equipment remains in place 'ready for use.' This is inconsistent with the 'easily accessible' requirement. Imagine the delay if the assigned key holder(s) is directly involved in the incident or accidentally left the key in their cabin?

When time is of the essence in getting firefighters dressed out and deployed, a delay resulting from searching for a key could have a dramatic impact on the scope of the event. By installing a tamper resistant key box at the locker, the problem is solved and both requirements can be met. Roving security can then verify the glass is intact and do not need to do an inventory every round.



Initial Certificate of Compliance Exam Readiness

By LT Yusen Guo

US Coast Guard Initial Certificate of Compliance (ICOC) program is a process a foreign passenger ship must complete in order to obtain a Certificate of Compliance. USCG Marine Safety Manual Volume II (COMDTINST 16000.7B), Section D, Chapter 7 serves as our principal policy guidance for the following content. As the ICOC program coordinator responsible for all European cruise ship related activities, I would like to take this opportunity to address some questions raised from my recent interactions with the cruise ship industry:

1. When is a ship considered ready for an overseas ICOC exam (ICOC-Prep)?

To address this question, I would like to first differentiate between an ICOC exam and an overseas ICOC exam.

- A full ICOC exam is conducted when a Certificate of Compliance (COC) is issued at the end of the exam, and is completed when the vessel arrives at the first U.S. port.
- An Overseas ICOC exam, also known as ICOC-Prep, is conducted without issuing the Certificate of Compliance at its conclusion and is normally conducted at a foreign port.

In order to be ready for an ICOC exam (first US port), the vessel must satisfy the following requirements:

- Completed the plan review process with USCG Marine Safety Center,
- Has a valid Passenger Ship Safety Certificate (PSSC)
- Can demonstrate crew competency for all facets of shipboard operations including drills and passenger master.

In order to be ready for an ICOC-Prep (overseas), the vessel must satisfy the following requirements:

- Plan review is substantially completed with USCG Marine Safety Center without major issues,
- Has a valid PSSC, or is ready to be issued a PSSC by the Administration at the end of the ICOC-Prep, and
- Either crew or shipyard personnel can demonstrate proper operation of firefighting, lifesaving, navigation and other emergency related systems.

2. When is an ICOC Assessment required?

An assessment, a basic walk-through of the ship, is completed approximately one week before the ICOC-Prep to verify the ship's readiness to carry out the exam. Not every passenger ship is required to complete an onboard assessment prior to the start of the ICOC-Prep. The following situations would lead to an onboard assessment prior to ICOC-Prep exam:

- New-build prototype,
- New-build with problematic exam history of previous sister ship, or
- Existing ship not ready for commercial operation prior to ICOC-Prep exam; for example, when a ship just exited a drydock period and is not currently in operation.

For all other situations, an onboard assessment is not required. An assessment of ship's readiness can be carried out by way of documentation from class society surveyor proving ship's operational readiness.



Construction of a cruise ship being built in Ancona Italy. Photo by LCDR Eric Jesionowski

Shell Openings in Way of Marine Evacuation Systems

By LTJG Capuzzi

Recently, Coast Guard examiners identified a number of ships operating with side shell doors and tender embarkation platforms installed directly below marine evacuation system (MES) embarkation stations and within the deployment path.

Since the IMO incorporated marine evacuation systems into SOLAS in 1996, Regulation 15.1 has specified "The ship's side shall not have any openings between the embarkation station of the marine evacuation system and the waterline in the lightest seagoing condition and means shall be provided to protect the system from any projections." Shortly after, IACS adopted a unified interpretation of that regulation (UI SC143), which specifies the term "openings" includes shell doors. This unified interpretation was later adopted by the IMO's Maritime Safety Committee in 2011 (MSC.1/1397).

Examiners attended two of the vessels with side shell doors and tender embarkations platforms below the MES embarkation station to verify that the vessels had on board a SOLAS exemption or equivalency issued by the Administration to permit such an installation. In both cases, no such documents were located and the vessel received deficiencies under SOLAS III/15.2. The vessel operators sought and obtained Flag equivalencies for the arrangement, based upon indicator lights installed at the deployment location showing the status of openings and a procedure that required all indicator lights be green before deployment of the MES.

