

# CRUISE SHIP SEMI-ANNUAL

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

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## Current events

**Cruise Ship NCOE Newsletter Naming Contest** – The CSNCOE would like to challenge you to come up with a creative name for our semi-annual newsletter. The name should reflect the industry in a thoughtful and positive light. The winner will be announced in the unveiling of the name as the title of our fall newsletter and will receive a Cruise Ship NCOE challenge coin.

Newsletter name suggestions can be e-mailed to [CSNCOE@USCG.MIL](mailto:CSNCOE@USCG.MIL)

**Update on BWMS** – Back in March the Coast Guard updated the procedures for requesting extensions for compliance with Ballast Water Management regulations found in 33 CFR Part 151. The update was issued in response to hundreds of extension requests and dozens of questions received by the Coast Guard. This indicated a widespread misunderstanding of the previously issued guidance and an associated need for additional clarity and certainty for all stakeholders, after multiple BWMS attained Coast Guard approval. The updated guidance can be found in [MSIB 03-17](#).

Currently there are three approved systems. The Marine Safety Center (MSC) received its sixth application for Ballast Water Management System type approval for the Erma First FIT Ballast Water Treatment System manufactured by Erma First of Greece. MSC will review the application for compliance with U.S. Coast Guard regulations in 46 CFR 162.060. Once it has been determined that the application meets the requirements, the MSC will issue a type approval certificate.

BWMS type approval applications and approval certificates are posted on MSC's [website](#).



## Marine Safety Center BWMS Type Approval Status



<i>Approved</i>						
Date Received	Manufacturer (Country)	Model	Independent Lab	System Type	Approved Range	Certificate Issued*
20 Sep 2016	Optimarin (Norway)	OBS/OBS Ex	DNV GL	Filtration + UV	167 – 3000 m <sup>3</sup> /h	02 Dec 2016
21 Sep 2016	Alfa Laval (Sweden)	Pure Ballast 3	DNV GL	Filtration + UV	150 – 3000 m <sup>3</sup> /h	23 Dec 2016
23 Sep 2016	OceanSaver AS (Norway)	MK II	DNV GL	Filtration + Electrodialysis	200 – 7200 m <sup>3</sup> /h	23 Dec 2016

<i>Under Review</i>						
Date Received	Manufacturer (Country)	Model	Independent Lab	System Type	Approved Range	Certificate Issued
20 Jan 2017	Sunrui (China)	BalClor	DNV GL	Filtration + Electrolysis	170-8500 m <sup>3</sup> /h	Pending
31 Mar 2017	Ecochlor, Inc. (USA)	Ecochlor BWTS	DNV GL	Filtration + Chemical Injection	500-16,200 m <sup>3</sup> /h	Pending
26 Apr 2017	Erma First (Greece)	Erma First FIT	Lloyds Register	Filtration + Electrolysis	100-3000 m <sup>3</sup> /h	Pending

\*Complete copies of the Coast Guard Type Approval Certificates can be found on the HOMEPORT website at <https://homeport.uscg.mil/ballastwater> or by visiting the USCG Approved Equipment List at: <http://cgmix.uscg.mil/Equipment/Default.aspx>

**Safety Alert 06-17 Fuel Spray Fire** - This Safety Alert addresses yet another fuel spray fire onboard a commercial vessel. These types of incidents, involving fuel leakages contacting hot surfaces and igniting, happen too frequently and have been a focus of various marine safety organizations, including the IMO, for many years. One recent marine casualty involved a 194 GRT inspected offshore supply vessel with an unmanned engine room. This engine room fire led to significant damage, operational down time of the vessel and lost company revenues. Fortunately, no one was injured during this event.

