

# 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



### Fair Winds and Following Seas to CDR Jenkins

The CSNCOE Detachment Chief, CDR Randy Jenkins, will be retiring from the Coast Guard on February 15, 2020. We honor his 21+ years of dedicated Coast Guard service. CDR Jenkins will continue his involvement in the Cruise Ship Industry as the newly appointed Director of Maritime Safety for cruise line, Royal Caribbean. He will remain in the South Florida area, working out of Royal Caribbean's Miami office. His tremendous contributions to the Marine Safety Program are invaluable; he will most definitely be missed!

The CSNCOE is expecting the arrival of the new Detachment Chief, LCDR Jason Kling this summer (June-July timeframe). With the absence of CDR Jenkins, please relay all Command level questions to LCDR Gibson, as well as utilize our office's main email address: [csncoe@uscg.mil](mailto:csncoe@uscg.mil)

### INSIDE THIS ISSUE

Current Events	1
Enforcement, Reminders, Updates	6
Technical Notes and Training	8
Historical Data	10
Test Your FPVE Knowledge	14
CSNCOE Contact Information	15

### LNG Powered Cruise Ships

LNG, termed as the fuel of the future, is also growing in popularity as a marine fuel. Considering the importance of LNG as marine fuel, almost all major shipping companies have already launched LNG powered commercial vessels, with others preparing to do the same. Subsequently, there are currently 20+ cruise vessels scheduled for delivery that will be operating with LNG as fuel.

In the upcoming years there will be a large influx of LNG powered cruise vessels arriving to U.S. ports, thus the CSNCOE is looking ahead to provide guidance to the field. Our office is working closely with the LGCNCOE, and industry stakeholders to develop streamlined guidance on how the utilization of LNG as fuel will impact the scope of examination for Foreign Passenger Vessels. Please see page 6 for more details.

If you have any questions regarding this topic, please reach out to Mr. James Garzon as well as our main office email: [csncoe@uscg.mil](mailto:csncoe@uscg.mil).



## Coronavirus Outbreak



The Coast Guard Office of Emergency Management and Disaster Response issued Marine Safety Information Bulletin (MSIB) 01-20, "Novel Coronavirus" Feb. 02, 2020.

This MSIB cancels MSIB 01-20 "Novel Coronavirus Precautions", dated January 24, 2020.

An outbreak of respiratory illness caused by a novel coronavirus (2019-nCoV) may affect mariners and maritime commerce. 2019-nCoV was first detected in Wuhan, People's Republic of China and has since spread globally (see <https://go.usa.gov/xdbs9>). There are several known coronaviruses that infect people, usually causing only mild respiratory symptoms similar to the common cold. However, 2019-nCoV appears capable of causing illness that is more serious. Signs and symptoms include fever, cough, and difficulty breathing.

On January 30, 2020, the World Health Organization (WHO) declared the outbreak of 2019-nCoV constituted a Public Health Emergency of International Concern. On January 31, 2020, U.S. Health and Human Services (HHS) declared the 2019-nCoV situation to be a Public Health Emergency in the United States. HHS issued a quarantine order for specific airline passengers returning to the United States from the Hubei Province of China. On January 31, 2020, the President of the United States then issued a proclamation on the Suspension of Entry as Immigrants and Non-immigrants of Persons Who Pose a Risk of Transmitting 2019 Novel Coronavirus and Other Appropriate Measures to Address This Risk. This proclamation includes temporary suspension of foreign nationals (with some exceptions such as vessel crewmembers) who were physically present in the People's Republic of China (excluding Hong Kong and Macau), during the 14-day period preceding their entry or attempted entry into the United States, to enter in effect February 2, 2020 at 5:00 pm Eastern Standard Time.

The U.S. Centers for Disease Control and Prevention (CDC) issued a Level 3 Travel Health Warning to avoid all nonessential travel to China (see <https://go.usa.gov/xdbsN>) and the U.S. Department of State increased its Travel Advisory for all of China to Level 4 "Do not travel to China" (see <https://go.usa.gov/xdvD>). The CDC Travel Health Warning contains precautions to protect travelers and others if one must travel to China.

Illness of a person onboard a vessel that may adversely affect the safety of a vessel or port facility is a hazardous condition per 33 CFR 160.216 and must be immediately reported to the U.S. Coast Guard Captain of the Port (COTP) under 33 CFR 160.206. Cases of persons who exhibit symptoms consistent with 2019-nCoV must be reported to the COTP. Such persons will be evaluated and treated on a case by case basis.

Per 42 CFR 71.21, vessels destined for a U.S. port are required to report to the CDC any sick or deceased crew/passengers during the 15 days prior to arrival at a U.S. port. Guidance to vessels on reporting deaths and illnesses to the CDC can be found at: <https://go.usa.gov/xdjmj>. U.S. flagged commercial vessels are also advised to report ill crewmembers in accordance with the requirements of each foreign port called upon.

Vessel owners/operators and local stakeholders should be aware of the following:

- Passenger vessels or any vessel carrying passengers that have been to China (excluding Hong Kong and Macau) or embarked passengers who have been in China (excluding Hong Kong and Macau) within the last 14 days will be denied entry into the United States. If all passengers exceed 14 days since being in China (excluding Hong Kong and Macau) and are symptom free, the vessel will be permitted to enter the United States to conduct normal operations. These temporary measures are in place to safeguard the American public.

- Non-passenger commercial vessels that have been to China (excluding Hong Kong and Macau) or embarked crewmembers who have been in China (excluding Hong Kong and Macau) within the last 14 days, with no sick crewmembers, will be permitted to enter the U.S. and conduct normal operations, with restrictions. Crewmembers on these vessels will be required under COTP authority to remain aboard the vessel except to conduct specific activities directly related to vessel cargo or provisioning operations.