There are numerous vessels with similar arrangements and all foreign passenger vessel examiners should be familiar with this regulation. During the hull walk portion of COC exams, FPVEs should be vigilant for such openings in way of the MES deployment path, and if spotted, should verify the presence of an exemption or equivalency during the documentation portion of the exam. During the annual COC, the examiner can witness testing of the installed systems required by the Flag approval. During a periodic exam, the examiner should ensure that the questioning of the MES system members includes procedures to verify no side shell doors are open prior to launching.



Shell Opening Indicator Panel at MES Station

USCG Marine Safety Alert 09-17

The Coast Guard has recently received a safety bulletin from Cruise Lines International Association that reported problems with lifejacket lights. The bulletin relates to Alcares water activated flashing lifejacket lights, models Jack A1-ALK and Jack ARH-ALK (CG approval numbers 161.112/88 and 161.112/90).

To date, inspections have discovered over 3,000 non-operational lights. All of the faulty lights discovered had leaky batteries, and some were identified as having incorrect battery expiration labels. All of the faulty lights were found to be non-operational before their expiration date. Contact Alcares for questions or concerns, including determining if non-operational lights are under warranty for a battery replacement.

Phone: +45 47 19 00 00;

Email: alcares@alcares.dk;

Website: <http://alcares.dk/leaking-batteries-found/>

The Coast Guard recommends that lifejackets with lights, especially those with automatic lights, be stored in temperature and humidity controlled, water-tight environments. Visual inspections and tests must be conducted in accordance with vessel carriage requirements and manufacturer manuals.

Vessel owners/operators should check their lifejacket lights to verify that they are operational at the earliest opportunity.

This safety alert was developed by the Coast Guard Office of Design and Engineering Standards. Any questions, comments, or incidences of failed lights under these or other Certificates of Approval should be sent to:

Stephanie.M.Groleau@uscg.mil



HI-FOG Safety Bulletin 004/2017

HI-FOG water mist fire protection issued a [Safety Bulletin](#) on the 18th of Sep 2017.

HI-FOG 1900 Sprinklers may not be compatible with some of the A1000 Assembly Bodies equipped with internal stop valves. The internal stop valve of A1000 Assembly Bodies of C-0001318, C-0006553, C40022, C40022.1, C40024, C41041.1, C4101.2, C41042, and C41045 may be pushed beyond its intended range.

The A1000 Assembly Bodies were built to accommodate the HI-FOG 1000 sprinklers. Some models of this Assembly Body include an internal stop valve that prevents the flow through the Assembly Body if the sprinkler is removed. For these Assembly Body models listed, there is a risk that HI-FOG 1900 sprinklers will press the stop valve beyond the intended range and thus may diminish, or in the worst case, prevent the water flow to the sprinkler in case of a discharge.

The risk is limited to the Assembly Bodies listed above used in combination with HI-FOG 1900 sprinklers.

The risk does not extend to Assembly Body types A2000, AB and C, to Assembly Bodies without an internal stop valve, or to any other HI-FOG sprinklers with any Assembly Body. See bulletin for identification of affected components.

Temporary Reduction of Survival Craft

By Mr. Brad Schoenwald

Recently there have been many instances where passenger ships have had to temporarily reduce the number of persons onboard due to casualties and maintenance to lifeboats, life rafts, and launching appliances.

Regardless of the configuration of lifeboats, life rafts or marine evacuation systems, at no time may a passenger ship on an international route sail with less than 75% lifeboat capacity.

For a quick review of the SOLAS requirements for survival craft, for ships on international voyages, we begin with one hundred and twenty-five percent (125%) total capacity to accommodate all persons on board, (SOLAS 14' III/21.1.1). Lifeboats must have equal distribution with 50% lifeboats available on each side. The Flag Administrations may approve a substitution of life rafts for lifeboats so long as not less than 37.5% lifeboats remain on each side and the remaining 12.5% are davit-launched rafts serviced by equally distributed launching appliances on each side or marine evacuation systems that satisfy the life raft requirements. The 25% additional life rafts must be served by at least one launching appliance on each side or an equivalent approved appliance, such as a center crane capable of being used on both sides. This additional 25% may also be included in the total capacity of a marine evacuation system.

