

# CRUISE SHIP SEMI-ANNUAL

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

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## Current events



### Welcome LCDR Jason Kling

We would like to welcome LCDR Jason Kling to the CSNCOE. LCDR Kling will be filling the Detachment Chief position. LCDR Kling is a graduate of the U.S. Coast Guard Academy & the University of Maryland, and is reporting to the CSNCOE from MSD Port Canaveral where he served as the Unit Supervisor, overseeing all port safety, security, and pollution operations. He is FPVE qualified and gained a wealth of FPVE experience while stationed at Port Canaveral. He will most definitely be a tremendous asset to the CSNCOE.



### Welcome LCDR Theresa Bigay

We would like to welcome LCDR Theresa Bigay to the CSNCOE. LCDR Bigay will be the first officer to fill a newly acquired CSNCOE Marine Inspector billet position. LCDR Bigay was commissioned via the College Student Pre-Commissioning Initiative and graduated from San Diego State University. LCDR Bigay is reporting from MSU Portland where she served as the Investigation Division Chief, overseeing the investigation of over 400 marine casualties, and enforcing international, federal, and state laws through civil penalties, Department of Justice referrals, and Suspension & Revocation proceedings. She is FPVE qualified and previously served as a Marine Inspector at Sector Miami. She possesses a wealth of knowledge and will be a critical asset to the CSNCOE.

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## CSNCOE is now on LinkedIn

[Linkedin.com/company/Coast-Guard-National-Center-of-Expertise](https://www.linkedin.com/company/Coast-Guard-National-Center-of-Expertise)

## CDC No Sail Order Extended for Cruise Ships

On July 16, 2020, the CDC extended the No Sail Order and Other Measures Related to Operations Order signed by the CDC Director on March 14, 2020. This order continues to suspend passenger operations through September 30, 2020. In line with CLIA's announcement of voluntary suspension of operation by its member companies, CDC has extended its No Sail Order to ensure that passenger operations on cruise ships do not resume prematurely. The Order is published in the Federal Register with the original No Sail Order effective as of April 15, 2020.

Link to Federal Register:

<https://www.federalregister.gov/documents/2020/04/15/2020-07930/no-sail-order-and-suspension-of-further-embarkation-notice-of-modification-and-extension-and-other>

The applicability for the No Sail Order is as follows: All commercial, non-cargo passenger-carrying vessels operating in international, interstate, or intrastate waterways and subject to the jurisdiction of the United States with the capacity to carry 250 or more individuals (passengers and crew) with an itinerary anticipating an overnight stay onboard or a twenty-four (24) hour stay onboard for either passengers or crew.

As a condition of obtaining controlled free pratique to continue to engage in any cruise ship operations in any international, interstate, or intrastate waterways subject to the jurisdiction of the United States, cruise ship operators are required to develop an action plan designed to prevent, mitigate, and respond to the spread of COVID-19 on board cruise ships. Additionally, the terms for other measures related to operations are as follows:

1. Cruise ship operators shall not be allowed to disembark passengers and crew members at ports or stations, except as directed by the USCG, in consultation with HHS/CDC personnel and, as appropriate, as coordinated with Federal, State, and local authorities.

2. Cruise ship operators shall not reembark any crew member, except as approved by USCG, in consultation with HHS/CDC personnel, until further notice.

3. Cruise ship operators shall not embark any new passengers or crew, except as approved by USCG, or other Federal authorities as appropriate, in consultation with HHS/CDC personnel.

4. Cruise ship operators shall not commence or continue operations (e.g., shifting berths, moving to anchor, or discharging waste), except as approved by USCG, in consultation with HHS/CDC personnel.

5. While in port, the cruise ship operator health precautions as directed by HHS/CDC personnel.

6. The cruise ship operator shall comply with all HHS/CDC, USCG, and other Federal agency instructions to follow CDC recommendations and guidance for any public health actions relating to passengers, crew, ship, or any article or thing on board the ship, as needed, including by making ship's manifests and logs available and collecting any specimens for COVID-19 testing.

7. This order does not prevent the periodic re-boarding of the ship by HHS/CDC personnel and/or USCG and/or other Federal, State, or local agencies or the taking on of ship's stores and provisions under the supervision of HHS/CDC personnel and/or USCG.

8. This order does not prevent the ship from taking actions necessary to maintain the seaworthiness or safety of the ship, or the safety of harbor conditions, such as movement to establish safe anchorage, or as otherwise directed by USCG personnel.

The extended Order is in effect until one of the following occurs:

- The Secretary of Health and Human Services' declares that COVID-19 no longer constitutes a public health emergency, or
- The CDC Director rescinds or modifies the order on specific public health or other considerations, or
- September 30, 2020.

For the most up-to-date information, please refer to the Cruise Ship Guidance section of CDC's official website:

<https://www.cdc.gov/quarantine/cruise/index.html>



## Foreign Passenger Vessel Exam Periodic Process Guide

The Cruise Ship NCOE updated the Foreign Passenger Vessel Exam Periodic Process Guide. The purpose of the Periodic Exam is to assess crew competency, in order to be able to properly gauge this, the suggested questions were removed. In its place potential proficiency evaluation areas are recommended. These areas come right out of the International Conventions, most specifically Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

Evaluation of crew competency is a balance between questioning knowledge and observation. When questioning an individual crewmember the number of questions should be **limited** based on the accuracy of the answers and the confidence level of the individual. Demonstration of operation of equipment, should be based on performance of the crewmember's ability to use the equipment, and not if the equipment actual operates. **\*Demonstration of equipment should not be done if it compromises the safety of personnel, the environment or equipment.**

As an example STCW Code part A-VI/1:

### **Safety familiarization training**

1 Before being assigned to shipboard duties, all persons employed or engage on a seagoing ship, other than passengers, shall receive familiarization training in personal survival techniques or receive sufficient information and instruction to be able to:

.1 communicate with other persons on board on elementary safety matters and understand safety information symbols, signs and alarm signals,

.2 know what to do if:

.2.1 a person falls overboard

.2.2 fire or smoke is detected, or

.2.3 the fire or abandon ship is sounded;

.3 identify muster and embarkation stations and emergency escape routes;

.4 locate and don lifejackets;

.5 raise the alarm and have basic knowledge of the use of portable fire extinguishers;

.6 take immediate action upon encountering an accident or other medical emergency before seeking further medical assistance on board; and

.7 close and open the fire, weathertight and watertight doors fitted in the particular ship other than those for hull openings.

This particular section allows the PSCO to question nearly anyone onboard (Hotel staff, spa workers, waiters, bartenders, shop workers, room stewards, etc.) on how they respond to emergencies (fire, first aid, reporting, etc.), if they know how to escape and get to their muster stations (signage, low location lighting, manual call points, primary and secondary means of escape, etc.), and possible demonstration of equipment.

Questions should be open ended, meaning they should require an explanation of the person being asked to fully answer the question. Whereas, a closed ended question is more of a yes or no type question, or requires a one word answer. Open ended questions allow for a better evaluation of the crew member's knowledge.