The Coast Guard considers it a hazardous condition under 33 CFR 160.216 if a crewmember who was in China (excluding Hong Kong and Macau) within the past 14 days is brought onboard the vessel during transit. This requires immediate notification to the nearest Coast Guard Captain of the Port.

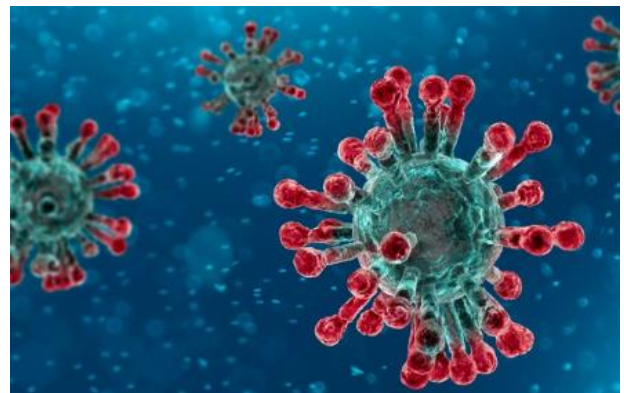
- The Coast Guard will continue to review all “Notice of Arrivals” in accordance with current policies and will communicate any concerns stemming from sick or deceased crew or passengers to their Coast Guard chain of command and the cognizant CDC quarantine station, who will coordinate with local health authorities.

- Vessel masters shall inform Coast Guard boarding teams of any ill crewmembers on their vessel prior to embarking the team and Boarding Teams should verify the type of illnesses with CDC if concerns arise.

- Local industry stakeholders, in partnership with their Coast Guard Captain of the Port, should review and be familiar with section 5310 Procedures for Vessel Quarantine and Isolation, and Section 5320 –Procedures for Security Segregation of Vessels in their Area Maritime Security Plan.

- Local industry stakeholders, in partnership with their Coast Guard COTP, should review and be familiar with their Marine Transportation System Recovery Plan.

- For situational updates, please check with the CDC at <https://go.usa.gov/xDdSW> Ms. Dana S. Tulis, SES, U.S. Coast Guard, Director, Emergency Management (CG-5RI) sends.



Crosby Shackle Safety Notice


## IMPORTANT SAFETY NOTICE

USERS OF THE BELOW CROSBY PRODUCT:

**1019542 7/8" 6.50t S-2130 Shackle**  
**1019533 7/8" 6.50t G-2130 Shackle**  
**1018151 7/8" 6.50t G-213 Shackle**  
**1018160 7/8" 6.50t S-213 Shackle**  
**1018516 7/8" 6.50t G-209 Shackle**  
**1018525 7/8" 6.50t S-209 Shackle**  
**1262031 7/8" 6.50t G-2130OC Shackle**

With Production Identification Codes (PIC) 5VJ as located on the shackle bow

The Crosby Group has determined the above listed shackles may have condition that can reduce the ultimate load capacity from the published catalog values. The shackle bow may have a previously undetected defect, and continued use may result in loss of load, property damage, severe injury, or death.

By use of the Production Identification Code (PIC) symbols appearing on the product, we have determined the 7/8 " 6.5t shackles with PIC 5VJ shown on the bow may have this condition. See below image showing the position of the PIC on the bow. No other sizes or PICs are part of this Important Safety Notice.

Crosby Group is requesting that industry identifies all such shackles with PIC 5VJ, remove from service, and arrange return and replacement.



Production Information Code (PIC) Location

Marine Safety Alert 09-19: Prevent Passenger High-Risk Behaviors

There have been multiple injuries and fatalities in recent years resulting from high-risk behaviors by vessel passengers. Examples of such conduct include deliberately jumping from vessels into water or climbing on or over a vessel's protective railings resulting in accidental falls into the water.

A passenger who INTENTIONALLY JUMPS into the water from a commercial passenger vessel or who falls from the vessel as a result of high-risk behavior may be considered to be interfering with the safe operation of a vessel as defined by 46 USC 2302. Potential offenders are cautioned that the Coast Guard takes this offense very seriously and such actions could result in a fine up to \$34,000.

The U.S. Coast Guard strongly recommends that passenger vessel owners, operators, and other responsible parties take the following measures:

- Announce during the passenger orientation safety brief or with signage that standing or stepping onto benches and railing are prohibited.
- Provide adequate number of crewmembers and employees to detect and deter high-risk behavior that could result in a person going overboard.
- Post signage warning passengers of the penalties that may be assessed for any passenger who enters the water in an unauthorized manner.



SUBJECT TO FINE UP TO \$34,000



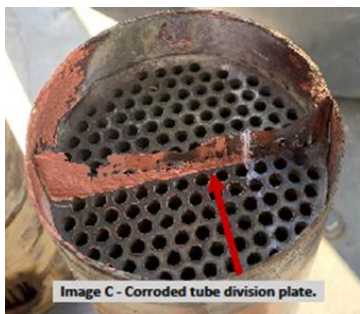
## Marine Safety Lessons Learned 02-19: Cavitation & Galvanic Corrosion, Engine Oil Contamination/Heat Exchanger Failure

Recently Coast Guard investigators in the Pacific Northwest became aware of two different types of engine failures that resulted in marine casualty or potential dangerous engine overheating situations. The first involved a coolant system failure caused by cavitation corrosion that led to lubricating oil contamination and loss of propulsion while the vessel was well offshore. The second situation involved heat exchanger failures on several vessels caused by galvanic corrosion leading to several engines overheating.

In the instance of cavitation corrosion, a hole formed in the surface between the timing gear cover plate and the coolant pump that allowed the introduction of engine coolant into the timing gear section of the engine. As a result, engine jacket water mixed with oil in the timing gear section and ultimately contaminated the engine oil leading to engine failure (see image A).



