

# 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** - As I drafted this issue of the CSNCOE newsletter, I realized I was missing out on a very key demographic for input and ideas; that key demographic is, you. Our Foreign Passenger Vessel Examiners (FPVE's) and industry partners have the real time, feet on the deck experience that ensures that this newsletter provides the most up-to-date and needed information. We achieve consistency through transparency and therefore I ask you to please share your thoughts and ideas for specific subject matter you would like to see covered or expanded upon by emailing Mr. Jason Yets at: [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil). We were unable to get everyone's comments in this newsletter but will strive to include more of your input in the future.

**CLIA and the CSNCOE** - In an effort to better share some significant initiatives in the cruise industry, we are adding a new section to our newsletter with information provided to you directly from the Cruise Line International Association (CLIA); found on page 5.

**CRUISE SHIPPING MIAMI** - The CSNCOE once again coordinated this year's Coast Guard Forum at Cruise Shipping Miami. We continued to strive to make the Coast Guard Forum exciting, impactful, and something which will continue to make it a "Must not Miss" event. We want to take this opportunity to thank all those that were in attendance, with special thanks to our panel members, who provided the critical "voice of the industry." We have already begun to collect data from our Coast Guard and industry partners, in preparation for next year's forum. With your critical feedback we have no doubt that next year's forum will be an even greater success. If you have any ideas on how we may improve next year's forum please share by sending your input to Mr. Brad Schoenwald at [brad.a.schoenwald@uscg.mil](mailto:brad.a.schoenwald@uscg.mil).

**AFPVE COURSE** - The CSNCOE recently finished up the 2013 Advanced Foreign Passenger Vessel Examiners (AFPVE) courses, with great success. We want to thank all the course participants for the outstanding interaction you provided in each course. If you are not aware, the CSNCOE

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invites 10 personnel per course from industry to participate in this, "finishing school", for the CG's FPVE's. This allows our FPVE's to hear the points of view of the many cruise line employees, class surveyors and ships officers who attend. By hearing these additional points of view, it allows the FPVE to make more informed decisions while conducting exams, as they have a better understanding of industry's perspective. Understanding operational limitations is essential to the facilitation of commerce and a key component that we cover during the course. If you are interested in attending the FY2014 courses, please make your intention known by emailing [csncoe@uscg.mil](mailto:csncoe@uscg.mil).

**CSNCOE STAFF** - The CSNCOE is pleased to congratulate LCDR Eric Allen on his orders as the new National Technical Advisor. His arrival this summer is highly anticipated as LCDR Allen brings a great deal of experience to the unit. LCDR Allen has over 20 years of marine safety experience. LCDR Allen's most recent assignment was as Chief, Inspections Division at Sector St. Petersburg and before that a four year assignment as School Chief/Instructor at Training Center Yorktown.

**FPVE PQS RE-WRITE** - As we mentioned in our last edition of the newsletter, the CSNCOE, with the support of a team from Yorktown, Headquarters and field representatives have been revising the FPVE PQS. We are making great progress on this project and are on track to have this out in the field by the End of 2013/beginning of 2014. We want to take this opportunity to thank all the team members and Subject Matter Experts who have provided valuable feedback and dedicated so many hours to ensure a quality product.

## Enforcement/Reminders, Updates & Technical Notes

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 and policy. Items summarized here are those that are high priority or represent a trend that requires attention.

### Enforcement/Reminders

**TABLES, DISPLAYS AND OTHER MERCHANDISING IN PASSENGER STAIRTOWERS** – It is not uncommon on embarkation days to find the various departments on the ships promoting their products and services, or to find security screening equipment on passenger stair-tower landings. If you find anything, other than the items allowed by SOLAS II-2/5.3.3, stowed or used during an exam, FPVE's should require them to be removed and a issue a deficiency if it meets the requirements described in the March 2013 Port State Control message. Non-compliance with the regulation can restrict egress, as calculated during construction. However, if the vessel's flag state issues a letter exempting the ship from this regulation for a specific stairway landing, and the ship has procedures to remove the temporary items in an emergency as prescribed in their SMS, then the FPVE may accept this and a deficiency should not be issued.

**PSSC SURVEY TRAINING** – Several FPVE's have recently participated in shadowing classification reps during a PSSC survey, per [CG-543 Policy Letter 11-13](#), and the CSNCOE has received extensive feedback. While most feedback is very positive the following are reminders for Coast Guard FPVE's. First, we ask that you contact us to get cruise line contact information to request permission to shadow during the exam. If the cruise line approves the request, then we can facilitate communications between you and the classification society. Please also be aware that approval to shadow the PSSC survey is not guaranteed but subject to cabin availability. Finally, FPVE's participating in this program are reminded that they are not there in an examination capacity and should not evaluate, approve, disapprove or dictate any ship's actions. Any areas of non-compliance or corrective action should be discussed with the surveyors as a matter of training.

