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Issue 19

CRUISE SHIP SEMI-ANNUAL

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

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Current events

INSIDE THIS ISSUE

Welcome LT Glore

We would like to welcome LT Kimberly Glore to the CSNCOE. LT Glore will be filling the Port State Control Officer Position. LT Glore is a graduate of the US Merchant Marine Academy. She is reporting to the CSNCOE from New Orleans, where she has just completed her Master's Degree in Naval Architecture and Marine Engineering from the University of New Orleans.

Welcome back Mr. Jim Garzon

We would like to welcome back retired CDR James Garzon. Mr. Garzon has been on special assignment to the Pentagon and Coast Guard Headquarters in Washington, DC. Jim has been attached to the CSNCOE since 2008, he taught structural fire protection, firefighting and security in the FPVE course.

Bollard Failures at Marine Facilities

Marine Safety Alert 06-18 - There have been a number of shore side marine bollard failures, whereby moored vessels were cast adrift. In some cases, this resulted in damage to the involved vessel, as well as other nearby vessels and shore side structures. Thankfully, there were no related injuries or deaths. Neither the Coast Guard nor the Occupational Safety and Health Administration (OSHA) has regulatory oversight over these items.

The Coast Guard **strongly recommends** that facility owners and operators take steps to develop a routine inspection program for bollards and other mooring equipment. Furthermore, vessel personnel should report discoveries of apparently deficient shore side mooring equipment to facility managers.

Consider Implementing an Internal Reporting System

Marine Safety Alert 05-18 - reminds owners and operators of all commercial vessels of the importance of developing and maintaining organizational-wide internal reporting systems. The purpose of such a reporting system is to allow vessel employees at any level to anonymously report, when desired, issues related to vessel safety, operational safety and environmental compliance. The reporting systems must operate with a non-retaliation policy, which explains that the organization will not retaliate against any employee who, in good faith, reports a potential violation. Reporting policies should dictate that all company officials know that any attempt at retaliation against an employee who uses the reporting system or engages in any kind of whistleblowing would result in immediate disciplinary action. Without such a policy, employees and others will likely be hesitant to report potential problems internally. This non-retaliation policy is critical if your reporting system is to be effective.

The Coast Guard **strongly recommends** that owners and operators consider the value of implementing reporting systems recognizing that such reporting can assist them in remaining compliant with various domestic and international requirements. Reporting will allow the owner and operator to become knowledgeable of issues related to vessel safety, operational safety and environmental concerns. This additional awareness allows management control and may reduce the impact of costs associated with repairs, environmental penalties, injuries and other circumstances before they become problematic to the owner and operator.

Check Your Immersion Suit Zipper Seams

Marine Safety Alert 03-18 -U.S. Coast Guard Port State Control examiners discovered a significant flaw involving almost all of a vessel's immersion suits. The examiners noted that the glue used to attach the main zipper to the body of the suit had failed. Failure of the suit at this location will prevent the suit from achieving a watertight seal. Such conditions present serious risk to crewmembers in a survival situation.

Due to the high failure rate discovered during the Coast Guard exam (35 out of 40 suits were defective), the Coast Guard strongly recommends that vessel operators inspect their immersion suits for this potential unsafe condition. Do not wait to discover the problem during a real emergency. As a reminder, any replacement survival suits need to be approved by the vessel's Flag State.

Alternate Compliance Program on a U.S. Cruise Ship

By LT Kyle Burns

The Pride of America, operated by Norwegian Cruise Lines, is one of the most unique inspection opportunities a U.S. Coast Guard Marine Inspector may ever attend. With construction beginning in the U.S. in 2000 and finishing in Germany in 2005, the Pride of America currently serves as the only U.S. flagged major cruise ship.

Mr. Timothy Wilcox of Sector Honolulu's Prevention Department, CDR Jenkins and LCDR Jesionowski of the Cruise Ship National Center of Expertise, and I, were presented with the rare opportunity to sail on the "Pride" for completing her annual Certificate of Inspection (COI) renewal. Due to the Pride's enrollment in the Alternate Compliance Program (ACP), our efforts were mirrored via the synergistic partnerships of two Det Norse Veritas-Germanischer Lloyd (DNV-GL) surveyors.

Due to the unique circumstance of this vessel's enrollment in the ACP, as well as her status as the only U.S. flagged major cruise ship, it took careful and strategic planning from all parties involved to ensure a proper Coast Guard COI inspection and DNV-GL Passenger Ship Safety Certificate (PSSC) survey were conducted. In many ways, an ACP annual oversight exam and a Port State Control Foreign Passenger Vessel Examination (FPVE) are very similar.

Utilizing both the newly promulgated (JAN. 2018) ACP Tactics, Techniques, and Procedures (TTP) and the FPVE TTP, we embarked upon the enormous task of inspecting the Pride of America. Some of the items inspected by either DNV-GL or the USCG included detectors, watermist sprinkler heads, fire dampers, structural fire protection, P.A. and alarm systems, cross flooding devices, fixed local fire extinguishing in machinery spaces, incinerators, boilers, quick closing valves, bench tests of safety relief valves, emergency electric power systems, and steering controls, to name a few. The inspection of doors alone encompassed one and a half days!

The fire and abandon ship drills were conducted in similar scope to drills conducted on foreign flagged cruise ships, but a security drill was added to the mix. A crewmember posing as a possible passenger with no identification was instructed to roam "I-95," pulling door handles to restricted areas and attempting to gain access. Impressively, before the crewmember even had the opportunity to touch the first door handle, he was stopped by another crewmember, questioned, and had security alerted.

Through the ever-valuable partnerships of the U.S. Coast Guard and Authorized Classification Societies (ACS) such as DNV-GL, the Alternate Compliance Program ensures U.S. flagged vessels adhere to all applicable regulatory guidelines and requirements enforced upon them by both U.S. laws and international regulations, while reducing duplicative inspections and a vessel's burden of compliance. Much greater in scope, yet resembling a FPV annual examination, the Pride of America's 2018 Annual ACP oversight exam, in conjunction with the DNV-GL PSSC survey, produced results equaling a traditionally inspected domestically flagged vessel. This highly successful inspection is a credit to the officers and crew of the Pride of America, their steadfast adherence to their safety management system and company policies, and proof that through extensive training provided by the USCG Cruise Ship NCOE and the Alternate Compliance Program, unique vessels such as the Pride of America can continue to operate safely, while providing a fun vacation platform for the American people we serve.

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.

