

# 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?

**Sea Trade Fort Lauderdale** - As a friendly reminder, Sea Trade Fort Lauderdale (formally Cruise Shipping Miami (CSM)) is fast approaching (March 14<sup>th</sup> - 16<sup>th</sup>) and if you have any ideas on how we may improve this year's forum or have topic ideas you would like considered, please contact Mr. Brad Schoenwald at [brad.a.schoenwald@uscg.mil](mailto:brad.a.schoenwald@uscg.mil).

**2016 FPVE Courses** - The CSNCOE has selected the dates for the 2016 Foreign Passenger Vessel Examiners (FPVE) courses: January 25-29; February 23-27 and March 23-27. These dates are still subject to change as we work toward solidifying our venue.

We want to thank all the course participants from 2015 and hope that you will be our biggest supporters in getting the word out on the value that the course provided to you and highlight the benefit for fellow FPVE's or industry peers interested in attending. The FPVE Course includes 10 personnel from industry to participate in this "finishing school" for the CG's FPVE's. Coast Guard members should submit an electronic training request. Industry representatives wanting to reserve a seat or have questions, please contact Jason Yets at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil).

**Passenger Ship Safety Certificate (PSSC) Shadow & Cruise Ship Ride Coordination** - With the implementation of the revised FPVE PQS in December 2013, industry specific orientation indoctrination became a requirement for FPVE qualification. The cruise ship rider program fulfills this industry indoctrination requirement and is designed to impart trainees with an opportunity to experience cruise ship operations including underway, port entry and departure, embarking and disembarking passengers, and turnaround activities.

On the other hand, PSSC survey training is designed for the seasoned FPVE, not trainees. As a reminder, CG-543 Policy Letter, 11-13 paragraph 6.a(1) requires that participants must hold and be current in the FPVE competency.

Units interested in scheduling PSSC survey training or cruise ship rides for their personnel should work through

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their respective Training Officer and contact the National Technical Advisor at the CSNCOE to coordinate these opportunities with the cruise lines. Please be mindful that PSSC survey training opportunities are limited to specific flag/class/line survey schedules. Cruise ship rides are normally limited only by cabin availability.

Over the past two years there has been a notable increase in the number of (PSSC) survey shadows and cruise ship rides performed by USCG personnel. The CSNCOE would like to take this time to recognize and thank the participating cruise lines for their outstanding support and accommodation of our underway training programs. The lines go out of their way to accommodate the USCG members, providing invaluable training and behind-the-scenes knowledge they would otherwise be unable to acquire. For all that the lines do, we would like to personally thank them for their ongoing support and cooperation.

These exciting programs have already paid dividends to those members that have participated. Here is but a small sample of the type of feedback the CSNCOE has received from the attendees' after-action reports, highlighting the positive experience they encountered:

"The ship ride was a very rewarding experience. In my opinion this ship ride filled in all the blanks of my FPV training, experience and PQS."

"The training provided by the officers and crew during this training program was exceptional and played a vital role in my qualification process."

# 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.

**Ballast Water Management (BWM)** – There has been a lot of discussions lately on BWM, while we cannot address the question of when will these systems be approved, we can provide the latest guidance.

1. [CG-OES Policy letter 13-01, Revision 1](#) provides revised guidance to vessel owners and operators seeking to extend compliance dates for implementing approved Ballast Water Management (BWM) methods.
2. The Coast Guard also issued Marine Safety Information Bulletin ([MSIB 13-15](#)) as guidance to comply with Title 33, Code of Federal Regulations (CFR) Part 151, Subparts C and D. It also announces a change to the terms of extended compliance dates the Coast Guard will issue to vessels.
3. The Coast Guard Office of Design and Engineering Standards published a new 'Frequently Asked Questions,' or [FAQs](#), section for ballast water on the Homeport webpage.

## Upcoming Regulatory Enforcement for 2016 –

### 1 January 2016:

1. *MSC.350 (92) BNWAS Implementation dates:*
  - a. All passenger ships irrespective of size, not later than first survey after 01Jan16.
  - b. The bridge navigational watch alarm system shall be in operation whenever the ship is underway at sea.
2. *MSC.366 (93) Mandatory audit scheme:*
  - a. Creates new SOLAS Ch XIII; Amendments to number of treaties to make the use of the IMO Instruments Implementation Code (III Code) mandatory ( The Assembly adopted the III Code, which provides a global standard to enable States to meet their obligations as flag, port and/or coastal States; the Framework and Procedures for the IMO Member State Audit Scheme; the 2013 non-exhaustive list of obligations under instruments relevant to the III Code; and a resolution on transitional arrangements from the voluntary to the mandatory scheme).

