

# CRUISE SHIP QUARTERLY

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

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## Current Events

What's new with the CSNCOE and the cruise industry?

**NEW WEBSITE** – Our website has been improved, with you in mind. Among many other enhancements, the CSNCOE contact information, Subject Matter Expert list, and the Industry & USCG Field Office Service Managers on staff are now available online. If there is any information you need/want available on the site that isn't there already, let us know. [www.uscg.mil/hq/cg5/csncoe](http://www.uscg.mil/hq/cg5/csncoe)

**AFPVE COURSE** – The final 2012 course was completed on April 6, 2012. We are working on the 2013 dates and are expecting dates in January, February, and March. Once dates are finalized, they will be posted on the website and advertised in this newsletter. We expect to reach out to priority CG candidates in the next couple of months. Interested industry participants should visit the website for guidance. We encourage participation by Ship's Officers (Deck & Engineering, Safety, Environmental, & Security), hotel directors, ship managers, and company auditors.



March 2012 AFPVE Course group work with Mr. Garzon

**CRUISE SHIPPING MIAMI** – On March 13<sup>th</sup> the CSNCOE sponsored the U.S. Coast Guard Forum at the Cruise Shipping Miami Conference in Miami Beach. A new roundtable discussion format was utilized and panelists included Coast Guard and Industry experts. We are planning now for next year and need suggestions for topics. Mr. Brad Schoenwald is the coordinator but feel free to contact any CSNCOE member with ideas.

**PERSONNEL** – CDR Buddy Reams will be transferring this summer to the Liquefied Gas Carrier National Center of

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Expertise (LGCNCOE) in Port Arthur, TX. He will be relieved by CDR Brad Clare.

**MISSION MANAGEMENT SYSTEM (MMS) UPDATE** – As a reminder to everyone, the MMS procedure for Foreign Passenger Vessel COC Exams (MPS-PR-CSNCOE-01(01)) is available at the CGPortal MMS collaboration page, copied at the CSNCOE CGPortal library. The FPVE Job Aid, referenced by the procedure, is also available at those sites.

**ONGOING FIELD SUPPORT EFFORTS** – The CSNCOE is working on a FPVE PQS revision in conjunction with TRACEN Yorktown and CG-5432. Likewise, we recently completed a draft Annual/Periodic COC exam MMS Work Instruction that will support and align with the new FPVE PQS, task-by-task. The Work Instruction builds on the checklists that were included in the collection of CG-840 booklets used for COC exams. It is designed to be used in the office as a training guide for apprentice FPVE's or as a refresher for qualified FPVE's prior to an exam (the FPVE job aid being the memory jogger for use during an exam). Additionally we are working with the Marine Safety Center and ACTEUR on an ICVE Work Instruction and job aid. A similar effort is underway with Sector Miami staff to develop a High Speed/Dynamically Supported Craft COC exam Work Instruction, to address the unique steps associated with Initial, Annual, and Periodic COC exams for these craft.

We welcome any and all recommendations relative to the above work!

## Enforcement Reminders & Technical Notes

These are issues that have been brought to our attention by cruise industry stakeholders and CG field offices. Items summarized here are those that are either of high priority or represent a trend that needs attention.

**PASSENGER MUSTER AND SAFETY BRIEF** – The CSNCOE distributed Field Notice 01–2012 (available on the unit website at [www.uscg.mil/hq/cg5/csncoe/notice.asp](http://www.uscg.mil/hq/cg5/csncoe/notice.asp)) to describe how best to incorporate the passenger muster evaluation into the Annual/Periodic exam process. Early communication and coordination with the ships officers in the pre-exam email and during the opening meeting has proven to be critical, particularly as the passenger muster occurs almost immediately prior to the ship's departure. If the Exam is being conducted in a port of call (i.e. non-embarkation port), the passenger muster is not required in order to complete the COC if records indicate it was performed in accordance with SOLAS III/19.

**CRUISE VESSEL SECURITY & SAFETY ACT (CVSSA)** – As a reminder, on January 26, 2012 two additional CVSSA requirements came into force: 1) ship rail height requirement 2) peep hole requirement for passenger and crew cabins. Ensure these items are evaluated during your exams.

To support data entry needs, a recent MISLE enhancement gives PSCO's a more efficient manner to enter CVSSA findings in the inspection results section. Findings should be categorized as following: SYSTEM = Operations Management; SUB-SYSTEM = Security; COMPONENT = CVSSA. Please describe any findings clearly in the narrative portion.