Ship Owner's Responsibility to Adequately Prepare for the USCG ICOC exam

Since the start of the fiscal year in October 2017, the CSNCOE has attended 17 initial exams. Most of these ICOC exams were conducted at European shipyards for vessels coming to the U.S. within the next two years. It does not have to be a brand new vessel to warrant an ICOC exam. There have been several owners of existing passenger vessels, trying to gain access to markets in U.S. areas in which they have not previously operated. However, there have been a number of vessels that were unable to complete the exam, as the ship was not prepared.

During a recent ICOC exam, one examiner noted that, while walking onto the vessel the entire RO-RO deck was covered with equipment needed to complete projects during the ship's pierside maintenance availability. The team quickly realized that they would not be able to test the fire suppression system on the vehicle deck. Furthermore, they observed piping, which was going to be used to refurbish vital systems equipment, on the deck. This piping would also need to be tested.

Owners need to be fully cognizant of the requirements and expectations to complete a USCG ICOC exam. Whether the ship is a recently built vessel at a major shipyard or it is an older existing vessel, the ICOC process is the same. All vital systems must be tested and determined to be in compliance by the RO, verified in compliance by the USCG. To successfully get through the ICOC exam, the crew must be available and singularly focused. The ship should have a valid Passenger Ship Safety Certificate or expect to obtain one by the end of the ICOC exam.

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 Calendar Year 2017 the Coast Guard reported to the IMO a total of 91 vessel detentions, covering all ship types. In that time, the USCG conducted 292 cruise ship examinations and only 0.34% 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.***

- Fire doors had compromised fire protection integrity to include holes, wastage, patches and improper modifications or repairs. *74 SOLAS (14), II-2/9.4.1.1.5*
- Windows facing lifesaving embarkation areas found to be cracked or shattered. 74 SOLAS (14), II-2/9.4.1.1.7
- Lifeboats were found to have fuel in the bilges from an unknown source. *74 SOLAS (14), III/20.2*
- Manual pumps in the lifeboats were found to be inoperable due to deterioration of bilge pump hoses. 74 SOLAS (14), III/20.2
- Lifejackets were found rotted and inoperable. 74 SOLAS (14), III/20.2

Top Deficient Areas – The purpose of this article is to share the most common areas where deficiencies were 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 deficient 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.***

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

    - **Fire Integrity of Bulkheads and Decks**
      Bulkheads and decks were found with improper penetrations, wastage and/or missing the required insulation for the boundary. *74 SOLAS (14), II-2/9.2.2.3*

    - **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 crewmembers 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*

- ***Means of Escape***
    - **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*

    - **Escape Signage**
      Spaces were found with exit signage and/or low location lighting, missing, blocked, improperly labeled or inoperable. *74 SOLAS (14), II-2/13.3.2.5*

- ***Lifesaving***
    - **Lifeboat & Rescue boats** were found damaged and/or inoperable. *74 SOLAS (14) CH. III/20*

    - **Launching appliances** were found damaged or with inoperable falls, davits and/or releasing mechanisms. *74 SOLAS (14) CH. III/20*

- ***Fire Detection and Suppression Systems*** were found damaged or inoperable with sprinkler heads/water mist nozzles painted over, or completely missing. Other issues included failed couplings. *74 SOLAS (14) CH. II-2/14.1.1*

- ***Training*** Ship's crew were found to be unfamiliar with assigned duties and/or emergency equipment. *74 SOLAS (14) CH. III/19*

These items are not all inclusive and in no way cover the entire scope of deficiencies found during Foreign Passenger Vessel examinations. 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 2018 – STCW Polar waters, emergency training on passenger ships

Adopted by MSC 97. Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its related STCW Code, and will include new mandatory minimum training requirements for Masters and deck officers on ships operating in Polar Waters; and an extension of emergency training for personnel on passenger ships.

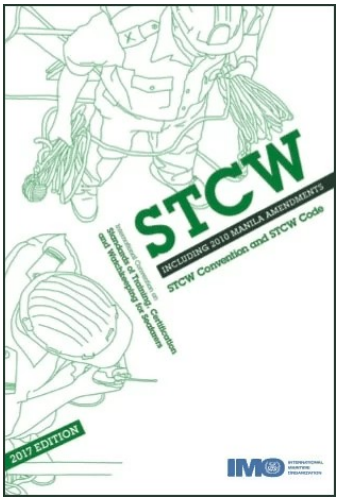
1 January 2019 – MARPOL amendments Annex VI NECAS, bunker delivery note

Adopted by MEPC 71. Amendments to MARPOL Annex VI to designate the North Sea and the Baltic Sea as emission control areas (ECAs) for nitrogen oxides (NOx) under regulation 13 of MARPOL Annex VI. Both ECAs will take effect on 1 January 2021, thereby considerably lowering emissions of NOx from international shipping in those areas. Amendments address the information to be included in the bunker delivery note. The information relates to the supply of marine fuel oil to ships which have fitted alternative mechanisms to address sulphur emission requirements.

IMO Publications

The IMO has recently published the following publications:

MARPOL, consolidated edition 2017
STCW, 2017 edition
LSA Code, 2017 edition
ISM Code with guidelines, 2018 edition
Guidelines for implementation of MARPOL Annex V, 2017 edition
MARPOL Annex VI & NTC 2008, 2017 edition



Marine Safety Center BWMS Type Approval Status

Approved						
Initial Application Received	**Manufacturer (Country)**	**Model**	**Independent Lab**	**System Type**	**Capacity**	**Certificate Issued* (Amended)**
20 Sep 2016	Optimarin (Norway)	OBS/OBS Ex	DNV GL	Filtration + UV	167 – 3,000 m^3/h	02 Dec 2016 (03 Nov 2017)
21 Sep 2016	Alfa Laval (Sweden)	Pure Ballast 3	DNV GL	Filtration + UV	150 – 3,000 m^3/h	23 Dec 2016 (21 Dec 2017)
23 Sep 2016	TeamTec OceanSaver AS (Norway)	OceanSaver MK II	DNV GL	Filtration + Electrodialysis	200 – 7,200 m^3/h	23 Dec 2016 (18 Oct 2017)
24 Jan 2017	Sunrui (China)	BalClor	DNV GL	Filtration + Electrolysis	50 – 8,500 m^3/h	06 Jun 2017 (05 Jan 2018)
31 Mar 2017	Ecochlor, Inc. (USA)	Ecochlor BWTS	DNV GL	Filtration + Chemical Injection	500 – 16,200 m^3/h	10 Aug 2017 (26 Apr 2018)
02 May 2017	Erma First (Greece)	Erma First FIT	Lloyds Register	Filtration + Electrolysis	100 – 3,740 m^3/h	18 Oct 2017
31 Oct 2017	Techcross, Inc. (Republic of Korea)	Electro-Cleen System	Korean Register	Electrolysis	150 – 12,000 m^3/h	05 Jun 2018
28 Sep 2017	Samsung Heavy Industries Co., Ltd (Republic of Korea)	Purimar BWMS	Korean Register	Filtration + Electrolysis	250 – 10,000 m^3/h	15 Jun 2018
12 Mar 2018	BIO-UV Group (France)	BIO-SEA B	DNV GL	Filtration + UV	55 – 1,400 m^3/h	20 Jun 2018