The galvanic corrosion cases involved shell and tube heat exchanger failures. In typical constructions, these types of heat exchangers are constructed of different metals. Raw seawater enters one end of the heat exchanger, travels through half the tubes in one direction, reaches the other end and is recirculated in the opposite direction to the outlet connection via the other half of the tubes. The diversion occurs due to a division plate in the inlet/outlet end. When the division plate corrodes away, flow through the tubes is short circuited which retains heat from the engine's coolant and often results in the engine overheating (see image c).



The Coast Guard urges owners and operators of commercial vessels to review their own operations and equipment to determine if corrective or preventative action is needed and to ensure these items are covered in their maintenance systems.

## Outstanding Vessel Plan Review

In order for a foreign passenger vessel to operate in the U.S. they are required to hold a valid Certificate of Compliance (COC). Part of the process of getting a COC is that the vessel must undergo Plan Review at the Coast Guard's Marine Safety Center (MSC). The Marine Safety Manual (MSM) Volume II states:

"COC Exam-related plan review and inspection must be performed for the following vessels:

- (1) New or existing vessels that intend to embark passengers for the first time from a U.S. port.
- (2) New or existing vessels that intend to carry U.S. citizens as passengers and make port calls at U.S. ports for the first time.
- (3) Existing vessels that have undergone a modification or alteration of a "major character" as defined by SOLAS 74.
- (4) Existing vessels that have undergone a modification or alteration, or a change of use or categorization of existing spaces that affects required structural fire protection or means of egress.
- (5) Existing vessels that return to service in the United States more than one year after the annual Certificate of Compliance expired and more than 5 years since the Coast Guard Marine Safety Center (MSC) completed the vessel plan review."

The submitter should submit at least three sets of final drawings and documentation bearing the approval stamp of the flag Administration or Recognized Organization (RO) to the MSC for review. After satisfactory review, the MSC will issue a plan review letter to the submitter indicating that the plans have been "Reviewed".

At times the plan review letter issued by MSC will contain comments indicating that the completion of plan review depends upon the verification of as-built conditions by the local OCMI and/or remarks from the Recognized Organization or Flag State. This is considered "Outstanding Plan Review" as MSC has not issued the final plan review letter stating that the plans are "Reviewed".

**\*Outstanding Plan Review could potentially keep the vessel from receiving their COC and/or delaying the vessel's scheduled departure.**

Coast Guard Port State Control should examine the vessel for completion of any outstanding plan review comments from MSC as well as modifications that would affect the vessel's structural fire protection and means of escape that were completed without approval from the vessel's flag Administration or review by the MSC. The CSNCOE has developed a Work Instruction to assist with outstanding plan review. This work instruction is posted on the CSNCOE's website on Portal.

The CSNCOE and MSC can assist in answering any questions in regards to plan review.

## LNG – Liquefied Natural Gas as Fuel for Passenger Cruise Ships

As Passenger Cruise Ships move into a new era of cleaner and renewable fuels, we usher in many new technical concepts and principles specific to LNG shipboard systems. In this article, we'll explore a few primary LNG concepts and terms as they apply to the use of LNG as fuel onboard Cruise Ships. This article is just one of a series we'll publish in our newsletter and only scratches the surface on LNG operations.

As Marine Inspectors, safety is always our primary concern. In addition to reviewing LNG shipboard documentation, Inspectors must be aware of (1) LNG arrangements (2) LNG equipment (3) LNG operating procedures as fitted, tested and approved. These three pillars serve as a "blue print" by which safety protocols, human interaction and inspection processes are built upon, designed and developed.

In regards to trained personnel, LNG engineers are essential to each LNG operation; they are required to meet STCW standards specific to gas operations. LNG technicians are expected to be highly skilled and aware of: operating procedures, testing of alarms, sensors and emergency shutdowns (ESD's) (as per Table 1 of the IGF code). Additional concepts LNG technicians/Inspectors must be aware of include: hazardous space entry, cryogenic hazards, fire/electrical risk, gas/oxygen alarms, PPE/ESD protections, airlocks, ventilation and Hazardous Zone 0,1,2 areas among others.

In closing, the human factor and role of safety management systems including their successful implementation will remain essential to LNG as fuel operations. LNG as fuel operations are not new to the Maritime Industry and has a well-documented and successful shipboard operational safety record.

This article highlights selected LNG concepts for dialogue and future discussion. As the industry and cruise ships in particular continue to expand their use of LNG, we'll continue to identify and expand upon LNG topics of interest in our CSNCOE Newsletter. If you're seeking additional technical information you may find it at the Coast Guard's liquefied natural gas center of expertise <https://www.dco.uscg.mil/lgncoe/> also, additional resources include: the society for gas as marine fuel (SGMF) and the Society of International Gas Tanker and Terminal Operators (SIGTTO) and Classification Societies



## Bureau Veritas Cyber Safety/Security Efforts to Protect Smart Shipping

Bureau Veritas submitted this content to the CSNCOE to raise awareness of cyber security threats causing potential harm in the "smart shipping" sector.

Earlier this year, Bureau Veritas Marine & Offshore (BV) conducted the first digital survey using Kongsberg Maritime's DP Digital Survey solution onboard an OSV operated by Bourbon. The system, which takes data directly from the ship's control system and sends it to auditors securely via the cloud, allows for what BV describes as an "unprecedented" consistency in system verification, rather than merely visual confirmation.

Further trials of the system are expected later this year and according to Najmeh Masoudi Dionne, BV's Global Technology Leader for Smart Ships, digital inspection offers great flexibility to their clients. BV has been very proactive in quantifying the challenges of digitally-enabled vessels. BV launched their smart ships program in 2016 and in 2017 published, "Guidelines for Autonomous Shipping (NI641)" to assist stakeholders determine at what level and which aspects of operations should be "smart".

