

CRUISE SHIP SEMI-ANNUAL

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

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Current events



Welcome LCDR Gibson

We are excited to welcome LCDR Tom Gibson to the CSNCOE. LCDR Gibson will be filling the National Technical Advisor Position. LCDR Gibson is a graduate of the US Coast Guard Academy, and is reporting to the CSNCOE from MSD Port Canaveral, where he filled the Assistant Supervisor position, overseeing Domestic, Port State Control, Investigations, Facilities, and Space Launch & Recovery operations. He is FPVE qualified and gained a wealth of FPVE experience while stationed at Port Canaveral. He will most definitely be a tremendous asset to the CSNCOE.



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FPVE 2019 Underway Course

The first two sessions of the FPVE Course were held this summer (May 27–May 31) & (June 17– June 21). This was the second year that the course was held onboard a cruise ship while underway at sea. Using the vessel as a learning platform allows the instructors and students to utilize “hands-on” training while simultaneously gaining a better understanding of shipboard operations and duties of crew personnel.

The CSNCOE was awarded a 3 year contract with the cruise line and will continue using cruise ships as a learning platform for future courses. The CSNCOE is planning on holding a third course in December 2019. Please see page (8) for more detailed information regarding this upcoming course.

Thank you to all the students who attended the course in May and June! The feedback given will be utilized to achieve continual improvement for the FPVE program.

Proper Fireman's Outfits

Marine Safety Alert 01-19: Deficiencies related to firefighting safety and appliances continue to be a leading cause of vessel detentions (all vessel types, not specifically cruise ships). Furthermore, during the 4th quarter of 2018, there was an increase in deficiencies that related to missing or unserviceable fireman's outfits.

The Code of Federal Regulations (CFRs) and International Convention for Safety of Life at Sea (SOLAS) require fireman's outfits to be aboard certain commercial fishing, cargo, passenger, and tank vessels. The minimum number of fireman's outfits can range from two to four sets depending on the tonnage and required equipment may vary depending on service/type of vessel. Fireman's outfits should be stowed in widely separated locations. For U.S. flagged vessels, the National Fire Protection Association (NFPA) established a standard for fireman's outfits. NFPA 1971, Standard on Protective Ensemble for Structural Fire Fighting provides guidance on minimum requirements for design, manufacturing and certification of protective ensembles, to include coats, trousers, coveralls, helmets, gloves, footwear and interfacing components.

The Coast Guard **strongly recommends** that vessel owners, operators, and other responsible parties inspect fireman's outfits for functionality and fit. Repair or replace equipment when worn or expired. Practice donning the fireman's outfit and conduct realistic drills utilizing the required safety equipment to ensure the crew is familiar and ready to use in an emergency. Remedy deficiencies in accordance with their Safety Management Systems (SMS) before the ship enters port and report any unresolved issues on their advanced notice of arrival.



Dangers of Personnel Exchanges at Sea

Marine Safety Alert 05-19: The Coast Guard **strongly recommends** that deep draft vessel owners and operators review the vessel's SMS, procedural manuals and guidance that relate to pilot transfers and update as appropriate. Reinforce the importance of crew members to wear personal protective devices and safety lines when there is an absence of a barrier that could prevent an accidental man overboard. Ensure officer and crew identify potential hazards and conduct a risk assessment prior to opening side shell port hatches. And lastly, ensure crew communications between the Navigation Watch Officers and crew are clear and provide suitable supervision of activities.



Confined Spaces: Silent & Invisible Killers

Marine Safety Alert 04-19: The importance of confined space entry knowledge and training is illustrated by a recent casualty where three persons were asphyxiated. After finding out one of the crew members had collapsed and was unconscious, more crew members entered the space without proper safety equipment. In the end, three crewmembers died due to unsafe confined space entry practices.

Several sources indicate that over 50% of the workers in enclosed/confined spaces die while attempting to rescue their coworkers. At the time, as in other instances of successive fatalities during confined space rescues, those who perished, and even those who attempted to access the tank without a SCBA, did so without full understanding of the invisible and silent killer they were facing.

The Coast Guard **strongly recommends** all who work or may be employed onboard vessels in any role obtain the requisite level of knowledge and training of confined space entry procedures. Ensure crews undergo periodic confined space entry training and participate in routine onboard emergency drills. Lastly, verify all required confined space entry and rescue safety equipment is onboard, maintained, tested, and fully functional.

Burst Nitrogen Cylinder Causing Fatality on Cruise Ship Emerald Princess; Final Report

The findings and results were published from the Transport Accident Investigation Commission regarding a fatality on the passenger vessel Emerald Princess, occurring on February 9, 2017. On this day, the crew of the Bermuda-flagged passenger ship, Emerald Princess, were conducting maintenance on one of the lifeboat launching systems while the ship was berthed at Port Chambers, Dunedin.

The maintenance was completed and the crew were restoring pressure to a bank of high-pressure nitrogen-gas cylinders that formed part of the launching davit 'stored energy' system. One of the nitrogen bottles burst, fatally injuring a crew member who was standing close by. The Transport Accident Investigation Commission found that the nitrogen cylinder burst at below its normal working pressure because severe external corrosion had reduced the wall thickness to about 30% of its original thickness. The failed nitrogen cylinder and several other pressure cylinders within the stored energy system, despite having been surveyed about two weeks earlier, were not fit for purpose and should not have been left in service.

The Commission also found that there is an urgent need for consistent and proper standards to be developed at a global level for maintaining, inspecting, testing and, where necessary, replacing high-pressure cylinders associated with stored energy systems on board ships. After the incident, the operator took a number of immediate safety actions to prevent recurrence of the accident on any of its ships. These actions included:

- All nitrogen cylinders on board were immediately closed as a precaution. A visual inspection was conducted on all cylinders. Once it was clear that corrosion may have been the cause of the failure, all cylinders on board were depressurized and replaced.
- Fleet-wide visual inspections of all nitrogen cylinders.
- Fleet-wide inventory of all nitrogen cylinders, including locating and confirming the manufacture dates and certificates. A simultaneous process was put in place to verify the inventory data, which was placed in the planned maintenance system used by the fleet.
- A large number of new cylinders were sourced in anticipation of the need to carry out replacement across the fleet due to the 10-year maintenance/age requirement. (800 cylinders have now been replaced).
- A number of long-term policy and procedure revisions have taken place, reflecting an acknowledgment that the incident highlighted that there were areas in which existing procedures could be enhanced to ensure crew safety. The fleet's electronic "Planned Maintenance Systems" program for work orders in relation to nitrogen systems on launching appliances has been updated.

