

CRUISE SHIP SEMI-ANNUAL

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

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Current events



Welcome Mr. Eric Jesionowski

On January 31, 2019, LCDR Jesionowski will retire from active duty status after over 30 years of dedicated service to the United States Coast Guard. Fortunately, he will be rejoining the Cruise Ship NCOE as a civilian employee in the spring of 2019. He will assume the role as a technical expert and will continue his active role with the FPVE course, unit assessments, and cruise ship examinations.



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Government Shutdown and Cruise Ship NCOE Operations

Due to the government shutdown, all Cruise Ship NCOE civilian employees were furloughed in a non-exempt status. This event resulted in a 70% depletion of the Cruise Ship NCOE workforce. Despite the significant decline of available technical experts, the Cruise Ship NCOE continued to provide assistance to USCG units and industry alike, including participating in overseas initial Certificate of Compliance (COC) exams.

Cruise Ship NCOE National Technical Advisor: Filling the Gap

With LCDR Jesionowski retiring this year, the National Technical Advisor position at the Cruise Ship NCOE is currently vacant. This position will be filled this summer during the regularly scheduled transfer season. LCDR Tom Gibson, currently assigned to Marine Safety Detachment (MSD) Cape Canaveral, will be filling this role. If using LCDR Jesionowski as a main point of contact, please redirect all correspondence to the main Cruise Ship NCOE e-mail to ensure timely response and action efforts are achieved: csncoe@uscg.mil

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.

USCG Marine Safety Center

The Coast Guard Marine Safety Center has revised some of their Plan Review Guidelines (PRG).

Revised: SOLAS-05: MSC Guidelines for the use of Flammable Liquids & Gas Storage Cabinets.

Cabinets manufactured and approved to EN14470-1, Type 60 or Type 90 are acceptable. Cabinets meeting NFPA 30 or UL 1275, only provide protection for 10 minutes and should only be used in category 11, 12 or 14 spaces. In all cases, cabinets must be suitable for the intended use as determined by the flag administration. When used, these lockers must be permanently mounted to the deck and indicated on the Fire Control Plan or otherwise be included in the ship's Safety Management System (SMS) and training program. The quantity and types of materials contained in these lockers must be consistent with the manufacturer's recommendations.

REVISED: SOLAS-26 MSC Guidelines for review of Access to Stairway Enclosures

Included MCS/Circ. 1120: 13.3.2.3 as reference text material.

The verbiage of the last sentence under the "guidance" section was amended to state that shopping areas that form large category 8 spaces DO NOT meet criteria for definition of public spaces in SOLAS. Therefore, these areas should not have direct access to a stairway.

2012: In these cases, alternative escape routes (category 3 or 4) should be provided. Additionally, while the back stage of a theater can be considered common with the theater (and therefore a public space), it is generally not accessible to passengers and not outfitted as a public space. Therefore, these and similar areas should not open directly into a stair.

2018: Shopping areas that form large category 8 spaces do not meet the definition of public space contained in SOLAS II-2/Regulation 3.39 and should not have direct access to a stair.

REVISED: SOLAS-28 MSC Guidelines for review Retractable Roofs

When spaces are repurposed, sprinkler and detection coverage should be re-evaluated to ensure coverage is equivalent to that required for the entire category 8 or category 9 space. For instance, relaxations in complete coverage afforded to the low fire load associated with a category 9 swimming pool would not be acceptable for a category 8 lounge or dining room.

REVISED: SOLAS-49: MSC Guidelines for review of locks and latches in Doors in Escape Paths.

The revised 2018 PRG includes the added verbiage in the "guidance" section: "Relative to the requirements of this regulation, any public space that is greater than 50 square meters or has an occupancy of more than 50 persons requires escape doors fitted with means for quick release."

REVISED: SOLAS-53 MSC Guidelines for review Regulation 38 Alternative Design Documentation during an ICOC.

Vessels in the Initial Certificate of Compliance (ICOC) program, employing Regulation 38 to show equivalence to regulations contained in Chapter III, must present the completed documentation required by the regulation prior to the successful completion of MSC plan review. A final copy of this documentation must be submitted to MSC during the plan review process and be available during the ICOC examination.

