

# 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?

**CRUISE SHIPPING MIAMI** – Once again, the Cruise Ship National Center of Expertise (CSNCOE) hosted the USCG discussion panel, at Cruise Shipping Miami (CSM). Discussion topics this year were chosen as a direct result of your feedback from last year, and included: Environmental exam, Plan submittal to MSC, Scope of exam types, top 10 deficiencies and crew performance. We would like to take this opportunity to thank Captain Flaherty for his participation as well as the panelists that made our forum such a success. Last year we solicited topic ideas for the CSM forum, and we want to thank all of the individuals who presented some great ideas that helped make it another great year. If you have any ideas for the USCG forum at CSM 2016, please forward them to Mr. Brad Schoenwald at [brad.a.schoenwald@uscg.mil](mailto:brad.a.schoenwald@uscg.mil).

**Foreign Passenger Vessel Examiner (FPVE) periodic process guide** – The new FPVE periodic process guide is under development and is set to be beta tested in the near future. We are working vigilantly to get this new exciting product completed and the field should expect to see it by summer. This new process guide will assist examiners in conducting periodic exams, focusing heavily on the questioning of ship's crew and verifying crew performance and knowledge. This will further support consistency in the field in the way periodic exams are conducted. If you have any questions about the new process guide or feel you have valuable input into its development, please contact LT Derricka DeJean at [derricka.f.dejean@uscg.mil](mailto:derricka.f.dejean@uscg.mil).

**FPVE INITIAL COC (ICOC) TTP** – The Foreign Passenger Vessel Examiner ICOC tactics, techniques and procedures is currently under development and should be released later this year and establishes written procedures for conducting initial COC cruise ship exams.

**2015 FPVE COURSES** – We would like to take this opportunity to thank all those Coast Guard and industry personnel who attended the 2015 FPVE Course this year

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in Fort Lauderdale, FL. We thoroughly enjoyed meeting each and every one of you, and look forward to working with you again in the near future.

**CSNCOE ASSESSMENT PROGRAM** – Last year the CSNCOE announced the roll-out of our voluntary FPVE assessment program. During FY2014 our staff traveled to four units to evaluate the proficiency of the examiners in accordance with policy and FPVE TTP. If you would like the CSNCOE to visit your unit for a voluntary assessment, please contact, Jason Yets, at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil) to schedule.

**BASIC TRAINING** – The CSNCOE's recently designed basic foreign passenger vessel examiner (BFPVE) training has been making its way from Coast to Coast. Last year we conducted BFPVE training for San Juan, LA/LB, San Diego, San Francisco, Boston and New York with two additional sessions held locally for D7 units. The training has full fidelity with the PQS and is usually done concurrently with a unit assessment when exported, but can be done as a stand-alone training if done locally. This five day training consists of four days in the class room, followed by a one day ship visit. For more information, please contact Mr. Jason M. Yets at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil).

**INCOMING AND OUTGOING PERSONNEL** – we would like to say farewell to our Detachment Chief, CDR Brad Clare and National Technical Advisor, CDR(s) Eric Allen as they move on to their new roles as the Prevention Dept Heads for Sector Miami and Sector St. Petersburg. Replacing them will be CDR Randy Jenkins from MSU Port Arthur and LCDR(s) Eric Jesionowski from MSU Pittsburgh. We also would like to welcome aboard Mr. Dan Brehm as our newest civilian employee.

## 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, policy and U.S. Law. Items summarized here are those that are high priority or represent a trend that requires attention.

**30% OPENING FOR ROOM-IN-ROOM CONTRUCTION** – Recently we have seen deficiencies issued to vessels for having combined same space categories with less than the required 30% communicable opening. The most common place for the written deficiencies has been in the chef’s office when menus, messages or other graphics obstruct windows installed in these “offices”. Referencing the USCG Marine Safety Centers plan review guideline SOLAS 44, “the Coast Guard expects that windows, louvers, and ceiling area will not be considered as contributing to the 30% open requirement.” The window in a chef’s office for the room-in-room situation is an escape issue and not related to the 30% open rule. A deficiency could be issued using SOLAS Chapter II-2, Regulation 13.1.1. If you need further clarification on this topic please contact Mr. Brad Schoenwald at [brad.a.schoenwald@uscg.mil](mailto:brad.a.schoenwald@uscg.mil).