When a ship must remove a lifeboat from service, the total life boat capacity must also remain at 75% of the total persons allowed onboard. There is no distinction between crew and passengers. Life rafts can be temporarily added to maintain the overall 125% lifesaving capacity but at no time can the 75% lifeboat requirement be reduced. Since equal distribution is a design requirement, we do not require any additional reductions to the total number of persons onboard, as long as the ship's crew has modified the evacuation and muster plans to account for the missing boat on one side.

There are many different ways to redistribute crew and passenger assignments to survival craft and there are no restrictions in assigning passengers to rafts or marine evacuation systems. Additionally, the ships may be able to sail on a short international voyage if their itinerary meets the requirements. A short international voyage is an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety. Neither the distance between the last port of call in the country in which the voyage begins and the final port of destination nor the return voyage shall exceed 600 miles. The final port of destination is the last port of call in the scheduled voyage at which the ship commences its return voyage to the country in which the voyage began.

In those cases where the circumstances are temporary, a written condition on a U. S. Coast Guard, Port State Control Report of Inspection – Form B (CG 5437B) and on the ships Certificate of Compliance is acceptable.



A1000

Cover Plate over Assembly Body surface, held by the sprinkler

HI-FOG 1000 \ 1900 only

Action Required for
HI-FOG® 1900 sprinklers



HI-FOG 1900

Action Required

Upcoming Regulatory Enforcement

1 September 2017 – MARPOL amendments sewage special area, NOx tier III reporting

Amendments adopted by MEPC 69:

- amendments to MARPOL Annex IV relating to the dates for implementation of the discharge requirements for passenger ships while in a special area, i.e. not before 1 June 2019 for new passenger ships and not before 1 June 2021 for existing passenger ships;
- amendments to MARPOL Annex II, appendix I, related to the revised GESAMP hazard evaluation procedure;
- amendments to MARPOL Annex VI regarding record requirements for operational compliance with NOX Tier III emission control areas;
- amendments to the NOX Technical Code 2008 to facilitate the testing of gas-fuelled engines and dual fuel engines.

1 January 2018 – Revised FAL Convention

The [revised Annex](#) to the Convention on Facilitation of International Maritime Traffic (FAL) includes mandatory requirements for the electronic exchange of information on cargo, crew and passengers.

A new recommended practice encourages the use of the “single window” concept, to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal without duplication.

Other revised standards cover shore leave and access to shore-side facilities for crew, including the addition of a paragraph in the standard to say that there should be no discrimination, in respect to shore leave, on grounds of nationality, race, color, sex, religion, political opinion, or social origin, and regardless of the flag State of the ship on which seafarers are employed, engaged or work.

Standards and recommended practices relating to stowaways are also updated, to include references to relevant sections of the International Ship and Port Facilities’ Security (ISPS) Code. A new standard requires Governments, where appropriate, to incorporate into their national legislation legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port area, any ship, cargo or freight containers.

1 March 2018 – MARPOL Annex VI Collection and reporting of ship fuel oil consumption data

Amendments adopted by MEPC 70: New mandatory [fuel oil data collection system](#). Amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) adds Regulation 22A on collection and reporting of ship fuel oil consumption data. Under the new requirements, ships of 5,000 gross tonnage and above will have to collect consumption data for each type of fuel oil they use, as well as other additional specified data, including proxies for transport work. Also new appendices cover information to be submitted to the IMO Ship Fuel Oil Consumption Database and form of the Statement of Compliance, which would be issued to the ship once the relevant data has been reported. Other regulations are amended to cater to the new requirement, including those related to certificates, surveys, and port state control.

1 March 2018 – MARPOL Annex I (IOPPC), MARPOL Annex V (HME products)

Amendments adopted by MEPC 70:

- Amendments to MARPOL Annex I to update Form B of the Supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks;
- Amendments to MARPOL Annex V related to products which are hazardous to the marine environment (HME) and Form of Garbage Record Book. The amendments provide criteria for the classification of solid bulk cargoes as harmful to the marine environment and are aimed at ensuring that such substances are declared by the shipper if they are.

Technical Notes & Training

NCOE Field Notices

By LCDR Jesionowski

LGC NCOE Field Notice 01-2017

The [Cruise Ship NCOE](#) worked in conjunction with the Liquefied Gas Carrier NCOE to develop [LGC NCOE Field Notice 01-2017 - Recommended Process for Analyzing Risk of Simultaneous Operations \(SIMOPS\) During Liquefied Natural Gas \(LNG\) Bunkering](#).