The treaties amended are:

- i. SOLAS, 1974, as amended;
- ii. STCW Convention, 1978, as amended and STCW Code;
- iii. MARPOL Annexes I through to VI; MARPOL Annexes I through to VI;
- iv. Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol), as amended;
- v. International Convention on Load Lines, 1966;
- vi. International Convention on Tonnage Measurement of Ships, 1969;
- vii. Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended.

3. MSC.365 (93) SOLAS amendments:

- a. Amendments to SOLAS regulation II-1/29 on steering gear, to update the requirements relating to sea trials.
- b. Amendments to SOLAS regulations II-2/4, II-2/3, II-2/9.7 and II-2/16.3.3, to introduce mandatory requirements for inert gas systems on board new oil and chemical tankers of 8,000 dwt and above, and for ventilation systems on board new ships; related amendments to the International Code for Fire Safety Systems (FSS Code) on inert gas systems.
- c. Amendments to SOLAS regulation II-2/10, concerning fire protection requirements for new ships designed to carry containers on or above the weather deck.
- d. Amendments to SOLAS regulation II-2/13.4, mandating additional means of escape from machinery spaces.
- e. New SOLAS regulation II-2/20-1 Requirement for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas for their own propulsion, which sets additional requirements for ships with vehicle and ro-ro spaces intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks as fuel.
- f. Amendment 37-14 to the International Maritime Dangerous Goods (IMDG) Code.

4. MSC.368(93) International Life-Saving Appliance (LSA) Amendments to the Code -

- a. Amendments are related to the testing of lifejackets.

**1 March 2016:**

1. MEPC .256(67) MARPOL -

- a. MARPOL Annex I, Reg 43: concerning special requirements for the use or carriage of oils in the Antarctic area, to prohibit ships from carrying heavy grade oil on board as ballast;

2. MEPC .257(67) MARPOL -

- a. Annex III: concerning the appendix on criteria for the identification of harmful substances in packaged form;

3. MEPC .258(67) MARPOL-

- a. MARPOL Annex VI: concerning Reg 2 (definitions), Reg 13 (Nitrogen Oxides [NOx]), and the Supplement to the IAPP Certificate, in order to include reference to gas as a fuel and to gas fuelled engines.

**1 July 2016:**

1. MSC.380(94) SOLAS amendments-

- a. SOLAS Ch II-2 Reg 10 Fire Fighting
- b. SOLAS Ch XI Reg 7 Atmosphere testing for enclosed spaces, every ship shall carry an appropriate portable atmosphere testing instrument.

2. MSC.397(95) and MSC396(95): STCW and STCW Code (Part A) Amendments-

- a. For IGF Code Vessels (gas fuel)

3. MSC.392(95) SOLAS Amendments - (for gas fueled vessels)

- a. Chapter II-1: Amends Reg 2, 55, 56, and 57 to make IGF Code mandatory
- b. Chapter II-2 Amends Reg 4, 11, and 20 to improve fire safety

# Technical Notes & Training

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

**FPVE Initial COC (ICOC) TTP** - The Foreign Passenger Vessel Examiner ICOC tactics, techniques and procedures was released in August, and establishes written procedures for conducting initial COC cruise ship exams. Foreign Passenger Vessel Examiners (FPVE) should review the TTP and be familiar with its contents. Please find it on our website [here](#).

**MISLE 5.0** - With the rollout of MISLE 5.0 we hope everyone is getting fully acquainted with it. Here are a few reminders to ensure consistency; please do not use the COC-CVC Initial Prep for the actual Initial COC exam, this does not allow for proper tracking and allocation of resources. For any exams (ICOC, Annuals and/or Periodics) where the CSNCOE participates, please ensure they are included in the team make up. Thank you.

**FPVE PQS Updates** - We did not receive any input from the field and so only made minimal changes this year. As a reminder the back of the PQS books has a "Performance Qualification Standard and Job Aid Change Recommendation Form" that can be e-mailed to <mailto:MIPQS840@uscg.mil> or you may send updates you would like to have considered to [csncoe@uscg.mil](mailto:csncoe@uscg.mil).

**User Fees on Foreign Passenger Vessels** - We have had a few inquiries over the course of the year in regards to User Fees. As a reminder, there are no requirements in 46 CFR 2 to impose user fees for Annual & Periodic COCs for foreign passenger vessels.

