

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?

CRUISE SHIPPING MIAMI - Once again, the Cruise Ship National Center of Expertise (CSNCOE) hosted the USCG discussion panel, at Cruise Shipping Miami (CSM). Discussion topics this year were chosen as a direct result of your feedback from last year, and included: *CSNCOE function, roles and industry interaction, CG oversight and enforcement of environmental policy and law, CG program and policy updates* and *The "Black Swan" mass casualty exercise* followed by questions and facilitated dialogue. We would like to take this opportunity to thank all the panelists that made our forum such a success, as well as everyone that attended. Last year we solicited topic ideas for the CSM forum, and we want to thank all of the individuals who presented some great ideas that helped make it another great year. If you have any ideas for the USCG forum at CSM in 2015, please forward them to Mr. Brad Schoenwald at brad.a.schoenwald@uscg.mil.

FPVE PQS RE-WRITE - As promised, the new FPVE PQS is complete and we could not be happier with the final product. Anyone who is in the process of obtaining the FPVE qualification using the previous version of the PQS must complete it by 5 August 2014, or the new PQS will be required to complete the qualification.

2014 AFPVE COURSE - We would like to take this opportunity to thank all those Coast Guard and industry personnel who attended the 2014 AFPVE Course this year in Fort Lauderdale, FL. We thoroughly enjoyed meeting each and every one of you, and look forward to seeing you again in the near future.

UNANNOUNCED TARGETED EXAMS - Coast Guard Headquarters recently released [Marine Safety Inspection Bulletin \(MSIB\) 05-12 - Unannounced Examinations of Targeted Cruise Ships in 2014](#). The unannounced

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exams were implemented for the remainder of calendar year 2014, in an effort to provide additional oversight. The exams will not be concurrent with annual or periodic exams. During these examinations, Port State Control Officers will conduct a walk-through of portions of the deck, galleys and machinery spaces (not the entire vessel) to spot check for obvious personal safety issues.

DIGITAL SOLUTION TO DISTRIBUTED LEARNING -

Recently the CSNCOE has been working with Headquarters and FORCECOM to develop a way forward on an interactive, digital training program. The program's vision is to be a module based simulation of an actual FPVE exam. The program will provide members working toward the FPVE qualification with a simulated feet-on-the-deck experience of how exams should be conducted. The training is designed to include details as specific as conducting an opening meeting with the master, testing of systems and evaluation of crew proficiency. Seasoned examiners who need a periodic refresher will also benefit from this type of training, as it will allow them a portal to keep up-to-date on their proficiency. The program is only in its infancy, but we hope to have more details regarding this exciting new venture in the coming year.

Welcome Aboard, LT Derricka DeJean - As we bid farewell to LT Mike Metz, our CSNCOE Port State Control Officer, we welcome his replacement, LT DeJean. LT DeJean reported on April 21, 2014 and her previous assignments include the Senior Investigating Officer at MSU Texas City and a marine inspector at Activities Europe and Sector Guam.

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

Documenting Deficiencies on the Form B and in MISLE – CG Headquarters has updated the MISLE Data Entry Work Instruction regarding deficiencies to allow for greater data analysis specifically related to identifying leading indicators. PSCOs must now enter all deficiencies identified during Port State Control (PSC) exams on the Form B and in MISLE, including minor deficiencies corrected on the spot. This change was made to the MISLE Data Entry Work Instruction (Section 3.b). Similar guidance for documenting all deficiencies on the Form B will be reflected in the next update to MSM Volume II. This change in the deficiency documentation policy does not alter the scope of PSC exams or the overall intent of the PSC program.

Cruise ship modifications and plan review – The Marine Safety Center (MSC) and the Cruise Ship National Center of Expertise (CSNCOE) recently noted that several modifications and refurbishments were completed on existing cruise ships, without undergoing plan review by MSC. Plan review should be conducted on any modifications that effect the ships structural fire protection (SFP), mean of escape, lifesaving or changes in a vessels space usage or categorization. As a reminder, during all exams, FPVE's should inquire as to whether any modifications have been made; if modifications are noted, FPVE's should verify in MISLE that plan review has been completed by MSC. If no documentation is found, MSC should be notified but no deficiency issued, unless the modifications reveal a clear deficient condition.