- Standardized guidance was issued fleet-wide for nitrogen cylinder installations at LSA launching stations. The stowage of the cylinders was found to be a potential contributing factor, thus, the guidance eliminates steel-to-steel contact, adequate securing straps, and arrangement for better visual inspection of the cylinders.
- Topping-up procedures for nitrogen bottles; Fleet Maintenance Manual updated to reflect one standard instruction in which a qualified fitter must perform the topping-off procedure.
- Risk assessments of the LSA nitrogen refilling job should be made readily available onboard, proper gas transfer kit should be available, and such equipment must be kept in a controlled environment.

The Commission also issued an interim report with early recommendations to the equipment manufacturer, the International Association of Classification Societies, the Cruise Lines International Association, and Maritime New Zealand to alert their members and surveyors as appropriate to the circumstances of the accident and to have the condition of similar installations checked.

The Commission made two additional recommendations: one for the manufacturer to improve training for its surveyors; and one for Maritime New Zealand to raise, through the appropriate International Maritime Organization safety committee for its consideration, the implications for maritime safety of not having adequate minimum standards for the inspection, testing, and rejection of pressure vessels that are part of stored energy systems.

A key lesson arising from this incident and investigation is to have any sign of corrosion on high-pressure cylinders fully investigated by a person competent in examining high-pressure cylinders before any remedial work is undertaken and the cylinders are allowed back into service.



Alternate Planning Criteria in American Samoa

Marine Safety Information Bulletin 19-006 was released regarding Alternate Planning Criteria (APC). The Captain of the Port (COTP) Honolulu has recently received an increased number of APC related One Time Waiver (OTW) Requests for vessels calling on the port of Pago Pago, American Samoa.

A common discrepancy with the APC requests is the timeliness of the submissions. To avoid delays caused due to untimely submissions and required processing time, operators should make every effort to identify vessels that will be operating in American Samoa as early as possible. Vessel Response Plan and related APC status for vessels may be verified at <https://homeport.uscg.mil/missions/vrp-status-board>.

Applicability: Vessels meeting the applicability requirements of 33 C.F.R. § 155 are required to have an approved tank or non-tank Vessel Response Plan (VRP), which may include accepted alternatives, for the COTP zone(s) in which the vessel operates. Due to the inability to meet the National Planning Criteria in the vicinity of American Samoa, all vessels intending to voyage to American Samoa and meeting such applicability therefore require an approved alternate, known as an Alternate Planning Criteria.

Timeline and Process: Following the guidance in MER Policy Letter 01-17, vessel owners/operators or APC administrators must submit a request to CG-MER via the COTP. New requests may take from 90-180 days to process. Adding a vessel to an existing fleet APC may be provided directly to CG-MER via the VRP help desk. Additions of a vessel to an existing fleet APC may take 30 days.

One Time Waivers: In accordance with 33 C.F.R. § 155.1025(e) or 33 C.F.R. § 155.5025 as appropriate, the COTP may approve an OTW to allow a vessel to make one voyage. To request an OTW, the vessel owner/operator or APC administrator should submit a request to the COTP via e-mail to honoinspections@uscg.mil and sectorimd@uscg.mil. The vessel owner/operator or APC administrator must not have applied for an OTW for this vessel in the COTP Honolulu zone previously.

To be approved for an APC related OTW for American Samoa, the request should include:

1. The reason for request, including intended date of arrival to American Samoa
2. An approval letter for the current VRP/NTVRP
3. Identification of the Qualified Individuals (QI) for the approved plan
4. Proof of contract with an approved American Samoa spill response provider
5. Proof of contract with an OSRO fully classified in the Honolulu COTP area
6. Proof of contract with an appropriate Salvage and Marine Fire Fighting provider
7. And EITHER proof of APC request for the vessel, OR a statement of intent for the vessel not to operate in the region again



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.

Ship Owner's Responsibility to Adequately Prepare for the USCG ICOC exam

Since the start of fiscal year 2018, the CSNCOE has attended 18 initial exams. Most of these Initial Certificate of Compliance (ICOC) exams were conducted at European shipyards for vessels coming to the U.S. within the next two years. It does not have to be a brand new vessel to warrant an ICOC exam. There have been several owners of existing passenger vessels, trying to gain access to markets in U.S. areas, in which they have not previously operated. However, there have been a number of vessels that were unable to complete the exam, as the ship was not prepared.

With exponential growth in the cruise industry, there is a large influx of shipbuilding requests and contracts occurring at numerous overseas shipyards. There is immense pressure to meet deadlines and vessel delivery dates, to the point where vessel and shipyard representatives are requesting Coast Guard personnel to attend the vessel's ICOC exam, without the vessel being at the proper stage of completion to complete the required exam criteria and equipment testing.

Owners need to be fully cognizant of the requirements and expectations to complete a USCG ICOC exam. Whether the ship is a recently built vessel at a major shipyard or it is an existing vessel, the ICOC process is the same. All vital systems must be tested and determined to be in compliance by the Recognized Organization, verified in compliance by the USCG. To successfully get through the ICOC exam, personnel responsible for facilitating the exam must be available and singularly focused. The ship should have a valid Passenger Ship Safety Certificate (PSSC) or expect to obtain one by the end of the ICOC exam. If they do not possess a PSSC or expect to get one at the end of the exam, then the vessel is not ready for an ICOC.