**EVALUATING CREW DRILLS** – It is important to evaluate the crew drills to the appropriate standard; SOLAS III/Reg 19 and, in more detail, the ship's own safety training/management criteria. A crew pre-drill brief, if/when held, is the best opportunity for USCG PSCO's to understand what they should expect to witness during the ensuing fire and abandon ship drill. The timing should be worked out during the opening meeting. If a pre-brief is not conducted, PSCO's should ensure they query the Safety Officer on how the drills will be carried out and progress during the opening meeting. Also, be sure to ask for a copy of the safety training questions used for the crew to help you in questioning emergency personnel (stairway guides, muster station teams, etc) during the abandon ship drill.

**PSC FORM B vs WORKLIST**– Worklists are appropriate during most ICVE's, but only when a Passenger Ship Safety Certificate has not yet been issued to the vessel. In all other cases, non-compliant conditions must be documented on the PSC Form B, even conditions that are corrected on the spot. Documentation is key to aid in identifying trends for both the CG during subsequent exams and the company during their internal audits.

**DOCUMENTING NON-COMPLIANT AREAS IN MISLE** – The CSNCOE supports CG-545 each year with the development of the Top 10 Cruise Vessel deficiencies (found at [www.uscg.mil/hq/cg5/csncoe/additional.asp](http://www.uscg.mil/hq/cg5/csncoe/additional.asp)). In many cases, there is a wide range of possible, logical data entries for a given type of non-conformity. Unfortunately, this sometimes makes it difficult to accurately determine the actual commonalities among MISLE case results and deficiencies without reading each deficiency narrative. Below we provide guidance on how to document the most common cruise vessel deficiencies found in 2011 (specifically the SYSTEM, SUBSYSTEM, and COMPONENT portions). You'll note that not all of the "top 10" items are discussed below. In those cases, the data entry was consistent enough to not necessitate further guidance.

**Improper stowage of combustibles** – combustibles being stored in spaces not designed for the purpose.

**System:** Fire Fighting

**Sub-System:** Structural Fire Protection – General

**Component:** Accommodation Space Protection (if the improper storage is related to flammable lockers, then the Component should be Paint/Flammable Liquid Locker)

Egress path found blocked or impeded – Objects found obstructing or creating a bottle-neck in an area/space designed for evacuation. Door locks that cannot be unlocked in the direction of escape fall into this category.

**System:** Fire Fighting

**Sub-System:** Means of Escape

**Component:** Blocked

Fire screen doors did not close – A-class fire doors do not fully close for whatever reason

If a fire screen door does not close properly due to damage or some other means ASIDE FROM some sort of hold back hook or door wedge, a deficiency should be written. The MISLE deficiency entry is as follows:

**System:** Fire Fighting

**Sub-System:** Structural Class A Divisions

**Component:** Openings – Doors

Improper use of plastic waste receptacles – Plastic receptacles are being used for waste other than wet waste, glass bottles, and metal (unified interpretations of SOLAS II-2/Reg 4.4.2 found in NVIC 06-05).

**System:** Fire Fighting

**Sub-System:** Miscellaneous Items

**Component:** Waste Receptacles

Improper use of hold back hooks/door wedges – Those cabin doors that are required to be self-closing are held open (no matter what the method). The only exception to this would be cabin stewards using a limited amount of portable door wedges in accordance with the vessel Safety Management System (SMS) Procedures and demonstration of the performance of those procedures are observed during the fire drill.

**System:** Fire Fighting

**Sub-System:** Structural Class B Divisions

**Component:** Openings – Cabin Doors

Malfunction of low location lighting system – The low location lighting is inoperable in any area.

**System:** Fire Fighting

**Sub-System:** Means of Escape

**Component:** Emergency Lighting

Missing or inadequate muster station, embarkation station, exit sign – Evacuation signs are missing, confusing, or inadequate.

**System:** Fire Fighting

**Sub-System:** Means of Escape

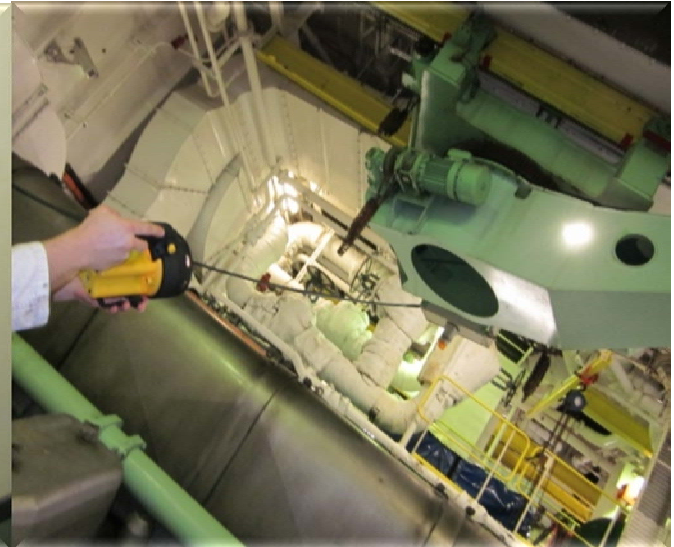
**Component:** Escape Route Signs

## Cruise Line Contacts

A cruise industry contact list is available on CGPortal to Coast Guard only in the Cruise Ship National Center of Expertise library: <https://cgportal.uscg.mil/lotus/mypoc?uri=dm:05474c0041326bc887429f65065cc513&verb=view>