*Some manufacturers have requested multiple amendments to their Type Approval Certificates. The first date is the date when the original certificate was issued, and the date in parentheses is the date of the current amendment. Copies of Type Approval Certificates can be found at http://www.dco.uscg.mil/msc/Ballast-Water/TACs/, or by visiting the USCG Approved Equipment List at: http://cgmix.uscg.mil/Equipment/Default.aspx

Technical Notes & Training

2018 FPVE Courses

We want to thank all course participants from 2018. This year was a big step as we held the course onboard an actual underway cruise ship. It has taken over two years for the NCOE to work through the process of approvals and final contracting.

The underway course was held twice this year. These underway courses included real-life scenarios and assessments that not only challenged the students but enhanced critical thinking and cultivated awareness that their actions as examiners have numerous impacts on the vessel, its operations, and the passengers. Through the use of structured on-the-job training, coupled with traditional classroom instruction, we delivered a much better training product that greatly improved knowledge retention.

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.

New Tactics, Techniques, & Procedures (TTP) for Periodic Exams

Over the last five years the CSNCOE has been conducting unit assessments and found a need for additional guidance on how to conduct periodic exams. This led to the development of the Foreign Passenger Vessel Certificate of Compliance Periodic Exams Tactics, Techniques, & Procedures. The primary audience for this TTP is U.S. Coast Guard Port State Control Officers conducting FPV exams.

This and all other TTPs and process guides can be found on our website, (Google: Coast Guard Cruise Ship National Center of Expertise) under "Foreign Passenger Vessel Exams (FPVEs)"

Covered Areas on Open Decks

By LT Di Nino
USCG Marine Safety Center

The evolution of passenger amenities on cruise ships has far surpassed the original language of the existing regulations. This is particularly evident on open deck areas where the current trend to situate a variety of cooking, dining, and entertainment options has increased the fire risk. When combined with an overhanging deck, awning, or similar covered area, these risks are compounded.

The Marine Safety Center (MSC) has developed a Plan Review Guideline (PRG) addressing overhanging decks, PRG SOLAS-29 found at https://www.dco.uscg.mil/MSC.

In general, any partially enclosed open deck area that is covered with an overhanging deck in excess of 10 meters is considered an enclosed space requiring fire protection appropriate for the fire load and use. Similar areas covered for less than 10 meters are considered type 5 areas, as described in SOLAS II-2/Regulation 9, provided that all of the high-risk features, such as galley ranges, beneath the overhang are adequately separated from the surrounding areas.

Additionally, the increased trend of providing further amenities on open decks has also given rise to the installation of awnings and other similar coverings. These types of arrangements are covered by MSC.1/Circ.1274, Guidelines for Evaluation of Fire Risk of External Areas on Passenger Ships, which details a variety of important factors that should be considered when evaluating the fire risk and impact of a fire in all external areas. Awnings and similar coverings shall be of approved low flame-spread material and should not be capable of producing excessive quantities of smoke and toxic products or not give rise to toxic hazards at elevated temperatures. In general, these covered areas should not endanger passengers and crew during an emergency. Mitigation measures should be applied, as appropriate, depending on the results of the fire risk assessment detailed in MSC.1/Circ.1274. This assessment should be made available to MSC during new construction or modification plan review and subsequent Certificate of Compliance examinations if utilizing awnings and similar coverings on open deck areas.

Please contact MSC for more information concerning this topic at msc@uscg.mil.

NCOE Field Notices

Foreign passenger vessels operating in the United States are increasingly using small vessels stored onboard ship for excursion activities. These excursions are primarily in remote areas with little or no population or other commercial activity. At times, these excursion vessels are referred to as tenders or are the same vessels that are being used as tenders.

Field Notice 01-18, "Tender & Excursion Vessels" provides amplifying guidance explaining the difference between a tender vessel and an excursion vessel onboard a foreign passenger vessel. This notice is intended for foreign passenger vessels operating in the U.S. using small vessels stored onboard the ship for excursion activities.

Temporary Reduction of Survival Craft (part II)

By Mr. Brad Schoenwald

After publishing in our last newsletter about temporary conditions regarding the reduction of lifeboats onboard, we received some great feedback.

The U.S. Coast Guard's position has been to never allow less than 75% capacity in lifeboats, of the total persons onboard, whenever a temporary reduction is put in place. In many cases, if a lifeboat must be removed from service we require the number of persons onboard the ship to be reduced by the capacity of the lifeboat. In some cases, this may actually leave the remaining total lifeboat capacity at less than 75%.

We reviewed the policy and pulled some numbers from existing ships in the fleet. As these scenarios are temporary in nature, we do agree that it was not the intent to remove more persons from the vessel than are accommodated by the lifeboat(s) that will be taken out of service. A ship could sail with less than 75% as long as a final total of 100% is covered by the remaining lifeboats and davit launched rafts or marine evacuation systems. Additionally, an effective repair proposal must be provided to bring the vessel back into full compliance, and this is all subject to the discretion of the cognizant Officer in Charge, Marine Inspection. The number of persons that would need to be removed can vary based on the total number of persons able to be carried by the remaining lifeboats.

If the temporary loss of a lifeboat(s) drops the total lifeboat capacity to less than 75%, the USCG will not require the reduction of additional persons in excess of that lifeboat's capacity. In those cases where the ship may have overcapacity lifeboats, the total reduction of persons on board could be less than the capacity of one single lifeboat.

Example One:

Number of persons allowed onboard per the Passenger Ship Safety Certificate (PSSC): 3200

16 lifeboats are onboard for a total capacity of 2400; exactly 75% of 3200 total persons onboard is obtained.