### **Example:**

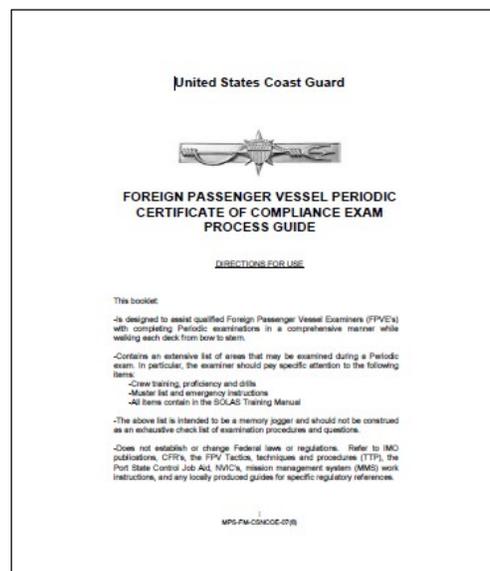
**Closed ended question:** *What extinguisher is used to fight an electrical fire?*

**Possible Answer:** *CO2 Extinguishers*

**Open ended question:** *Describe how you would handle an electrical fire?*

**Possible Answer:** *I would sound the alarm by pushing the manual call point, grab the Class B CO2 fire extinguisher, pull the pin, allow the extinguisher to rest on the deck and use a sweeping motion with the nozzle pointed at the base of the fire, and squeeze the handle.*

The process guide can be found on the Coast Guard's internal website (Portal) and on the Cruise ship NCOE's external web site: <https://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/FPVE-Tactics-Techniques-and-Procedures-TTP-and-Process-Guide/>



## SPeL Course Development

Over the past couple of years, the CSNCOE has been holding its Foreign Passenger Vessel Examiner course underway on a cruise ship. The main goal of the underway course was to provide hands-on training for students on an operational cruise ship. The best way to maximize hands-on training during the limited number of days onboard is to reduce, as much as possible, the lecture based classroom approach to training.

Therefore, the CSNCOE in conjunction with our Training Support Specialists and Coast Guard Force Readiness Command, have been developing a SPeL (Self Paced e-Learning) course which will provide future underway course participants a strong knowledge based foundation of cruise ship systems and regulations prior to coming to the course. The CSNCOE staff will in return be able to provide a more interactive training utilizing the vessel as a result. We anticipate the SPeL coming online by the end of the calendar year.

## Cancellation of 2013 CVC-2 Guidance for Cruise Ships

In 2013, The Assistant Commandant for Marine Safety addressed critical concerns related to major fires occurring on vessels CARNIVAL SPLENDOR, CARNIVAL TRIUMPH, and GRANDEUR OF THE SEAS. These casualties highlighted the importance of shipboard firefighting equipment maintenance and proper crew training to ensure their readiness to combat a shipboard fire. The "Port State Control Guidance for examination of fixed CO<sub>2</sub> firefighting systems and conducting fire drills onboard Cruise Ships during scheduled examinations (CG-CVC-2/July 2013)" dictated that USCG examiners witness a fire drill in the engine room either during the Annual COC or the Periodic COC exam. This requirement was published to ensure proper examination and crew competency of the ship's fixed CO<sub>2</sub> extinguishing system.

Although fixed CO<sub>2</sub> firefighting systems are still in place onboard cruise ships, a majority of cruise vessels utilize high-pressure water mist systems as the primary engine room fire suppression, eliminating the need to conduct an engine room fire drill to witness the crew's knowledge of a CO<sub>2</sub> system.

The rescission of this policy does not relieve a USCG examiner from properly examining a vessel's CO<sub>2</sub> system if present. Examiners shall be prudent with identifying fixed firefighting equipment onboard, examining the installation/arrangement of the system, and assessing onboard training and knowledge of the firefighting system.

All associated FPVE TTPs have been updated to reflect removal of this policy and its associated requirements, and can be found here:

<https://cg.portal.uscg.mil/communities/hp/HPCenter/TTP/Default.aspx>

## Liquefied Natural Gas

In the upcoming years there will be a large influx of LNG powered cruise vessels arriving to U.S. ports, thus the CSNCOE is looking ahead to provide guidance to the field. Our office is working closely with the Liquid Gas Carrier NCOE, and industry stakeholders to develop streamlined guidance on how the utilization of LNG as fuel will impact the scope of examination for Foreign Passenger Vessels.

LNG – Liquefied Natural Gas is Natural Gas that has been extracted from the earth and converted into liquid form through the liquefaction (cooling) process for ease of storage and transportation. As a liquid, LNG takes up 1/600 of its original volume gaseous state, it is odorless, colorless, non-toxic and non-corrosive. The transition to LNG is being driven by the global mandate for the reduction of carbon emissions. LNG as a cleaner burning fuel than Low Sulfur Diesel will comply with the increasing MARPOL standards. Due to the nature of LNG, there are many considerations that need to be evaluated when conducting an exam onboard an LNG-fueled vessel:

The LNG Safety Data Sheet (SDS) will be paramount in determining future exam guidance for LNG-fueled cruise ships. The primary hazards elements associated with LNG are as follows:

- Flammability
- Asphyxiation
- Extremely Flammable Gas
- Contains Refrigerated Gas
- Cryogenic Burns or injury / frostbite

The CSNCOE is currently field testing an LNG addendum to be added to the FPV inspection process guide, LNG systems to be examined include:

- LNG Bunkering Stations
- LNG Emergency Shutdowns
- LNG Airlock Installations
- LNG Ventilation Systems
- LNG Fire Safety Systems
- LNG Fuel Containment
- LNG Security/ISPS
- LNG Alarms

The projected completion date for the addendum for LNG-fueled foreign passenger vessels is fall of 2020. The first homeported LNG-fueled cruise ship, Carnival Mardi Gras, is scheduled to arrive in Port Canaveral in late 2020.



# 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 Prevention Guidance During COVID-19

ALCOAST message 186-20 released on May 21, 2020, provides clear guidance to USCG personnel regarding protocols for vessel exams, inspections, and investigations. The COTP/OCMI should conduct exams, inspections, and on-scene investigations following an acceptable operational risk assessment. On a vessel with crewmembers and/or passengers that are showing symptoms of COVID-19 or other influenza like illness, Coast Guard personnel should not conduct an exam, inspection, or investigation at-sea or dockside.

Prior to boarding the vessel or immediately prior to conducting the pre-exam/inspection or investigation meeting, USCG personnel should verify with the vessel's master, that there are no ill persons onboard. If at any time before or during a PSC exam, US-flagged vessel inspection, or on-scene investigation, a Coast Guard member encounters a person exhibiting symptoms associated with COVID-19, they should immediately pause all operations and distance themselves from the individual. Port State Control Officers, Marine Inspectors, and Investigating Officers may assist the CDC with COTP Orders, but should not come in direct contact with self-monitored or quarantined persons. The master or operator's request to avoid contact with non-crew members may be a factor in deciding if Coast Guard Prevention personnel attend a vessel, however, this request should be balanced with the need to conduct onboard activities and document appropriately.

