

CRUISE SHIP SEMI-ANNUAL

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?

CSNCOE NEWSLETTER – The Cruise Ship National Center of Expertise has decided to modify our quarterly newsletter to a semi-annual newsletter. This allows us to ensure sufficient quality content for you. If you have any suggestions as to how we can further improve our newsletter or have suggestions on topics you see trending in the field; please email Mr. Jason Yets at: jason.m.yets@uscg.mil

CRUISE SHIPPING MIAMI – The Cruise Ship National Center of Expertise will once again coordinate this year's Coast Guard Forum at Cruise Shipping Miami. We continue to strive to make the Coast Guard forum exciting, impactful, and something which will continue to make it a "Must not Miss" event for all future Cruise Shipping Miami sessions. To continue last year's success, we need your help in determining the topics most important to the passenger vessel community. Send your suggestions to us by 1 November 2012 so we may comprise the best topics and start building the appropriate panel. Your suggestions may be emailed directly to Mr. Jason Yets at jason.m.yets@uscg.mil or you may email the CSNCOE's joint email acct at csncoe@uscg.mil

AFPVE COURSE – The CSNCOE finished up some fine tuning of the "Advanced Foreign Passenger Vessel Examiners course" lessons; based on the feedback received from the 2012 course participants. These adjustments will improve the course content and streamline the delivery of information. FY13 course dates have been selected and are as follows:

- Jan 14-18,
- February 11-15
- March 18-22

CSNCOE STAFF – The CSNCOE is pleased to welcome CDR Brad Clare as the Units new Detachment Chief. His arrival on July 20th was highly anticipated as the CDR brings tenured experience to the Unit, with over 16 years of service in the Coast Guard, CDR Clare has over

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14 years of marine safety experience. CDR Clare's most recent assignment as CID for Sector Anchorage began back in 2009, following a 3 year assignment as Sector Juneau's Chief of Prevention.

CSNCOE PERSONNEL CHANGES – Recently the CSNCOE has had some personnel changes, both temporary and permanent. Mr. Jim Garzon has taken a 12 month, temporary, active duty assignment at HQ. Mr. Dan Biernat has decided to pursue other interests and is no longer with us. We wish Mr. Garzon and Mr. Biernat the best! Mr. Garzon and Mr. Biernat's subject matter expertise duties and customer service responsibilities have been re-assigned on page 5.

FPVE PQS RE-WRITE – As some of you may have already heard, the CSNCOE, with the support of Training Support Staff (TSS) in Yorktown, have been "re-writing" the FPVE PQS. This has been an arduous and time consuming task, but as the completion of the project grows near, we are now starting to see the fruits of our labor. The new PQS will be directly in line with the FPVE COC work instruction. Additionally, we have added the applicable IMO and CG policy letter references for the respective tasks; this will greater support the qualifying members research capabilities, allowing them to go directly to the specific regulations, rather than hours of flipping through page after page, chasing one specific reg. By designing the PQS this way, the hours spent studying are focused on learning, rather than searching. You can expect to see the finished product in 2013.

Enforcement/Reminders & Technical Notes

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

Enforcement/Reminders

PASSENGER MUSTERS DURING EXAMS – Many of you have probably already become well versed in the requirement to witness the ship's passenger muster as part of its COC exam; and we at the CSNCOE would like to thank each and every one of you for your ongoing commitment to the mission. The information has been available since the release of PSC monthly message number R061744Z Feb 12. For guidance when observing passenger musters, please see CSNCOE field notice 01-2012 [CLICK HERE TO VIEW FIELD NOTICE](#)

CERTIFICATE OF COMPLIANCE FOR TENDERS – in accordance with PSC monthly message R031453Z Oct 12; If lifeboats used as tenders are listed as being in full compliance with SOLAS and LSA requirements on the Record of Equipment for the Passenger Ship Safety Certificate (PSSC), this satisfies the requirements for individual lifeboats to hold a PSSC. Additionally, at initial and annual control verification exams (also known as Passenger Vessel COC exams), units are not required to issue a COC to such lifeboats when these lifeboats are listed on the Record of Equipment for the vessel's PSSC. Where tenders maintained onboard the vessel are not lifeboats and are issued a PSSC or Lifeboat/Tender Safety Equipment Certificate, units shall issue a COC to each such tender after satisfactory examination. The FAQ on our external webpage has been updated to reflect this information. Contact Mr. Jason Yets at Jason.m.yets@uscg.mil with questions.

