

# CRUISE SHIP SEMI-ANNUAL

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

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## Current events

### What's new with the CSNCOE and the cruise industry?

**CSNCOE ASSESSMENT PROGRAM** – The CSNCOE is pleased to announce the roll-out of our voluntary FPVE assessment program. During FY2014 our staff is available to evaluate the proficiency of the examiners in conducting exams in accordance with policy/TTP. This ISO based approach will help promote proficiency around the world in regards to the way annual and periodic exams are conducted. Training will also be conducted in conjunction with an assessment. With this heightened level of proficiency that the FPVE program encourages, ship captains can now rely on the exam process to be consistent whether their ship is examined in Alaska, Los Angeles, Miami, New York or any other port the ships calls upon. If you would like the CSNCOE to visit your unit, please contact national technical advisor, LCDR Eric Allen, at [eric.c.allen@uscg.mil](mailto:eric.c.allen@uscg.mil) to schedule an assessment.

**CRUISE SHIPPING MIAMI** – as a friendly reminder, Cruise Shipping Miami is fast approaching and the CSNCOE is pleased to be hosting the CG forum again. If you have any ideas on how we may improve next year's forum or have topic ideas you would like considered for the outline, please share by sending your input to Mr. Brad Schoenwald at [brad.a.schoenwald@uscg.mil](mailto:brad.a.schoenwald@uscg.mil).

**AFPVE COURSE** – The CSNCOE has selected the dates for the 2014 Advanced Foreign Passenger Vessel Examiners (AFPVE) courses. We want to thank all the course participants from 2013 for attending and hope that you will be our biggest supporters in getting the word out not only on course dates, but the value that the course provided to you and in-turn highlighting the benefit for fellow FPVE's or industry peers interested in attending. The AFPVE Course includes 10 personnel from industry to participate in this "finishing school" for the CG's FPVE's. If you are in industry and interested in attending the 2014 courses, please make your intention known by emailing [csncoe@uscg.mil](mailto:csncoe@uscg.mil). Coast

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Guard members should submit an electronic training request. The 2014 AFPVE course dates are as follows: January 6–10; February 3–7 and March 3–7. Personalized one-on-one training following the course is available upon request, although any cost associated must be funded by your respective units. If you have questions regarding additional training, please contact Jason Yets at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil). We do ask that this training be organized and arranged no later than 3 weeks prior to the completion date of the course, this allows us ample time to schedule ship visits and tailor a training plan specific to individual wants and needs.

**CSNCOE STAFF** – LCDR Eric Allen reported to the CSNCOE on August 5<sup>th</sup> and has hit the ground running as the new National Technical Advisor. His bio and those of our other staff members are available on our website: <http://www.uscg.mil/hq/cg5/csncoe/staff.asp>.

**FPVE PQS RE-WRITE** – We are pleased to announce that the PQS re-write is nearly complete. As promised you should see the new FPVE PQS in early 2014 or earlier and we expect great feedback from the field as a direct result of all the hard work put into the revision. I would like to take this opportunity to give special mention to the following individuals whose efforts directly resulted in the success of this project: LCDR Dan Brehm, CDR Dan Gainor, LCDR Prudencio "Junior" Tubalado, Mr. Rick Symonds, Mr. Jerry McMillan, Mr. Ralph Savercool, CDR Mike DeLury, Mr. John Sedlak, Mr. John Winter, LT Sarah Geoffrion and the CSNCOE Staff.

## Enforcement/Reminders, Updates & Technical Notes

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 and policy. Items summarized here are those that are high priority or represent a trend that requires attention.

**Detentions of foreign passenger vessels** – The issue of what warrants a detention of a cruise ship has come up recently. Conditions which make the vessel substandard should result in a vessel detention unless there are mitigating circumstances for not detaining the vessel. Circumstances which may not result in a vessel being detained could include substandard conditions caused by voyage damage to the ship or its equipment that occurred on the way to the examination port. Additionally, serious structural or equipment/machinery deficiencies for which repairs are ongoing that have been properly reported and accepted by the Administration, recognized organization or nominated surveyor and when arriving to or in a U.S. port conditions were immediately reported to the Coast Guard. The crew's or company's willingness to correct substandard conditions or the correction of the substandard conditions before the vessel is delayed are not valid reasons to not detain the vessel. In examining serious deficiencies on a cruise ship, consider whether the Coast Guard would detain a freight or tank vessel having the same or similar substandard conditions. If the answer is yes, detention of the foreign passenger ship is appropriate. If you, your team or your command needs technical assistance regarding the potential detention of a foreign passenger vessel, the Cruise Ship National Center of Expertise is available to provide any additional support you may require.