Port State Control exams, including PSC A or PSC B exams, are generally not a statutory or regulatory requirement. However, Port State Control exams ensure that foreign vessels arriving in the U.S. are in substantial compliance with all international and domestic requirements. COTPs and OCMI's should conduct PSC exams based on the vessel targeting score as provided in MISLE. Vessels with expired documents should not be issued deficiencies. However, since a valid international certificate serves as evidence of compliance with international requirements, vessels with expired certificates or documents should be closely scrutinized for evidence of regulatory compliance.

Certain Certificate of Compliance (COC) exams are a statutory and regulatory requirement. Based on the OCMI's evaluation of the history of the vessel, the OCMI may:

- (1) Require Coast Guard attendance onboard the vessel (preferred);
- (2) If unable to board the vessel, accept objective evidence such as vessel status within Qualship 21, previous port state or flag state exams, recent classification surveys, pictures, video, vessel logs, machinery alarm reports, etc. in lieu of Coast Guard attendance onboard the vessel to credit a required inspection or exam;
- (3) When absolutely necessary, defer a required inspection or exam a single time for up to 90 days. If objective evidence is used to credit an exam, the MISLE activity shall reference the ALCOAST message and clearly detail the objective evidence that was used to determine the vessel was fit for service and add a Special Note to expire in two-years that references the activity. Deferring an exam is not a preferred action.

With regard to Cruise Ships, Coast Guard units should review CDC's Interim Guidance for the Mitigation of COVID-19 Among Cruise Ship Crew During the Period of the No Sail Order which provides guidance for cruise ship operations in any international, interstate, or intrastate waterways subject to the jurisdiction of the United States to help prevent, detect, and medically manage confirmed and suspected COVID-19 infections, as well as exposures among crew members during periods of suspended cruise ship operations.

## Upcoming Regulatory Enforcement

### 1 October 2020 MARPOL amendments – use of electronic record books

Adopted by MEPC 73: MARPOL Amendments to allow for electronic record books to be used were adopted, for Annex I – Oil Record Book Part I – Machinery space operations and Oil Record Book Part II – Cargo/ballast operations; Annex II – Cargo Record Book; and Annex V – Garbage Record Book; and Annex VI for records relating to Regulation 12 – Ozone-depleting substances, Regulation 13 – Nitrogen oxides (NOX) and Regulation 14 – Sulphur oxides (SOX) and particulate matter. Guidelines for the use of electronic record books under MARPOL have been adopted.

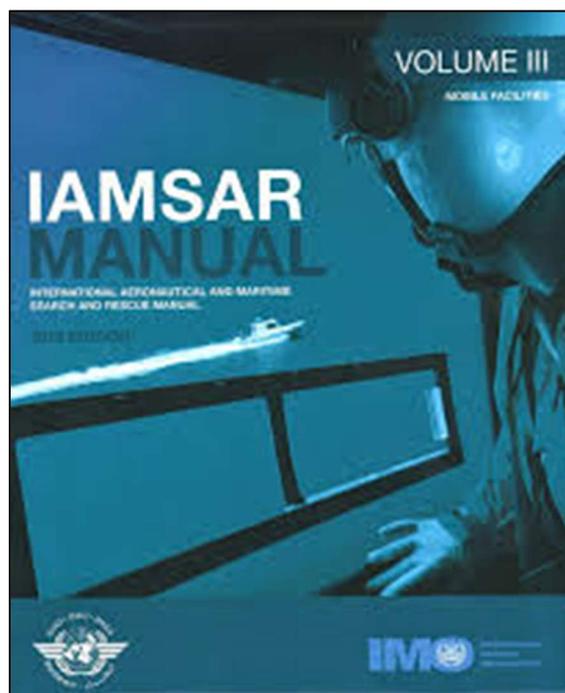
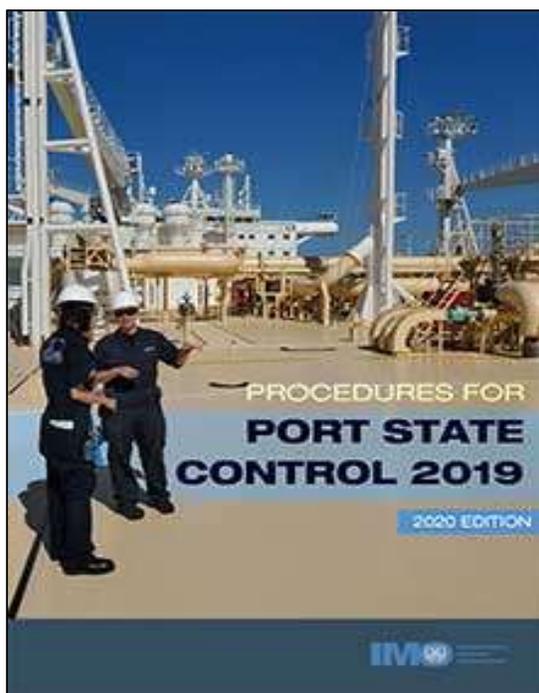
\*\*The U.S. Government has not yet formally announced whether or not the use of the electronic record books (ERBs) identified in Resolutions MEPC.312(74), MEPC.314(74), MEPC.316(74), and MEPC.317(74) will be accepted. Absent the issuance of such a position, or arrival of the entry into force date (October 1, 2020), USCG Headquarters has not issued any policy on the utilization of ERBs. In the case of oil record books, the USCG regulation at 33 CFR 151.25, which requires the use of written oil record books, remains in effect and should be followed.

### IMO Publications

The IMO has recently published the following publications:

*Procedures for Port State Control*, 2020 edition

*SAR Mission Coordinator (IAMSAR Manual): Volume II*, 2020 edition



# Technical Notes & Training

## OJT FPVE Training

We want to thank everyone that has taken the initiative to reach out to the CSNCOE to facilitate TDY on-the-job FPVE training opportunities in Miami, FL. One of the prerequisites for attending the FPVE Course is to have 80% of the member's PQS signed off. We understand that most ports do not receive heavy foreign passenger vessel traffic, but qualified members are still needed for the few FPV exams that are required to be conducted in that particular COTP Zone.

To facilitate PQS progression, we encourage any examiners trying to obtain FPVE exposure and receive PQS sign-offs to please reach out to the CSNCOE ([csncoe@uscg.mil](mailto:csncoe@uscg.mil)) or e-mail LT Kimberly Glore directly ([kimberly.a.glore@uscg.mil](mailto:kimberly.a.glore@uscg.mil)) to organize training opportunities. The CSNCOE works closely with Sector Miami to enable these OJT opportunities and is dependent on vessel and personnel availability. Please make sure to reach out a couple of months in advance to inquire about ideal timeframes. The CSNCOE is unable to cover TDY expenses, thus, the member's unit will be responsible for all required funding. Again, thank you to all members who have taken advantage of this opportunity. We look forward to continuing to provide this service to all aspiring foreign passenger vessel examiners!