BV breaks down the requirements of smart ships into three core areas: cyber safety, cyber security, and enhanced performance. Cyber safety relates to the durability and integrity of that software and system, and might be compromised by numerous different factors, such as an error in coding or lack of testing, the failure of mechanical parts or a combination of any of these. Cyber security refers to the threat of a third party gaining access to that system or introducing malware or a virus into it for malicious purposes. Enhanced performance- or smart performance- means any software based solution rely on digital technology to collect and analyze data, onboard or ashore, in order to enhance the health and performance of the systems or asset.

IMO has also been actively engaging with cyber challenges. In 2018, IMO adopted MSC.428(98), which affirms that, "an approved safety management system should take into account cyber risk management in accordance with the objectives and functional requirements of the ISM Code" and that this should come into effect no later than the first annual verification of the ship operating company's Document of Compliance after 01 January 2021.

Cyber awareness is a vital proponent of shipboard operations. Please be mindful of all possible threats, and ensure preventative measures are in place to combat potential cyber-attacks.

# 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.

## Upcoming Vessel Periodic COC exams

The Coast Guard performs periodic examinations to ensure vessels are being operated in a safe manner. This examination should focus on the performance of officers and crew, with specific attention paid to their training and knowledge of the ship's emergency procedures, firefighting, lifesaving systems, and performance during the drills. Periodic exams typically include a document check, a vessel walk through, and drills performed by the officers.

Since the overall material condition of the ship should not have appreciably changed since the annual examination, inspectors may randomly sample inspection items identified for examination. Inspectors may vary the scope of the examination depending upon the material condition of the vessel, the maintenance of the vessel, and the professionalism and training of the crew.

As a best practice:

- Base questions on appropriate requirements outlined in international regulations, U.S. law, and the SMS. If responses to questions are vague, incomplete, or inconsistent, then refer to the vessel's SMS procedures and training documentation.
- Verify crew members can articulate current standards or shipboard procedures as well as physically perform their respective duties.
- Verify crew members can describe operating procedures and practices for the equipment or systems they are required to operate in the performance of their duties.

Please use the Periodic Exam TTP for guidance, located on the CSNCOE's website: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Cruise-Ship->



## Large Influx of Foreign Passenger Vessel New Construction Projects



(ICOC on vessel: FRIDTJOF NANSEN. Alesund, Norway—LT Glore).

To accommodate the influx in new and returning customers, cruise lines are building bigger ships, and more of them! The cruise ship industry is also venturing into the world of "Exploration Vessels"; smaller cruise ships able to venture to the most discreet areas of the world. This boom is business is expected to keep on the upward trend, with vessel build contracts continuing to be slated. With more vessels desiring to operate in the United States, more ICOC exams will be required. Due to increased ICOC scheduling, the CSNCOE wants to stress the importance of communication when planning for these exams.

It is important for Vessel Operators, Project Managers, and Shipyard representatives to keep the Coast Guard abreast of all events requiring Coast Guard attendance. Timely submittal of the Application for Foreign Passenger Vessel Inspection ensures proper attendance of local OCMI, first port OCMI, and CSNCOE representatives.

If there are any questions or concerns regarding the ICOC process, please do not hesitate to contact our office at: [csncoe@uscg.mil](mailto:csncoe@uscg.mil)



## Upcoming Regulatory Enforcement

### **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.

### **1 October 2020 MARPOL amendments – use of electronic record books**

Adopted by MEPC 73: MARPOL Amendments to allow for electronic record books to be used were adopted, for Annex I – Oil Record Book Part I – Machinery space operations and Oil Record Book Part II – Cargo/ballast operations; Annex II – Cargo Record Book; and Annex V – Garbage Record Book; and Annex VI for records relating to Regulation 12 – Ozone-depleting substances, Regulation 13 – Nitrogen oxides (NOX) and Regulation 14 – Sulphur oxides (SOX) and particulate matter. Guidelines for the use of electronic record books under MARPOL have been adopted.

## IMO Publications

The IMO has recently published the following publications:

***GMDSS Manual***, 2019 edition

***IAMSAR Manual: Volume II***, 2019 French and Spanish Editions

***Guidelines on Fatigue***, 2019 edition





## 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](mailto:csncoe@uscg.mil)) or e-mail LT Kimberly Glore directly ([kimberly.a.glore@uscg.mil](mailto: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!



## FPVE Underway Course

The CSNCOE is currently working 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 future FPVE course.

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.

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](http://csncoe.uscg.mil)) or contact Mr. Eric Jesionowski at [eric.s.jesionowski@uscg.mil](mailto:eric.s.jesionowski@uscg.mil).

## 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](mailto:csncoe@uscg.mil) or e-mail [eric.s.jesionowski@uscg.mil](mailto: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.