## Test Your FPVE Knowledge

Identify the system in the picture and what are the components? What is its purpose? How do you examine it? When? Go to the CSNCOE website ([www.uscg.mil/hq/cg5/csncoe/fpveknowledge.asp](http://www.uscg.mil/hq/cg5/csncoe/fpveknowledge.asp)) for the answers.





## Cruise Ship Construction Book

Below is accurate as of April 26, 2012. It is updated frequently and is available, with more detailed information, at the CSNCOE CG Portal site. Some dates are estimates and most first ports are not yet known.

Ship Name	Operator	Delivery	Gross Tonnage	First Port
AidaMar	AIDA Cruises	3-May-12	71,000	tbd
Carnival Breeze	Carnival	1-Jun-12	130,000	tbd
Celebrity Reflection	Celebrity	1-Nov-12	126,000	tbd
Unnamed	AIDA Cruises	1-May-13	71,000	tbd
Project Breakaway	Norwegian Cruise Lines	Spring 2013	143,500	tbd
Europa2	Hapag-Lloyd	Spring 2013	39,500	tbd
Royal Princess	Princess	Spring 2013	141,000	tbd
Utopia	Utopia Residences	1-Jan-14	105,000	tbd
Project Breakaway	Norwegian Cruise Lines	Spring 2014	143,500	tbd
Unnamed	Princess	Spring 2014	139,000	tbd
Project Sunshine	RCCL	Fall 2014	158,000	tbd
Unnamed	Costa	1-Oct-14	132,500	tbd
Unnamed	AIDA Cruises	1-Mar-15	125,000	tbd
Unnamed	P&O Cruises	1-Mar-15	141,000	tbd
Unnamed	AIDA Cruises	1-Mar-16	125,000	tbd
Unnamed	Pearl Seas	tbd	8,700	tbd
MSC Divina	MSC	tbd	140,000	tbd

## Nationwide FPV Exam Workload

The below data is current as of April 26, 2012. Each CG unit listed either conducts annual/periodic foreign passenger vessel exams, has cruise ship arrivals, or both. This chart summarizes the actual number of Foreign Passenger Vessel Examiners (FPVE) present and FPV exam workload on a port-by-port basis and notes the minimum number of qualified FPVE's needed at each port. Our goal is that each unit has the requisite number of FPVE's listed on the bottom row and that each of those FPVE's has attended the AFPVE course. If these figures do not accurately reflect the capability at your office, please let us know as soon as possible.

USCG Unit	ACTEUR	FEACT	MSD American Samoa	MSD Belfast	MSD Cape Cod	MSD Ketchikan	MSD Kodiak	MSD Lake Worth	MSD Port Canaveral	MSD Saipan	MSD ST Thomas	MSD Unalaska	MSU Duluth	MSU Texas City	SEC Anchorage	SEC Baltimore	SEC Boston	SEC Buffalo	SEC Charleston	SEC Delaware Bay	SEC Guam	SEC Honolulu	SEC Houston	SEC Jacksonville	SEC Juneau	SEC LA/LB	SEC Miami	SEC Mobile	SEC New Orleans	SEC New York	SEC Northern New England	SEC Puget Sound	SEC San Diego	SEC San Francisco	SEC San Juan	SEC Southeast New England	SEC ST Petersburg
# qualified FPVE	1	3	0	2	2	0	1	1	3	1	3	1	0	3	3	2	5	1	4	1	3	6	4	3	2	7	9	3	5	12	4	5	3	3	5	1	3
# attended AFPVEC	1	3	0	2	2	0	1	1	3	1	3	1	0	3	3	2	5	1	4	0	3	5	3	3	2	7	9	3	5	12	4	5	2	3	4	1	3
Average # of exams	6	1	3	3	1	2	1	3	14	2	15	1	1	7	4	3	10	11	2	1	4	12	3	2	17	12	64	4	5	22	1	3	7	2	16	1	7
optimal # FPVE's	3	3	3	3	3	3	3	3	3	3	6	3	3	3	3	3	3	3	3	3	3	3	3	3	6	3	9	3	3	6	3	3	3	6	3	3	