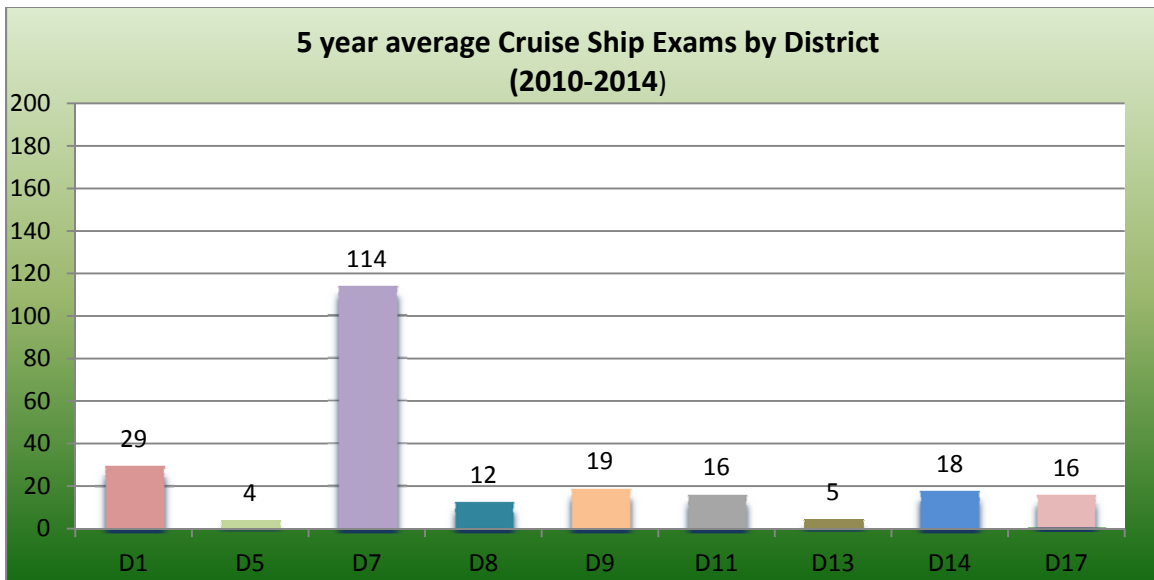
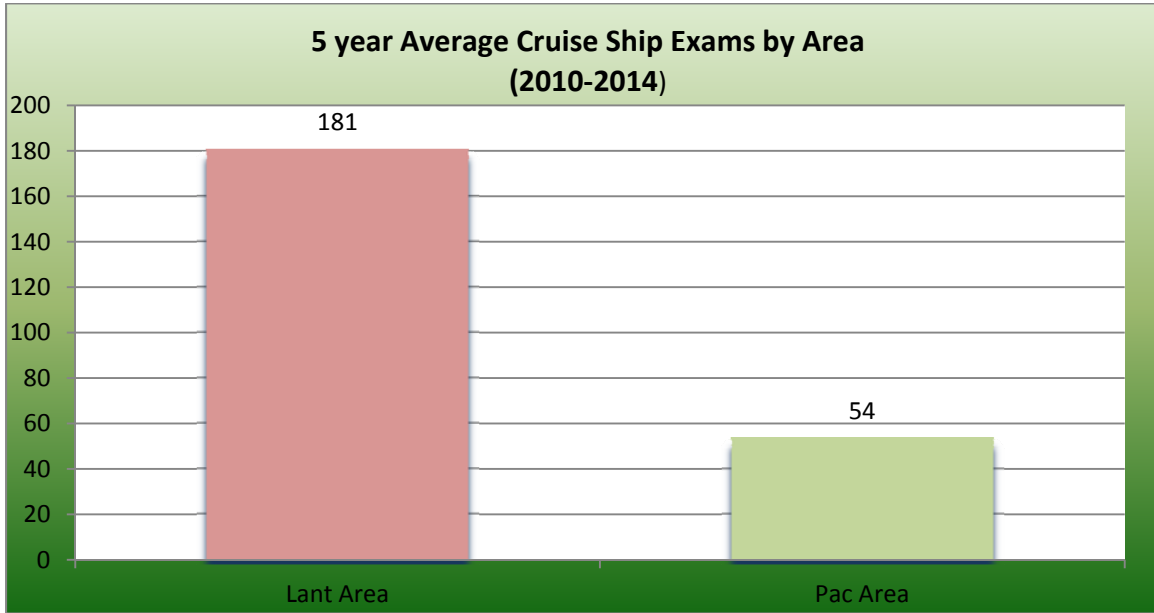
**FPVE PQS Deferment Test** - For those of you currently working on your FPVE qualification, please be aware that we have been working with the Training & Management NCOE up in Yorktown to develop a test members can take. Passing this test allows an interim qualification to be issued to the member until such time as they can participate in the required FPVE course. Members that are 100% complete with their PQS, but have not yet taken the FPVE course, will be able to request to take the online knowledge based deferment test. This test will not waive the requirement to attend the course. Members will still need to attend within 12 months of taking and passing the test. For more information please contact the CSNCOE.