These and other guidelines can be found on MSC's website:

<https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Commercial-Regulations-standards-CG-5PS/Marine-Safety-Center-MS/>

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 in 2018 were:

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
- **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
- **Engineering & Electrical**
 - **Emergency Generator** was found to be inoperable on several occasions 74 SOLAS (14), II-1/42
 - **Emergency Lighting** along escape routes was not being maintained 74 SOLAS (14), II-1/42
 - **Steering and Propulsion** systems were not operating properly 74 SOLAS (14), II-1/28 & 29
- **Communications (Alarms/Indicators)**
 - **Alarms and Indicators** were found to be defective including bilge alarms, rudder angle indicators, and fire alarms 74 SOLAS (14), II-1/22 29.11, II-2/7
- **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
- **Documentation**
 - **Logs/Records/Signs/Certificates** were not updated or not endorsed 74 SOLAS (14) CH. III/8.4 & XI/5, I/12

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.

USCG CVC–Work Instruction

U.S. Coast Guard Headquarters, office of Commercial Vessel Compliance published a work instruction on how the U.S. Coast Guard will enforce MARPOL Annex VI Regulation 13.5.1.2 due to the unavailability of engines. For vessels operating in U.S. waters, in lieu of meeting MARPOL Annex VI Tier III performance standards, engines covered by this guidance may instead be certified by the U.S. Environmental Protection Agency (EPA) as meeting Clean Air Act Tier 3 requirements under 40 CFR part 1042. Engines certified to meet Clean Air Act Tier 3 requirements are available and will be accepted in the short-term until engines certified to meet Annex VI Tier III become available. Thus, EPA certification to Clean Air Act Tier 3 standards will be required to qualify under this work instruction for U.S. flagged and foreign flagged vessels. Instructions for applying for "qualifying engine" status can be found in section D.4 of the instruction.

Although not a requirement of the work instruction, the CSNCOE would request to know of any cruise ships with engines that fall under this instruction and/or who receive qualifying engine designation so that we can alleviate any potential inappropriate enforcement actions.

Tactics, Techniques, and Procedures Information

The CSNCOE recently completed updates to the Annual and Initial Certificate of Compliance (COC) exam Tactics, Techniques, and Procedures (TTP) documents. As a reminder, the Periodic TTP was published last fall. The link to these documents can be found on the CSNCOE website. There has been an increase in the number of High Speed Craft (HSC) vessels operating in the U.S. Therefore, the CSNCOE has started working on a draft of a HSC TTP.

Northeast COC Scheduling Challenges Encountered

The "Downeast" Coast of Maine has long been considered "Vacationland" and is visited yearly by millions of visitors. More than 250,000 of these visitors are arriving by cruise ship, approximately 180 port calls from April through October. Of the 180 calls, 55 were an arrival from a foreign country. Many of these foreign arrivals are utilizing the tender port of Bar Harbor, Maine as their initial U.S arrival port after sailing foreign for the spring and summer. Their Certificate of Compliance (COC) is sometimes expired or they have missed the required periodic examination, which would normally require the unit to conduct a COC upon arrival. Although, arriving from overseas cruising, the majority of the time all of their passengers are foreign. Guidance on this situation can be found in MSM Volume II. Foreign passenger ships are responsible for scheduling their annual exam. Vessels returning to the U.S. via Bar Harbor, ME often schedule the COC weeks in advance for their first embarkation port, which is usually Boston or New York. In some cases one or two passengers onboard hold dual citizenship (U.S. and foreign). If the citizenship of the passenger is reported as U.S. on the Advanced Notice of Arrival it is noted during MSD Belfast's routine vessel screening process. Even if a ship is entering Bar Harbor with only one U.S. Citizen, the vessel is required to comply with the Coast Guard COC examination program prior to departing that port. If the vessel requires only a Periodic COC exam, the exam may be waived until the embarkation port with concurrence of the COTP/OCMI and CSNCOE. If the vessel requires an Annual Certificate of Compliance Exam the exam must be completed prior to departure from Bar Harbor.

This unique circumstance can lead to situations that burden the cruise ship industry with an unexpected COC Exam at a tender port. These companies have expressed frustration with their inability to conduct the COC at the previously scheduled port. In the past, a dual citizen has been discharged in Canada prior to making entry to the U.S. but the vessel was still required to undergo a PII/ISPSII exam in Bar Harbor followed by a COC a few days later at their planned embarkation port.