Proper Documentation of Deficiencies on Form B with Resolution Code "10c": Corrected On Site

As stated in the Marine Safety Manual Volume II Section D, Chapter 1 (page D1-33), "PSCOs must enter all deficiencies identified during PSC exams on the Coast Guard Port State Control Report of Inspection Form B, including minor deficiencies corrected on the spot". To adhere to Coast Guard policy, it is pertinent to document all deficiencies discovered onboard when conducting a vessel examination.

The CSNCOE has noted that there is a trend with PSC Examiners not properly documenting deficiencies that are deemed "corrected on site". Although it can be cumbersome to document all deficiencies, and often times, examiners are trying to complete the full COC exam within a limited timeframe, it is vital to capture all deficiencies found throughout the exam.

The proper tracking of all deficiencies assists the Marine Safety Field with tracking vessel deficiency trends, identifying potential on-going systemic problems, and most importantly, helps identify gaps and deficiencies within a vessel's SMS. Minor deficiencies that are corrected on site can ultimately end up revealing major discrepancies with the vessel's procedural maintenance measures.

To efficiently document all noted deficiencies, the CSNCOE recommends that all team members effectively communicate throughout the entire exam. Since Team 1 is normally the first team to finish, we recommend that all deficiencies are reported to a member on Team 1. While all other teams are completing their assigned section of the vessel, the Team 1 member can research regulatory cites and begin to fill out Form A, and Form B for the exam. Hopefully, if deficiencies can be cited and written throughout the duration of the exam, it will not be such an arduous, time-sensitive task, as it tends to be if left until the very end of the exam.

Thank you to all foreign passenger vessel examiners for your continued efforts in managing these complex exams.



Upcoming Regulatory Enforcement

1 September 2019 MARPOL Annex VI amendments

Amendment to Regulation 13 – Nitrogen oxides (NO_x) to make clearer emission control areas for NO_x, by replacing the words "an emission control area designated under paragraph 6 of this regulation" with the words "a NO_x Tier III emission control area"; Amendments to Regulation 21 – Required EEDI to update the reference values for Ro-ro cargo ship and Ro-ro passenger ship.

13 October 2019 Amendments to the BWM Convention

The amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) relate to the implementation of the treaty, including the schedule for ships to comply with the requirement to meet the so-called D-2 standard (amendments to section B). Other amendments (to sections A and D) make mandatory the Code for approval of ballast water management systems, which was also adopted at the session. Further amendments relate to section E on survey and certification.

1 January 2020 – MARPOL Annex VI 0.50% sulphur limit

The global limit for sulphur in fuel oil used on board ships of 0.50% m/m (mass by mass) enters into effect from 1 January 2020. This will significantly reduce the amount of sulphur oxide emanating from ships and should have major health and environmental benefits for the world, particularly for populations living close to ports and coasts.

1 January 2020 – SOLAS amendments, amendments to Codes

Amendments adopted by MSC 97:

- Amendments to SOLAS regulation II-1/3-12 on protection against noise, regulations II-2/1 and II-2/10 on firefighting and new regulation XI-1/2-1 on harmonization of survey periods of cargo ships not subject to the ESP Code.
- Amendments to the International Code for Fire Safety Systems (FSS Code), clarifying the distribution of crew in public spaces for the calculation of stairways width. The amendments are expected to enter into force on 1 January 2020.

Amendments adopted by MSC 98:

- A set of amendments to SOLAS chapter II-1 relating to subdivision and damage stability. The amendments were developed following a substantive review of SOLAS chapter II-1, focusing in particular on new passenger ships. The review has taken into account recommendations arising from the investigation into the 2012 Costa Concordia incident. In conjunction with the adoption of the aforementioned amendments, the MSC adopted the Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations. The MSC also approved the revised guidance for watertight doors on passenger ships which may be opened during navigation.
- Amendments to SOLAS regulation II-2/3.56, relating to the definition of vehicle carrier and draft new SOLAS regulation II-2/20.2 on fire safety requirements for cargo spaces containing vehicles with fuel in their tanks for their own propulsion, specifically vehicles which do not use their own propulsion within the cargo space.
- Amendments to SOLAS regulation II-2/9.4.1.3 to clarify the requirements for fire integrity of windows on passenger ships carrying not more than 36 passengers and on special purpose ships with more than 60 (but no more than 240) persons on board.
- Amendments to SOLAS regulations III/1.4, III/30 and III/37 on damage control drills for passenger ships, to require damage control drills to take place on all passenger ships from 2020.

Amendments adopted by MSC 99:

- Amendments to SOLAS regulations II-1/1 and II-1/8-1, concerning computerized stability support for the master in case of flooding for existing passenger ships.
- Amendments to chapter IV of SOLAS, and the appendix to the annex to the 1974 SOLAS Convention, replacing all references to "Inmarsat" with references to a "recognized mobile satellite service" and consequential amendments to the International Code of Safety for High speed Craft, 1994 (1994 HSC Code), the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code) and the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code).
- Amendments to annex 3 to the International Code for the Application of Fire Test Procedures, 2010 (2010 FTP Code), concerning fire protection materials and required approval test methods for passenger ships and high speed craft.

1 March 2020 – MARPOL Annex VI amendments – carriage ban on non-compliant fuel oil

Adopted by MEPC 73: The amendment will prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship – unless the ship has an exhaust gas cleaning system ("scrubber") fitted, if accepted by the flag State as an alternative means to meet the sulphur limit requirement.

IMO Publications

The IMO has recently published the following publications:

ISM Code and Guidelines, 2018 edition

Ballast Water Management Convention & BWMS Code, 2018 edition

Procedures for Port State Control, 2018 edition



Cancellation of CG-3PCV Policy Letter 07-03

The Coast Guard continues to consolidate policy and amend the Prohibited Items List (PIL) for cruise ships. As such, CG-3PCV Policy Letter 07-03 "Operating Procedures for Firearms Discovered or Surrendered Onboard U.S. and Foreign Flagged Cruise Ships" is cancelled.