One (1) lifeboat with a 150 person capacity must be taken out of service. The remaining lifeboat total capacity covers 2250 persons. This leaves the ship at 73.8% coverage. In order to maintain 75% coverage the operator would normally be required to remove 200 persons (the PSSC normally allows 3200 persons but 2250 is 75% of 3000, which is what is now available due to the loss of one lifeboat). However, since it is not the intent of our policy to remove more persons from the vessel than are accommodated by the lifeboat that will be taken out of service, the operator would only need to remove 150 persons vice the full 200.

Example Two:

Number of persons allowed onboard per the PSSC: 4900

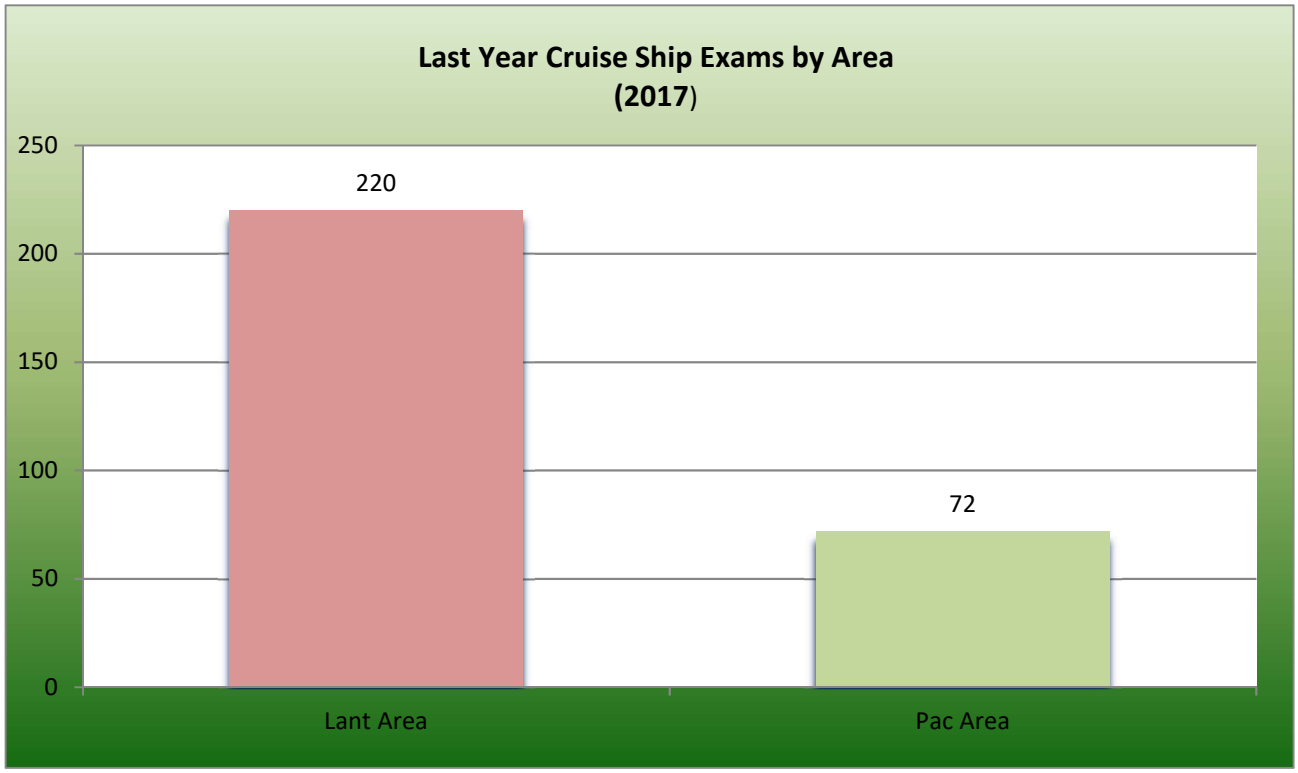
26 lifeboats of various sizes are onboard for a total capacity of 3720; an excess of 75% is obtained. 75% of 4900 is 3675 and the vessel's lifesaving complement can actually accommodate more than minimally required.

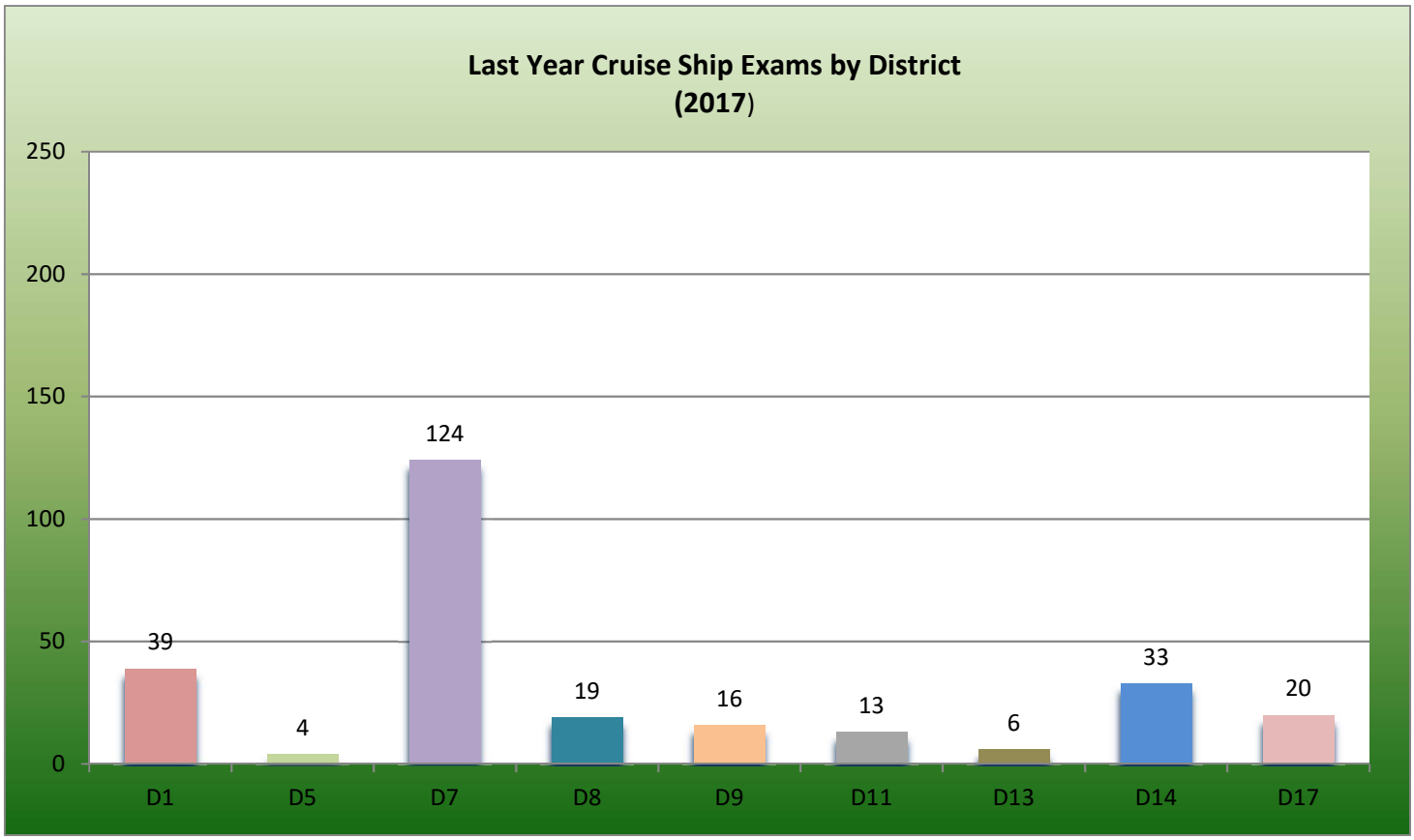
One (1) lifeboat with a 150 person capacity must be taken out of service. The remaining lifeboat capacity covers 3570 persons. 3570 is 75% of 4760 persons. In order to maintain this the operator must remove 140 persons which is less than the full complement of the lifeboat that is taken out of service. This would be acceptable and allows the vessel to retain an extra 10 persons.