**Cruise Ship Marine Casualties** - Recently there have been a number of marine casualties aboard cruise ships, most notably fires in engineering spaces. We have been asked on a number of these casualties to attend as technical representatives to the local OCMI, Investigating Officer (IO) and/or the INVNCOE to ensure that the Coast Guard does not miss any potential causal factors or failures.

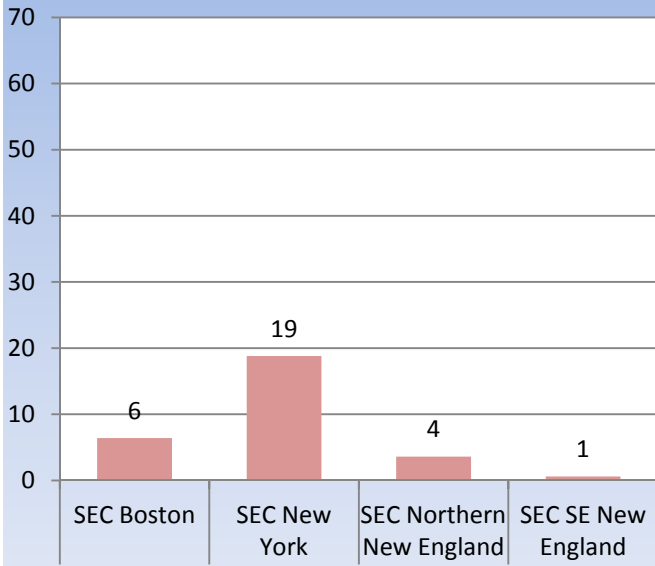
The CSNCOE is here to assist both industry and local OCMI alike. Some examples of how we may assist; during major protracted casualties where the cruise lines stand up their emergency response centers, we can sit in the room to provide communications and technical assistance from a Coast Guard perspective or liaison with the OCMI or District personnel. We can also address media concerns for any cruise ship related press inquiries, especially during large scale incidents.

**The Marine Safety Center is Moving** - Please note that the MSC is being relocated on November 19, 2015. There will be changes to the procedures for submitting plans as well as contact information updates. You can find additional information on the Coast Guard's Maritime Commons blog [here](#).

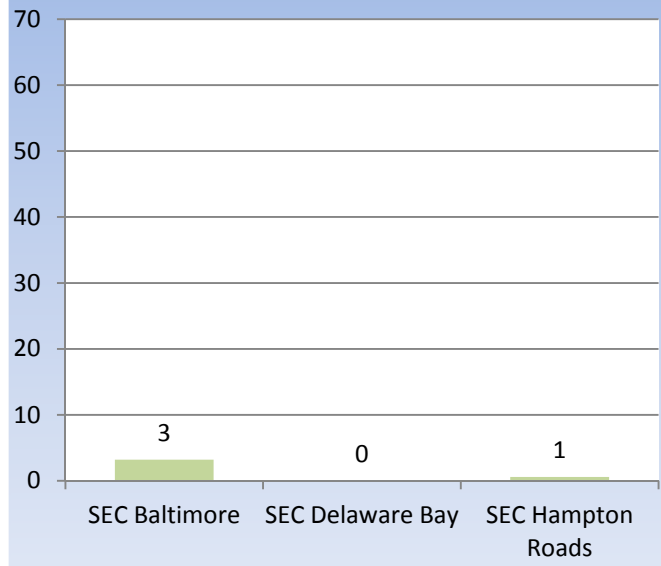
**Historical Data** – The following is a five year average (2010–2014) of Foreign Passenger Exams (Initial, Annual, & Periodic) by Coast Guard Units. Look for the 2015 data in our spring newsletter.