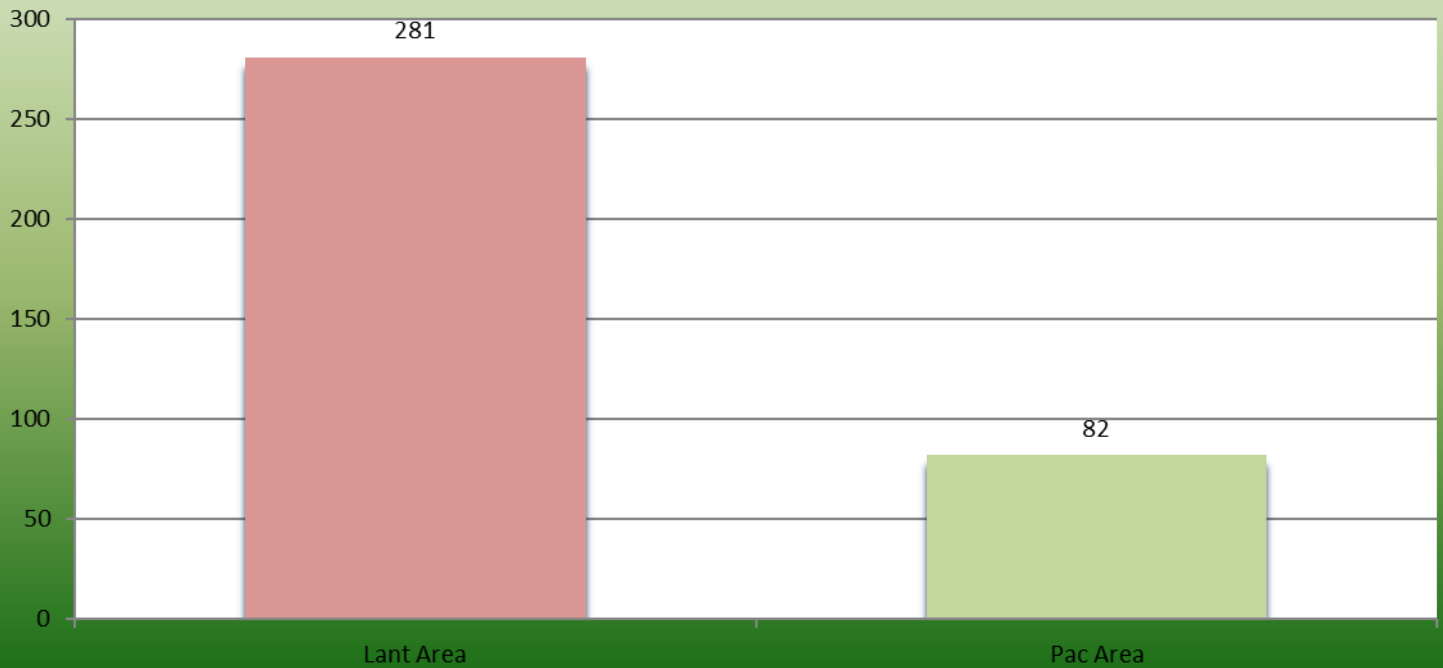
If any best practices are revealed, these will be identified and discussed. If permission is granted by the unit, the best practices may be further distributed to USCG personnel. Lastly, any areas that need improvement as a result of our training program will be brought back for inclusion in our curriculum 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](mailto:eric.s.jesionowski@uscg.mil).

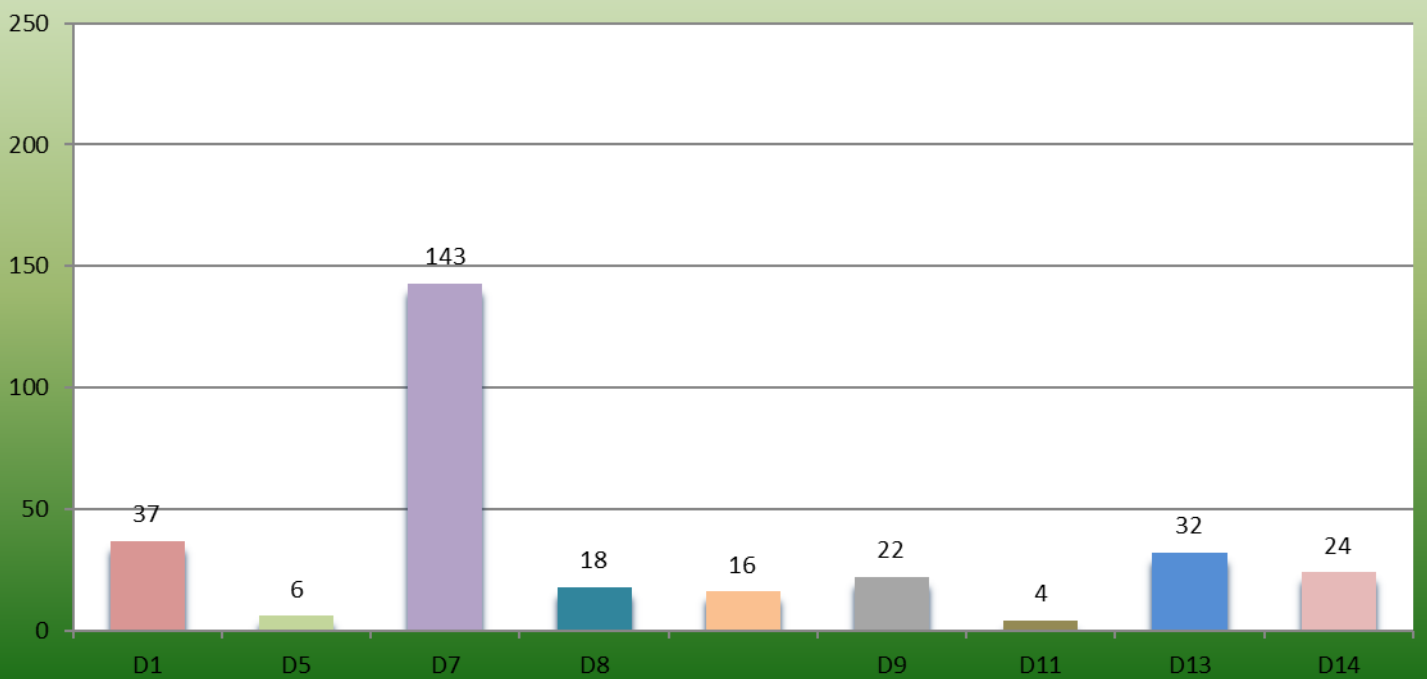


**Historical Data:** The following is last year's (2019) number of Foreign Passenger Vessel Exams (Initial, Initial Prep, Annual, & Periodic) by Coast Guard Units.