If you have any questions or concerns regarding the cancellation of this letter please contact LCDR Jamie Koppi at Jamie.L.Koppi@uscg.mil



OJT FPVE Training

We want to thank everyone that has taken the initiative to reach out to the CSNCOE to facilitate TDY on-the-job FPVE training opportunities in Miami, FL. One of the prerequisites for attending the FPVE Course is to have 80% of the member's PQS signed off. We understand that most ports do not receive heavy foreign passenger vessel traffic, but qualified members are still needed for the few FPV exams that are required to be conducted in that particular COTP Zone.

To facilitate PQS progression, we encourage any examiners trying to obtain FPVE exposure and receive PQS sign-offs to please reach out to the CSNCOE (csncoe@uscg.mil) or e-mail LT Kimberly Glore directly (kimberly.a.glore@uscg.mil) to organize training opportunities. The CSNCOE works closely with Sector Miami to enable these OJT opportunities to occur and is dependent on vessel and personnel availability. Please make sure to reach out a couple of months in advance to inquire about ideal timeframes. The CSNCOE is unable to cover TDY expenses, thus, the member's unit will be responsible for all required funding. Again, thank you to all members who have taken advantage of this opportunity. We look forward to continuing to provide this service to all aspiring foreign passenger vessel examiners!



Tactics, Techniques, & Procedures (TTP)

TTPs are useful aids that assist USCG foreign passenger vessel examiners to ensure all exam items are completed properly in accordance with the required regulatory conventions. The CSNCOE made updates and changes to the following FPVE TTPs:

TTP COC Annual Exam- updated April 2019

TTP ICOC Exam- updated March 2019

All TTPs and process guides can be found on our website, (Google: Coast Guard Cruise Ship National Center of Expertise) under "Foreign Passenger Vessel Exams (FPVEs)"

December 2019 FPVE Underway Course

To bolster the CSNCOE's industry outreach, in addition to this newsletter, an e-mail will be disseminated to each organization in our contacts list to solicit for industry participation in the upcoming FPVE course.

The course will be held on the NAVIGATOR OF THE SEAS, departing out of the Port of Miami from 09 December-13 December. In addition to Coast Guard personnel, stakeholders from the following segments of industry are also invited to attend:

- Cruise line representatives
- Ship officers
- Classification society surveyors/managers
- Foreign flag administration representatives
- Other government agencies
- Manufacturers and other stakeholders

The course is designed to provide instruction on the U.S. process for conducting foreign passenger vessel exams. Throughout the course of instruction, teams are given scenarios that could be expected during a typical Coast Guard cruise ship examination and are asked to evaluate and decide on a course of action.

Additionally, instruction is provided on the international standards pertaining to fire safety systems, lifesaving, machinery space equipment and processes, emergency escape arrangements, environmental protection equipment and arrangements and crew roles and responsibilities. The interactions among participants over the seven-day course reinforce the value of and need for frequent communication and close working relationships among the cruise industry community and Coast Guard. Likewise, participants gain valuable insight, and a mutual understanding of the impacts their decisions have on cruise industry safety, security, and commercial viability.

For industry personnel there is no fee associated with attending the course; however you are responsible for arranging and funding all travel and accommodations. We have 8 slots available for industry personnel to attend each course convening, because we like to ensure a mix of different fields and not one company. Once you have heard from the CSNCOE that you are slated to attend the course, it will be you/your company's responsibility to secure accommodations onboard the cruise ship.

Industry personnel interested in attending can submit requests for seats in the course through our web site in the "Contact Us" section (csncoe.uscg.mil) or contact either Mr. James Garzon at james.garzon@uscg.mil or Mr. Eric Jesionowski at eric.s.jesionowski@uscg.mil. Please let us know if you are interested by 15 Aug 2019, as we will be making roster selections by 01 Sep 2019, this will allow industry personnel time to secure a room onboard the cruise ship.

FPVE Unit Assessments

Thank you to all units that have previously participated in a FPVE unit assessment with the CSNCOE! The CSNCOE foreign passenger vessel examiner (FPVE) assessment program is a peer-based, second party assessment using the principles of ISO 9001. The assessment program's intent is to improve training practices and exam consistency through the use of quality management principles.

The FPVE assessments are aimed at developing continual growth and improvement for units conducting foreign passenger vessel exams in their respective ports. The CSNCOE actively reaches out to various units to inquire if they would like to participate, however, the CSNCOE welcomes all units to reach out to us to request a FPVE assessment. The CSNCOE uses our own unit funding to conduct these visits with no cost to the requesting unit.

If your unit is interested in participating, please send a request to csncoe@uscg.mil or e-mail eric.s.jesionowski@uscg.mil. The assessment will be conducted during a week where the unit has at least one foreign passenger vessel annual or periodic exam scheduled. The assessment normally takes 3 days.

The first day involves an office assessment. CSNCOE members will review the unit training plan and conduct interviews with key personnel to ascertain the level of understanding of the standard operating procedures (SOPs), as well as the unit's Mission Management System procedures regarding FPV exams. CSNCOE assessors will also conduct interviews of personnel involved with FPV exams at all levels of the unit (petty officers to Chief of Inspections (CID)) to ensure the FPVE program is being successfully implemented across the entire unit.

The second day, the CSNCOE assessment team will witness the foreign passenger vessel exam. All four teams will be observed during the exam. Immediately following the exam, one-on-one feedback is provided to the members being assessed.