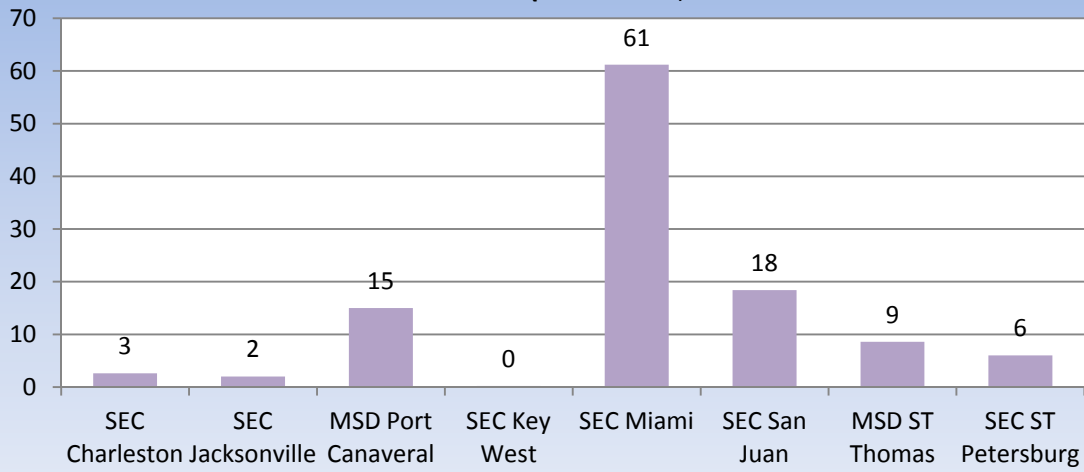
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(2010-2014)**



