

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?

Bravo Zulu – It is always great to show how well something is being done. One of the things we strive for is consistency. The CSNCOE received a statement from a class society representative, who represents the entire west coast, stating that they were completely impressed with the consistency of USCG examiners. (This is something we don't hear too often). They stated that all of the ports they deal with, from San Diego to Alaska, do their Form B write ups exactly the same way. "It is rare that Port State regimes do that across multiple ports."

Bravo Zulu to Training Center Yorktown for pushing this issue with the Port State Control course and more importantly to the examiners at the local units for making this happen. *Keep up the good work!*



Commodore Davy Rolle, Bahamas Maritime Authority Director, visited the CSNCOE and met with Commander Randy Jenkins, Detachment Chief. Photo by Mr. Scott Elphson

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USCG Safety Alert 03-16 – Kannad Marine has issued a recall of all SAFELINK EPIRBs due to a possible defect that could result in the beacon not operating in emergency situations. If you own or use a SAFELINK EPIRB automatic or manual model K1202311 or K1202367 you should NOT use it as a primary Search and Rescue beacon onboard your vessel.

Kannad recommends that all owners of SAFELINK EPIRBs register their ownership, location and contact details via the dedicated website: <http://www.safelinkepirbsupport.co.uk>

The Coast Guard **strongly recommends** that all owners and users of the Kannad SAFELINK EPIRBs seek replacement devices as soon as possible and NOT use it as a primary Search and Rescue beacon onboard vessels.

For any further information, please contact Kannad Marine using one of the methods below:

Web: www.safelinkepirbsupport.co.uk Email: safelinkinspection@kannadmarine.com
USA Tel: +1 (800) 262 8722

Initial Certificate Of Compliance (ICOC) Exams – As of May, the CSNCOE has attended 13 initial exams, since the start of the fiscal year in October 2015. Most of these exams were conducted at European shipyards for vessels coming to the U.S. within the next two years. Shipyard schedules are typically booked years in advance. FY18–19 has 24 new vessels under contract for delivery with a total berth of 77,712.

It does not have to be a brand new vessel to warrant an ICOC exam. Ship-owners planning on bringing vessels into the U.S. whose COC has been expired for more than one year and haven't received USCG Marine Safety Center (MSC) plan review in five years, will be required to undergo an ICOC prior to operations in the U.S. Owners bringing vessels back to the U.S. need to engage with the Officer in Charge of Marine Inspections (OCMI) at the local port the vessel plans to operate in as early as possible to ensure fully understanding the process, respective timelines and reasonable expectations. MSC plan review can take considerable time; MSC tries to respond to a submitter within 30 days. What this means is that they will review and provide written feedback with areas of concerns. Final approval, with back and forth dialogue, can take months.

Additionally, you can contact the CSNCOE, as we can help guide you through the ICOC process and make sure you are in touch with the appropriate CG offices. The CSNCOE has assisted OCMI's from American Samoa to upstate New York with vessels returning to the U.S.

If you have any questions concerning the ICOC process, please contact Mr. Scott Elphison. (Contact info found on page 9)



Construction of a cruise ship being built in Ancona Italy. Photo by LCDR Eric Jesionowski

CSNCOE and Investigations – The CSNCOE maintains relationships with regulatory and industry stakeholders to respond and assist in the USCG's demanding role of verifying compliance on cruise ships.

Each member of the CSNCOE staff is assigned as a liaison to specific USCG field units and cruise lines. In this role, we regularly represent local OCMI's during scheduled exams and respond to the field's questions and concerns regarding cruise ship operations.

We also meet and communicate periodically with cruise line representatives and classification society surveyors to discuss concerns regarding compliance or to learn about the newest advances in installed technology or trends with cruise ship operations and training.

In the past couple of years, the CSNCOE has assisted in machinery, firefighting, lifesaving, and environmental systems casualty and compliance investigations. With some of these high profile cases, the CSNCOE, on a short notice request, traveled to where the investigation would be initiated, quickly integrated with the field unit, and attended the vessel at the first available port.

While attending the vessel, CSNCOE members work with cruise line and classification society representatives, and in some cases technicians from the manufacturers, that they have recently met or worked with at other exams or in other situations. This can help ease anxiety or frustrations. We recently received a thank you letter from an industry representative for our role in a casualty investigation. In it they state, "The NCOEs knowledge and even-handed approach to tough situations was a shining example of the highest caliber of Coast Guard support...my team breathed relief when they heard the NCOE was en route to provide help!"