**INCREASED PASSENGER COUNTS ON CRUISE SHIPS** – Recently the field has discovered some cruise ships with revised PSSCs that increase passenger counts higher than those authorized on the COC and the company/class society requests to increase the COC passenger count. If field units discover differences between the PSSC and COC, they should inquire as to the reason. If modifications have been made to the vessel, PSCOs should ensure plans have been reviewed by the Marine Safety Center prior to increasing the passenger count on the COC. Units should also ensure that any increased passenger capacity is satisfactorily covered by the vessel's lifesaving equipment. If plans have been satisfactorily reviewed and the lifesaving capacity is sufficient, the COC passenger count may be increased. No deficiency should be issued. In no instance may the total persons onboard exceed the capacity of the lifesaving equipment.

**2014 TOP CRUISE SHIP DEFICIENCIES** – Annually the CSNCOE tracks and analyzes the top 10 cruise ship deficiencies identified during Coast Guard exams. This is the fourth year where this data has been analyzed and posted for review. Common deficiencies included problems with fire screen doors and impeding means of escape; while others less commonly found included emergency lighting issues and fuel/oil leaks. The 2014 top deficiencies are included at the end of this report; all past year top deficiencies (2011–2014) are posted on our website, [HERE](#).

**FLAMMABLE STORAGE LOCKERS** – MSC has updated their plan review guideline SOLAS 5 on the use of portable flammable lockers, the link to this new guidance may be found [HERE](#).

**DISCONNECTING FIRE DETECTION SYSTEMS** – Recently, there has been extensive discussion/research regarding the disconnecting of fire detection systems for certain spaces. Allow us to clarify; The FSS Code, Chapter 9, Reg 2.1.1 has provisions for the use of these types of systems onboard. These systems may be seen in areas such as the theater or discos, where the common use of smoke causes these systems to frequently activate. These systems are allowed onboard cruise ships, however, examiners should verify that the ships SMS has these areas identified, that procedures are in place and the crew responsible for the use of these systems are familiar with them.

**INITIAL CERTIFICATE OF COMPLIANCE EXAMS** – Recently there have been numerous inquiries from industry regarding one of the applicability factors triggering an Initial Certificate of Compliance (ICOC) exam. Specifically, the area in question applies to cruise ships that return to the United States more than one year after the Certificate of Compliance has expired and more than 5 years since the Marine Safety Center completed plan review. In this case, the CG normally only requires ICOC plan review and inspection for any modification or alteration completed after the last plan review that alters structural fire protection or means of egress. All other areas of the vessel are examined to requirements of an Annual COC exam. It is possible that other factors, i.e. class society change since last plan review, may result in a request for full plan review. Good communication with the CSNCOE and MSC as early as possible is critical to prevent delays.

**ENVIRONMENTAL EXAMS** – NVIC 04–04 provides guidance on how to perform an environmental survey onboard, but as a reminder NVIC 04–04 is not all encompassing. The industry we regulate is evolving, new regulations, law and policies are developed to try and keep pace. The addition of the VGP, ballast water management system implementation and emission control area (ECA) requirements have increased the overall workload of the examiner responsible for waste stream evaluation. Examiners are reminded that although NVIC 04–04 is a necessary tool for completing the environmental exam, there are other tools we use to ensure we are completing the environmental survey in its totality; speaking specifically to ECA, ballast water management and VGP. Here are some helpful links to assist you in this process.

- [VGP Job Aid](#)
- [ECA Job Aid](#)
- [BWM Job Aid](#), see enclosure 5.

**SPACE CATEGORIZATION STUDY GUIDE** – The CSNCOE has recently developed a space categorization study guide to assist examiners, both qualified and non–qualified, in improving their knowledge base on this sometimes difficult to understand subject. To view this new study guide, please visit our website, found [HERE](#).

**Test your FPVE knowledge** – In this edition of the CSNCOE newsletter, we want to focus on the crew questioning portion of a periodic exam. What you may not realize is we also have an obligation to look at much more than just the emergency duty assigned knowledge that crew members possess. Take a look at the below section, and see how your knowledge measures up.

During a periodic exam, our primary focus is the questioning of crew to verify crew proficiency and knowledge. During the course of your walkthrough you come across a hotel utility worker cleaning the handrails; you strike up general conversation with the crewman and begin to ask him questions about what he does on the ship, how long he’s been onboard, what his duties are in the event of an emergency and so–on and so–forth. He tells you that he has been onboard for 3 weeks, but he has not had STCW basic safety training, and during an emergency he simply reports to assigned muster station and is accounted for by a muster team, team member. Now, ask yourself the following:

1. Are you concerned that the crew member does not have basic safety training?
2. Since the crew member has no assigned emergency duties, what questions could you ask him to verify crew competency?
3. What baseline knowledge shall all crew members assigned work duties on the ship have, and where would I find this requirement?