Technical Notes

BEST PRACTICES – Recently, Sector Juneau shared their best practice with us on how they organize and keep on track, the opening meeting with the captain, by way of modifying the job aid to include an “opening meeting checklist”, this helped keep the team lead on track and provide consistency in their opening meetings. We have incorporated this into our updated [FPVE Job Aid](#). Striving for improvement is what helps our mission evolve, but we can't do this without your support and cooperation. Do you know someone or perhaps another unit that is incorporating a new “best practice”; something that could improve the way we, as a Coast Guard, examine vessels? This could include, but not limited to; exam preparation, execution, time management, post exam process or anything that improves, or makes more efficient, the way we do business. Please share your ideas and recognize your fellow Coast Guard personnel for their efforts by emailing the CSNCOE at csncoe@uscg.mil.

REINFORCING THE “HOLISTIC APPROACH” DURING CRUISE SHIP EXAMS – What is “holistic”, how do we apply this to a cruise ship exam? Anyone who has attended our AFPVE course recently has heard us drive home the theory of “holistic” many times. Holistic, as applied, refers to the way we view the ship, rather than focusing on specific systems, such as “Ok, I just finished looking at the fire pumps, now I am going to put on my blinders and walk straight to the emergency generator,” the whole time, missing the cracks in the deck, a tied back fire screen door, a linen storage locker that has been converted to an office. It's a matter of seeing the trees through the forest. We become so focused on the systematic approach; we fail to be able to look at the ship as a whole. The most important part of the holistic approach, is to link the “human factor” and crew performance into the exam outcomes.

GETTING READY FOR YOUR PORTS “BUSY SEASON” – As you prepare for busy seasons in your respective AOR's; we want to reiterate a few things; 1) recommended uniform for conducting exams is clean coveralls, for more details [SEE FAQ HERE](#), and; 2) the scope of annual and periodic exams are different, specifics are on page 6 of the CSNCOE [work instruction](#). By ensuring that your unit is in compliance, it helps us, as a Coast Guard, provide the consistency that we strive for everyday.

Test Your FPVE Knowledge

The following pictures represent two different rafts onboard the same ship. One raft is part of the ships LSA and the other, used for training and drills; including annual COC exam raft inflations. They are the same capacity, roughly the same size, shape and weight and have the same type of shackle; Is this ok? Go to the CSNCOE portal page for the answers [CLICK HERE FOR LINK TO THE ANSWER](#)



RAFT TYPE 1



RAFT TYPE 2

Cruise Line Contacts

The cruise industry contact list available at the following link was developed to provide Coast Guard field offices with alternate lines of communication for non-emergency information (arrival, exam scheduling, itinerary inquiries, etc). This list is exclusive of the Designated Person Ashore (DPA) each cruise line has available 24/7 for emergencies only. We recommend using it if you don't already have a good local contact for non-emergency issues. The contact list is arranged by cruise line and lists Marine Operations POC's (email and office/mobile number) in order of preference (call top of the list for a particular cruise line first, then move down if you are unable to make contact). Some POC's are responsible for a limited number of vessels in a particular fleet and some are responsible for different geographic areas. The contact list is available on CGPortal to Coast Guard only in the Cruise Ship National Center of Expertise library; please visit the link [HERE](#).

CSNCOE Forum

We would like to take this opportunity to introduce you to the new CSNCOE forum, located on our website, [HERE](#). Every month we will ask a question or present a statement that we want your feedback on. The purpose of the forum is to keep our FPVE minds sharp, an opportunity to offer your opinions and feedback on a particular topic. By doing this it allows us to tap into a vast source of knowledge, an opportunity for all of us to learn by giving and receiving knowledge and opinions.

This month our focus is on passenger musters.

Trip Reports

Recently the CSNCOE visited the ABB world headquarters in Finland. The CSNCOE team spent five days learning about new systems, and technologies, available, or soon to be available; with an extensive focus on podded propulsion. These trips allow us to stay up to date on the most pertinent information and newest technologies, allowing us to provide you the most accurate information. You can view the after action trip report [HERE](#). If you have any additional questions, please do not hesitate to contact us.

Q&A

The CSNCOE and Yorktown Training Support Staff, have developed a 51 Question study guide to assist you in keeping your knowledge base up to date, it is also useful for those working on their FPVE qualification. Versions with and without answers are available. The new Q&A study guide may be found [HERE](#); here's a sample of some of the questions available.

During an annual examination of a cruise ship, you notice the PSSC certificate expires in 2 months. You should:

- Complete another annual exam in 2 months
- Detain the vessel until a new PSSC is issued.
- Issue a new Certificate of Compliance when the new PSSC is issued
- Request a copy of the new PSSC when it is issued and update information in MISLE

The correct action to take when you observe the P1 subdivision mark is submerged is _____.