**FLAMMABLE LOCKERS AND "DAILY USE" DEFINED** – The definition of "daily use" when considering flammable items stowed in a flammable locker, but not in a category 14 space, cannot be found in SOLAS. We define it as an amount as prescribed in the ship's SMS. Ultimately, the Recognized Organization (RO) can accept it or ask to re-evaluate the quantity. This does not negate the need for the space in which the flammable locker is stowed to have sufficient detection and suppression, such as that found in a category 13 space...now on the other side of that coin, if the flammable locker is kept in a category 12, type A machinery space, the Marine Safety Center has stated that they would have no concern with its placement, regardless of the quantity stored since the space is already protected as specified in SOLAS Chapter II-2/3.31. If you have any additional questions please contact Mr. Jason M. Yets at [Jason.m.yets@uscg.mil](mailto:Jason.m.yets@uscg.mil).

### SOLAS Updates

In this section we highlight changes to your SOLAS consolidated edition. Specifically, Resolution MSC.216 (82) – Annex 3; Space categorization changes are as follows:

#### **Regulation 9 – Containment of fire:**

SOLAS Chapter II-2/9.2.2.3.2.2 (7), the words "Sale shops" are deleted; II-2/9.2.2.3.2.2 (8), the words "Sale shops" are added.

This means that for the sake of examining a space on a ship, sales shops are no longer considered category 7 spaces, but rather, are now considered category 8 spaces.

We want to thank one of our March AFPVE course participants, Buddy Courtney, for bringing this to our attention.

## Technical Notes

**WATER MIST SYSTEMS ABOARD PASSENGER VESSELS** – A RO recently reported a high failure rate with the Marioff Hi-Fog 1000 system during periodic testing aboard certain passenger vessels. These systems were recently tested on four passenger vessels 10 years of age and older with nozzle failure rates between 30 percent and 67 percent. The RO associated with this report has developed an extended test protocol and monitoring scheme for the affected type of water mist system. When encountering Marioff Hi-Fog 1000 installations; CG FPVE's should review vessel records related to IMO recommendations for the examination and testing of fire-extinguishing arrangements, specifically IMO Resolution A1053, 5.2.2.68 (SOLAS 74/00 Reg. II-2/10.6.1, FSS Code Chapter 8, SOLAS 74/88 Reg. II-2/36) and MSC.1/Circ. 1432, 7.5.17).

**MLC 2006** –The United States has not ratified MLC 2006. A draft Navigation and Vessel Inspection Circular (NVIC) was developed for Domestic Vessels travelling to countries that are signatory to MLC 2006. While no longer available for comment, the draft NVIC can be viewed by going to regulations.gov and entering docket number USCG-2012-1066.

## Test Your FPVE Knowledge

The following represents the testing procedures of a section valve onboard a modern cruise ship with some embedded errors. Please review and identify the disparities in the testing procedures. Visit the FPVE knowledge section of our internal CG website, located [HERE](#), to compare your findings with the CSNCOE work instruction. Industry personnel may participate by visiting our external website, "test your FPVE knowledge" section; found [HERE](#)

1. Identify all section valves on ship, test all section valves in your area of responsibility according to the CSNCOE recommended job-aid
2. Identify presence of "means to prevent unauthorized access", must include a locking device
3. Verify the presence of a diagram identifying area serviced by the valve(s)
4. Identify that each valve is labeled
5. Identify and record static pressure at valve (if any)
6. The CG FPVE should close the valve to verify it is free moving and easy to manipulate
7. Attach the test hose to the valve, if the vessel does not have a test hose, one should be fabricated prior to resuming the test
8. The CG FPVE should open the drain valve to verify it is free moving and easy to operate
9. Verify operation of flow alarm
10. Make note of possible deficiencies observed and discuss with the ships officer prior to resuming exam

## Deficiency or not

Every month the CSNCOE will post a new "deficiency or not" on our internal CG discussion forum; located [here](#). This month's deficiency or not is "stowage based on space categorization." Please select either link above, review the pictures provided and make a determination as to whether or not the following spaces are used as they were designed. The purpose of this is to differentiate between what a space is and how a space lives. Just because you walk into a space that is very well maintained, neat, clean and organized, does not mean the space is being used as it was designed according to structural fire protection, detection and suppression. Identifying how the space lives, and; comparing it to how the space was designed to live, is CRUCIAL in conducting a thorough, in-depth and accurate examination. Industry personnel are encouraged to participate by visiting our external websites located [HERE](#) and select "deficiency or not"; Please forward your responses to Jason Yets, at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil). Your comments will be made non-attribitional and posted to our internal USCG discussion forum for all our marine inspectors to see, all comments provided to us will be listed as "from industry" only.

## 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 6. 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.

## 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. This same process can be followed for our team discussion board so you are notified when items are added to an ongoing discussion.

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 you will ensure that an alert is sent whenever a new item is added.