Tactics, techniques and procedures (TTP) – In the fall 2013 newsletter we informed readers the new TTP was in its final stages of approval. We are pleased to announce the TTP is fully approved and ready to be put to work. Not only will the new TTP assist with exam consistency, but also reduce the inconsistencies in the way field units conduct exams. The TTP also reduces training time needed for newly arriving personnel and increases unit output and productivity through the use of a full inventory of proficient and consistent examiners.

SOLAS updates – As of 1 July 2014, the November 2012 SOLAS amendments will enter into force. Amendments to SOLAS regulation III/17-1 will require ships to have plans and procedures to recover persons from the water, as well as related guidelines for development of plans and procedures for recovery of persons from the water. Amendments to SOLAS regulation II-2/10 on fire fighting will require two-way portable radiotelephone apparatus for each fire party for fire fighters' communication to be carried. Amendments to regulation II-2/15 on instructions, on-board training and drills, will require an on-board means of recharging breathing apparatus cylinders used during drills, or a suitable number of spare cylinders; and, amendments to regulation II-2/20 on protection of vehicle, special category and ro-ro spaces related to fixed fire-extinguishing systems.

Cancellation of NVIC's – As a reminder, with the revision and publication of the Marine Safety Manual (MSM) Vol. II, NVIC 06-03 and NVIC 03-08 have been cancelled and are now incorporated into the MSM.

Technical Notes and training

New FPVE qualification pre-requisite – Highlighting a recent policy change, as of 5 August 2014, the CSNCOE Advanced Foreign Passenger Vessel Examiner (AFPVE) Course will now be a pre-requisite to obtaining the FPVE qualification. The 2015 Course dates are posted on our [website](#). Pending availability of the course to FPVE's seeking to obtain their qualification; this may be deferred for up to one year upon passing a written exam administered by the CSNCOE.

The “Basic Foreign Passenger Vessel Examiner” training – Last fall the CSNCOE announced that we had finished our pilot program for the Basic FPVE training, which truly was more a beta test. In February we were able to take nearly a year worth of training development, and perform a true pilot training at Sector San Juan. Utilizing newly developed student and instructor guides, we were able to conduct training for 12 USCG members who were in the beginning phases of obtaining the FPVE qualification. The feedback we received was more than we could have ever asked from a pilot training. The members were allowed a training environment that focused solely on cruise ship and ro-ro specific regulation, giving them a solid knowledge base with which to begin their performance based PQS. Since San Juan, we have received multiple requests and are pleased to announce that we will be conducting another Basic FPVE training in mid May on the west coast, hosted by Sector LA/LB. Our calendar for 2014 is filling-up fast for this training, so if you feel your unit would benefit from this program, Please do not hesitate to contact us. Any questions regarding the Basic FPVE training can be directed to Mr. Jason M. Yets, at jason.m.yets@uscg.mil.

CRUISE SHIP RIDER PERFORMANCE GUIDE – The objective of the cruise ship rider program is to provide direction and standardized experience for Coast Guard Port State Control Examiners working toward their FPVE qualification. Coast Guard members participating in the Cruise Ship Rider Program are provided with a unique opportunity to step away from their normal Coast Guard scheduled duties and into the life of a crewmember aboard a cruise ship. The average timeframe for a cruise ship ride is normally one-week. This is a great opportunity to experience the operations of the ship while underway and entering/departing port, embarking and disembarking passengers, and during turnaround operations. The Cruise Ship Rider Program is separate from the Passenger Ship Safety Certificate Survey Training, which is geared toward already qualified FPVE's.

Test your FPVE knowledge – In this edition of the CSNCOE newsletter, we want to break away from the normal “test your FPVE knowledge” section, the way we have presented this section in past issues, and focus on some environmental survey questions. You see, there has been some feedback that while examiners are conducting the waste stream audit as part of the annual and periodic exams; their environmental audit sometimes ends there, with the waste stream. What some examiners haven't, or don't realize, is we also have an obligation to look at much more including the emission control area (ECA) and ballast water management (BWM). Take a look at the below section, and see how your knowledge measures up.

1. Currently fuel oil sulfur content may be as high as ____% m/m for ships operating *outside* emission control areas.
 - a. 4.0
 - b. 3.5
 - c. 2.0 *Talking point: how would you, as an examiner, verify that the ship you are examining is in compliance?*
 - d. 1.5

2. Currently fuel oil sulfur content should not exceed ____% m/m on ships operating *inside* an emission control area unless the ship has a waiver, exception or equivalency.
 - a. 4.0
 - b. 3.5
 - c. 2.5 *Talking point: when verifying waivers, exceptions or equivalencies; what information are you verifying?*
 - d. 1.0

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 has recently rolled-out the Basic FPVE training to assist new break-in members knowledge based training; it is also useful for seasoned examiners who want to refresh their knowledge base. Each of the 14 units of instruction is accompanied by a comprehensive assessment. Here's a sample of some of the questions. Take a look and see how much you really know about FPV regulations.