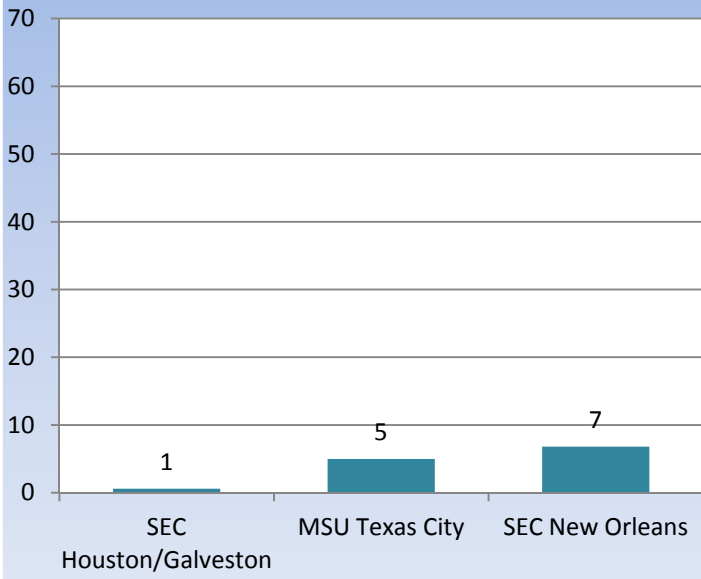
**5th District  
(2010-2014)**



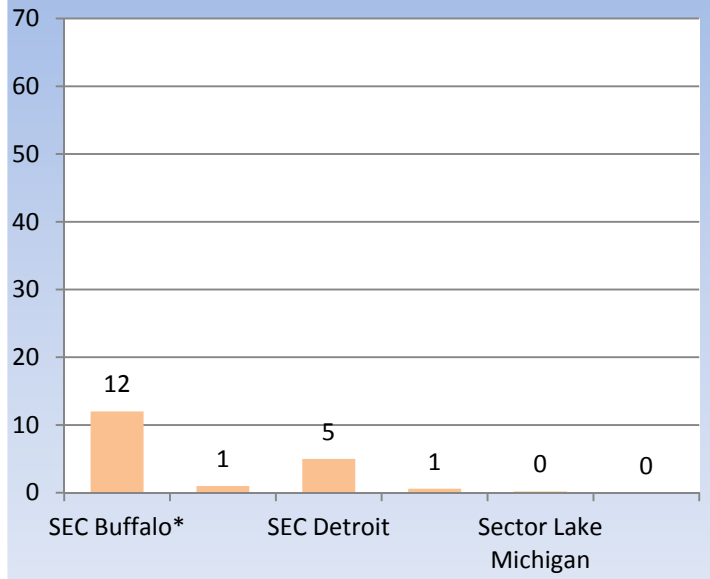
**7th District  
(2010-2014)**



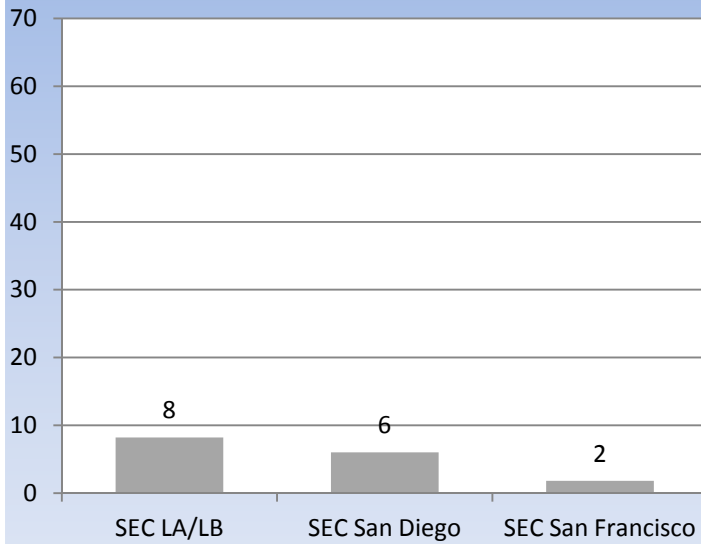
**8th District  
(2010-2014)**



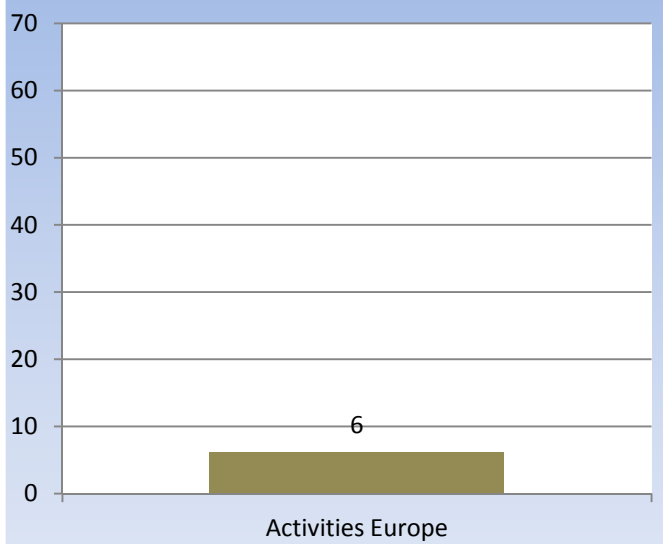
**9th District  
(2010-2014)**

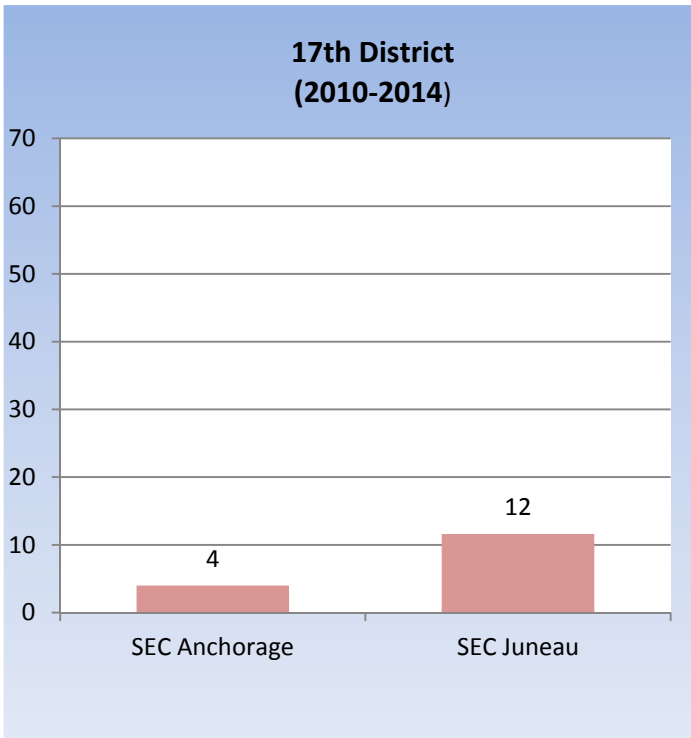
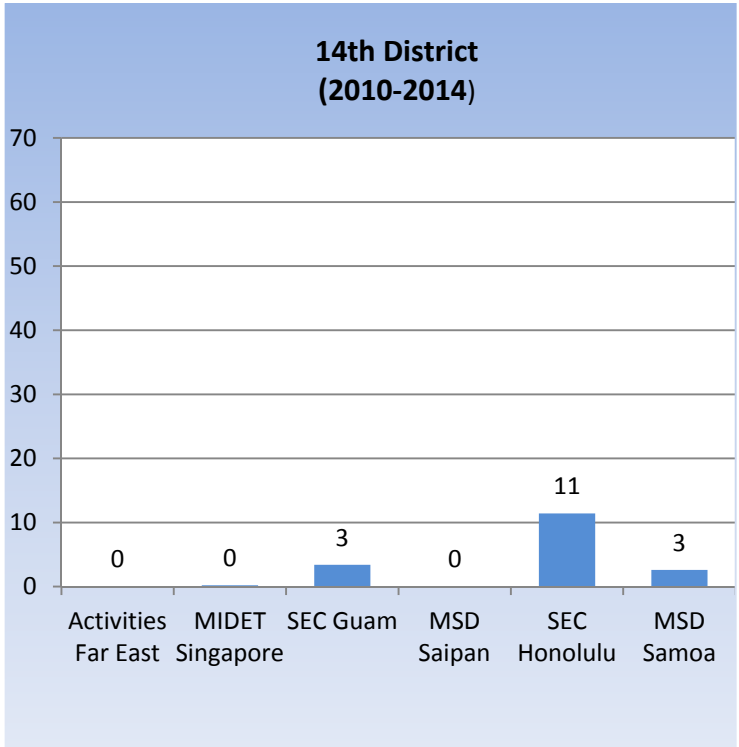
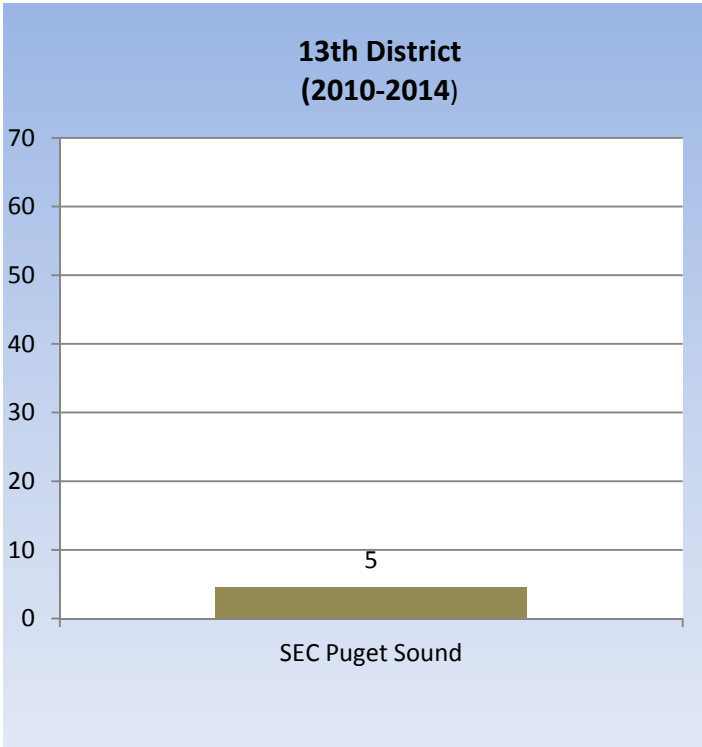


**11th District  
(2010-2014)**



**Activity Europe  
(2014)**







## Test Your FPVE Knowledge

This edition of "test your FPVE knowledge" section is going to focus on the performance of lifeboat teams during the drill.

All too often, we get complacent in our day-to-day routines, we approach an AOR's busy season, we inspect ships multiple times a week and at some point our minds go into auto pilot. I myself am guilty of this very habit; I catch myself during exams asking the crew members the same 3 or 4 questions and by the end of the exam, I ask myself..."did I really do as good a job as I could have, did I really verify the proficiency of the crew to the best of my ability?" In no other case is this more important than with the lifeboat teams; but are you asking the right questions, are you asking the right people. Far too often we focus our questioning on the lifeboat commanders, makes sense right? After all, they are the ones in charge of the boat. What about the second commander/vice-commanders? They share the same qualifications as the commander and in the event a commander is missing, the vice takes over. The problem with the way the ships live is that every week at the abandon ship drill, the ship's crew performs the drills as realistic as possible IAW SOLAS III/19, but as a result the vice commanders never get a great and consistent opportunity to hone and develop their skills as commander. More often than I care to admit, I find vice commanders/second commanders that cannot accomplish tasks as simple as starting the lifeboat. This is a real issue, one that we as PSCO's are responsible for mitigating. This can only be accomplished through proper questioning and crew selection.