## 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.

**Examination of records for proper disposal of dry cleaning chemicals is part of the waste stream:**

- Black water
- Grey water
- Hazardous waste
- Oil pollution handling

**Drills for the operation of watertight doors, side scuttles, valves and closing mechanisms of scuppers, ash chutes shall take place :**

- Daily
- Monthly
- Semi-annually
- Weekly

**On a cruise ship, an abandon ship and fire drill should take place every :**

**On a cruise ship, each crew member should participate in an abandon ship and fire drill every :**

- Daily, Monthly
- Monthly, Quarterly
- Weekly, Annually
- Weekly, Monthly

**On a Cruise Ship, the Fire Control Plans must clearly indicate:**

- Location of each crew member
- Method/systems of fire detection and extinction
- The name of each crew member and the task that they will execute in fire extinction
- The number of passengers aboard the cruise ship

**On a cruise ship, the means of escape, including stairways and exits, shall be marked by :**

- lighting indicators located on the deck 300 mm from the bulkhead
- lighting or photo luminescent strip indicators 300 mm above the deck
- lighting or photo luminescent strip indicators on the deck 400 mm from the bulkhead
- photo luminescent strip indicators located on the deck 300 mm from the bulkhead



## CLIA's "Voice of the industry"

### **Globalization**

In December 2012, Cruise Lines International Association (CLIA) announced the formation of a new global cruise association—keeping the CLIA name, but with a new logo (above). There are now 10 cruise associations operating under this unified structure with the global headquarters based in the United States (Fort Lauderdale and Washington DC). Given the tremendous worldwide growth of the cruise industry, this change enables CLIA to speak and act globally with a unified voice.

The new CLIA will continue to play a vital role in proactively shaping the policy and regulatory environments on a global level, including at the International Maritime Organization, and promoting cruising with various constituencies through more effective coordination, communication and stakeholder engagement.

The need for enhanced global collaboration and coordination was underscored in the aftermath of the Concordia incident, which unified CLIA and its members to come together and take action to redouble their steadfast commitment to the safety of passengers and crew.

### **Operational Safety Review**

The industry further strengthened its leadership role on the vital issue of safety by launching the Cruise Industry Operational Safety Review, through which the global cruise industry put in place 10 wide-ranging safety policies that exceed current international regulatory requirements. These policies are summarized in the below link.

As the formal structure of the Operational Safety Review winds down, the related independent Panel of Experts continue to assist the industry in providing ideas, guidance and impartial analysis. They will be actively engaged through CLIA's many technical and regulatory committees, including the CLIA Committee on Maritime Safety Matters, ensuring that the industry will continue to benefit from their active input and expertise. CLIA will continue to remain engaged with the IMO and other stakeholders to bolster its culture of safety, fostering a safe and secure environment for all who sail.

Click [HERE](#) to read the operational safety review executive summary and review the ten new policies.

### **Proposed Energy Efficiency Design Index**

In May 2013, at MEPC 65, the IMO will consider a proposal by CLIA (MEPC 65/4/6) regarding a method of calculating Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion. This paper contains proposed stand-alone guidelines for calculation of a reference line, proposed reduction factors, and proposed revisions to existing guidelines for calculation of the attained EEDI as well as a proposed definition of cruise passenger ship as it relates to calculation of the EEDI.

Chapter 4 of MARPOL Annex VI requires each new ship to have an EEDI, namely an attained EEDI specific to a ship and a required EEDI (reference line and reduction factor) for each ship type specified in table 1 of regulation 21 of MARPOL Annex VI. A ship-specific Attained EEDI is required for those ship types currently defined under regulation 21 of MARPOL Annex VI, which includes passenger ships, while required EEDI is required only for certain ship types, which currently does not include passenger ships. Guidelines developed for both attained and required EEDI do not cover all ship types, such as passenger ships. Further work is needed in this regard. Moreover, ships having non-conventional propulsion, namely diesel-electric propulsion, turbine propulsion or hybrid propulsion systems, are not covered by the EEDI.

The CLIA submission is intended to support the Committee's ongoing work on energy efficiency by providing a comprehensive set of proposals for development of a regulatory framework for cruise passenger ships as well as for consideration of an EEDI calculation method for such ships having non-conventional propulsion, including diesel-electric propulsion, turbine propulsion, and hybrid propulsion systems.

# 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	<a href="mailto:scott.j.elphison@uscg.mil">scott.j.elphison@uscg.mil</a>	*Ext. 1002
LT Mike Metz	Marine Inspector/Instructor	<a href="mailto:michael.w.metz@uscg.mil">michael.w.metz@uscg.mil</a>	*Ext. 1005
Mr. Jason M. Yets	Marine Inspector/Instructor	<a href="mailto:jason.m.yets@uscg.mil">jason.m.yets@uscg.mil</a>	*Ext. 1007
General contact		<a href="mailto:csncoe@uscg.mil">csncoe@uscg.mil</a>	954.767.2140

# Industry Service Managers

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