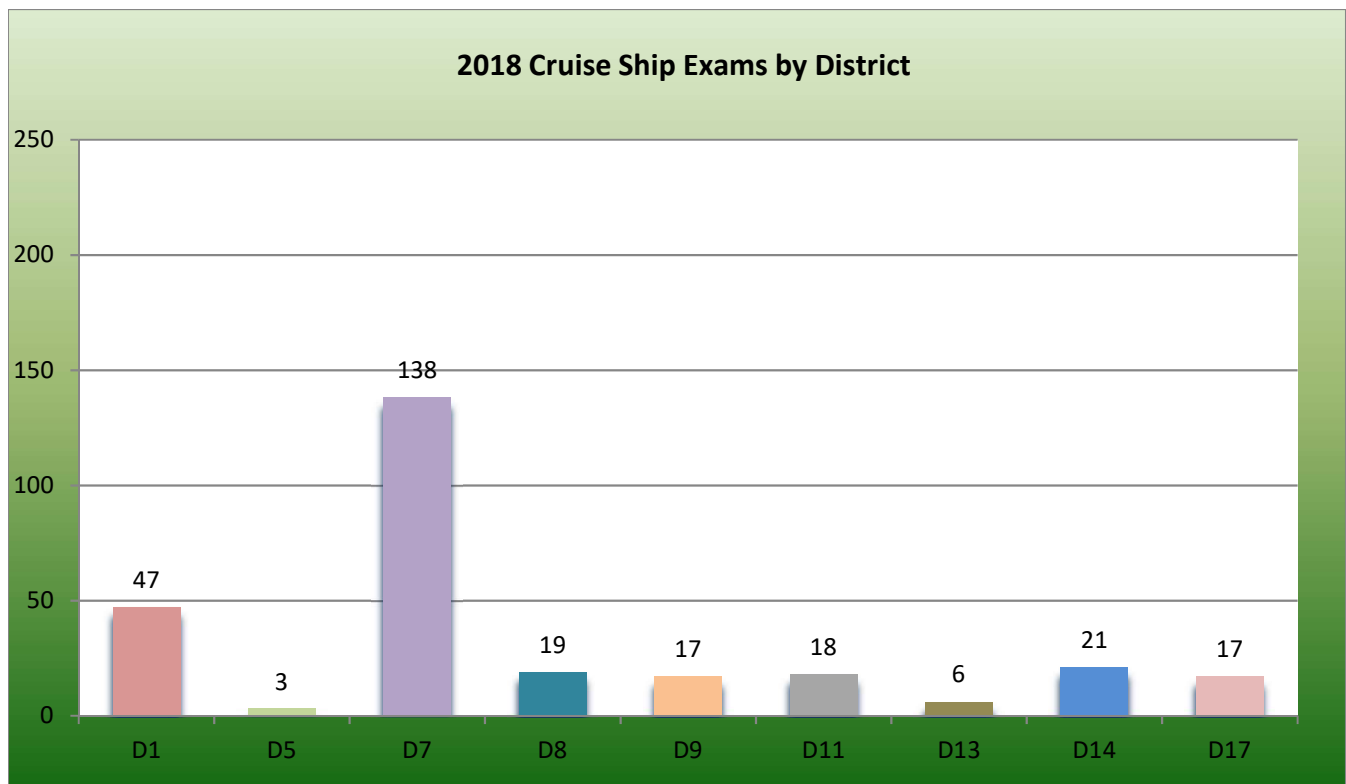
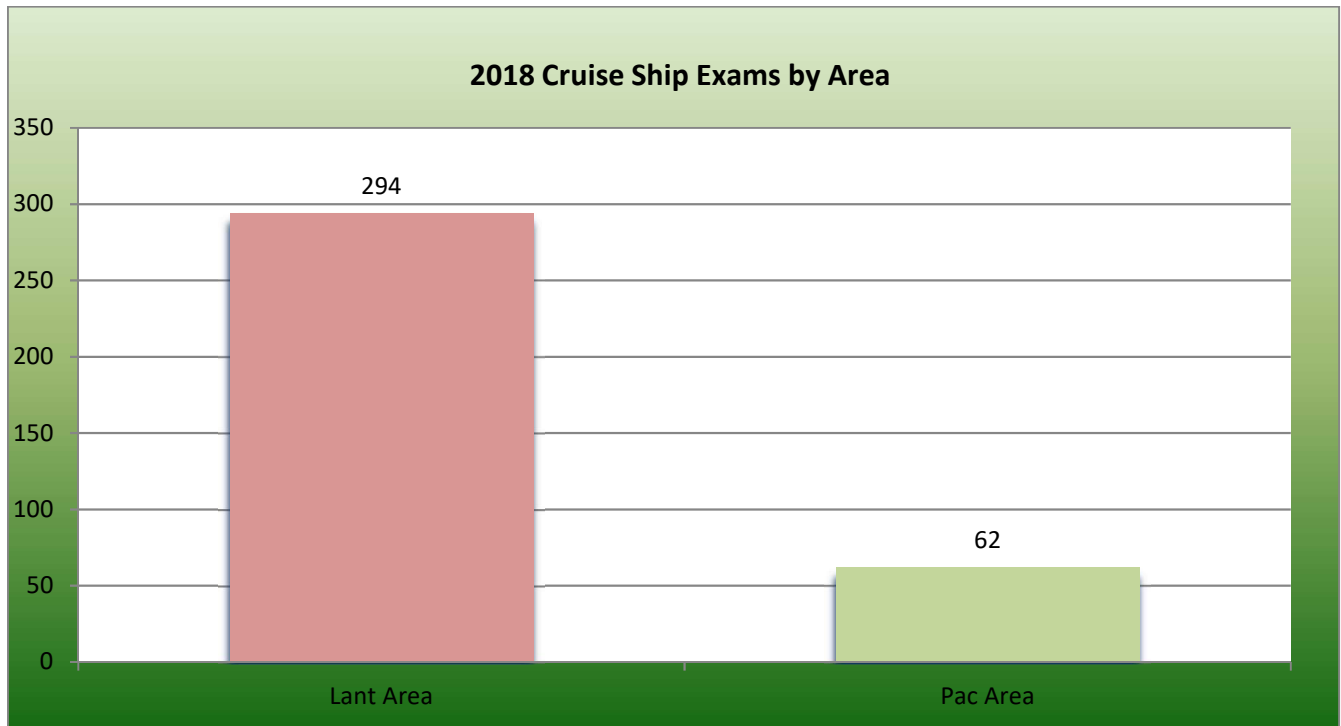
The last day is reserved for in-office tailored training. CSNCOE members are able to provide training on areas that need improvement, areas the unit specifically requests, or simply reinforce good working practices with unit members. A formal out brief is conducted with the Marine Inspection Training Officer, CID, Marine Safety Detachment Supervisor and/or Prevention Department Head before departure from the unit. The out brief includes a summary of noted observations and non-conformities found during the COC exam and assessment. Assessment results remain between the unit and the CSNCOE.