The U.S. Coast Guard strongly recommends vessel owners and operators to regularly:

- Avoid an “out of sight, out of mind mentality.” Unmanned machinery spaces should be inspected at least daily, but preferably several times per day. Those who perform such activities should develop an eye for detail by tracing out and inspecting all equipment, systems, and components. Such spaces should be well lit as good lighting will benefit mindsets of those within the spaces and enhance the ability to detect anomalies.
- Inspect fuel and lubricating systems closely from source tanks to system end points. Think about system vulnerabilities, loose or missing pipe clamps and securing devices, wear or chaffing due to vibration impacting hoses, and piping or tubing which may be insufficiently secured. Make sure plastic piping is not close to hot spots. Examine fuel supply pumps, noting shaft sealing for leakages and bearings when fitted, for overheating and indications of wear. Pay similar attention to the pumps and motors associated with other systems.
- Regarding hot spots; examine all heat sources particularly with respect to engine exhausts. Look closely at areas where exhaust piping may exit the space and proceed through other spaces. Numerous fires onboard vessels have occurred in these areas. Ensure all insulation, blankets, and lagging are maintained and kept tight. Look for areas where released fluids may make contact. Check that spray shielding is kept in place where used and consider adding such shielding around gasketed flanges and other areas if helpful.
- Minimize the use of nonmetallic flexible hoses in systems carrying flammable liquids particularly around engine areas where failures leading to leakage or spray may find hot spots capable of igniting the fluids. Consult with engine representatives if modifications are needed to minimize the risk of fuel spray fires.



Unknown photographer.

**E-Zero & QUALSHIP21** - The Coast Guard’s Office of Commercial Vessel Compliance announced the QUALSHIP 21 E-Zero Program, which officially commences July 1, 2017. E-Zero indicates a vessel has zero environmental deficiencies or violations and is a new addition to the existing [QUALSHIP 21](#) program.

The QUALSHIP 21 program remains voluntary and is aimed at recognizing foreign ships that have demonstrated the highest commitment to maintaining strict compliance with U.S. and international safety, security and environmental regulations.

All existing QUALSHIP 21 ships due for renewal between July 1 and December 1, 2017 will be automatically screened for eligibility. For all other QUALSHIP 21 ships that presently meet the E-Zero criteria, we welcome shipping companies to submit applications in order to have the E-Zero designation added to current certificates for reissuance.

Currently there are 14 cruise ships that are enrolled in QUALSHIP 21. To find out if your vessel is eligible, view the QUALSHIP 21 [E-Zero pamphlet](#), or contact the [Foreign & Offshore Compliance Division](#) at (202) 372-1251 or [portstatecontrol@uscg.mil](mailto:portstatecontrol@uscg.mil). To find out if your ship is on the list visit <https://www.uscg.mil/hq/cgcvc/cvc2/psc/> and scroll to the bottom for the Qualship 21 Initiative, List of Qualified Vessels link.



# 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 U.S. Coast Guard 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 2016 the Coast Guard reported to the IMO 103 vessel detentions (all vessel types). This is a decrease from 202 detentions in 2015. In 2016 the Coast Guard conducted 294 cruise ship examinations and 1.0% received a detention.

This low percentage continues to show the 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.*

- Liferafts with the painter incorrectly fastened to the hydrostatic release unit, preventing proper float free operation. *SOLAS (14) III/13.4.2 & LSA 4.1.6.1*
- All sliding fire doors on deck three were unable to open and two fire screen doors on deck five were unable to close during transitional power test. *SOLAS (2014) II-2/9.4.1.1.5*
- Emergency generator was unable to automatically assume load. *SOLAS (14) II-1/42.3.1.2*
- Engine room watertight door unable to open by electrical power. *SOLAS (14) II-1/13.7.1.3*
- Rescue boat was unable to maintain idle speed without throttle assistance. *SOLAS (14) III/21.2 & LSA 4.4.6*

**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*
- **Low Location Lighting**  
Low location lighting or photoluminescent tape was found to be missing or inoperable. *74 SOLAS (14), II-2/13.3.2.5*
- **Fire Suppression Systems**  
Various deficiencies were found in fire suppression systems. Sprinkler heads/water mist nozzles were found, damaged, or completely missing. Other issues included failed couplings. *74 SOLAS (14) CH. II-2/14.1.1*
- **Piping Insulation**  
There were several deficiencies issued for leaking piping systems, which led to fuel soaked insulation lagging. *74 SOLAS (14), II-1/26.1*

These five items are not all inclusive and in no way cover the entire scope of deficiencies found during Foreign Passenger Vessel examinations. It should be noted that deficiencies with Watertight Doors and Categorization of Spaces dropped out of the top 5, though there were still deficiencies issued in these areas. 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 action taken should be maintained as evidence that the SMS is being used effectively in conjunction with all routine maintenance.