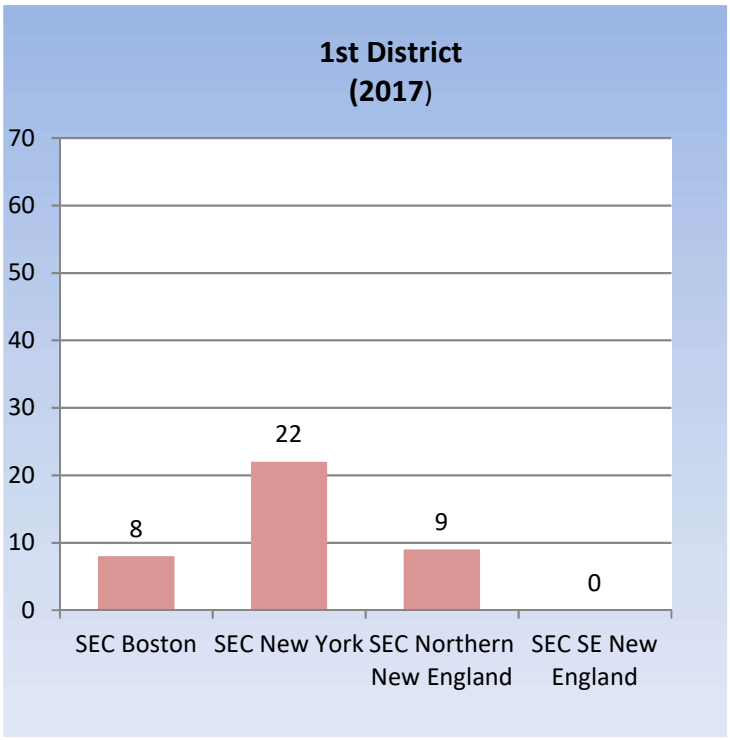
There are many different ways to redistribute crew and passenger assignments to survival craft and there are no restrictions in assigning passengers to rafts or marine evacuation systems. Additionally, the ships may be able to sail on a short international voyage, as defined by SOLAS III/Regulation 3, if their itinerary meets the requirements. Any changes to lifesaving arrangements or route requests need to be approved by the vessel's flag administration prior to review and/or acceptance by the USCG.

In those cases where the circumstances are temporary, a written condition on a U.S. Coast Guard, Port State Control Report of Inspection – Form B (CG 5437B) and on the ships Certificate of Compliance is acceptable.

Historical Data: The following is last years (2017) number of Foreign Passenger Vessel Exams (Initial, Initial Prep, Annual, & Periodic) by Coast Guard Units.






1st District
(2017)
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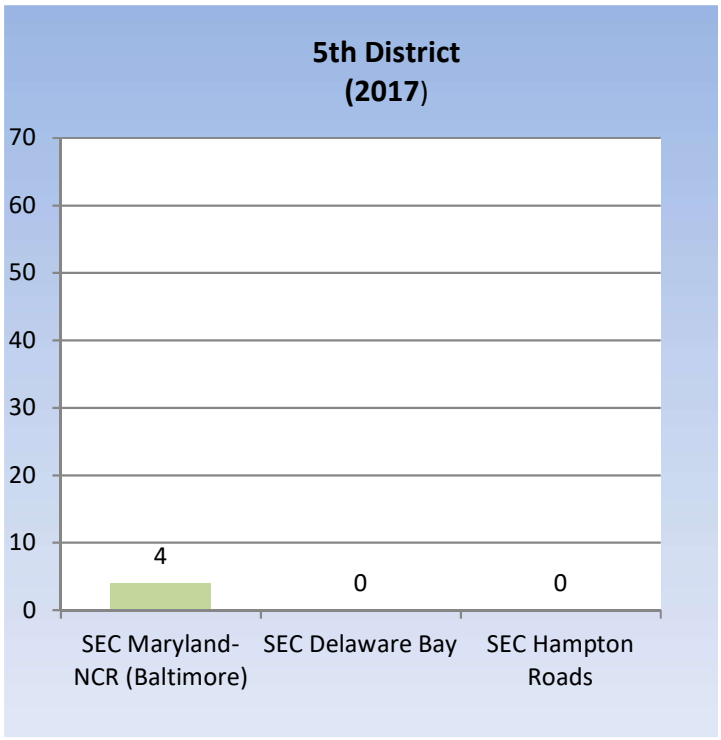
SEC Boston
SEC New York
SEC Northern New England
SEC SE New England