If any best practices are revealed, these will be identified and discussed. If permission is granted by the unit, the best practices may be further distributed to USCG personnel. Lastly, any areas that need improvement as a result of our training program will be brought back for inclusion in our curriculum updates.

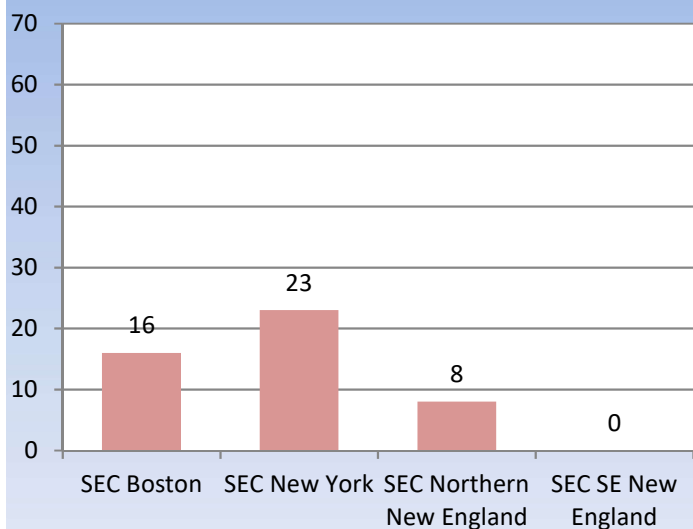
If you have any questions regarding the FPVE assessment program, please feel free to reach out to Mr. Eric Jesionowski at eric.s.jesionowski@uscg.mil.



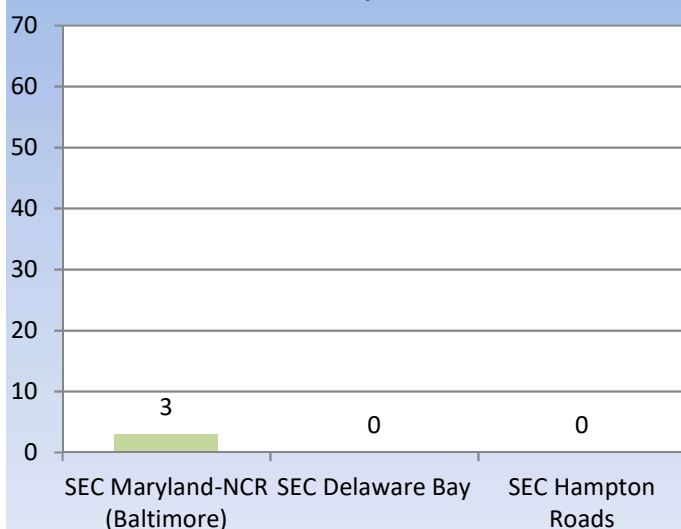
Historical Data: The following is last year's (2018) number of Foreign Passenger Vessel Exams (Initial, Initial Prep, Annual, & Periodic) by Coast Guard Units.