**Accepting Equivalent Means/Levels of Safety** – The CSNCOE has been teaching the process in which an OCMI/COTP can accept a temporary equivalent means of safety when a vital cruise ship system is not functioning as designed. The premise of this process is that cruise ship and shore side staff can readily leverage resources to achieve a level of safety prescribed in the international regulations. However, the OCMI/COTP must fully evaluate the flag state approved plan originated by the ship before accepting it and removing any operational controls.

When developing and evaluating equivalent means of safety, in these emergent, short term instances, some things sound good on paper and in theory. It may be necessary to actually demonstrate the proposed plan for effectiveness. For instance, a COTP received a plan by a cruise ship to provide boundary cooling in way of cracked windows facing life saving appliances. However, during the proposed plan evaluation by the OCMI it was determined that the windows were several decks below a level where a person could actually stand to provide the boundary cooling. In another instance, in the ship's plan, a roving patrol was assigned to deal with fire doors, not functioning as designed, in several areas and on different decks throughout the ship. With the extensive size of the ship and the number of different locations, the number of roving patrols was not adequate and needed to be readdressed. Based on a holistic approach by the COTP, and with good communication with the company, a revised plan was submitted requiring a more aggressive and better prioritized corrective action plan until the ship was in full compliance with the prescriptive requirements.

Maintaining good and timely communications is important for all members involved to be able to develop and evaluate equivalent means of safety when a deficiency/detention is identified. Please note that for a long term or permanent equivalency the proposal may need to meet the full requirements of SOLAS I/5, SOLAS II-2/17 and/or SOLAS III/38.



USCG Initial COC exam team on the AIDA perla. Photo by Mr. Scott Elphison

**Certificate Process for High Speed Craft (HSC)** – While the standards are different, the Coast Guard shall consider the *process* for issuing a Certificate of Compliance to high-speed crafts the same as for any other foreign passenger vessel. Owners/operator shall comply with all the requirements set forth in Section D, Chapter 7, paragraph C of The Marine Safety Manual Volume II for the certification of foreign passenger vessels.

When conducting the plan review and onboard inspections, the HSC Code shall be applied as a complete set of comprehensive requirements. It contains requirements for the design and construction of high-speed craft engaged on international voyages, the equipment which shall be provided and the conditions for their operation and maintenance. The basic aim of the HSC Code is to set levels of safety which are equivalent to those of conventional ships required by the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention) and the International Convention on Load Lines, 1966 (Load Line Convention) by the application of construction and equipment standards in conjunction with strict operational controls.

High-speed crafts certified under the Code shall also be required to comply with the applicable requirements found in MARPOL, ISM and ISPS Codes as well as all applicable U.S. Code of Federal Regulations (CFR) requirements.

**ISM External Audits** – Over the last year there has been a number of ISM related deficiencies, with some of these where an external audit was recommended. There appears, at times, confusion between ISM and MMS/ISO 9000 (series) as to who can perform an external audit. The Coast Guard has been asked by several classification societies to address the issue.

The Coast Guard Headquarters Foreign and Offshore Compliance Division (CG-CVC-2) published in their April Chief, Inspections Department/Port State Control notes clarification on the expectations of accepting Recognized Organization (RO) external audit reports. "If an external verification (audit) is recommended by the PSCO, it should be completed by the flag administration or RO that issued the Safety Management Certificate (SMC) on behalf of the flag administration. It is not necessary or appropriate for a PSCO to recommend an external verification be performed by an additional third party beyond that of the RO that issued the SMC."

When there are concerns with the findings of the audit, the COTP needs to refer to Navigation and Vessel Inspection Circular, 04-05, "PSC Guidelines for the Enforcement of Management for the Safe Operation of Ships (ISM Code)" for guidance.

**Tactics, Techniques, and Procedures (TTP)** – In September 2014, CGTTP 3–72.2A, Foreign Passenger Vessel Examiners was released to the field to assist in the completion of conducting annual exams on foreign passenger vessels. Additionally, in July 2015, CGTTP 3–72.5 Foreign Passenger Vessel Initial Certificate of Compliance (COC) Exam TTP was also released.