5th District
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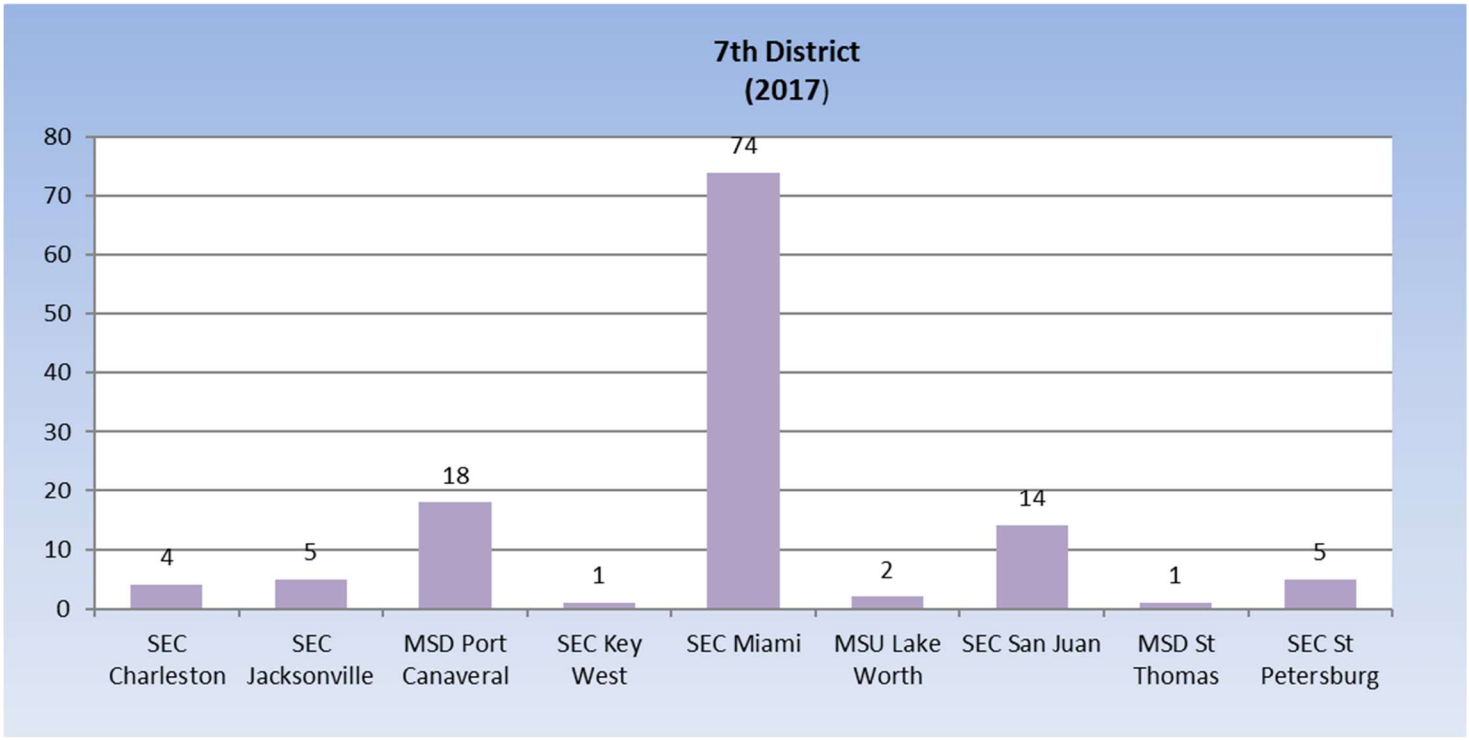
SEC Maryland-NCR (Baltimore)
SEC Delaware Bay
SEC Hampton Roads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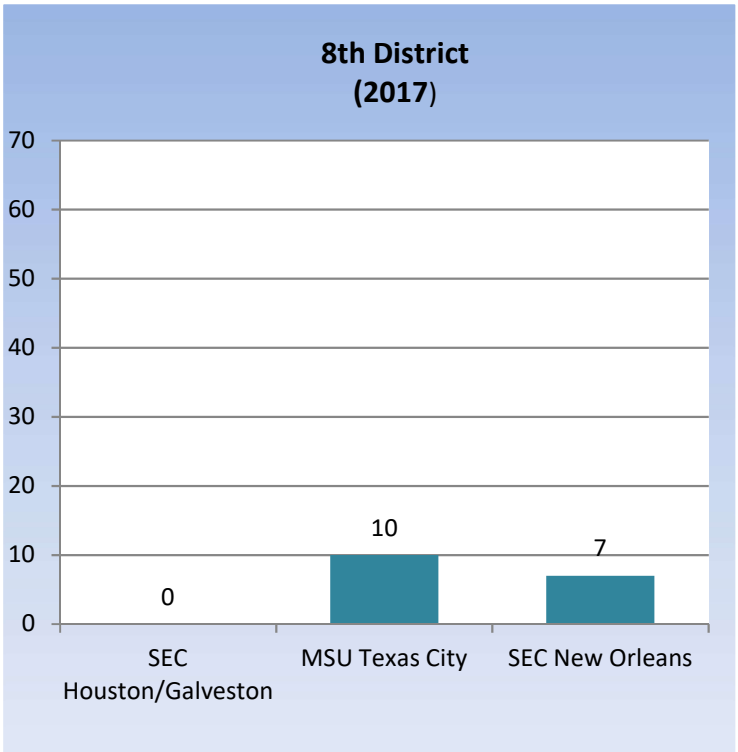
SEC Charleston
SEC Jacksonville
MSD Port Canaveral
SEC Key West
SEC Miami
MSU Lake Worth
SEC San Juan
MSD St Thomas
SEC St Petersburg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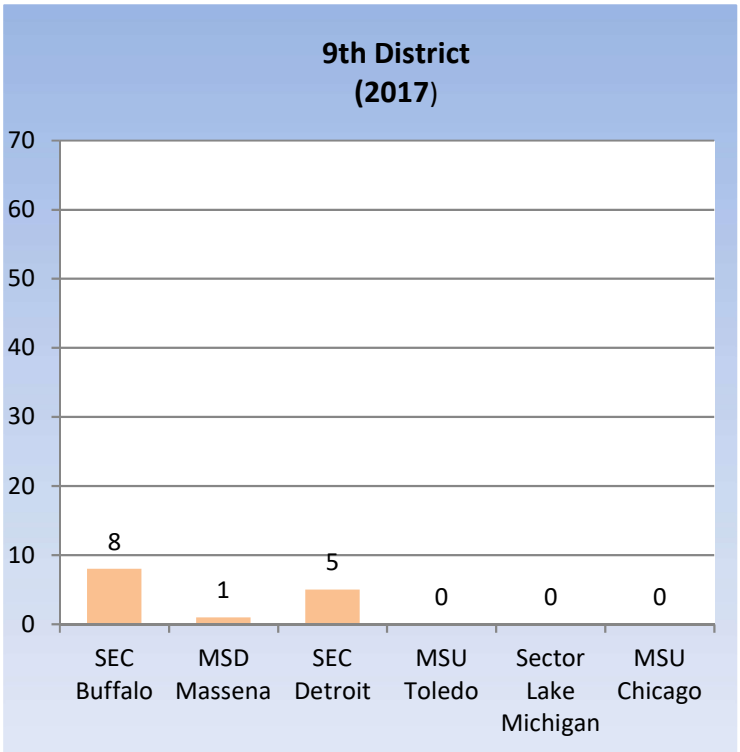
SEC Houston/Galveston
MSU Texas City
SEC New Orleans