\*\*\*With the large amount of crew onboard these ships, as well as the constant turn–around, it is not uncommon to find crew members without basic safety training. Basic safety training is only required for crew members assigned emergency duties on the ships station bill. STCW sets forth basic knowledge requirements for all crew members assigned duties onboard, this means doing the job that of which they were hired to do. This baseline knowledge can be found in STCW code Chapter VI, section A–VI/1.\*\*\*

## 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.

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 has created a FPVE qualification temporary deferment test. This test will allow members who have recently and successfully completed their FPVE PQS to temporarily defer attendance to the FPVE course for up to one year (prerequisite). Here are some similar questions to help see if you're ready. Contact Jason Yets at [jason.m.yets@uscg.mil](mailto:jason.m.yets@uscg.mil) for answers.

1. Of the following statements, which DOES NOT apply to tender training programs? (CGTTP/3.72.2 CH.12/A.4)
  - a. Tender training programs are approved by the vessel's flag State.
  - b. Tender training programs must be approved by the Coast Guard.
  - c. Tender training programs are taught onboard by the vessel's officers as a mean to certify crew members as tender operators.
  - d. Tender training programs can be taken by licensed officers as well as designated tender operators
2. Crew members designated as survival craft operators must provide evidence of maintaining the required standard of competence every \_\_\_\_\_ years. (STCW A-VI/2)
  - a. 1
  - b. 3
  - c. 5
  - d. 7
3. In accordance with STCW, crew members are required to have fast rescue boat training if \_\_\_\_\_. (STCW VI/II)
  - a. vessel has a fast rescue boat onboard as designated by SOLAS.
  - b. vessel is a RO/RO-passenger vessel
  - c. navigation officer is licensed
  - d. assigned to the rescue boat team
4. Automatic sprinkler systems are NOT required to be installed in \_\_\_\_\_. (SOLAS 74 (2009) II-2/10.6.1.1)
  - a. accommodation and service spaces
  - b. corridors
  - c. public toilets
  - d. stairways
5. On the navigational bridge and engine control room, which type of alarm shall be provided to prevent operation of the stop-valves by an unauthorized person? (FSS CODE / 8.2.4.2.2)
  - a. Audible
  - b. Visual
  - c. Audible and visual
  - d. Aural
6. When verifying substantial compliance of section valves/stop valves, PSCO's shall verify all the following, with regards to testing of the system, EXCEPT \_\_\_\_\_. (CGTTP/3.72.2 CH. 6/A.5.a)
  - a. Close the section valve/stop valve
  - b. Open the drain valve to cause a pressure drop in the system
  - c. Manually activate the system by having the vessel break a sprinkler head
  - d. verify the sprinkler pump starts and restores pressure system

## Subject Matter Experts

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

## USCG Field Office Service

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	LCDR Allen
Sector Miami	LCDR Allen
Sector New York	Mr. Brehm
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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LCDR Eric Allen	National Technical Advisor	<a href="mailto:eric.c.allen@uscg.mil">eric.c.allen@uscg.mil</a>	*Ext. 1001
Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	<a href="mailto:brad.a.schoenwald@uscg.mil">brad.a.schoenwald@uscg.mil</a>	*Ext. 1003
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 Derricka DeJean	Port State Control Officer	<a href="mailto:derricka.f.dejean@uscg.mil">derricka.f.dejean@uscg.mil</a>	*Ext. 1004
Mr. Jason M. Yets	Marine Inspector/Instructor	<a href="mailto:jason.m.yets@uscg.mil">jason.m.yets@uscg.mil</a>	*Ext. 1007
Mr. Dan Brehm	Marine Inspector/Instructor	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	*Ext. 1005
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. Elphison	V-Ships Leisure	Mr. Yets
Azamara Club Cruises	LCDR Allen	Norwegian Cruise Lines	Mr. Schoenwald	Windstar Cruises	Mr. Elphison
Carnival Cruise Lines	Mr. Yets	NYK Cruise Lines	Mr. Schoenwald	China Classification Society	Mr. Yets
Carnival UK	Mr. Elphison	Pearl Seas Cruises	Mr. Yets	DNV-GL	Mr. Elphison
Celebrity Cruises	LCDR Allen	Prestige Cruise Holdings	Mr. Elphison	Korean Register of Shipping	Mr. Elphison
Celebration Cruise Holdings	Mr. Elphison	Princess Cruises	Mr. Schoenwald	Russian M.R. of Shipping	Mr. Elphison
Costa Cruises	Mr. Yets	Residensea	Mr. Schoenwald	Lloyds Register	Mr. Schoenwald
Crystal Cruises	Mr. Schoenwald	Royal Caribbean Int'l	Mr. Brehm	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	American Bureau of Shipping	LCDR Allen
Fleet Pro	Mr. Brehm	Silversea Cruises	Mr. Brehm	Bureau Veritas	Mr. Brehm
Hapag-Lloyd	Mr. Yets	Utopia Residences	Mr. Elphison		
Holland America Line	Mr. Yets				



# United States Coast Guard Top Cruise Ship Deficiencies of 2014



A total of 425 deficiencies were issued and the most common ones are described below.