**Tactics, techniques and procedures (TTP)** – The CSNCOE has been working vigorously over the last year to incorporate the work instruction for periodic and annual exams into a formal TTP. We are pleased to announce that after months of hard work, the new TTP is nearly complete and in the final stages of approval. The countless hours of hard work that everyone has dedicated to this project have resulted in an “all-inclusive” how-to for the exam process. This TTP has been linked in the revised PQS, ensuring that both new documents align with each other, to ensure that qualifying individuals, when using the TTP in conjunction with the PQS, can rely on the documents to “flow” together.

**New requirements to examine fixed CO2 systems and your safety** – Whenever an examination of a fixed CO2 fire-extinguishing system is taking place, strict safety precautions should be followed to avoid accidental discharges and to reduce the risk to individuals performing or witnessing the activities. New guidance has been published that identifies items to examine regarding fixed CO2 systems during foreign passenger vessel exams as a recommendation from the CARNIVAL SPLENDOR investigation. The guidance also identifies safety concerns all FPVE's and shipboard personnel should follow. We strongly encourage everyone to review it and the safety procedures discussed. The guidance can be found by visiting our website, located [HERE](#).

**Fire Drills (SOLAS II-2, Reg. 15; SOLAS III, Reg. 19 & NVIC 06 - 91)** – Recent policy, found [HERE](#), has modified the requirements regarding fire drills on foreign passenger vessel exams. When witnessing fire drills during each annual and semi-annual COC examination it is important to ensure that the fire location selected will properly evaluate the crew's response to a high consequence fire. As such, during the next cruise ship scheduled exam the Port State Control Officer shall select an engine room for the fire drill location. Once a vessel has completed this initial fire drill of an engine room, other locations may be selected during subsequent PSC exams; however, a fire drill will be conducted in the engine room at least once during the vessel's COC annual cycle. The location in which the fire drill was held shall be recorded in the remarks section of the COC. Additionally, the new policy also highlights some items the exam team should pay attention to during the fire drill.

## Technical Notes and training

**33 CFR 104.295(a)(4) Screening of passenger vessels prior to the boarding of passengers** – 33 CFR 104.295(a)(4) requires select areas of the vessel to be searched prior to the embarkation of new passengers in U.S. ports. Many examiners, whose specialty is focused on or has been merely limited to foreign passenger vessels, were sometimes not aware of these the requirements since it resides with MTSA and not ISPS. Since cruise lines are usually compliant with the aforementioned requirements, we are rarely compelled to take enforcement actions as a result of noncompliance. Foreign passenger vessels have some of the most extensive and comprehensive security plans in the industry. While 33 CFR 104.295(a)(4) does require a “search” it is not something that will be readily apparent to the examiner. Many cruise lines do this on a continuous basis as part of their roving patrol required under SOLAS II-2 and therefore meet the requirement. Now, on the other side of that coin, if an examiner has established clear grounds to illustrate that this requirement is not being met, the examiner may request to verify that portion of the security plan and any corresponding logs that may be used to verify substantial compliance.

**The “Basic Foreign Passenger Vessel examiner” training** – For the last 6 months the CSNCOE has been working with the training development staff at Yorktown to develop a weeklong basic training program that focuses solely on foreign passenger vessels, including Ro-Ro Pax. After much deliberation it was decided that the most value would be added by developing this training to mirror the newly developed PQS; this will allow new team members with limited cruise ship knowledge and experience a structured training program that focuses on regulation and policy. The program had its pilot in September 2013 with 12 attendees from units throughout District 7. This program is designed to be completely exportable and we hope to export to the West Coast in 2014. If you feel your unit would benefit from this program, whether for new members or a refresher course for your already qualified members, please contact Jason Yets at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil).