9th District
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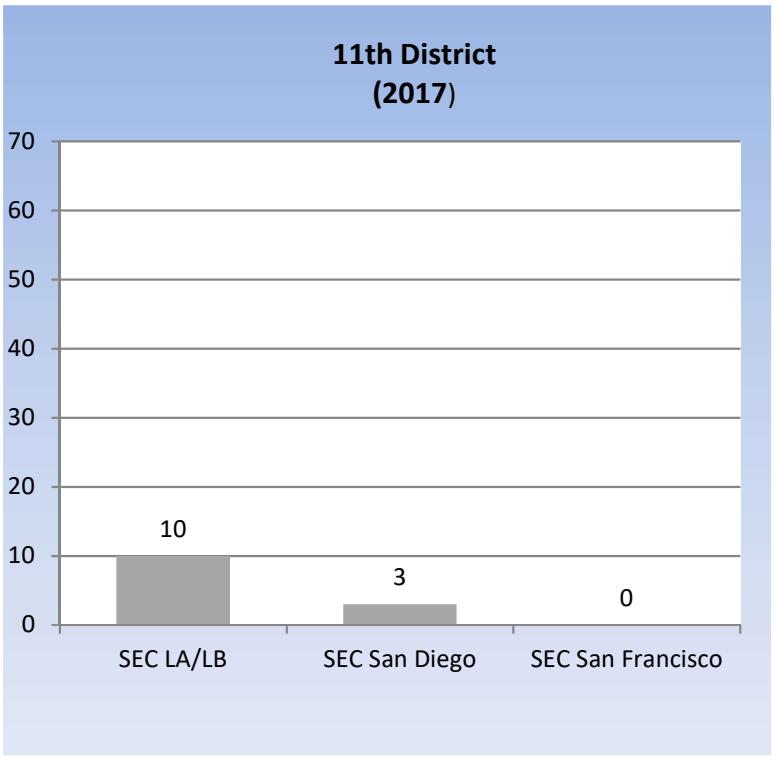
MSD Massena
SEC Detroit
MSU Toledo
Sector Lake Michigan
MSU Chicago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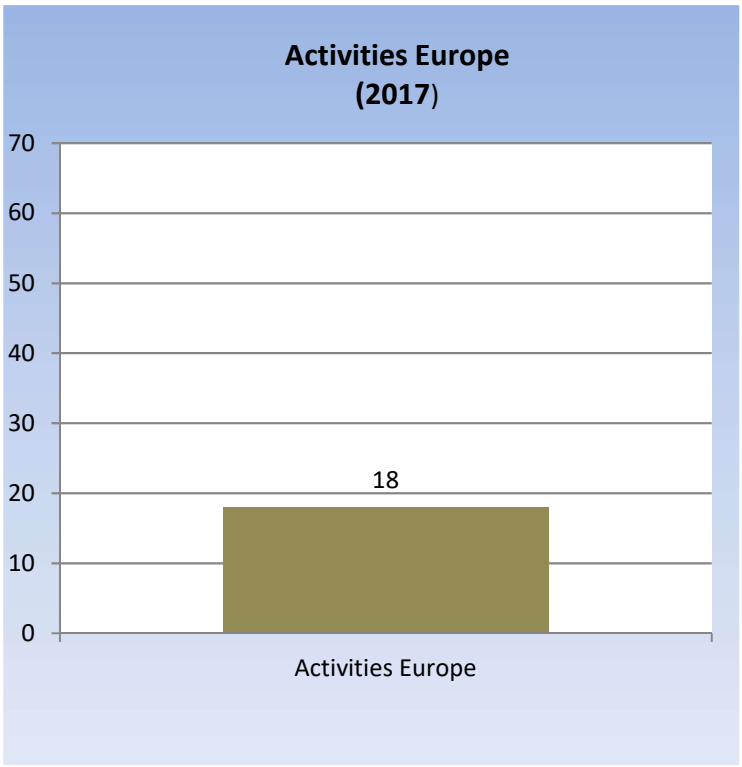
SEC LA/LB
SEC San Diego
SEC San Francisco


Activities Europe
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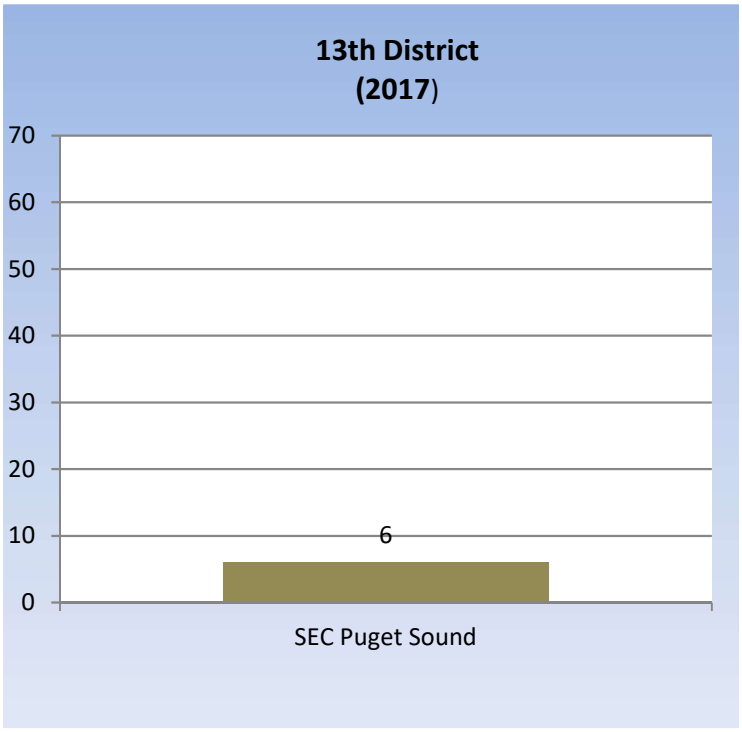
Activities Europe