As with any publication, there have been changes and omissions that need to be addressed. The actual publication will not be amended until 2019, so we wanted to provide a quick list of pending changes that the field should be aware of.

- 1) Remove bullet page 6–3 in CGTTP 3–72.2A and page 8–3 in CGTTP 3–72.5 "Contents are posted inside the locker".
- 2) On page 3–5 in CGTTP 3–72.2A subdivision hull markings date should read 1 January 2009 NOT 1 July 2009. The section should read:
  - P1 (ship's keel laid on or after January 1, 2009) Principal Passenger Condition (C1 ships prior to January 1, 2009).
  - P2 (ship's keel laid on or after January 1, 2009) roll-on/roll-off (vessel) (RO–RO) Passenger/Cargo loading (C2 ships prior to January 1, 2009).
- 3) Add the Ro–Ro Addendum to both publications.
- 4) Add to page 6–4 in CGTTP 3–72.2A and page 8–11 CGTTP 3–72.5 Verify the operation of the local application fire extinguishing system section valves in all modes of operation. Test minimum three local application sections valves, one per mode of operation:
  - Operate section valve by means of local activation
  - Operate Section valve by means of remote operation (required for periodically unattended manned machinery spaces)
  - Operate section valve by means of automatic activation (2 sensors) (required for periodically unattended manned machinery spaces)

**NOTE:**

**Only test local application section valves associated with systems required by SOLAS–II–2/10.5.6.3**

- 5) On page 7–3 in CGTTP 3–72.2A The second NOTE should read: "If utilization of the fixed CO<sub>2</sub> firefighting system is not the primary method of combating an engine room fire, the drill sequence of the scenario should progress from the initial attack by ship's crew to the fire is out of control and activation of the CO<sub>2</sub> suppression system (simulated). The CO<sub>2</sub> (simulated) activation escalates from remote activation failure to manual activation of the CO<sub>2</sub> system".

**Passenger Ship Muster Drills** – Over the last year the Coast Guard has received some concerns from passengers on cruises regarding the passenger ship muster drill and the means of escape. They range from people being drunken and disorderly during the Passenger Muster creating a situation where instructions could not be heard, to a general unease that not enough information was being passed to the passengers for them to know what to do in an emergency. The other main concern is the congestion in the stairways and for luggage blocking the passageways during disembarkation days.

When we receive these concerns, we pass them on to the cruise line involved who are generally quick to resolve the issue. In certain instances, the CSNCOE and the cognizant Coast Guard unit investigate further and ensure concerns are looked at for the next inspection.

**Initial Certificate of Compliance (ICOC)** – US Coast Guard Activities Europe coordinates the ICOC exams of new builds in the shipyards in Europe. We would like to take this opportunity to offer some recommendations that could improve the ICOC process. The following have been identified in previous examinations and continue to show up on new builds:

*1. Containment Coverage in Bunkering Stations*

The containment around piping used in fuel oil or lube oil service is required to extend just enough to partially enclose the piping arrangements in bunkering stations. This is a frequently observed issue during our Structural Fire Protection and ICOC exams. U.S. regulation (33 CFR 155.320) which is applicable to foreign vessels operating in U.S. waters, requires that a ship of 300 GT and above to have "a fixed container or enclosed deck area under or around each fuel oil or bulk lubricating oil tank vent, overflow and fill pipe." All fuel and lubricating oil piping arrangements, which include flanges, valves and reducers, are expected to be enclosed within the containment zone. The containment zones are being constructed without considering the attached spool on the bunkering line. When the spool is attached, the flanges are now outside the confines of the containment and create a condition that would not capture any leakage.

(continued on next page)

(ICOC continued)

*2. Locks and electrically operated sliding doors along the escape path*

Doors in way of the escape path shall not have locks preventing persons to easily pass through in emergency situations. This also applies to electrically operated glass sliding doors used for aesthetics, which are not fire screen doors, in way of escape paths. These doors must be either fail-safe open or can be easily opened by passengers and crew should the doors malfunction or lose all power.