**PSSC Survey Training checklist** – for your convenience, and at the recommendation of DNV, the CSNCOE has developed a checklist to assist members in organizing and preparing for their [PSSC survey training](#). It outlines important steps in the process to better ensure participants are ready and don’t forget important items. If you plan to participate, please visit our website, found [HERE](#), to view and print the checklist. If you have any suggestions on how we may improve this checklist, or require any assistance in the process itself, please contact our National Technical Advisor LCDR Eric Allen at [eric.c.allen@uscg.mil](mailto:eric.c.allen@uscg.mil)

**Test your FPVE knowledge** – During the document verification on an Annual foreign passenger vessel exam on a ship that will be embarking U.S. passengers, you note several members of the entertainment staff do not have crowd management or crisis management and human behavior training, and some crew members who reported one week ago have not completed crew familiarization training. Based upon this observation, you decide to focus more on crew training and knowledge during emergency drills. While questioning the stairway guides during emergency drills, a few crew members respond that they do not speak English. You proceed to the muster stations and find someone who does speak English, and ask, “who is the second in charge?” and they respond “we figure that out based upon who is available.” You continue to walk up the stairs, and you observe two crew members cleaning a public rest room, and you ask them why they aren’t participating in the drill, and they answer their supervisor told them to continue cleaning. On the embarkation deck, no one is preparing the life boats for embarkation. You are told the life boat preparation occurs after the abandon ship signal is given, and is completed by the first ten deck personnel that arrive on scene. Your teammate observes the Master does not use the decision support system during the emergency drills. He is told by the Master the decision support system will be available after the computer system is re-booted. Finally, the life boats are lowered, all at the same time, and you observe not all life boats have radios in them. The crew is communicating with hand signals and by shouting. The boats are tested and recovered and you make your way to the bridge to discuss your observations with your team. Visit our “test your FPVE knowledge” section of website, located [HERE](#) to read the findings on what potential deficiencies were discovered.

## Cruise Line and CG Unit Contacts

The cruise industry contact list was developed to provide Coast Guard field offices with alternate lines of communication for non-emergency information (arrival, exam scheduling, itinerary inquiries, etc). The contact list is maintained by the Cruise Ship National Center of Expertise, if you require contact information for a particular industry entity; please contact the respective industry service manager as listed on page 6. Additionally, we have also developed a [unit POC list](#) for industry personnel to assist in exam scheduling; it provides a direct POC for each SECTOR, MSD and MSU to expedite the scheduling process.

### 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 you will ensure that an alert is sent whenever a new item is added.

### Q&A

The CSNCOE and Yorktown Training Support Staff, have developed a 51 Question study guide to assist you in keeping your knowledge base up to date, it is also useful for those working on their FPVE qualification. Versions with and without answers are available. The new Q&A study guide may be found [HERE](#); here's a sample of some of the questions available.

- 1. A public address system or other effective means of communication shall be available throughout the accommodation spaces, service space, control stations, and open deck.**
- True
  - False

- 2. An acceptable means of escape below the bulkhead deck is**

-----.

- One escape in a vertical direction and independent of the water tight door, and one escape through a water tight door
- One water tight door if it leads into a stairway
- Two water tight doors if one door is on the port side, and the other door is on the starboard side
- Both b & c

- 3. Draft stops when fitted shall be constructed of \_\_\_\_\_ and located every -----.**

- 2 millimeter veneer, 40 meters
- Non-combustible material, 9.5 meters
- Non-combustible material, 14 meters
- Steel, 20 meters

- 4. On a cruise ship, an abandon ship and fire drill should take place \_\_\_\_\_, and each crew member should participate in an abandon ship and fire drill \_\_\_\_\_.**

- Daily, monthly
- Monthly, quarterly
- Weekly, annually
- Weekly, monthly

- 5. On a cruise ship, the capacity of survival craft engaged on an international voyage can be -----.**

- 30% life boats, and 70% life rafts served by a launching appliance on each side of the ship
- 75% life boats, 25% life rafts served by a launching appliance equally distributed on each of the ship
- 100% life boats, and 25% life rafts served by a launching appliance on each side of the ship
- both b & c.