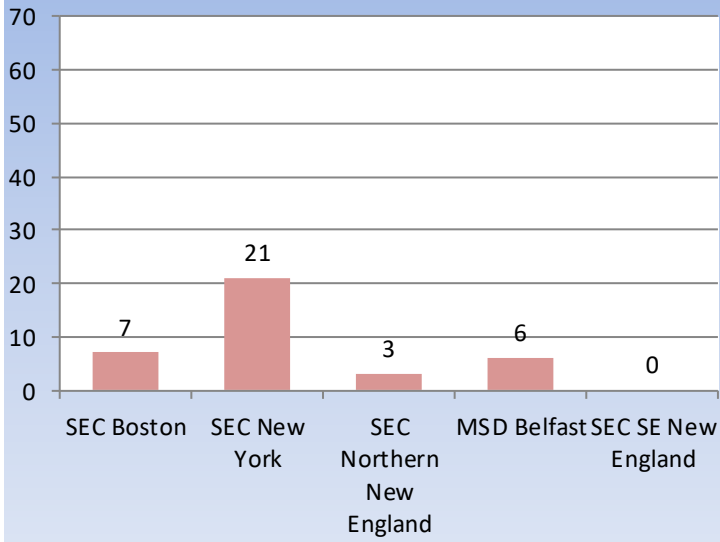
**Last Year Cruise Ship Exams by Area  
(2019)**



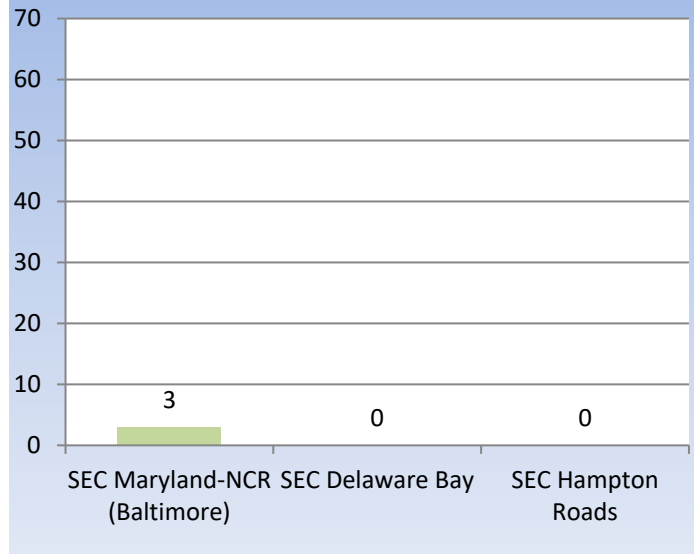
**Last Year Cruise Ship Exams by District  
(2019)**