*3. Submit ship's plans early, especially for existing vessels*

The majority of the ICOC exam is the verification of the ship systems and arrangements in accordance with approved plans. Sometimes the plans themselves may contain errors which would then slow down the ICOC progress. We recommend early submission of plans to the Marine Safety Center, in order to give our plan reviewers adequate time to work out the details with classification societies, shipyards, or other authorized submitters before the ICOC team arrives to conduct the exam on board the ship.

## **Upcoming Regulatory Enforcement**

**1 September 2017 – MARPOL** amendments sewage special area, NOx tier III reporting MARPOL amendments adopted by MEPC 69.

- amendments to MARPOL Annex IV relating to the dates for implementation of the discharge requirements for passenger ships while in a special area, i.e. not before 1 June 2019 for new passenger ships and not before 1 June 2021 for existing passenger ships;
- amendments to MARPOL Annex II, appendix I, related to the revised GESAMP hazard evaluation procedure;
- amendments to MARPOL Annex VI regarding record requirements for operational compliance with NOX Tier III emission control areas;
- amendments to the NOX Technical Code 2008 to facilitate the testing of gas-fuelled engines and dual fuel engines.

**1 January 2018 – FAL** Convention the revised Annex to the Convention on Facilitation of International Maritime Traffic (FAL) includes mandatory requirements for the electronic exchange of information on cargo, crew and passengers. The IMO Standardized Forms (FAL forms), which cover IMO General Declaration; Cargo Declaration; Ship's Stores Declaration; Crew's Effects Declaration; Crew List-Passenger List and Dangerous Goods have also been revised.

**1 March 2018 – MARPOL** Annex VI Collection and reporting of ship fuel oil consumption data. Adopted by MEPC 70. New mandatory fuel oil data collection system. Amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) add new Regulation 22A on collection and reporting of ship fuel oil consumption data. Under the new requirements, ships of 5,000 gross tonnage and above will have to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work.

**1 March 2018 – MARPOL** Annex I (IOPPC), MARPOL Annex V (HME products) Adopted by MEPC 70:

- Amendments to MARPOL Annex I to update Form B of the Supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks;
- Amendments to MARPOL Annex V related to products which are hazardous to the marine environment (HME) and Form of Garbage Record Book. The amendments provide criteria for the classification of solid bulk cargoes as harmful to the marine environment and are aimed at ensuring that such substances are declared by the shipper if they are classed as harmful and are not discharged.

# Technical Notes & Training

**2018 FPVE Courses** We want to thank all the course participants from 2017. 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 convening FPVE Course dates have been scheduled. The dates are as follows:

- January 08–12, 2018
- February 05–09, 2018
- March 20–24, 2018

These dates are subject to change; based on venue availability, we will make every effort to keep these dates. Coast Guard members should submit an electronic training request once TQC published the FY18 schedule. Industry representatives should contact LCDR Jesionowski if interested in attending. (Contact info found on page 7)

## Test Your FPVE Knowledge

1. A cruise ship submits an ANOA to arrive on 1 JUN 2017, has a valid COC that expires on 1 JUN 2017. The cruise ship company does not want to complete the exam in your port. Can the ship leave without completing the Annual COC?
2. During the emergency drills, the MES deployment team members cannot describe how to deploy the MES. What should you do?
3. You are told the emergency generator does not have a secondary means of starting based on the size of the vessel. Is this acceptable?
4. While closing a sliding fire door locally, you notice the alarm is not sounding. Is the FD in compliance?
5. The Staff Captain states the ship does not have an Environmental Officer. Do they need one?