## FPVE Underway Course

Unfortunately the CSNCOE had to cancel the courses that were scheduled for May and June due to the COVID-19 pandemic. We will be working to get a new contract starting in the next Fiscal Year (October 2020), with the hope of holding a course in 2021. The Coast Guard will post the contracting opportunity on [beta.sam.gov](http://beta.sam.gov) for the Underway Foreign Passenger Vessel Examiner Course. We will let everyone know through a post on Maritime Commons and our LinkedIn page.

The United States Coast Guard Cruise Ship National Center of Expertise (CSNCOE) has a requirement for a Cruise Vessel of at least 70,000 gross tons to host three (3) Foreign Passenger Vessel Examiner Courses onboard a vessel while underway. All services shall be conducted on board a cruise ship departing from either Fort Lauderdale, FL, Miami, FL or Port Canaveral, FL.

The course is designed to provide instruction on the U.S. process for conducting foreign passenger vessel exams. Throughout the course of instruction, teams are given scenarios that could be expected during a typical Coast Guard cruise ship examination and are asked to evaluate and decide on a course of action.

Additionally, instruction is provided on the international standards pertaining to fire safety systems, lifesaving, machinery space equipment and processes, emergency escape arrangements, environmental protection systems, and crew roles & responsibilities. The interactions among participants over the seven-day course reinforce the value of frequent communications and close working relationships among the cruise industry community and Coast Guard. Likewise, participants gain valuable insight, and a mutual understanding of the impacts their decisions have on cruise industry safety, security, and commercial viability.

For industry personnel there is no fee associated with attending the course; however you are responsible for arranging and funding all travel and accommodations. We have 8 slots available for industry personnel to attend each course convening, because we like to ensure a mix of different fields and not one company. Once you have heard from the CSNCOE that you are slated to attend the course, it will be you/your company's responsibility to secure accommodations.

Industry personnel interested in attending can submit requests for seats in the course through our web site in the "Contact Us" section ([csncoe.uscg.mil](mailto:csncoe.uscg.mil)) or contact Mr. Eric Jesionowski at [eric.s.jesionowski@uscg.mil](mailto:eric.s.jesionowski@uscg.mil).

## **FPVE Unit Assessments**

Thank you to all units that have previously participated in a FPVE unit assessment with the CSNCOE! The CSNCOE foreign passenger vessel examiner (FPVE) assessment program is a peer-based, second party assessment using the principles of ISO 9001. The assessment program's intent is to improve training practices and exam consistency through the use of quality management principles.

The FPVE assessments are aimed at developing continual growth and improvement for units conducting foreign passenger vessel exams in their respective ports. The CSNCOE actively reaches out to various units to inquire if they would like to participate, however, the CSNCOE welcomes all units to reach out to us to request a FPVE assessment. The CSNCOE uses our own unit funding to conduct these visits with no cost to the requesting unit.

If your unit is interested in participating, please send a request to [csncoe@uscg.mil](mailto:csncoe@uscg.mil) or e-mail [eric.s.jesionowski@uscg.mil](mailto:eric.s.jesionowski@uscg.mil). The assessment will be conducted during a week where the unit has at least one foreign passenger vessel annual or periodic exam scheduled. The assessment normally takes 3 days.

The first day involves an office assessment. CSNCOE members will review the unit training plan and conduct interviews with key personnel to ascertain the level of understanding of the standard operating procedures (SOPs), as well as the unit's Mission Management System procedures regarding FPV exams. CSNCOE assessors will also conduct interviews of personnel involved with FPV exams at all levels of the unit (petty officers to Chief of Inspections (CID)) to ensure the FPVE program is being successfully implemented across the entire unit.

The second day, the CSNCOE assessment team will witness the foreign passenger vessel exam. All four teams will be observed during the exam. Immediately following the exam, one-on-one feedback is provided to the members being assessed.

The last day is reserved for in-office tailored training. CSNCOE members are able to provide training on areas that need improvement, areas the unit specifically requests, or simply reinforce good working practices with unit members. A formal out brief is conducted with the Marine Inspection Training Officer, CID, Marine Safety Detachment Supervisor and/or Prevention Department Head before departure from the unit. The out brief includes a summary of noted observations and non-conformities found during the COC exam and assessment. Assessment results remain between the unit and the CSNCOE.

If any best practices are revealed, these will be identified and discussed. If permission is granted by the unit, the best practices may be further distributed to USCG personnel. Lastly, any areas that need improvement as a result of our training program will be brought back for inclusion in our curriculum updates.

If you have any questions regarding the FPVE assessment program, please feel free to reach out to Mr. Eric Jesionowski at [eric.s.jesionowski@uscg.mil](mailto:eric.s.jesionowski@uscg.mil).

### 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. There were 193 Cruise vessels visited, 404 exams were done on those vessels, 205 exams had deficiencies identified, and a total of 490 deficiencies were issued with 0 detentions in 2019.

The top deficient areas found on cruise vessels in 2019 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 (81 deficiencies issued)**  
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 (27 deficiencies issued)**  
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 (56 deficiencies issued)**  
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
- **Communications (Alarms/Indicators)**
  - **Alarms and Indicators (14 deficiencies issued)**  
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**
  - **Lifeboats & Rescue Boats (21 deficiencies issued)**  
Were found damaged and/or inoperable. 74 SOLAS (14) CH. III/20
  - **Launching Appliances (09 deficiencies issued)**  
Were found damaged or with inoperable falls, davits and/or releasing mechanisms. 74 SOLAS (14) CH. III/20
  - **Abandon ship drills (09 deficiencies issued)**  
Were found where crewmembers were not familiar with procedures in emergency situations. 74 SOLAS (14) CH. III/19.2.1

These items are not all inclusive and in do not 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.

## CSNCOE National Technical Advisor Parting Thoughts

By LCDR Thomas Gibson

As we navigate through this unprecedented time of no-sail orders, ship medical plans, crew repatriations, and general uncertainty regarding the future return to operations, I feel it is prudent to highlight a few points. One cannot overemphasize the importance of relationships, as regulators we hold a unique position of balancing our relationship as an industry partner and enforcement authority. Early on, all Prevention Officers in the Coast Guard are taught that our role as regulators is to balance safety with commerce, and we find ourselves in the rare occasion where safety of passengers, vessels, and crew are only ensured by the complete suspension of cruise operations. While this is a situation we all worked diligently to avoid, the circumstances in March were such that there was no way around a total closure of cruise operations. Despite the unfortunate reality we find ourselves in, we look forward to brighter days and calmer seas ahead, and are working diligently at multiple levels towards a resumption of safe operations from ports across the United States. The challenges the industry has had and continues to face are felt directly across the US and no doubt there will be lasting impacts from the shutdown. However, the current environment has provided opportunities for those involved and has illustrated the strengths of this extraordinarily unique industry we are fortunate enough to be involved with. The CSNCOE's highest priority is not only to maintain, but to continuously enhance communications amongst cruise industry stakeholders, USCG field units, USCG leadership, and other government agencies to ensure a safe and expeditious return to operations. The CSNCOE is dedicated to upholding the highest levels of safety, and providing guidance and assistance to all stakeholders during this difficult period. If there are any questions, concerns, or areas where we can be of assistance please do not hesitate to reach out to our office:

**CSNCOE email:** [csncoe@uscg.mil](mailto:csncoe@uscg.mil)

**NTA email:** [Thomas.G.Gibson@uscg.mil](mailto:Thomas.G.Gibson@uscg.mil)

**CSNCOE Phone:** (954) 767-2140

**CSNCOE Website:** <https://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/>

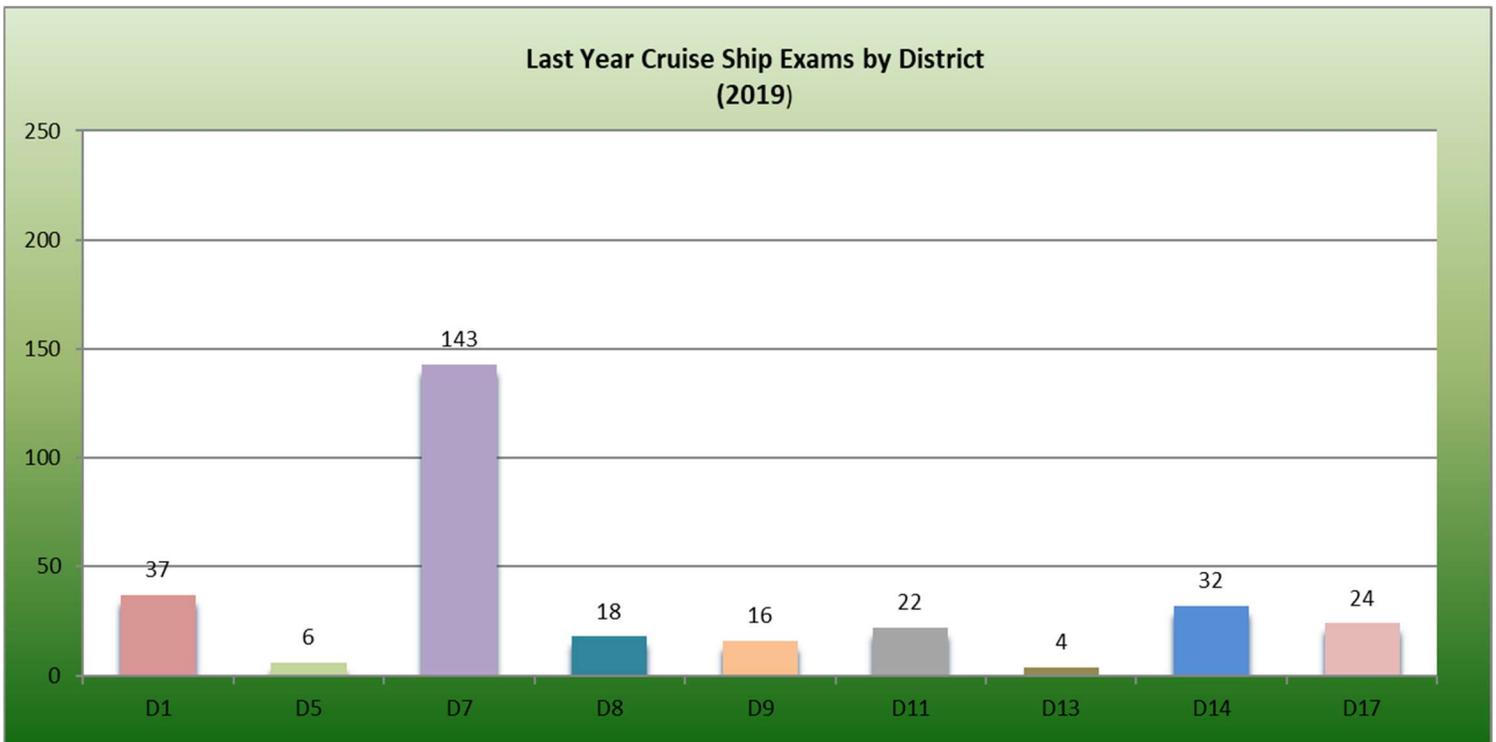
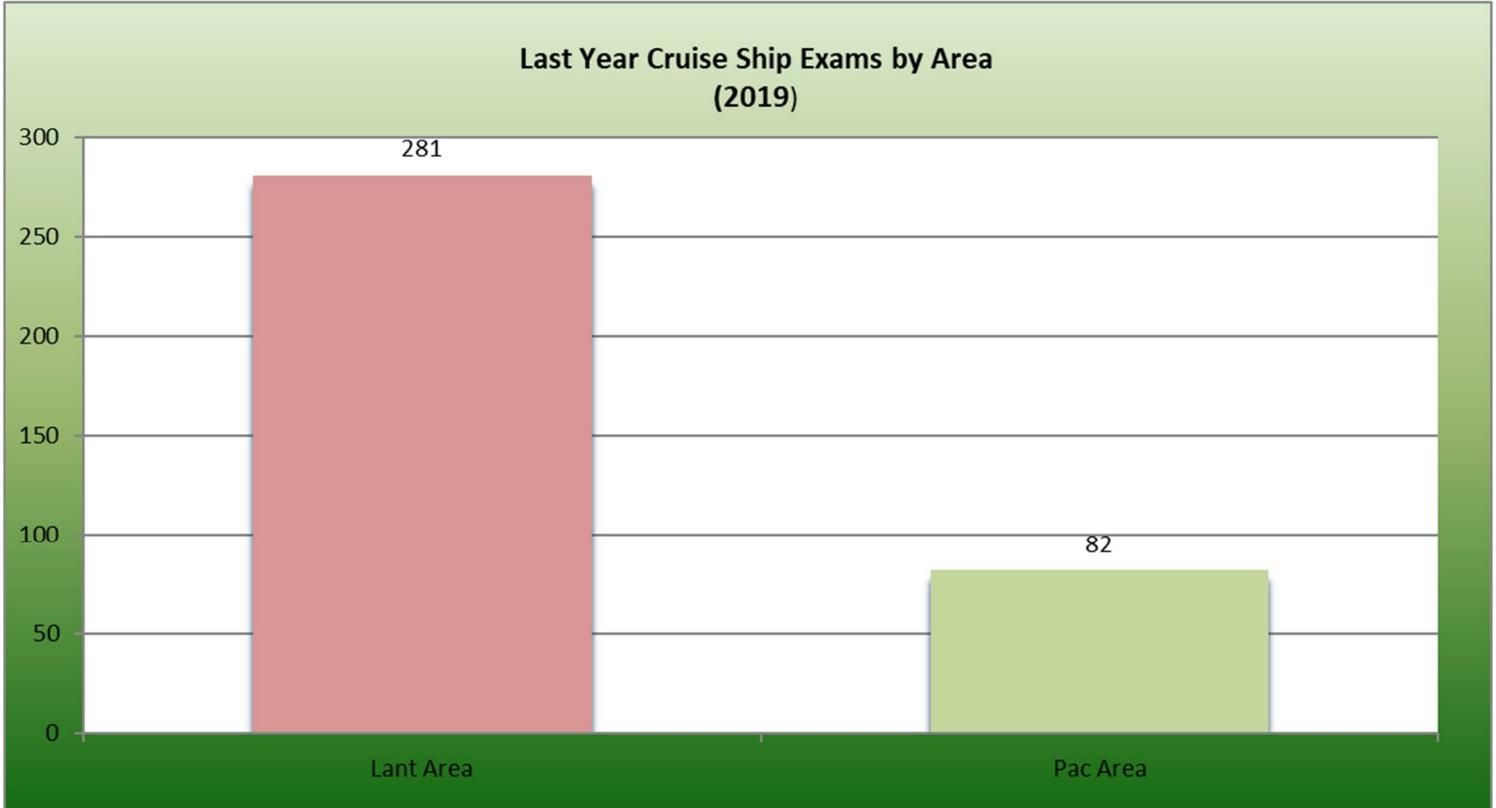
**CSNCOE LinkedIn:** [Linkedin.com/company/Coast-Guard-National-Center-of-Expertise](https://www.linkedin.com/company/Coast-Guard-National-Center-of-Expertise)