2. The requirement for time sensitive keys apply to what ships
 - a. Passenger ships regardless of keel lay date
 - b. Passenger ships with keel lay after 27 July 2010
 - c. Passenger ships with keel lay after 1 January 2010
 - d. None of the above; time sensitive keys are only a recommendation
3. Embarkation ladders shall be positioned
 - a. At each lifeboat station
 - b. At each embarkation station
 - c. At each or at every two adjacent embarkation stations
 - d. At each life raft station
4. Calculate required fire-fighters outfits for a passenger ship carrying more than 36 passengers. Note: the longest passenger deck is 265 meters long, there are 6 MVZ's (none of which constitute independent stairway enclosures), and; the forward and aft most fire zones have category (6)(7)(8) and (12) spaces within
 - a. 10 fire-fighters outfits
 - b. 14 fire-fighters outfits
 - c. 20 fire-fighters outfits
 - d. 22 fire-fighters outfits
5. For ships fitted with a MES, drills shall include exercising of the procedures required for deployment up until the point of actual deployment
 - a. True
 - b. False
6. Above the bulkhead deck, two means of escape shall be provided from each space or group of spaces
 - a. True
 - b. False
7. Hold-back hooks not subject to the central control station release are prohibited
 - a. In all cases
 - b. Only if main vertical zone bulkheads, galley boundaries, and stairway enclosures
 - c. Can't be used anywhere

2013 Top Cruise Ship deficiencies– Annually the CSNCOE tracks and analyzes the top 10 cruise ship 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 improper use of waste receptacles. The 2013 top deficiencies are summarized below; all past year top deficiencies are posted on our website, [HERE](#).

1. Fire screen doors not operating properly

(45 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 deficiencies were normally corrected on the spot by adjusting the door closure speed or making repairs to the damage.

2. Problems with lifeboats and associated equipment

(35 occurrences) Several different problems were found including engines failing to start, damage to the propellers, steering problems, expired food rations, leaking shafts, overall inside condition in disarray and problems with davits. These problems were almost always corrected before the ship departed port or the lifeboat was taken out of service and passenger count reduced.

3. Egress path found blocked or impeded

(28 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.

4. Improper stowage of combustible

(19 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.

5. Drills and Training

(19 occurrences) Every crew member with assigned emergency duties shall be familiar with those duties. The most common deficiencies involved lifeboat crews and stairwell guides unfamiliar with their duties as well as drills not conducted realistically. Deficiencies were corrected with additional training or redoing the drill.

6. Electrical hazards

(14 occurrences) The most common deficiencies 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.

7. Cracks and Wastage

(14 occurrences) The condition of the ship and its equipment shall remain fit for sea at all times. The most common deficiencies found were wastage that resulted in small holes in ships structure and decks. Additionally small cracks were discovered in side-shell door hinges and watertight door frames. These deficiencies were normally resolved by the ship’s crew between 14 and 30 days.

8. Fuel and oil leaks

(13 occurrences) Machinery systems shall be of design and construction adequate for the service in which they are used. The most common deficiency was oil and hydraulic leaks on machinery piping internal to the ship. These deficiencies created fire and slipping hazards. These deficiencies were corrected on the spot by the ship’s crew.

9. Improper use of combustible waste receptacles

(9 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.

10. 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 Recognized Organization and the Coast Guard until the system/component is brought back into full service.

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	Mr. Yets	Pre and post exam processes	LCDR Allen
Emergency power	Mr. Elphison	Security and CVSSA	Mr. Yets
FPV exam drills	Mr. Yets	Structural Fire Protection	Mr. Schoenwald
FPV exam process	Mr. Yets	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	LCDR Allen

USCG Field Office Service

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

CSNCOE Contact information

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General contact		csncoe@uscg.mil	954.767.2140

Industry Service Managers

Aida Cruises	Mr. Elphison	MSC Cruises	Mr. Schoenwald	American Bureau of Shipping	Mr. Schoenwald
Azamara Club Cruises	LCDR Allen	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	LCDR Allen	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. Yets	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		