The CSNCOE also provided technical assistance to the USCG Investigating Officers to explain the intricacies of complex systems, and assisted the USCG Port State Control personnel in verifying compliance before the ship returned to service. Upon return from the investigation, CSNCOE staff members typically meet with industry stake holders and technicians to gain further system insight and to discuss potential solutions to mitigate risk in the future.

In developing and maintaining these relationships, the CSNCOE is able to significantly enhance the response to cruise ship casualties and compliance investigations.

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.

Cruise Ship Detentions – IMO Resolution A.1052(2) defines Detention as an “Intervention action taken by the port State when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the normal schedule of the departure of the ship.”

In accordance with the Marine Safety Manual Vol II/Chapter D and IMO Resolution A.1052(2), the USCG will treat passenger vessels, with regard to determining if a vessel should be detained, no differently than they would treat any other foreign flagged vessel. In Calendar Year 2015 the Coast Guard reported to the IMO 205 vessel detentions. In that time, the USCG conducted 259 cruise ship examinations and only 1.6% received a detention. This low percentage shows that there is a strong safety culture in the Cruise Line industry. In order to further improve safety awareness, here are the areas where deficiencies led to the detentions on cruise ships; it may not have been one individual deficiency, but a combination of deficiencies: *Note: Cites provided are for reference only and do not indicate that they are “All Ships” cites, when writing deficiencies use the individual ships “Keel Laid” date for applicability.*

- Inoperability of the oil filtering equipment, the 3-way valve did not operate when the oil content reached and/or exceeded 15PPM. *MARPOL (2011) Annex 1/14.7, ISM A10.2*
- A Ship’s Officer did not have a valid certificate endorsement from the Flag State Administration. *STCW 1/2.7 & 1/10, ISM A6.2*
- Ship was not manned in compliance with the applicable safe manning requirements of the Administration. A Ship’s Officer was not certified to serve onboard the type of ship. *74 SOLAS (2014) V/14 & STCW 1/14.1.2, ISM A6.2*
- The engineering space deck plates were slippery, surfaces were coated with an oily layer, & all bilges had a 1” thick layer of oil. *74 SOLAS (2014) 1/11, ISM A10.2*
- Fire hoses were found rotted and inoperable. *74 SOLAS (2014) II-2/14.1.1, ISM A10.2*
- The vessel was not following their fire control plan by stowing random items in spaces throughout the ship, and installing cooking equipment in berthing and accommodation spaces. *74 SOLAS (2014) II-2/15.2.4, ISM A10*
- Multiple exhaust dampers were wasted and did not close properly. *74 SOLAS (2014) II-2/9.7, ISM A10.2*

- The deep fryer did not have a fixed fire extinguishing system. *74 SOLAS (2014) II-2/10.6.4*
- Rescue boat hull had severe pitting, corrosion, and wastage, allowing water intrusion. *74 SOLAS (2014) III/20.2, ISM A10.2*

Appeals Process – Any person directly affected by a decision of a Port State Control action has the right to dispute the validity, with no fear of retribution. The appeals process can be found on the back of every Port State Control Report of Inspection, Form B (CG-5437B). Every Port State Control Officer (PSCO) should inform the Master of their right to appeal when issuing the Form B.

Appeals must be submitted in writing **within 30 days** of receiving the Form B. The appeal must contain a description of the decision to be appealed and the reason why it should be set aside or revised. The appeal must first be submitted to the OCMI for reconsideration.

If not satisfied with the appeal decision of the OCMI, a formal written appeal may be made **within 30 days** through the OCMI to the District Commander.

If not satisfied with the appeal decision of the District Commander, a formal written appeal may be made **within 30 days** through the District Commander to USCG Headquarters, Commandant (CG-CVC-2). Commandant (CG-CVC-2) is the final decision on the appeal.

Any RO/RSO/Charter wishing to dispute their association with a detention must make their appeal in writing within 30 days after the last administrative action is taken, directly to USCG Headquarters, Commandant (CG-CVC-2).

Coast Guard personnel shall follow the appeal reporting requirements as outlined in the Nov-Dec 2015 Port State Control Message. This is to ensure the integrity of the appeals process and ensure timely response.

Sliding Fire Screen Doors – 74 SOLAS (2014) II-2/9.4.1.1.5.8
 “local power accumulators for power-operated doors shall be provided in the immediate vicinity of the doors to enable the doors to be operated at least ten times (fully opened and closed) after disruption of the control system or central power supply using the local controls.”

To ensure consistency, the USCG determination is that “fully opened and closed” is when the door is already in the closed position, it shall have the ability to fully open and then fully close 10 times.