Short notice inspections may be averted by greater outreach and education to companies that frequent transatlantic routes after long absences from the U.S. However, this problem seems to be unique to northern Maine affecting only a handful of cruise ships; making it a somewhat narrow and limited burden on the Cruise Ship industry as a whole.

Upcoming Regulatory Enforcement

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. This update also addresses amendments to the information to be included in the bunker delivery note relating to the supply of marine fuel oil to ships which have fitted alternative mechanisms to address sulphur emission requirements.

1 September 2019 MARPOL Annex VI amendments

Amendment to Regulation 13 – Nitrogen oxides (NOx) to make clearer emission control areas for NOx, by replacing the words "an emission control area designated under paragraph 6 of this regulation" with the words "a NOx Tier III emission control area";

Amendments to Regulation 21 – Required EEDI to update the reference values for Ro-ro cargo ship and Ro-ro passenger ship.

IMO Publications

The IMO has recently published the following publications:

Procedures for Port State Control 2017

Manual on Oil Pollution–Section II

ISM Code w/ guidelines, 2018



Marine Safety Center BWMS Type Approval Status



| <i>Approved</i> | | | | | | |
|----------------------|---|------------------|------------------------|---------------------------------|--------------------------------|-------------------------------|
| Application Received | Manufacturer (Country) | Model | Independent Laboratory | System Type | Capacity | Certificate Issued* (Amended) |
| 20 Sep 2016 | Optimarin (Norway) | OBS/OBS Ex | DNV GL | Filtration + Ultraviolet | 167 – 3,000 m ³ /h | 02 Dec 2016 (03 Nov 2017) |
| 21 Sep 2016 | Alfa Laval (Sweden) | PureBallast 3 | DNV GL | Filtration + Ultraviolet | 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 + Electrolysis | 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 | Lloyd's Register | Filtration + Electrolysis | 100 – 3,740 m ³ /h | 18 Oct 2017 (25 Sep 2018) |
| 31 Oct 2017 | Techcross, Inc. (Republic of Korea) | Electro-Cleen | Korean Register | Electrolysis | 150 – 12,000 m ³ /h | 05 Jun 2018 |
| 28 Sep 2017 | Samsung Heavy Industries Co., Ltd. (Republic of Korea) | Purimar | Korean Register | Filtration + Electrolysis | 250 – 10,000 m ³ /h | 15 Jun 2018 (20 Jul 2018) |
| 12 Mar 2018 | BIO-UV Group (France) | BIO-SEA B | DNV GL | Filtration + Ultraviolet | 55 – 1,400 m ³ /h | 20 Jun 2018 |
| 09 Apr 2018 | Wärtsilä Water Systems, Ltd. (UK) | Aquarius EC | DNV GL | Filtration + Electrolysis | 250 – 4,000 m ³ /h | 30 Aug 2018 |
| 31 May 2018 | Hyundai Heavy Industries Co., Ltd. (Republic of Korea) | HiBallast | DNV GL | Filtration + Electrolysis | 75 – 10,000 m ³ /h | 26 Oct 2018 |
| 09 May 2018 | Headway Technology Co., Ltd. (People's Republic of China) | OceanGuard | DNV GL | Filtration + Electrolysis | 65 – 5,200 m ³ /h | 06 Nov 2018 |
| 29 Mar 2018 | JFE Engineering Corporation (Japan) | BallastAce | Control Union | Filtration + Chemical Injection | 500 – 3,500 m ³ /h | 13 Nov 2018 |
| 30 Mar 2018 | Panasia Co., Ltd. (Republic of Korea) | GloEn-Patrol | DNV GL | Filtration + Ultraviolet | 50 – 6,000 m ³ /h | 14 Dec 2018 |
| 03 Mar 2018 | De Nora (USA) | BALPURE | Lloyd's Register | Filtration + Electrolysis | 400 – 8,570 m ³ /h | 19 Dec 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

2019 FPVE Courses

We are once again looking at holding the course on an underway cruise ship, however, the convening FPVE Course dates for 2019 have not been scheduled. The dates are dependent on a final contract being put into place for the venue (cruise ship). We anticipate publishing the course dates the beginning of 2019, via e-mails to CIDs, and to industry through USCG Maritime Commons <http://mariners.coastguard.dodlive.mil/>.