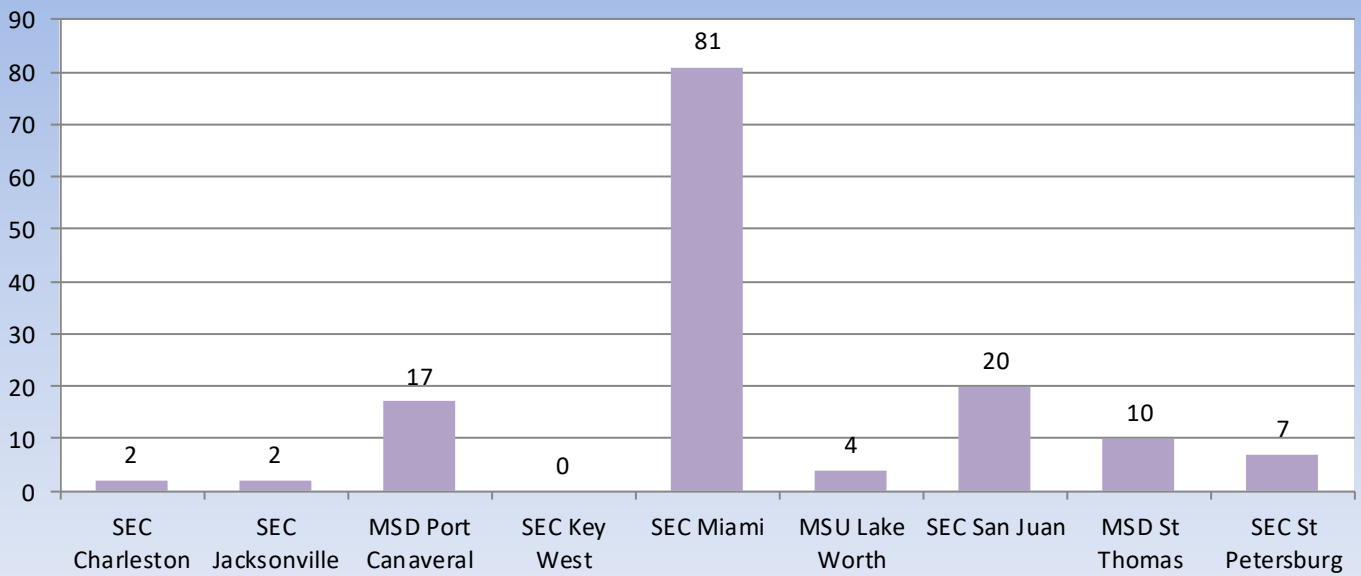
**1st District  
(2019)**



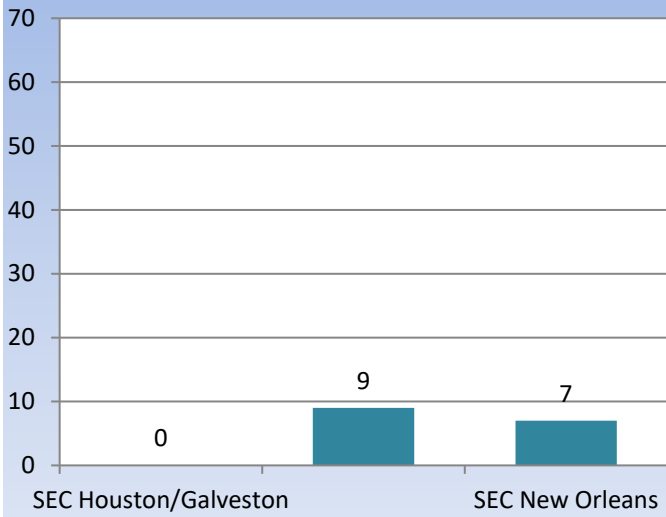
**5th District  
(2018)**



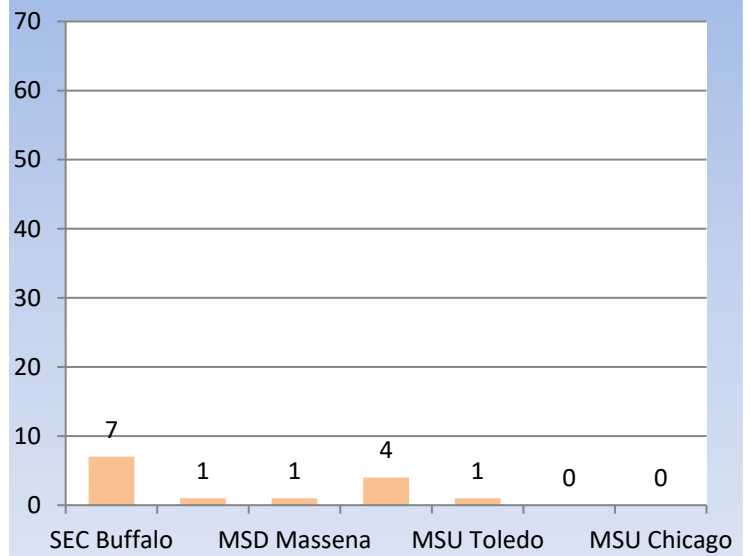
**7th District  
(2019)**



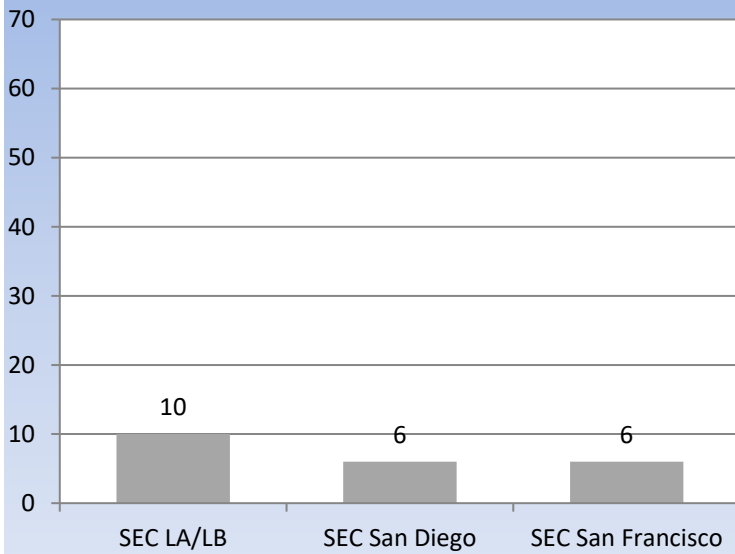
**8th District  
(2019)**



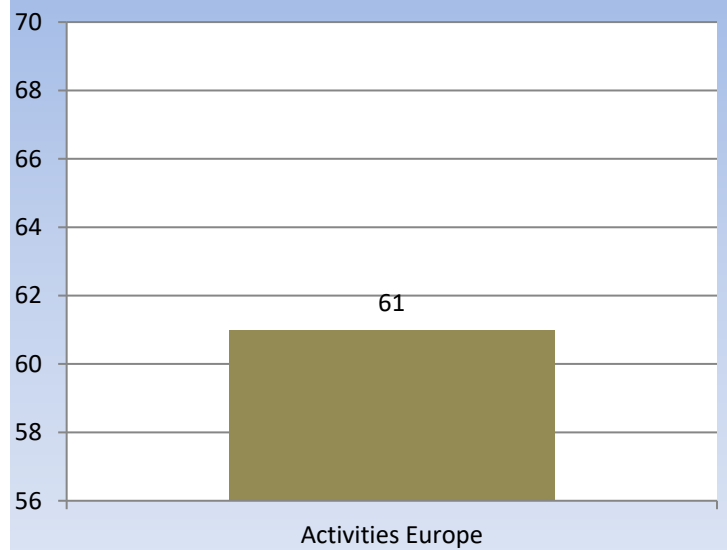
**9th District  
(2019)**



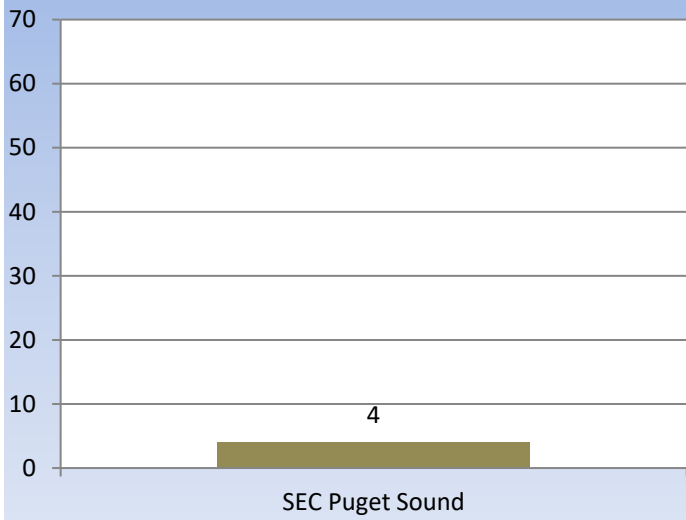
**11th District  
(2019)**



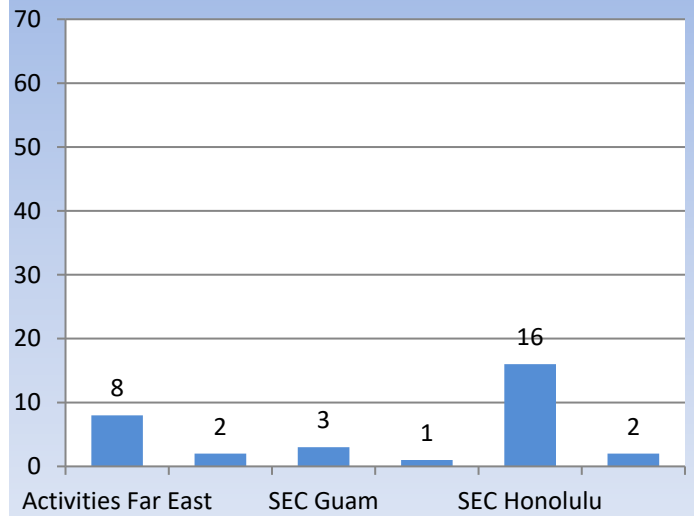
**Activites Europe  
(2019)**



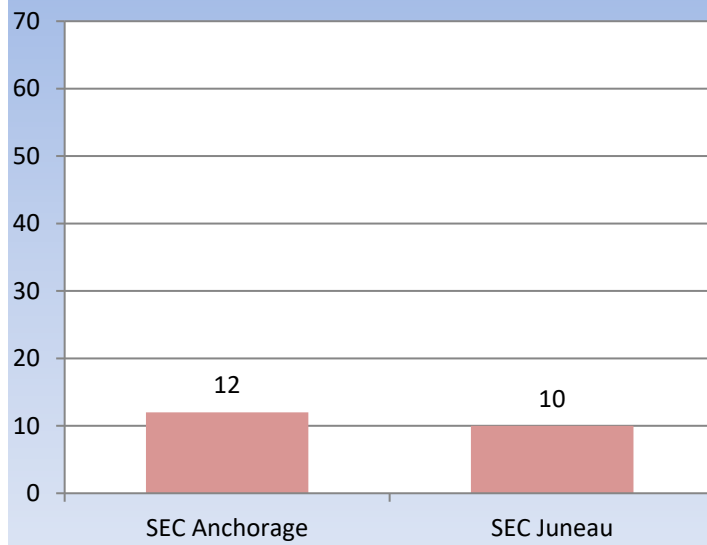
**13th District  
(2019)**



**14th District  
(2019)**



**17th District  
(2019)**



# Test Your FPVE Knowledge

2. When is MSC plan review required on existing vessels?
  - a. A vessel in the Program with an expired COC if the COC has been expired more than 1 year
  - b. A vessel in the Program that has not had plan review within the last 5 years
  - c. Both A & B
  - d. None of the above
  
3. Lifeboat capacity on a vessel conducting short international voyages shall accommodate \_\_\_\_% of the total persons onboard
  - a. 50%
  - b. 30%
  - c. 75%
  - d. 100%
  
4. Which space(s) are required to have a fixed local application fire-extinguishing system without the necessity of engine shutdown?
  - a. Fire hazard portions of internal combustion machinery or, for ships constructed before 01 July 2014, the fire hazard portions of internal combustion machinery used for the ship's main propulsion and power generation
  - b. Boiler fronts
  - c. Fire hazard portions of incinerators
  - d. Purifiers for heated fuel oil
  - e. All of the above
  
5. Small corridors or "lobbies" used to separate an enclosed stairway from galleys or main laundries may have direct access to the stairway provided they have a minimum deck area of \_\_\_\_m<sup>2</sup>, a width of no less than \_\_\_\_mm and contain a fire hose station.
  - a. 4.5, 900
  - b. 5.0, 1000
  - c. 4.0, 900
  - d. 3.0, 1000

## Answers to FPVE Knowledge test

1. When is MSC plan review required on existing vessels?