In closing I was given permission to share Captain Carl Smith's thoughts as he departed his ship (Azamara Pursuit) a few weeks ago, and wanted to share his testimony of the difficulties many have faced during these trying times.

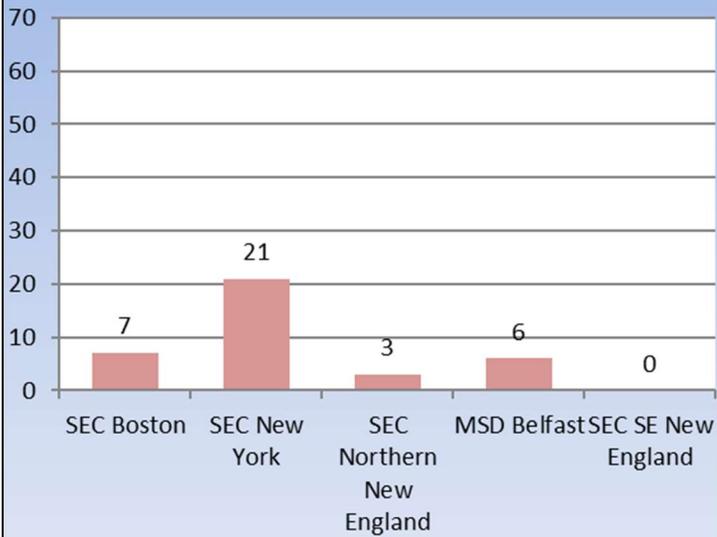


So that's it. I am going home. 6 months and 10 days since I joined Pursuit in Buenos Aires on January 5th of this year. 3 and a half months and around 9000 miles since I was supposed to have signed off in Peru back in March. We have the cables laid out between the Pursuit and the Quest, which will be the mother ship for this Cold Layup situation. As I get in the car with Captain Magnus, who is also leaving today, they are connecting the two vessels together, and Pursuit will power down and go "Cold" tomorrow or Friday. Captain Gianmario is staying in Command of all 3 ships for the next few weeks, and will then go home himself when Captain Filipos is out of self-quarantine. This whole contract has been an emotional roller coaster, from Antarctica and Rio Carnival through the west coast of South America, where the ports were closing in front of our faces. Disembarkation of Guests in Miami, well most of them, we kept 5 Argentinians an additional 5 weeks as they could not get home! Then the crew transfers off Cococay in the Bahamas. 18 Cruise ships transferring crew so that each nationality was accounted for on a certain vessel, an operation that took weeks, and was war like in its scale. And now, here in Glasgow. We arrived with 54 onboard, and have seen our numbers slowly decline to a situation where there are currently 42 left, 4 more Indian crew are leaving an hour after me, and the rest will be moving to the Quest over the next few days, where they will live until everything is completed on Pursuit. I'm going home. 6 months and 13 days ago I said my goodbyes, and kissed my wife and kids as I left my family. It's been a bloody long time. I will be home just after midnight tonight. 10 hours from now. 600 minutes. Not that I'm counting..... Getting just a little emotional now. Carl

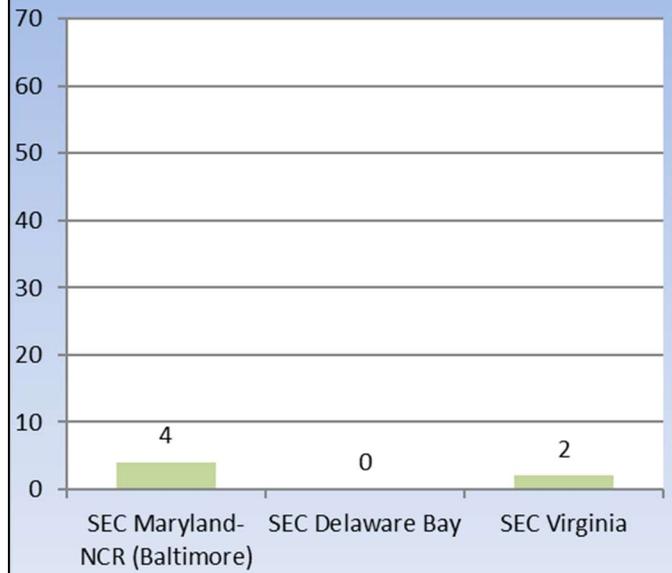
**Historical Data:** The following is last year's (2019) number of Foreign Passenger Vessel Exams (Initial, Initial Prep, Annual, & Periodic) by Coast Guard Units.