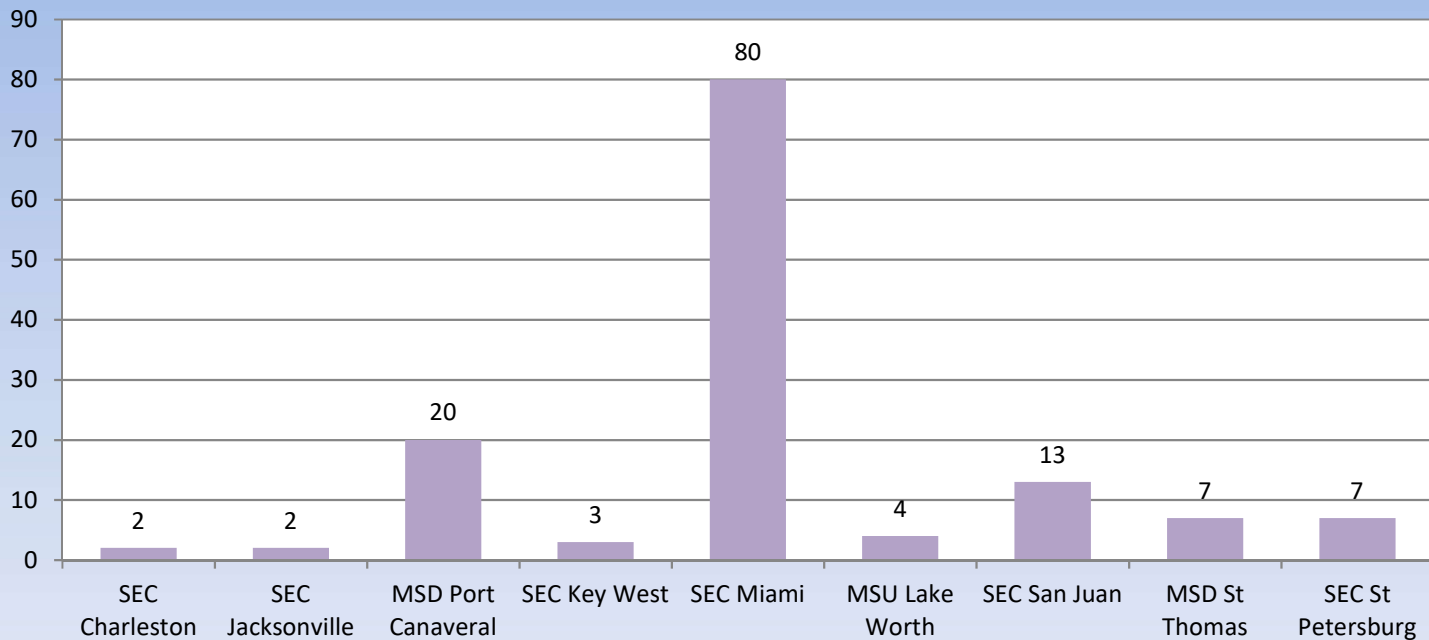
**1st District
(2018)**



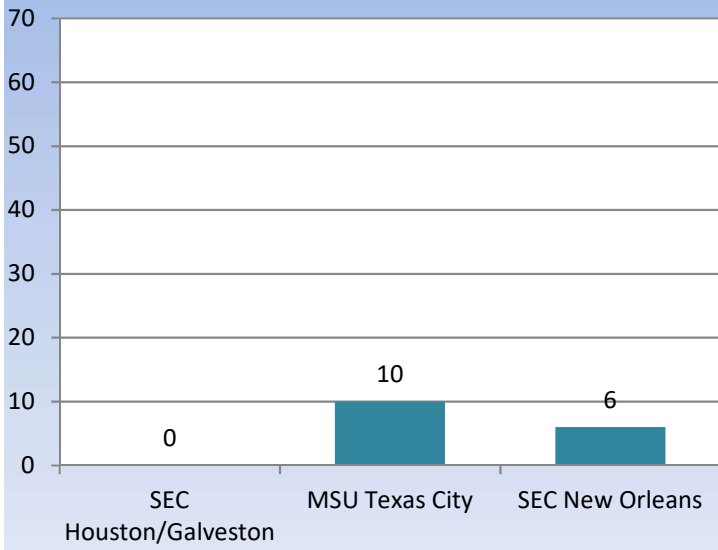
**5th District
(2018)**



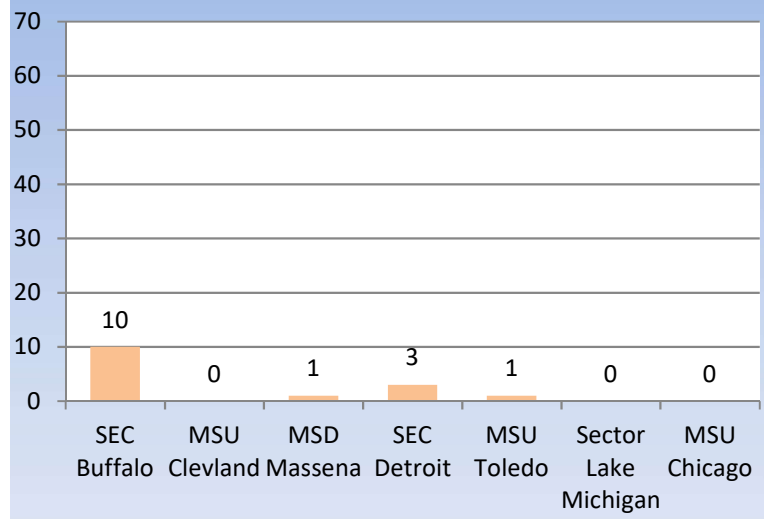
**7th District
(2018)**



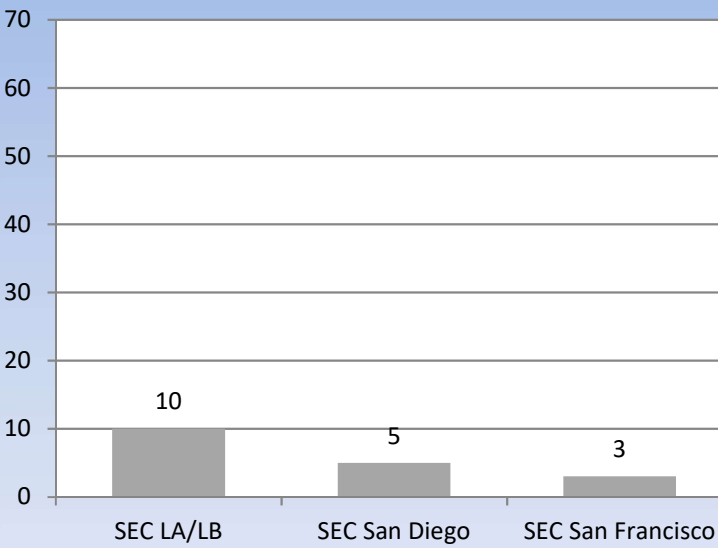
**8th District
(2018)**



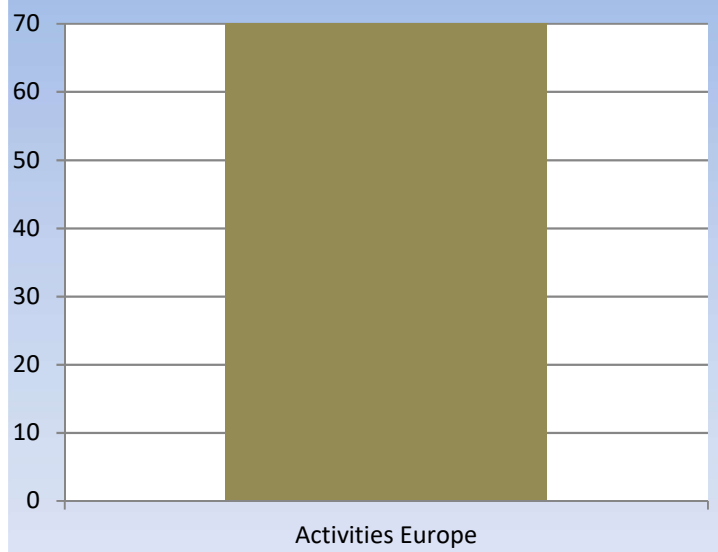
**9th District
(2018)**



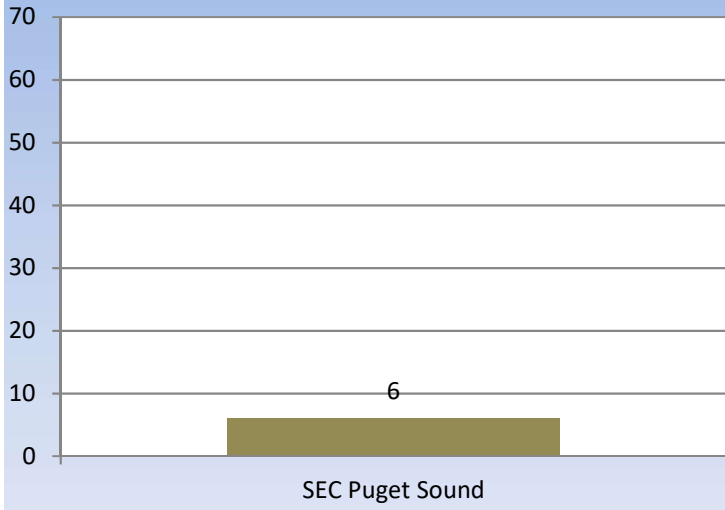
**11th District
(2018)**



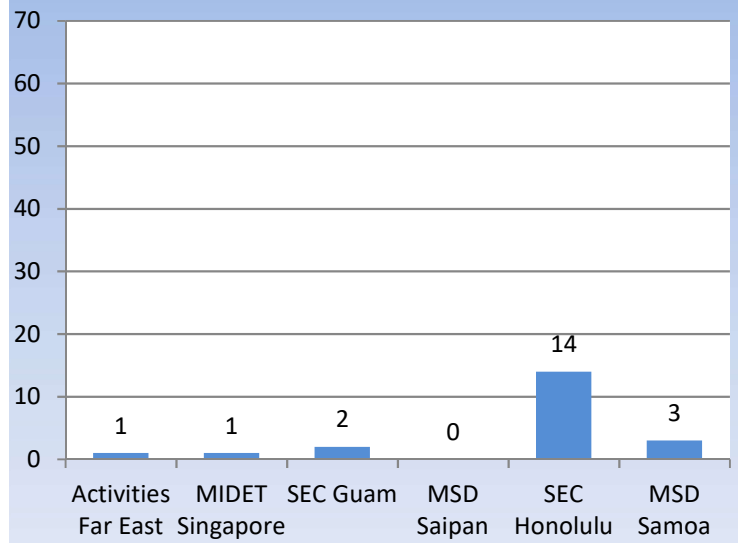
**Activities Europe
(2018)**



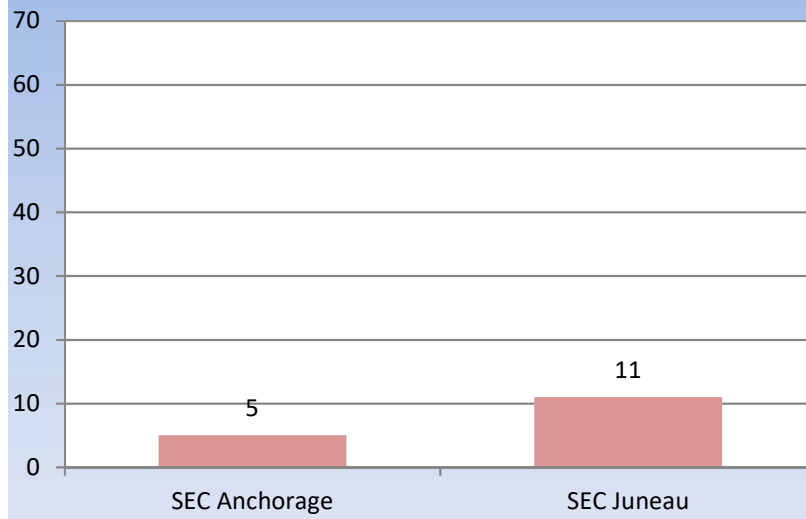
**13th District
(2018)**



**14th District
(2018)**



**17th District
(2018)**



Test Your FPVE Knowledge

1. Examination of records for proper disposal of dry cleaning chemicals is part of the _____ type of waste stream?
 - a. Black water
 - b. Gray water
 - c. Hazardous waste
 - d. Oil Pollution Handling

2. An acceptable means of examining a water suppression system on an Annual Examination shall include:
 - a. Breaking a designated water mist head to check the sequence of the water mist pumps
 - b. Emptying the sprinkler pressure tank; verifying the operation of the low level alarm, checking system throughout the ship fully charged with water from the fire pump
 - c. Emptying the water mist pressure tank and observing system is fully pressurized using nitrogen gas
 - d. Testing the sequence of the water mist system pumps locally

3. On a cruise ship, the means of escape, including stairways and exits, shall be marked by_____:
 - a. Lighting indicators located on the deck 300 mm from the bulkhead
 - b. Lighting or photo luminescent strip indicators 300 mm above the deck
 - c. Lighting or photo luminescent strip indicators on the deck 400 mm from the bulkhead
 - d. Photo luminescent strip indicators located on the deck 300 mm from the bulkhead