  - a. A vessel in the Program with an expired COC if the COC has been expired more than 1 year
  - b. A vessel in the Program that has not had plan review within the last 5 years
  - c. Both A & B
  - d. None of the above
  
2. Lifeboat capacity on a vessel conducting short international voyages shall accommodate \_\_\_\_% of the total persons onboard
  - a. 50%
  - b. 30%
  - c. 75%
  - d. 100%
  
3. Which space(s) are required to have a fixed local application fire-extinguishing system without the necessity of engine shutdown?
  - a. Fire hazard portions of internal combustion machinery or, for ships constructed before 01 July 2014, the fire hazard portions of internal combustion machinery used for the ship's main propulsion and power generation
  - b. Boiler fronts
  - c. Fire hazard portions of incinerators
  - d. Purifiers for heated fuel oil
  - e. All of the above
  
4. Small corridors or "lobbies" used to separate an enclosed stairway from galleys or main laundries may have direct access to the stairway provided they have a minimum deck area of \_\_\_\_m<sup>2</sup>, a width of no less than \_\_\_\_mm and contain a fire hose station.
  - a. 4.5, 900
  - b. 5.0, 1000
  - c. 4.0, 900
  - d. 3.0, 1000

## CSNCOE Contact Information

General Contact		<a href="mailto:csncoe@uscg.mil">csncoe@uscg.mil</a>	954-767-2140
LCDR Jason Kling	Detachment Chief		Ext. 1000
LCDR Tom Gibson	National Technical Advisor	<a href="mailto:thomas.g.gibson@uscg.mil">thomas.g.gibson@uscg.mil</a>	Ext. 1001
LT Kimberly Glore	Port State Control Officer	<a href="mailto:kimberly.a.glore@uscg.mil">kimberly.a.glore@uscg.mil</a>	Ext. 1006
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
Mr. Jim Garzon	Marine Inspector	<a href="mailto:james.garzon@uscg.mil">james.garzon@uscg.mil</a>	Ext. 1004
Mr. Dan Brehm	Marine Inspector	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	Ext. 1005
Mr. Eric Jesionowski	Marine Inspector	<a href="mailto:eric.s.jesionowski@uscg.mil">eric.s.jesionowski@uscg.mil</a>	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 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/>