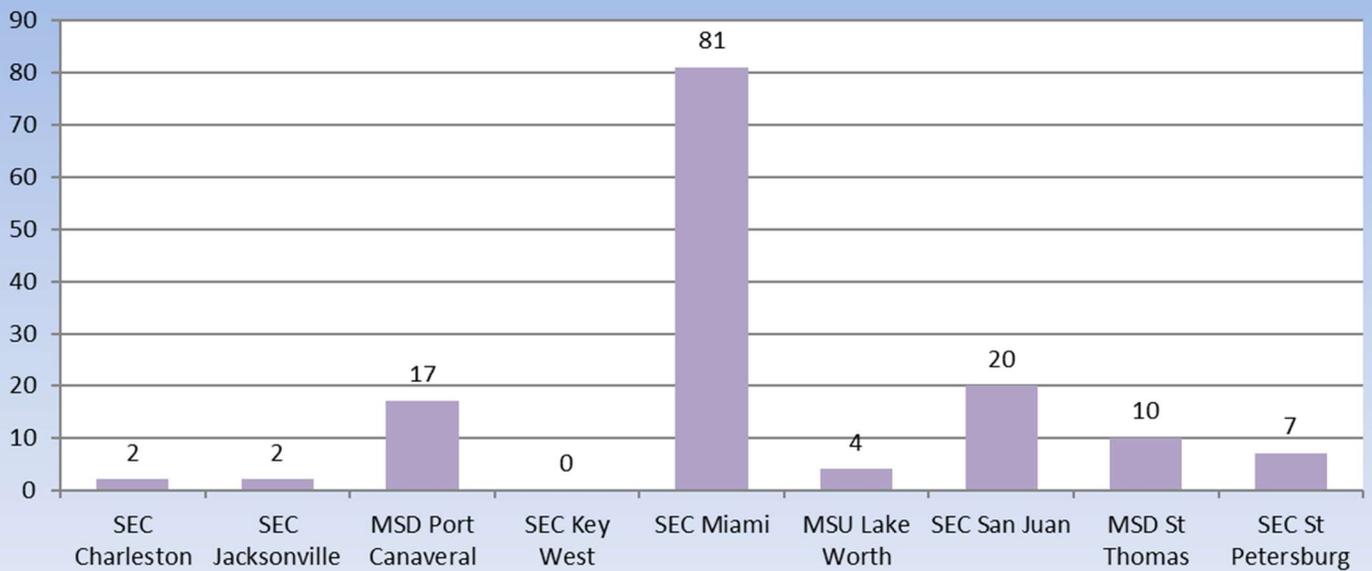
**1st District  
(2019)**

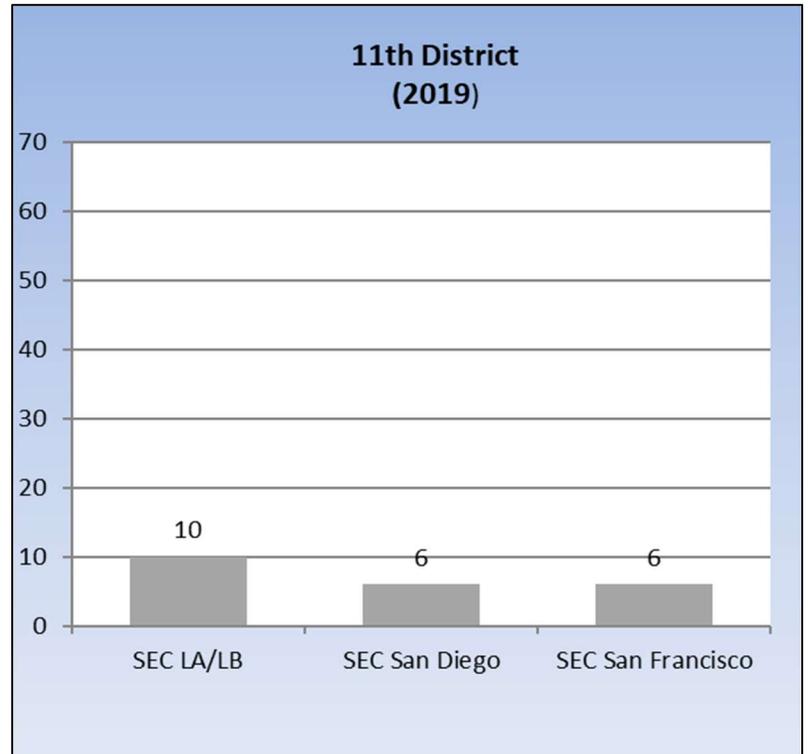
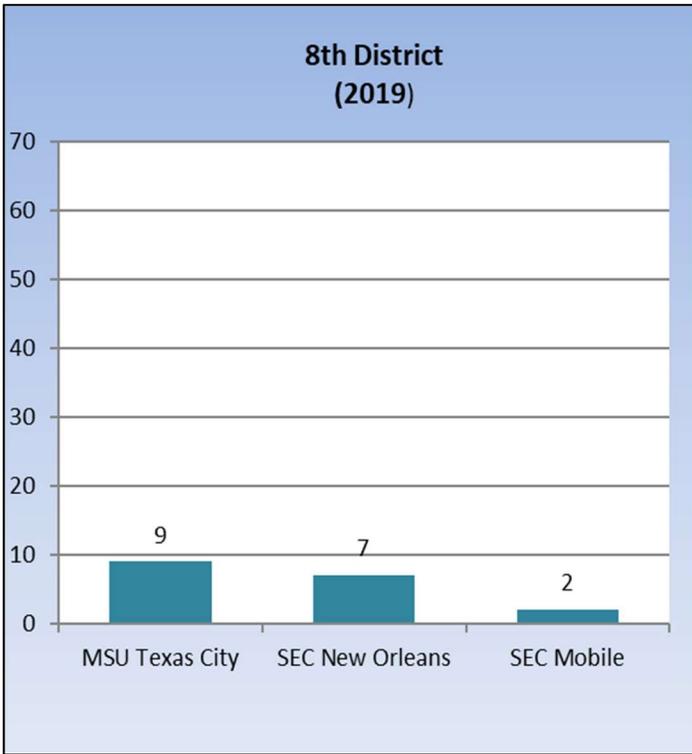
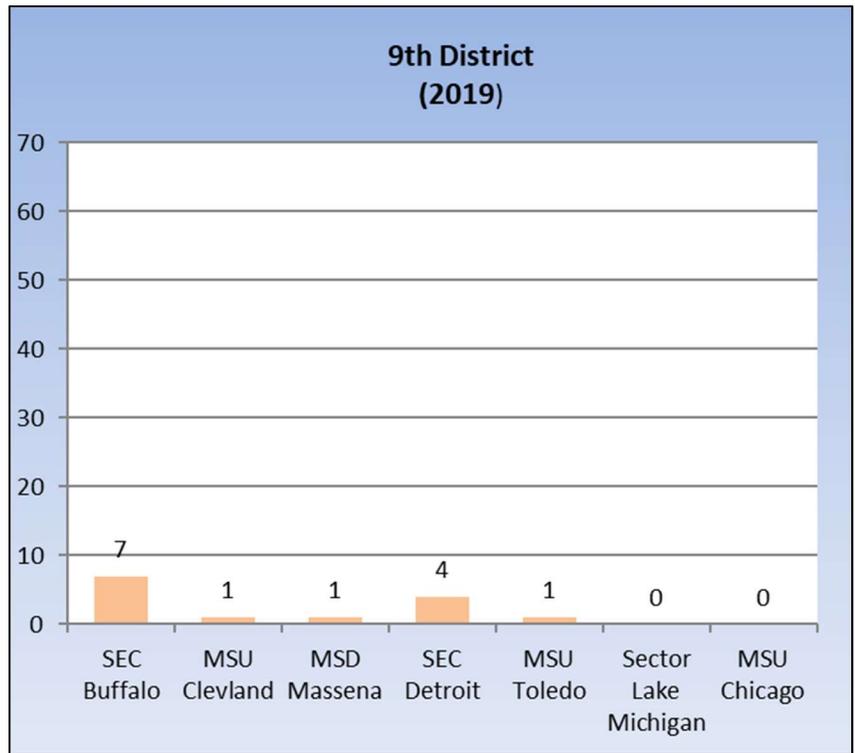
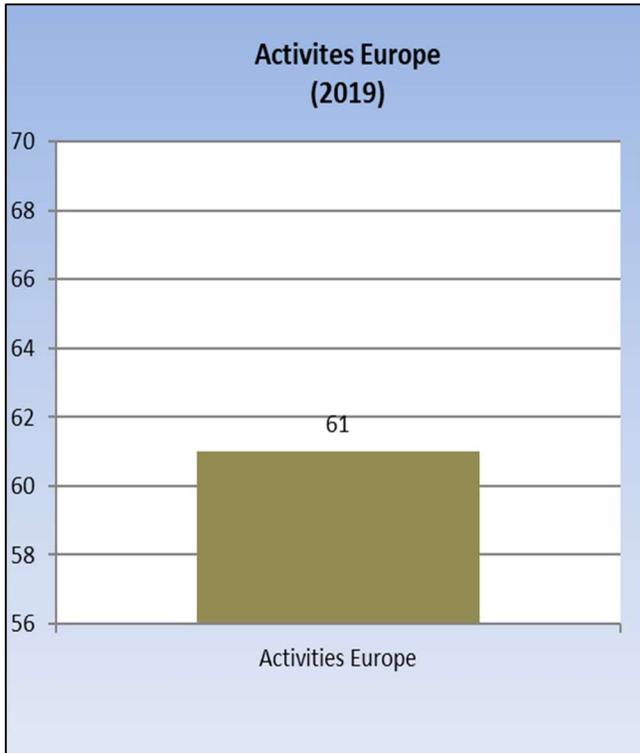