**2012 Top Cruise Vessel deficiencies**– Annually the CSNCOE tracks and analyzes the top 10 cruise vessel deficiencies identified during Coast Guard exams. Some deficiencies are common, such as problems with fire screen doors; while others are less commonly seen, such as malfunctioning low location lighting. The 2012 top deficiencies are mentioned below and posted, along with the 2011 top deficiencies, on our website, [HERE](#).

**1. Fire screen doors not operating properly**

(68 occurrences) Fire screen doors did not close fully due to a damaged sequencing bar, air pressure differential between the spaces on either side of the door, damage on the door, or the door simply did not fully close and latch. These problems were normally corrected on the spot by adjusting the door closure speed or making repairs to the damage. Per 74 SOLAS 2009, Chapter II-2/9.4.1.1.4

**2. Improper stowage of combustibles**

(57 occurrences) Combustibles were stored in spaces not designed for the purpose (i.e. in Category 7 spaces considered low fire risk, or in Category 3 and 2 evacuation routes). The most common scenario involved combustible materials stored in Category 10 spaces or flammable storage of quantities in excess of “daily use” in spa areas. These situations were addressed in a number of different ways ranging from removal and relocation of the combustible material to permanently changing the use of the space. Per 74 SOLAS 2009, Chapter II-2/9.2.2.3.2

**3. Egress path found blocked or impeded**

(27 occurrences) Objects were found obstructing or creating a bottle-neck in a space designated as a Category 4 escape route. This could mean that a door was locked or an escape route was impeded or blocked in some way. Another example of this situation is when there are concession tables, advertisements, or displays located in an escape route. These situations were usually corrected on the spot by moving the obstruction to a designated stowage area or by eliminating or moving a display out of the egress path. Per 74 SOLAS 2009, Chapter II-2/13.1.2

**4. Problems with lifeboats**

(17 occurrences) Several different problems were found including engines failing to start, damage to the propellers, steering problems, expired food rations, leaking shafts and overall inside condition in disarray. These problems were almost always corrected before the ship departed port. Per 74 SOLAS 2009, Chapter III/20.2

**5. Improper use of combustible waste receptacles**

(13 occurrences) Combustible waste receptacles are to be used in garbage rooms for sorting combustible waste or for stowing wet food waste, glass bottles and metal cans in accordance with MSC/Circ. 1120. Combustible waste receptacles were not used in this fashion and thus caused a fire hazard. Rectification of this deficiency was usually cleared on the spot but on some occasions took 14 – 30 days and was completed to the satisfaction of the Coast Guard by the vessel implementing proper procedures for using plastic waste receptacles. Per 74 SOLAS 2009, II-2/4.4.2

**6. Malfunction of low location lighting system**

(13 occurrences) The low location lighting failed to light in an area in which it is installed. Additionally, some areas the photo luminescent strips were damaged or missing. If the deficiency was unable to be corrected on the spot, then the vessel was given 7 – 30 days to fix the problem and also provided an equivalent level of safety for the lights that failed to illuminate that was approved by the Recognized Organization (RO). Per 74 SOLAS 2009, Chapter II-2/13.3.2.5.1

**7. Sprinklers nozzles or associated components not working properly**

(11 occurrences) A combination of problems including pin hole leaks, indicators identifying the wrong space, inoperative flow meters, and several cases of nozzles missing required high expansion fluid. The deficiencies were corrected by replacing the faulty nozzles, fixing the inoperative indicators or repairing the leaks. All deficiencies were corrected prior to departure by shipboard crew. Per 74 SOLAS 2009, Chapter II-2/14.2.1.2

**8. Electrical hazards**

(11 occurrences) The most common hazards were broken light fixtures, exposed wiring and missing cover plates on electric panels. The problems were noted in different sections of the ship. These deficiencies were corrected on the spot by ship's crew. Per 74 SOLAS 2009, Chapter II-1/40.1.3

**9. Missing or inadequate muster station, embarkation station, exit sign**

(10 occurrences) Signage that leads through a category 4 space toward lifeboats or designated muster stations is confusing or inadequate. This deficiency was cleared by replacing any missing signage in accordance with the approved escape plan. It was also cleared by changing the escape plan to allow for better indication of an egress path and then ensuring the escape plan was updated and approved by the RO. Per 74 SOLAS 2009, Chapter II-2/13.1.3