Once the course dates are published, Coast Guard members should submit an electronic training request. Industry representatives should contact Mr. James Garzon if interested in attending. (Contact info found on page 10)

Any cruise line interested in bidding on the contract, the bidding process is published through FedBizOps at fbo.gov

Annual TTP & Safe Return to Port

The next revision of the Annual TTP will include Safe Return to Port criteria.

During annual exams on vessels built with a keel laid date after 1 July 2010, having a length, as defined in regulation II-1/2.2, of 120m or more, or having three or more main vertical zones examiners should verify the onboard documentation demonstrating the ship system capabilities as related to Safe Return to Port (SRtP) compliance. Documentation to be verified should include:

- Operational manual(s) for fire and flooding casualty cases and safe return to port operation, including:
 - Details of any manual action required to ensure operation of all essential systems
 - Availability of safe areas including provision of basic services therein (e.g., closing/opening of valves, shutting down/start of equipment/fans, etc.)
- Description of operation of essential systems after a fire casualty exceeding the casualty threshold
- List of spaces considered having negligible fire risk, if any
- Test, inspection, and maintenance plan.

Verify the record of ship systems' capabilities:

- The ship systems' capabilities should be included in the list of operational limitations issued to passenger ships.
- The ship's safety management manual should describe in detail the quantities, arrangements and procedures that are to be applied in each particular case. (For example, food/drink/fuel carriage requirements may be different for a ship cruising in the Aegean to one cruising in the Antarctic.)

NOTE: At no time should an examiner require ship's crew to conduct an actual operation of SRtP systems.

Test Your FPVE Knowledge

1. The vessel completed the overseas portion of the ICOC exam. It is coming into your port and carrying U.S. passengers, but does not have a valid COC onboard?
2. You respond to a ship that had a casualty causing its transitional power to be inoperative. The surveyor says “don’t worry, we’ll just put a power pack on board, and everything should be fine.”
3. You require a test to show the ship can provide immediate fire pressure. A crew member is standing by the fire pump. When you ask him why he is standing next to the fire pump he states, “I have to open the valve when the pump starts.” You ask him “why?” He states, “Because the pump sometimes leaks.”
4. The Chief Engineer states that he cannot test the steering system as there are divers in the water
5. During your walk-thru you notice a type of sprinkler head installed in the overhead which you have never seen before.

Answers to newsletter’s FPVE Knowledge test

1. The vessel should be allowed to come into port, and discharge its passengers. The USCG should complete the ICOC exam including worklist items and witnessing emergency drills, and issue a CoC if the vessel is in compliance. (MSM Vol. II/D7)
2. Ans: Passenger ships are required to have transitional power which should be instantaneous. If a crew member is needed to start a generator or if there will be time between the loss of power and the power availability, it would not be acceptable. (74 SOLAS II-1/42.4)
3. Ans: There should be ready availability of water supply. This means when a hydrant is opened, water should be available. If personnel intervention is required, then the SOLAS standard is not being met. (74 SOLAS II-2/10.2.1.2)
4. Ans: This is a legitimate concern. You should check the logs to make sure they are testing the steering as per the regulations and their SMS. If there is a history of steering issues, you may need to test it prior to departure after the divers are out of the water. (MSM Vol. II/ D7 and TTP)
5. Ans: You should expand your exam to see if this is an anomaly or if there are other heads of this type installed. Check the documentation to ensure it is an approved type. (FSS code 8.2.3.1.2)

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 |

CSNCOE Contact Information

| General Contact | | CSNCOE@USCG.mil | 954-767-2140 |
|---------------------|----------------------------|--|--------------|
| CDR Randy Jenkins | Detachment Chief | Randy.j.jenkins@uscg.mil | Ext. 1000 |
| | National Technical Advisor | | Ext. 1001 |
| LT Kimberly Glore | Port State Control Officer | Kimberly.a.glore@uscg.mil | Ext. 1006 |
| Mr. Brad Schoenwald | Senior Marine Inspector | Brad.a.schoenwald@uscg.mil | Ext. 1003 |
| Mr. Scott Elphison | Senior Marine Inspector | Scott.j.elphison@uscg.mil | Ext. 1002 |
| Mr. Dan Brehm | Senior Marine Inspector | Daniel.l.brehm@uscg.mil | Ext. 1005 |
| Mr. James Garzon | Marine Inspector | James.garzon@uscg.mil | Ext. 1004 |

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.

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/>