4. The transitional source of emergency electrical power shall operate without recharging while maintaining the voltage of the battery throughout the discharge within_____% above its nominal voltage.
 - a. 10
 - b. 12
 - c. 15
 - d. 18

Answers to FPVE Knowledge test

1. Examination of records for proper disposal of dry cleaning chemicals is part of the _____ type of waste stream?
 - a. Black water
 - b. Gray water
 - c. Hazardous waste**
 - d. Oil Pollution Handling

2. An acceptable means of examining a water suppression system on an Annual Examination shall include:
 - a. Breaking a designated high fog head to check the sequence of the high fog pumps
 - b. Emptying the sprinkler pressure tank; verifying the operation of the low level alarm, checking system throughout the ship fully charged with water from the fire pump
 - c. Emptying the water mist pressure tank and observing system is fully pressurized using nitrogen gas
 - d. Testing the sequence of the water mist system pumps locally**

3. On a cruise ship, the means of escape, including stairways and exits, shall be marked by_____:
 - a. Lighting indicators located on the deck 300 mm from the bulkhead
 - b. Lighting or photo luminescent strip indicators 300 mm above the deck**
 - c. Lighting or photo luminescent strip indicators on the deck 400 mm from the bulkhead
 - d. Photo luminescent strip indicators located on the deck 300 mm from the bulkhead

4. The transitional source of emergency electrical power shall operate without recharging while maintaining the voltage of the battery throughout the discharge within_____% above its nominal voltage.
 - a. 10
 - b. 12**
 - c. 15
 - d. 18

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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 e-mail 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.

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/>