- Investigate the situation because the subdivision mark should never be submerged.
- Not be concerned as cruise ships should have a C1 mark not a P1 mark.
- Not be concerned as cruise ship in not beyond the boundary line.
- Not be concerned if the cruise ship is engaged in cargo operations.

The correct sequence when accepting alternatives to a vital system requirements are _____

- Acceptance by the USCG Port State Control Examiner (PSCE), approval by the Captain of the Port, acceptance by the Flag Administration.
- Approval by the Flag Administration, proposal by the ship, acceptance by the Captain of the Port.
- Proposal by the ship, approval by the Captain of the Port, and acceptance by the Flag Administration or Class Society on behalf of the Flag Administration.
- Proposal by the ship, approval by the Flag Administration or Class society on behalf of the Flag Administration, and acceptance by the Captain of the Port.

The appropriate action to take when observing a passenger open a door to the machinery compartment is _____.

The appropriate action to take when observing a passenger open a door to the machinery compartment is _____.

- Demand full access to the cruise ship's approved security plan.
- Find the passenger and turn him/her over to the local police.
- Investigate the matter because the machinery compartment is a restricted space.
- Not be concerned because passengers are allowed to walk about the cruise ship unimpeded.

Subject Matter Experts

ADA Access	Mr. Elphison	MISLE oversight	Mr. Yets
Active fire protection	Mr. Schoenwald	Bridge Resource Management	Mr. Schoenwald
AFPVE course administration	Mr. Yets	Plan review	Mr. Elphison
Cruise line industry & organization	LT Metz	Pre and post exam processes	LT Metz
Emergency power	LCDR Brehm	Security and CVSSA	Mr. Yets
FPV exam drills	Mr. Yets	Structural Fire Protection	Mr. Schoenwald
FPV exam process	LT Metz	Ship design & construction	Mr. Schoenwald
FPVE job aid	Mr. Elphison	Machinery Systems	Mr. Elphison
FPVE PQS	Mr. Schoenwald	STCW	Mr. Schoenwald
IMO	CDR Clare	Mass Rescue Operations	Mr. Yets
ISM/SMS	Mr. Yets	Podded Propulsion Systems	Mr. Elphison
Lifesaving	Mr. Yets	Environmental	Mr. Brehm

USCG Field Office Service

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	LT Metz
Sector Miami	LCDR Brehm
Sector New York	Mr. Metz
Sector San Juan	Mr. Schoenwald
Sector LA/LB	Mr. Schoenwald
Sector Honolulu	Mr. Yets
Activities Europe	Mr. Elphison

CSNCOE Contact information

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Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	scott.j.elphison@uscg.mil	*Ext. 1002
LT Mike Metz	Marine Inspector/Instructor	michael.w.metz@uscg.mil	*Ext. 1005
Mr. Jason M. Yets	Marine Inspector/Instructor	jason.m.yets@uscg.mil	*Ext. 1007
General email contact		csncoe@uscg.mil	954.767.2140

Industry Service Managers

Aida Cruises	Mr. Elphison	MSC Cruises	Mr. Schoenwald	V-Ships	Mr. Yets
Carnival Cruise Lines	Mr. Yets	Norwegian Cruise Lines	Mr. Schoenwald	Windstar Cruises	Mr. Elphison
Carnival UK	Mr. Elphison	NYK Cruise Lines	Mr. Schoenwald	American Bureau of Shipping	Mr. Schoenwald
Celebration Cruise Holdings	Mr. Elphison	Pearl Seas Cruises	Mr. Yets	Bureau Veritas	Mr. Yets
Costa Cruises	Mr. Yets	Prestige Cruise Holdings	Mr. Elphison	China Classification Society	Mr. Yets
Cruise West	Mr. Elphison	Princess Cruises	Mr. Elphison	Det Norske Veritas	Mr. Elphison
Crystal Cruises	Mr. Schoenwald	Residensea	Mr. Schoenwald	Germanischer Lloyd	Mr. Yets
Cunard Line	Mr. Yets	Royal Caribbean Int'l	Mr. Metz	Korean Register of Shipping	Mr. Elphison
Disney Cruise Line	Mr. Schoenwald	Seabourn Cruise Line	Mr. Yets	Lloyds Register	Mr. Schoenwald
Fred Olsen Cruise Lines	Mr. Schoenwald	SeaDream Yacht Club	Mr. Elphison	NKK	Mr. Schoenwald
Hapag-Lloyd	Mr. Yets	Silversea Cruises	Mr. Elphison	RINA	Mr. Yets
Holland America Line	Mr. Yets	Utopia Residences	Mr. Elphison	Russian M.R. of Shipping	Mr. Elphison