Top 5 Deficiencies – The purpose of this article is to share the most common deficiencies found so that owners, operators, and other involved parties can take proactive steps to identify and correct non-compliant conditions of safety and environmental stewardship, before Port State Control action is necessary. The top five deficiency areas found on cruise vessels are: *Note: Cites provided are for reference only and do not indicate that they are “All Ships” cites, when writing deficiencies use the individual ships “Keel Laid” date for applicability.*

- **Fire Screen Doors not Operating Properly**

Fire screen doors were found to have damage to the sequencing bars, damage to the doors themselves or not closing properly. (Either too fast or too slow or were not latching completely). *74 SOLAS (14), II-2/9.4.1.1.5*

- **Impeding Means of Escape**

Corridors, doors and hatches in areas designated as escape routes were found to be either partially or completely blocked. Doors in some instances were locked, without the ability to defeat the lock, preventing passage in the direction of escape. *74 SOLAS (14), II-2/13.3.2*

- **Water Tight Doors**

Doors were found with missing portions of gaskets, hydraulic oil leaking, inoperable audible alarm, or the means of indication that show at all remote operating positions were found to be in a fault condition. *74 SOLAS (14), II-1/13*

- **Fire Suppression Systems**

Various deficiencies were found in fire suppression systems. Sprinkler heads/water mist nozzles were found painted over, damaged, or completely missing. Other issues included failed couplings. *74 SOLAS (14) CH. II-2/14.1.1*

- **Improper Utilization of Categorized Spaces**

There were several deficiencies issued regarding improper use of spaces. Space is at a premium on cruise ships. Because of this, sometimes crews store combustible materials in spaces that do not have the adequate fire protection and suppression systems in the event of a fire. *74 SOLAS (14), II-2/9.2.2.3.2*

These five items are not all inclusive and in no way cover the entire scope of deficiencies found during Foreign Passenger Vessel examinations. However, it is important to note that the industry as a whole has improved to the point where the remaining top 5 issues, of our normally top 10 list, were identified so infrequently that it didn't warrant inclusion. Vessel representatives are reminded that if any system on board the vessel is not in good working condition, the crew should take the necessary actions to remedy the situation in accordance with their Safety Management System (SMS). A record of any actions taken should be maintained as evidence that the SMS is being used effectively in conjunction with all routine maintenance.

Upcoming Regulatory Enforcement

1 July 2016 – SOLAS – Atmosphere testing

Amendments to add a new SOLAS regulation XI-1/7 on Atmosphere testing instrument for enclosed spaces, to require ships to carry an appropriate portable atmosphere testing instrument or instruments, capable of measuring concentrations of oxygen, flammable gases or vapors, hydrogen sulfide and carbon monoxide, prior to entry into enclosed spaces. Consequential amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (1979, 1989 and 2009 MODU Codes) were also adopted. The MSC also approved a related MSC Circular on Early implementation of SOLAS regulation XI-1/7 on Atmosphere testing instrument for enclosed spaces.

1 January 2017 – Polar Code

The International Code for Ships Operating in Polar Waters (Polar Code) and related amendments to make it mandatory under both SOLAS and MARPOL enter into force.

The Polar Code will apply to new ships constructed after 1 January 2017. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018

1 January 2017 – MARPOL Annex I – oil residues

Amendments to regulation 12 of MARPOL Annex I, concerning tanks for oil residues (sludge). The amendments update and revise the regulation, expanding on the requirements for discharge connections and piping to ensure oil residues are properly disposed.

1 January 2017 – SOLAS – IGF Code

International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), along with amendments to make the Code mandatory under SOLAS enter into force.

The amendments to SOLAS chapter II-1 (Construction – Structure, subdivision and stability, machinery and electrical installations), include amendments to Part F Alternative design and arrangements; and a new Part G Ships using low-flashpoint fuels, to add new regulations to require ships constructed after the expected date of entry into force of 1 January 2017 to comply with the requirements of the IGF Code, together with related amendments to chapter II-2 and Appendix (Certificates).

The IGF Code contains mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low-flashpoint fuels, focusing initially on LNG.

The Code addresses all areas that need special consideration for the usage of low-flashpoint fuels, taking a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel.

1 January 2017 – SOLAS – venting

Amendments to SOLAS regulations II-2/4.5 and II-2/11.6, clarifying the provisions related to the secondary means of venting cargo tanks in order to ensure adequate safety against over- and under-pressure in the event of a cargo tank isolation valve being damaged or inadvertently closed, and SOLAS regulation II-2/20 relating to performance of ventilation systems.

1 January 2017 – STCW Manila amendments transitional provisions end

From 1 January 2017, STCW certificates must be issued, renewed and revalidated in accordance with the provisions of the 2010 Manila Amendments.