Field Notice 01-2017 contains recommendations for the marine industry and Captains of the Port to consider when assessing the risks of LNG Simultaneous Operations (SIMOPS). It includes guidance on an optional, formal operational risk assessment, if the vessel operator chooses to conduct one.

This field notice follows [CG-OES Policy Letter 01-17](#), released in June, which provides Captains of the Port additional guidance when considering safety issues associated with SIMOPS in conjunction with LNG fuel transfer operations.

CSNCOE Field Notice 01-2017

The [Cruise Ship NCOE](#) released [Field Notice 01-17 Exhaust Gas Cleaning System \(EGCS\) Short-term Temporary SOx Exceedances](#) to provide Coast Guard expectations for dealing with alarms from EGCSs, where such alarms are triggered by short-term temporary emission exceedances due to predictable operations of vessels, such as engine load changes. This notice is intended for vessels operating in the U.S. portion of the North American Emission Control Area (ECA) and the U.S. Caribbean Sea ECA.

CSNCOE Field Notice 02-2017

The [Cruise Ship NCOE](#) released [Field Notice 02-17 Certification Process for High Speed Craft \(HSC\) Vessels](#) to provide amplifying guidance for conducting port state control examinations on foreign flagged High Speed Craft (HSC) vessels.

The Coast Guard shall consider the process for issuing a Certificate of Compliance to HSCs the same as for any other foreign passenger vessel, as defined by SOLAS. Owners/operators shall comply with all the same requirements set forth in the Marine Safety Manual, Volume II, Section D, Chapter 7, for the certification of foreign passenger vessels.

If you have any questions regarding this notice, please contact the National Technical Advisor at 954-767-8021, or via e-mail at CSNCOE@uscg.mil, or the Office of Commercial Vessel Compliance, [Foreign and Offshore Compliance Division](#) at portstatecontrol@uscg.mil.

2018 FPVE Courses

We want to thank all the course participants from 2017. 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 dates published in our spring newsletter are going to change.

We are currently working on contracting a venue for the course; once a venue is secured we will publish it on the USCG Maritime Commons and send an e-mail to all USCG Chiefs of Inspection.

Coast Guard members should submit an electronic training request. Industry representatives should contact LCDR Jesionowski if interested in attending. (Contact info found on page 13)

Test Your FPVE Knowledge

1. All crew members designated on the muster list to assist passengers in emergency situations must complete:
 - a. Crowd management
 - b. Proficiency in survival craft
 - c. Advanced firefighting
 - d. Sexual harassment training
2. All masters, chief mates, 2nd engineers, chief engineers or anyone having responsibility for the safety of passengers in emergency situations, must complete:
 - a. Rescue boat training
 - b. Proficiency in survival craft
 - c. Crisis management and human behavior training
 - d. Traffic management training
3. All crew members are required to attend what training upon or within 24 hours of signing onto the vessel?:
 - a. Sexual assault training
 - b. Familiarity with safety installations and practice musters
 - c. Passenger evacuation training
 - d. Environmental policy and protection
4. Crew members are required to have fast rescue boat training in accordance with STCW if:
 - a. The vessel has a fast rescue boat onboard as designated by SOLAS.
 - b. Only if the vessel is a RO/RO-Pax vessel
 - c. If they are a licensed navigation officer
 - d. Never

CSNCOE Year in Review

By CDR Randy Jenkins

The CSNCOE continued to position itself within the Coast Guard as the nucleus of Coast Guard expertise and best practices on the foreign passenger vessel examination program. As a multi-mission unit we provided support both as operational force multipliers and as direct contributors to workforce development. The staff saw a continued role in overseas travel and involvement at almost all stages of cruise ship new construction. We also continued to support field units domestically with exams and training. We updated our strategic plan, which will carry us through the end of FY19. We continue to improve upon our three quality objectives; increasing proficiency, consistency and awareness. In addition, we are looking at ways to better measure the impacts of our work by measuring prevention. We will focus on how the risk of equipment and process failure and the minimization of negative consequences during an event were directly impacted by our engagement at all levels.