13th District
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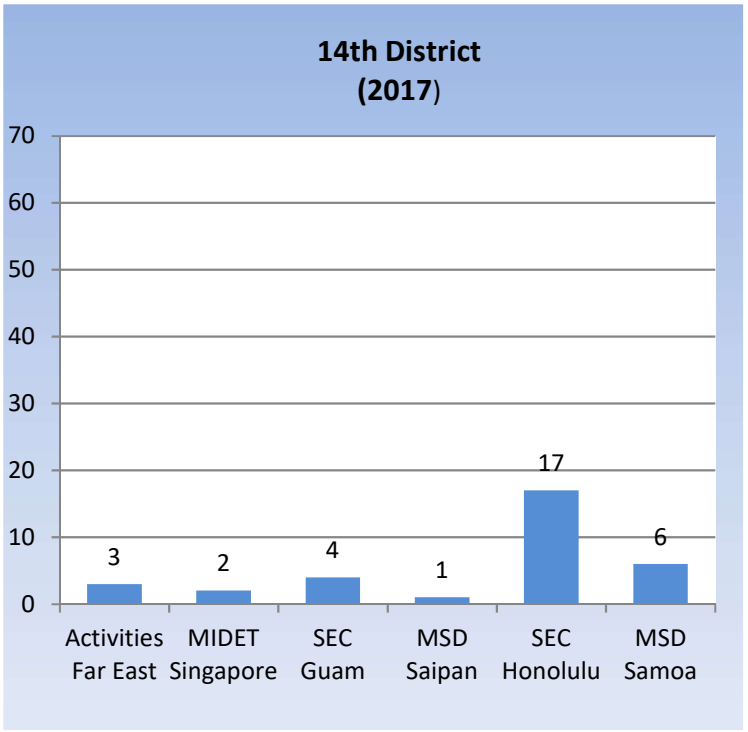
SEC Puget Sound


14th District
(2017)
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Activities Far East
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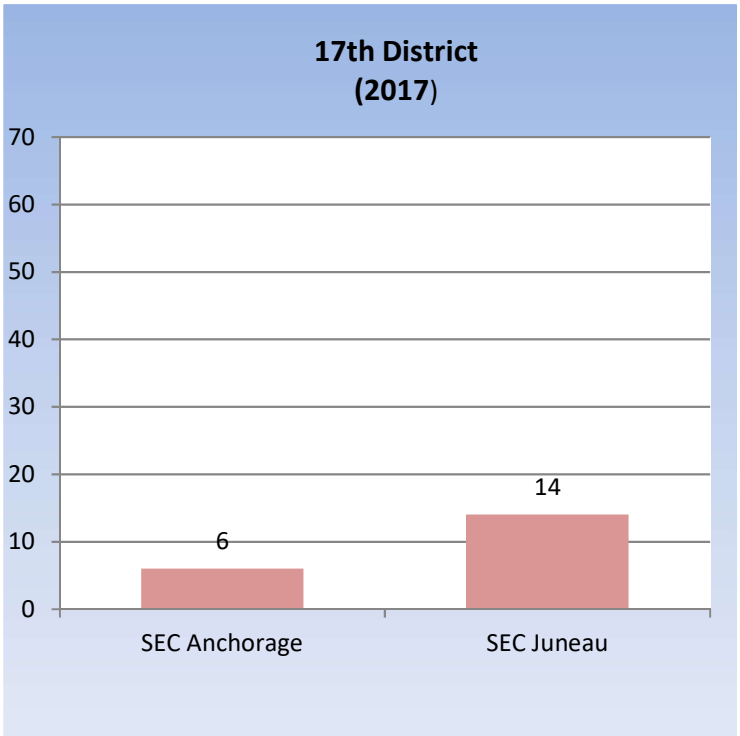
SEC Guam
MSD Saipan
SEC Honolulu
MSD Samoa


17th District
(2017)
70
60
50
40
30
20
10
0
6
14
SEC Anchorage
SEC Juneau

Test Your FPVE Knowledge

1. You notice there are several very large passengers at the assembly/muster station during the passenger muster. The life jackets at the muster station are standard size and not specifically manufactured for these large passengers. Is this a problem?

2. The ship deploys a life-raft during the abandon ship drill. The life-raft deploys incorrectly making it unusable in a potential real emergency. The ship deploys another life-raft that was packed in the same facility as the first life-raft, and it also deploys incorrectly. Is this a problem?

3. During your walk-thru, the chief engineer states that there was a generator casualty during the last voyage. The emergency generator did not start at first, but after a while they were able to get it going. The ship was completely dark while they were working on the emergency generator. Is this a problem?

4. You are told the emergency generator does not have a secondary means of starting based on the size of the vessel. Is this a problem?

5. You notice a section of photoluminescent tape missing above the bulkhead deck (a.k.a. I-95) corridor. Is this a problem?

Answers to last newsletter's FPVE Knowledge test

1. All crew members designated on the muster list to assist passengers in emergency situations must complete:
   a. Crowd management
   b. Proficiency in survival craft
   c. Advanced firefighting
   d. Sexual harassment training

2. All masters, chief mates, 2nd engineers, chief engineers or anyone having responsibility for the safety of passengers in emergency situations, must complete:
   a. Rescue boat training
   b. Proficiency in survival craft
   c. Crisis management and human behavior training
   d. Traffic management training

3. All crew members are required to attend what training upon or within 24 hours of signing onto the vessel:
   a. Sexual assault training
   b. Familiarity with safety installations and practice musters
   c. Passenger evacuation training
   d. Environmental policy and protection

4. Crew members are required to have fast rescue boat training in accordance with STCW if:
   a. The vessel has a fast rescue boat onboard as designated by SOLAS.
   b. Only if the vessel is a RO/RO-Pax vessel
   c. If they are a licensed navigation officer
   d. Never

Subject Matter Experts

Active Fire Protection	Mr. Schoenwald
Bridge Resource Management	Mr. Garzon
Emergency Power	Mr. Brehm
Environmental	Mr. Brehm
ISM/SMS	Mr. Garzon
Lifesaving	Mr. Schoenwald
Machinery Systems	Mr. Elphison
Mass Rescue Operations	Mr. Schoenwald
Plan Review	Mr. Elphison
Security & CVSSA	Mr. Garzon
Ship Design & Construction	Mr. Elphison
STCW	Mr. Brehm
Structural Fire Protection	Mr. Schoenwald

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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.

External Web site

http://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Cruise-Ship-National-Center-of-Expertise/