**10a. malfunction of fire detection system/component, notably smoke/heat detectors**

(7 occurrences) Malfunctions typically found with individual detectors not working, not providing indication at the control station or manual call points not operating properly. If the deficiency was unable to be corrected on the spot, equivalent arrangements were made by the ship and approved by the RO and the Coast Guard until the system/component is brought back into full service. Per 74 SOLAS 2009, Chapter II-2/7.5

**10b. Improper use of hold back hooks/door wedges**

(7 occurrences) multiple doors, primarily to passenger cabins, were held open by a hold back hook or a door wedge for convenience purposes thus negating the structural fire protection the door provides. Doors wedges must be used in accordance with the vessel's safety management system. Most deficiencies were cleared on the spot and procedures were reviewed with crewmembers on proper procedures for using door wedges. Per 74 SOLAS 2009, Chapter II-2/9.4.1.1.4.1

## Subject Matter Experts

ADA Access	Mr. Elphison	MISLE oversight	Mr. Yets
Active fire protection	Mr. Schoenwald	Bridge Resource Management	Mr. Schoenwald
AFPVE course administration	Mr. Yets	Plan review	Mr. Elphison
Cruise line industry & organization	LT Metz	Pre and post exam processes	LT Metz
Emergency power	Mr. Elphison	Security and CVSSA	Mr. Yets
FPV exam drills	Mr. Yets	Structural Fire Protection	Mr. Schoenwald
FPV exam process	LT Metz	Ship design & construction	Mr. Schoenwald
FPVE process guide	Mr. Elphison	Machinery Systems	Mr. Elphison
FPVE PQS	Mr. Schoenwald	STCW	Mr. Schoenwald
IMO	CDR Clare	Mass Rescue Operations	Mr. Yets
ISM/SMS	Mr. Yets	Podded Propulsion Systems	Mr. Elphison
Lifesaving	Mr. Yets	Environmental	Mr. Elphison

## USCG Field Office Service

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	LT Metz
Sector Miami	LT Metz
Sector New York	Mr. Metz
Sector San Juan	Mr. Schoenwald
Sector LA/LB	Mr. Schoenwald
Sector Honolulu	Mr. Yets
Activities Europe	Mr. Elphison

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## Industry Service Managers

Aida Cruises	Mr. Elphison	MSC Cruises	Mr. Schoenwald	American Bureau of Shipping	Mr. Schoenwald
Azamara Club Cruises	Mr. Metz	Norwegian Cruise Lines	Mr. Schoenwald	Bureau Veritas	Mr. Yets
Carnival Cruise Lines	Mr. Yets	NYK Cruise Lines	Mr. Schoenwald	China Classification Society	Mr. Yets
Carnival UK	Mr. Elphison	Pearl Seas Cruises	Mr. Yets	Det Norske Veritas	Mr. Elphison
Celebrity Cruises	Mr. Metz	Prestige Cruise Holdings	Mr. Elphison	Germanischer Lloyd	Mr. Yets
Celebration Cruise Holdings	Mr. Elphison	Princess Cruises	Mr. Elphison	Korean Register of Shipping	Mr. Elphison
Costa Cruises	Mr. Yets	Residensea	Mr. Schoenwald	Lloyds Register	Mr. Schoenwald
Crystal Cruises	Mr. Schoenwald	Royal Caribbean Int'l	Mr. Metz	NKK	Mr. Schoenwald
Cunard Line	Mr. Yets	Seabourn Cruise Line	Mr. Yets	RINA	Mr. Yets
Disney Cruise Line	Mr. Schoenwald	SeaDream Yacht Club	Mr. Elphison	Russian M.R. of Shipping	Mr. Elphison
Fred Olsen Cruise Lines	Mr. Schoenwald	Silversea Cruises	Mr. Elphison		
Hapag-Lloyd	Mr. Yets	Utopia Residences	Mr. Elphison		
Holland America Line	Mr. Yets	V-Ships	Mr. Yets		
		Windstar Cruises	Mr. Elphison		