Maritime Commons – The United States Coast Guard embraces the use of social media and other two-way, online communication mediums to increase openness and transparency with our stakeholders as a military, law enforcement and regulatory organization. Coast Guard Maritime Commons posts are disseminated to provide increased awareness of Coast Guard information released to the public. Subscribing to the site allows e-mail notifications of relevant postings. See more at: <http://mariners.coastguard.dodlive.mil/>

Technical Notes & Training

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

2016 FPVE Courses – We want to thank all the course participants from 2016. We 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. This year included personnel from China, St. Maarten, The Marshall Islands and the Alaska Environmental Protection program, to name a few. Coast Guard members should submit an electronic training request. Industry representatives wanting to reserve a seat or have questions, please contact Mr. Jason Yetz. (Contact info found on page 9)

FPVE PQS Deferment Test – The FPVE PQS states "The Foreign Passenger Vessel Examiner Course may be deferred for up to 12 months contingent on the member successfully completing an exam administered by the CSNCOE. This will allow a member to receive an interim qualification until the following year when they will be guaranteed a seat in one of the three convening.

For those individuals who did not receive orders to one of our 2016 course convening, the CSNCOE screens prospective students based on course prerequisites, number of exams each unit conducts, the number of certified FPVEs currently at the unit, the unit's needs/priorities (i.e. expected losses due to transfer season), feeder port output, recent quotas given to that unit, and individual applicants' rotation dates. In addition to the individuals, their MITO/CID is also notified.

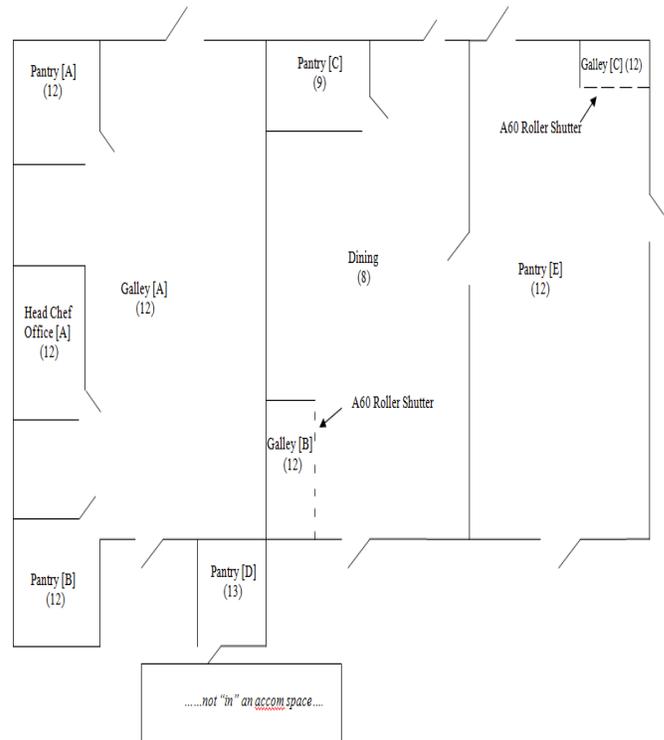
Qualification Boards – To assist field units and to ensure consistency in qualification, the CSNCOE sent out to the MITOs a list of 110 scenario based FPVE board questions. The staff at CSNCOE is available to sit in on pre-boards and qualification boards, which can be done telephonically. If you would like our assistance, please contact Mr. Dan Brehm. (Contact info found on page 9)

Annexed Spaces – During a recent exam, a PSCO issued a requirement that reinforced a plan review decision made by the Coast Guard's MSC.

Modifications made to a pantry previously considered a category (9) space included the addition of cooking equipment in a recessed area of the space and the enclosure of the space with a fire shutter. The category of that new location was changed to a category (12) galley, which brought up the debate of how to treat the rest of that pantry space. Does it stay a category (9), become a (13), or does it get treated as a (12) as well?

The CSNCOE engaged with the Lifesaving and Fire Safety Division (CG-ENG-4) and MSC to try and determine the various designs where we would typically see these types of arrangements. We created a mock general arrangement which we have shared with the local surveyors and flag state representatives for awareness.

The U.S. interpretation is that if a space is in direct communication with a category (12) galley, and is related in function or purpose and hazard, then for the purposes of SOLAS II-2/Reg 9 we will consider it "annexed" to the galley and will expect that space to also be categorized as a (12).



USCG Field Assessment Program – At the CSNCOE we have a voluntary FPVE assessment program, where our staff observes personnel performing an exam and provides the unit with feedback. Since we have started this program we have assessed 12 units in three years. Keeping with the Coast Guard's Mission Management System and commitment to applying quality management principles to meet regulatory and policy requirements and improve mission performance and workload proficiency, we are providing the field with our top observations for improvement.