I'm going to change things up this edition, and rather than preach endlessly about what you should be doing, I'm going to put the onus on you; I encourage all of you to draft an e-mail to me, tell me the questions you ask the boat teams and let us open up a one-on-one dialogue to evaluate how your current method is working for you. Hopefully, this will not only help you to improve your skills in crew questioning and evaluation, but it will broaden our spectrum of questions and allow us to learn from you, the way I hope you will learn from us. Please e-mail [csncoe@uscg.mil](mailto:csncoe@uscg.mil) and put "test your FPVE knowledge" in the subject line; can't wait to hear from you all.

## 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.

## USCG Field Office Service Managers

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

**CSNCOE Staff** – CDR Randy Jenkins and LCDR Eric Jesionowski reported to the CSNCOE this summer and have hit the ground running as the new Chief of the Cruise Ship NCOE and National Technical Advisor respectfully. Their bios and those of our other staff members are available on our website [here](#).

## Industry Service Managers

Aida Cruises	Mr. Elphison	MSC Cruises	Mr. Elphison	V-Ships Leisure	Mr. Yets
Azamara Club Cruises	LCDR Jesionowski	Norwegian Cruise Lines	Mr. Schoenwald	Windstar Cruises	Mr. Elphison
Carnival Cruise Lines	Mr. Yets	NYK Cruise Lines	Mr. Schoenwald	China Classification Society	Mr. Yets
Carnival UK	Mr. Elphison	Pearl Seas Cruises	Mr. Yets	DNV-GL	Mr. Elphison
Celebrity Cruises	LCDR Jesionowski	Prestige Cruise Holdings	Mr. Elphison	Korean Register of Shipping	Mr. Elphison
Celebration Cruise Holdings	Mr. Elphison	Princess Cruises	Mr. Schoenwald	Russian M.R. of Shipping	Mr. Elphison
Costa Cruises	Mr. Yets	Residensea	Mr. Schoenwald	Lloyds Register	Mr. Schoenwald
Crystal Cruises	Mr. Schoenwald	Royal Caribbean Int'l	Mr. Brehm	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	American Bureau of Shipping	LCDR Jesionowski
Fleet Pro	Mr. Brehm	Silversea Cruises	Mr. Brehm	Bureau Veritas	Mr. Brehm
Hapag-Lloyd	Mr. Yets	Utopia Residences	Mr. Elphison		
Holland America Line	Mr. Yets				

## Subject Matter Experts

ADA Access	Mr. Elphison	MISLE oversight	Mr. Brehm
Active fire protection	Mr. Schoenwald	Bridge Resource Management	Mr. Schoenwald
FPVE course administration	Mr. Schoenwald	Plan review	Mr. Elphison
Cruise line industry & organization	Mr. Yets	Pre and post exam processes	LT DeJean
Emergency power	Mr. Brehm	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 Jenkins	Mass Rescue Operations	Mr. Yets
ISM/SMS	Mr. Brehm	Podded Propulsion Systems	Mr. Elphison
Lifesaving	Mr. Yets	Environmental	LCDR Jesionowski

## CSNCOE Contact Information

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Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	<a href="mailto:brad.a.schoenwald@uscg.mil">brad.a.schoenwald@uscg.mil</a>	*Ext. 1003
Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	<a href="mailto:scott.j.elphison@uscg.mil">scott.j.elphison@uscg.mil</a>	*Ext. 1002
LT Derricka DeJean	Port State Control Officer	<a href="mailto:derricka.f.dejean@uscg.mil">derricka.f.dejean@uscg.mil</a>	*Ext. 1004
Mr. Jason M. Yets	Marine Inspector/Instructor	<a href="mailto:jason.m.yets@uscg.mil">jason.m.yets@uscg.mil</a>	*Ext. 1007
Mr. Dan Brehm	Marine Inspector/Instructor	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	*Ext. 1005
General contact		<a href="mailto:csncoe@uscg.mil">csncoe@uscg.mil</a>	954.767.2140

### 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.