## 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 10. 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.

## Industry Service Managers

Aida Cruises	Mr. Elphison
Azamara Club Cruises	LCDR Jesionowski
Carnival Cruise Lines	Mr. Yets
Carnival UK	Mr. Elphison
Celebration Cruises	Mr. Elphison
Celebrity Cruises	LCDR Jesionowski
Costa Cruises	Mr. Yets
Crystal Cruises	Mr. Schoenwald
Disney Cruise Line	Mr. Yets
Fleet Pro	Mr. Brehm
Hapag-Lloyd	Mr. Yets
Holland America Line	Mr. Yets
MSC Cruises	Mr. Elphison
Norwegian Cruise Lines	Mr. Schoenwald

NYK Cruise Lines	Mr. Schoenwald
Pearl Seas Cruises	Mr. Yets
Prestige Crusie Holdings	Mr. Elphison
Princess Cruises	Mr. Schoenwald
Residensea	Mr. Schoenwald
Royal Caribbean Int'l	Mr. Brehm
Seabourn Cruise Line	Mr. Yets
SeaDream Yacht Club	Mr. Elphison
Silversea Cruises	Mr. Brehm
Utopia Residences	Mr. Elphison
Viking Cruise Line	LCDR Jesionowski
Virgin Voyages	LCDR Jesionowski
V-Ships Leisure	Mr. Yets
Windstar Cruises	Mr. Elphison

American Bureau of Shipping	LCDR Jesionowski
Bureau Veritas	Mr. Brehm
China Classification Society	Mr. Yets
DNV-GL	Mr. Elphison
Korean Register of Shipping	Mr. Elphison
Lloyds Register	Mr. Schoenwald
NKK	Mr. Schoenwald
RINA	Mr. Yets
Russian M.R. of Shipping	Mr. Elphison

## USCG Field Office Service Managers

Activities Europe	Mr. Elphison
Activities Far East	Mr. Elphison
MSD Port Canaveral	Mr. Elphison
MSD Samoa	Mr. Elphison
MSD St. Thomas	Mr. Schoenwald
MSU Texas City	LCDR Jesionowski
Sector Anchorage	Mr. Schoenwald
Sector Boston	LCDR Jesionowski
Sector Buffalo	Mr. Brehm
Sector Charleston	LCDR Jesionowski

Sector Delaware Bay	Mr. Brehm
Sector Detroit	Mr. Yets
Sector Guam	Mr. Elphison
Sector Hampton Roads	LCDR Jesionowski
Sector Honolulu	Mr. Yets
Sector Houston/Galveston	Mr. Brehm
Sector Jacksonville	Mr. Elphison
Sector Juneau	LCDR Jesionowski
Sector LA/LB	Mr. Schoenwald
Sector Lake Michigan	Mr. Yets

Sector Maryland-NCR	Mr. Brehm
Sector Miami	LCDR Jesionowski
Sector New Orleans	Mr. Schoenwald
Sector New York	Mr. Brehm
Sector Northern New England	LCDR Jesionowski
Sector Puget Sound	Mr. Brehm
Sector San Diego	Mr. Schoenwald
Sector San Francisco	Mr. Yets
Sector San Juan	Mr. Schoenwald
Sector Southeast New England	LCDR Jesionowski
Sector St. Petersburg	Mr. Yets

## Subject Matter Experts

Active Fire Protection	Mr. Schoenwald
ADA Access	Mr. Elphison
Bridge Resource Management	Mr. Schoenwald
Cruise Line Industry	Mr. Yets
Emergency Power	Mr. Brehm
Environmental	LCDR Jesionowski
FPVE Course Administrator	Mr. Schoenwald
FPVE Exam Drills	Mr. Yets
FPVE Exam Process	Mr. Yets
FPVE PQS	Mr. Schoenwald
FPVE Process Guide	Mr. Elphison
IMO	CDR Jenkins

ISM/SMS	Mr. Brehm
Lifesaving	Mr. Yets
Machinery Systems	Mr. Elphison
Mass Rescue Operations	Mr. Yets
MISLE Oversight	Mr. Brehm
Plan Review	Mr. Elphison
Podded Propulsion Systems	Mr. Elphison
Pre & Post Exam Process	LT DeJean
Security & CVSSA	Mr. Yets
Ship Design & Construction	Mr. Schoenwald
STCW	Mr. Schoenwald
Structural Fire Protection	Mr. Schoenwald

## CSNCOE Contact Information

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Mr. Scott Elphison	Senior Marine Inspector	<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 Yets	Marine Inspector	<a href="mailto:jason.m.yets@uscg.mil">jason.m.yets@uscg.mil</a>	Ext. 1007
Mr. Dan Brehm	Marine Inspector	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	Ext. 1005

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