- Questioning of the crew continues to be the biggest area of concern. On periodic exams we continually find the testing of systems, or questioning of only the cabin stewards or the officer escorting the team around. Per MSM Vol II–D7, a Periodic Exam “focuses on the performance of officers and crew, with specific attention paid to their training and knowledge...”

“Think outside the box” when asking questions of stairway guides, boat crew, and muster station personnel during drills, rather than staying on the same line of questioning and only using the same 3–5 questions.

There are missed opportunities to question personnel outside of the drills; some examples are luggage handlers, wipers, 3rd engineers, safety team members, waiters/waitresses, and spa personnel. Anyone who is employed on a ship shall receive training to meet the requirements of STCW, and has to have training and knowledge of the ship's emergency procedures, firefighting, and lifesaving systems on board.

- Deficient conditions are not being investigated further, i.e. expanding the exam when an observed non-compliant condition is discovered. Why the vessel was in a deficient condition should be researched; is it a procedural error, lack of training, did it just break (as sometimes things do), was it reported, and is there proof? Not every deficiency needs to be expanded on, but it appears that due to time constraints (size of vessel vs. time before departure) that more serious deficiencies aren't expanded upon.
- MISLE documentation is not being fully entered in accordance with the Mission Management System (MMS) MISLE Data Entry Requirements for Foreign Vessel Arrivals, Examinations and Operational Controls.
- MI qualification certification in TMT; policy requires all Letters of Certification and certification endorsements to be documented in writing by the OCMI with appropriate entries made in TMT. Once the qualification is made in TMT, the unit Commanding Officer is required to “certify” an individual.

This is especially important with personnel who transfer in with a previous qualification. It shows that the command has found them capable and certifies them to do those types of exams in that port, on their behalf.

We have noticed that while pulling CGBI certification data that many units have individuals' certifications that are listed as qualified but not certified. We are unable to determine if the data has been entered correctly in TMT or if it is a CGBI issue. It is recommended that units check to ensure all members are entered properly in TMT and if the CGBI report shows otherwise to submit a help ticket to correct this issue.

There are many best practices we find; these are things that personnel/units have done that go above and beyond to improve inspections or processes. In order to share some of these we have posted them to our CGPortal site under Best Practices.

If you would like the CSNCOE to visit your unit for an FPVE assessment, please contact LCDR Eric Jesionowski to schedule an assessment. (Contact info found on page 9)

*Test Your FPVE Knowledge

1. On voyages greater than 24 hours, infant lifejackets must be kept onboard of suitable quantity so as to provide:
 - a. One lifejacket for every infant
 - b. Equal to 5% of the total POB
 - c. Equal to 2.5% of the total passengers onboard
 - d. Equal to the number of passengers that occupy the largest MVZ onboard

2. The requirement for time sensitive keys applies 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. The sprinkler system shall have a connection from _____ by way of a lockable screw-down non-return valve.
 - a. The fire main
 - b. The sea chest
 - c. A bank of nitrogen cylinders
 - d. A bank of water cylinders

4. The minimum fire integrity for bulkheads and decks on passenger ships carrying more than 36 passengers shall be prescribed in tables ____ and _____.
 - a. 9.1 & 9.2
 - b. 9.3 & 9.4
 - c. 9.5 & 9.6
 - d. 9.7 & 9.8

*Answers to the Test Your FPVE knowledge questions may be found on our website, [here](#).

USCG Field Office Service Managers Cruise Line and CG Unit Contacts

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
Far East Activities	Mr. Elphison

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 9. 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.

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 & operations	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

Industry Service Managers

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

CSNCOE Contact Information

CDR Randy Jenkins	CSNCOE Detachment Chief	randy.j.jenkins@uscg.mil	*Ext. 4
LCDR Eric Jesionowski	National Technical Advisor	eric.s.jesionowski@uscg.mil	*Ext. 1001
Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	brad.a.schoenwald@uscg.mil	*Ext. 1003
Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	scott.j.elphison@uscg.mil	*Ext. 1002
LT Derricka DeJean	Port Sate Control Officer	derricka.f.dejean@uscg.mil	*Ext. 1004
Mr. Jason M. Yets	Marine Inspector/Instructor	jason.m.yets@uscg.mil	*Ext. 1007
Mr. Dan Brehm	Marine Inspector/Instructor	daniel.l.brehm@uscg.mil	*Ext. 1005
General contact		csncoe@uscg.mil	954.767.2140

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