(This is a corrected version - published in June 2015)



## **Fire Screen Doors not Operating Properly**

(55 occurrences) The most frequent deficiency was fire screen doors were not operating properly. Fire screen doors were found to have damage to the sequencing bars, damage to the doors themselves or pressure differential between spaces on either side of the door causing them not to close properly. The majority of these deficiencies were corrected prior to the examiners finishing their exams.



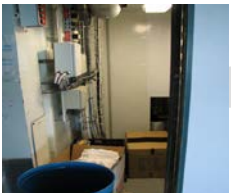
## **Problems with Lifeboats and Rescue Boats**

(36 occurrences) Lifeboats, rescue boats and their associated launching appliances were found to be in deficient conditions. These conditions included davits not working properly, lifeboats not operating properly and missing equipment in both the lifeboats and rescue boats. The majority of these deficiencies were corrected prior to the examiners finishing their exams.



## **Impeding Means of Escape**

(30 occurrences) Corridors, doors and hatches in areas designated as escape routes were either partially or completely blocked. The majority of these deficiencies were corrected prior to the examiners finishing their exams.



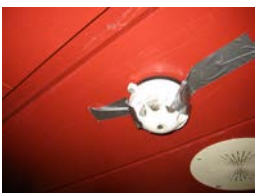
## **Improper Utilization of Categorized Spaces**

(30 occurrences) There were several deficiencies issued regarding improper use of spaces. Space is at a premium on cruise ships and sometimes crews store combustible materials in spaces that do not have the adequate fire protection and suppression systems in the event of a fire. All of these deficiencies were corrected prior to the ship's departure.



## **Drills and Crew Training Issues**

(25 occurrences) Various deficiencies were issued for problems associated with crew training and drills. The deficiencies included crews' inability to operate fire suppression systems, crew problems with operating lifeboats and rescue boats and crews inability to communicate effectively during fire and abandon ship drills. There were also deficiencies written for crews that did not have the required STCW training for Crowd Control Management and Crisis Management. The majority of these deficiencies were corrected prior to the examiners finishing their exams.



## **Problems with Fire Detection systems/Smoke Detection**

(17 occurrences) There were several deficiencies written up for various problems with smoke detectors. The most common among these were smoke detectors not working during testing due

to some kind of electrical or physical defect. Some of these deficiencies were corrected prior to the ship's departure while other deficiencies were corrected given additional time.



### **Fire Suppression Systems**

(9 occurrences) Various deficiencies were found in fire suppression systems. Sprinkler heads were in a deficient condition including bent or completely missing. Other issues included fire pumps not starting automatically and various issues with section valves and CO2 systems. The majority of these deficiencies were corrected prior to the examiners finishing their exams.



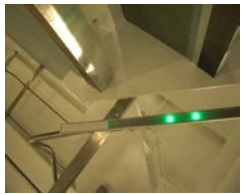
### **Fuel and oil leaks**

(9 occurrences) Numerous deficiencies were found in the engine room spaces. Most of these deficiencies were due to oil leaks around the main engines or generators and leaks in the oil purifier room. Some deficiencies were corrected prior to the ship's departure and other deficiencies were corrected by giving the crew additional time.



### **Issues with Pollution Prevention Equipment**

(8 occurrences) These deficiencies included leaks in piping at bunkering stations, problems with the marine sanitation device and its associated piping/pumps and problems with the oily water separator and its associated piping. Cruise ships were giving time to correct some of these problems as several were unable to be completed prior to the end of the exam.



### **Emergency Lighting Issues**

(7 occurrences) Low location lighting and photo luminescent tape designed to assist passengers and crew with locating emergency exits and means of escape were found to either not work properly or in the case of the photo luminescent tape, lost its reflective properties. The majority of these deficiencies were corrected before returning to the U.S after sailing foreign.

For information on preventing these common deficiencies, please contact the:



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**(954) 767-2140 or [csncoe@uscg.mil](mailto:csncoe@uscg.mil)**