We held three Foreign Passenger Vessel Examiner (FPVE) Courses, with 72 students successfully completing the course. We also facilitated 23 separate ship rides and afforded the ability of four Coast Guard members to shadow Class during passenger ship safety certificate renewal exams. We conducted three FPVE field assessments and were able to promote best practices across the Coast Guard. We identified that the field is extremely proficient and competent and, for the most part, is consistent in application of policies and procedures in conducting FPV exams. However, we did discover a few training gaps and provided refresher training to improve the proficiency, as well as bolster the consistency of the FPVEs. As a result, we are in the process of developing Tactics, Techniques, and Procedures for periodic exams.

The CSNCOE participated in 37 separate foreign passenger vessel exams, domestically and worldwide, ensuring that a member from the center provided continuity, especially on each and every new build project. Staying operationally nimble has helped ensure our staff remains accomplished performers in the FPVE process.

This past year we engaged the field in conducting better project management of their fleet. Our focus was primarily in maintaining awareness of outstanding plan review deficiencies. The Marine Safety Center (MSC) does not have control authority and relies on the OCMI to issue Form B requirements when appropriate. This ensures the vessel arrangements match submitted plans and are in conformance with international standards. We tracked the vessel fleet and prior to each exam reached out to the units to keep them apprised of the plan review status. There were 14 vessels that had outstanding requirements dating back several years that we were able to rectify.

We participated on several panels throughout the year at various prestigious conferences. Forums discussed numerous ongoing regulatory issues, including ballast water management, effectively evaluating crew proficiency, man overboard technology and liquefied natural gas use as fuel. Staff from the CSNCOE regularly attended local senior surveyor meetings where best practices and lessons learned were provided among all major Class Societies.

We were fortunate to participate at the Paris MOU's "specialized inspection training of passenger ships" for all Paris MOU port state control (PSC) examiners. With 22 separate nations represented, and two other port state control regimes (Mediterranean and Indian Ocean MOUs), we explained our process for ensuring passenger vessel compliance. This included how we train, put forth guidance and port state control (PSC) policy, qualify our examiners, and how we fulfill our PSC role, including our Certificate of Compliance process.

The Detachment Chief provided key testimony to the joint Coast Guard/NTSB investigation efforts after the fire and abandon ship of the CARIBBEAN FANTASY. The Coast Guard's role in determining a vessel's compliance with domestic and international standards was explained. Basic tenets and fire safety objectives of SOLAS, the principles of structural fire protection, and the MSC's role in the plan review efforts prior to the vessel's enrollment in our program were also discussed.

The last couple of years have seen tremendous growth in the cruise ship industry and amazing success with the CSNCOE staff's ability to meet the goals of the unit. Through all of our efforts, we trust that the CSNCOE's engagement at all levels has benefitted the Coast Guard and industry alike. We will continue to strive to be the best source of information and expertise for the cruise industry.



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 below. 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, Marine Safety Detachment and Marine Safety Unit, to expedite the scheduling process.

Industry Service Managers

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

NYK Cruise Lines	Mr. Schoenwald
Pearl Seas Cruises	LT DeJean
Prestige Cruise Holdings	Mr. Elphison
Princess Cruises	Mr. Schoenwald
Residensea	Mr. Schoenwald
Royal Caribbean Int'l	Mr. Brehm
Seabourn Cruise Line	LT DeJean
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	LT DeJean
Windstar Cruises	Mr. Elphison

American Bureau of Shipping	LCDR Jesionowski
Bureau Veritas	Mr. Brehm
China Classification Society	LT DeJean
DNV-GL	Mr. Elphison
Korean Register of Shipping	Mr. Elphison
Lloyds Register	Mr. Schoenwald
NKK	Mr. Schoenwald
RINA	LT DeJean
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	LT DeJean
Sector Guam	Mr. Elphison
Sector Hampton Roads	LCDR Jesionowski
Sector Honolulu	LT DeJean
Sector Houston/Galveston	Mr. Brehm
Sector Jacksonville	Mr. Elphison
Sector Juneau	LCDR Jesionowski
Sector LA/LB	Mr. Schoenwald
Sector Lake Michigan	LT DeJean

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	LT DeJean
Sector San Juan	Mr. Schoenwald
Sector Southeastern New England	LCDR Jesionowski
Sector St. Petersburg	LT DeJean

Subject Matter Experts

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

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

CSNCOE Contact Information

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

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 by contacting 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.

External Web site:

<http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Cruise-Ship-National-Center-of-Expertise/>