**5th District  
(2019)**

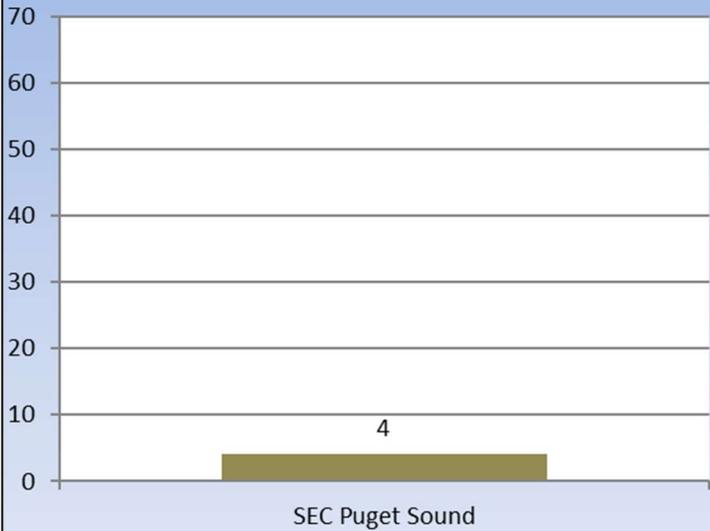


**7th District  
(2019)**

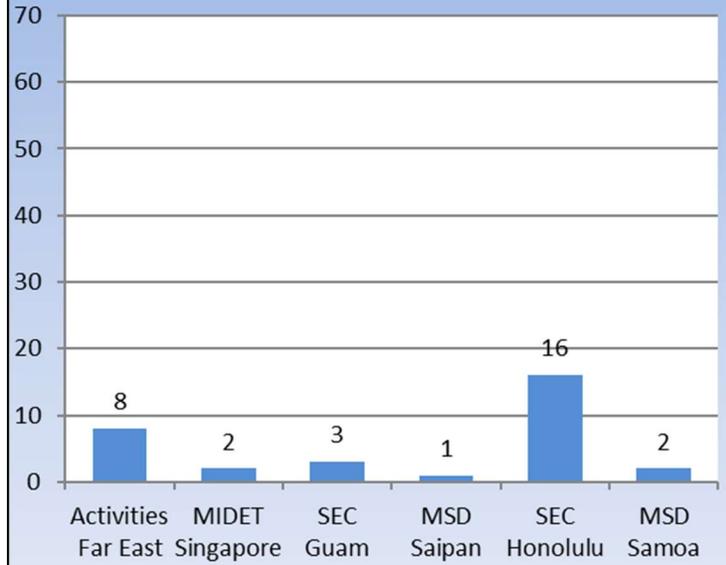




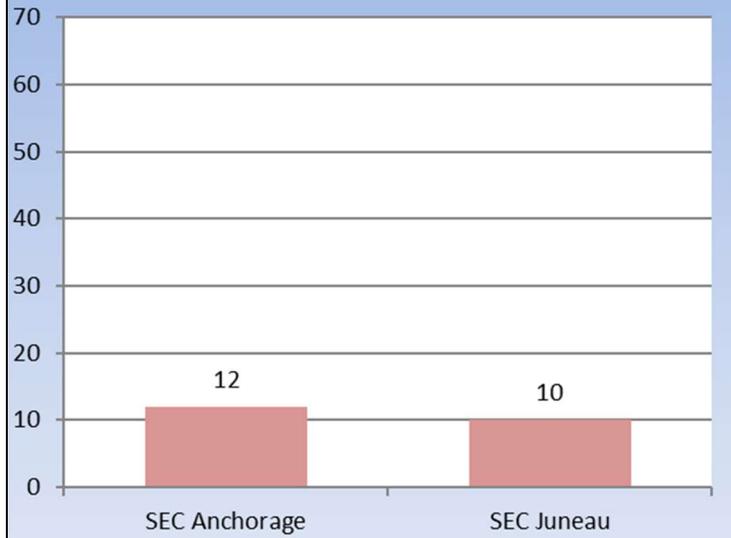
**13th District  
(2019)**



**14th District  
(2019)**



**17th District  
(2019)**



# Test Your FPVE Knowledge

1. What is a 'short international voyage'?
  - a. International voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed safely
  - b. The distance between the last port of call in the country in which the voyage begins and the final port of destination nor the return voyage shall exceed 600 miles
  - c. The final port of destination is the last port of call in the scheduled voyage at which the ship commences its return voyage to the country in which the voyage began
  - d. All of the above
  
2. Muster stations for survival craft muster and embarkation shall provide at least \_\_\_\_m<sup>2</sup> of space per person
  - a. 1
  - b. .4
  - c. .35
  - d. .2
  
3. On passenger ships constructed on or after \_\_\_\_, non-load-bearing partial bulkheads which separate adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fighting fires.
  - a. 01 July, 2008
  - b. 01 July, 2010
  - c. 01 June, 2012
  - d. 01 July, 2011
  
4. Machinery spaces of category A above \_\_\_\_m<sup>3</sup> in volume shall, in addition to the fixed fire extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire-extinguishing system.
  - a. 400
  - b. 450
  - c. 500
  - d. 600

## Answers to FPVE Knowledge test

1. What is a 'short international voyage'?
  - a. International voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed safely
  - b. The distance between the last port of call in the country in which the voyage begins and the final port of destination nor the return voyage shall exceed 600 miles
  - c. The final port of destination is the last port of call in the scheduled voyage at which the ship commences its return voyage to the country in which the voyage began
  - d. All of the above
  
2. Muster stations for survival craft muster and embarkation shall provide at least \_\_\_\_m<sup>2</sup> of space per person
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4. Machinery spaces of category A above \_\_\_\_m<sup>3</sup> in volume shall, in addition to the fixed fire extinguishing system required in paragraph 5.1.1, be protected by an approved type of fixed water-based or equivalent local application fire-extinguishing system.
  - a. 400
  - b. 450
  - c. 500
  - d. 600

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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 e-mail 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/>

