

CRUISE SHIP QUARTERLY

NEWSLETTER OF THE USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE

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Introduction

By CDR Buddy Reams

Welcome to the inaugural newsletter of the Cruise Ship National Center of Expertise (CSNCOE). Collectively, we at the CSNCOE are charged with raising the CG's competency and capability to carry out Foreign Passenger Vessel exams. This newsletter is just one tool we are going to employ regularly to keep the Foreign Passenger Vessel Examiner (FPVE) community and CG field offices current on recent and planned activities in the cruise shipping industry and offer recommendations based on feedback from the industry and field.

The CSNCOE staff consists of 5 CG civilian employees and 3 active duty officers (including myself). All are current or past USCG officers with a background in the CG's Foreign Passenger Vessel Examination program. Most have completed (and all are required to complete) 3 months of industry training. Scott Elphison finished most recently with Prestige Cruise Holdings, Ltd; Jennifer Barton at Carnival Cruise Lines; and Jim Garzon and LT Dan Brehm both completed their training, separately, at Royal Caribbean Cruise Lines. Brad Schoenwald will likely be starting his training at Norwegian Cruise Lines in Spring/Summer 2010.

Current Events

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

- The CSNCOE is searching for an independent office site with the goal to be settled into the new spaces sometime this summer.
- DNV's Global Cruise Centre experienced a soft start during a ceremony on December 1, 2009. It is located at the DNV office in Plantation, FL.
- The CSNCOE is in the process of hiring the 8th and final staff member, a GS-12 marine inspector (cruise ship).

INSIDE THIS ISSUE



Introduction	1
Current Events	1
Field Recommendations & Technical Notes	2
Cruise Ship Construction Book	4
CSNCOE Contact Information	5
Cruise Line Contacts	6
Nationwide FPV Exam Workload	6

We're working on exportable training, a rigorous FPVE training/qualification program in Miami, enhancing our online accessibility to provide information on a timely basis to you, and CG-840 book revisions just to name a few things. As issues pop up or we obtain feedback from industry or the field, we're keeping track of potential trends to identify needed field guidance improvements or new policy recommendations for HQ.

Tell us what you want and/or need to do your job better, what works, and what needs to get fixed. The CSNCOE is here for you so take advantage of the asset!

- The Advanced Foreign Passenger Vessel Examiner (AFPVE) Course curriculum is being revamped and the CG-840 book is being simultaneously streamlined to make it more useful. Feel free to contact us with your thoughts if you haven't already. Stay tuned for the next course convening dates.
- Cruise Miami (Seatrade) commences on March 15. We are attempting to arrange a conference on one of the days to bring CG reps from busy cruise ship ports together to discuss common issues. This may coincide with a planned Industry-CG Partnership Action Team meeting.

Field Recommendations & Technical Notes

These are issues that have been brought to our attention by industry and CG field offices alike. Items summarized here are those that are either of high priority or represent a trend that needs attention. We are planning a top 10 list for future newsletters.

Recommendations

STEERING CASUALTIES: There appears to be a wide variety of CG responses when field offices are notified of a steering or propulsion casualty on a cruise ship. Podded propulsion is becoming the norm for this industry and the loss of one pod or engine may not necessarily impact a cruise ship's maneuverability in the manner or to the extent that a similar casualty would have on a ship with traditional shaft/rudder arrangements. It is recommended that COTP's consider the amount and type of propulsion and steering systems installed on a cruise ship when determining what, if any, control actions are necessary when notified of a casualty. We have encouraged the industry to provide amplifying information relative to the impact any reported mechanical casualty will have on the ability of the ship to be maneuvered safely.

CERTIFICATE OF COMPLIANCE: If a cruise ship has tenders (which may also be life boats) that are operated in the U.S., a separate COC should be issued for the tenders (one separate COC that lists all tenders). Like the COC issued to the ship, the COC for tenders is a certificate of verification of the tender Passenger Ship Certification and/or Record of Equipment. The Tender Safety Certificate issued by the classification society is the best source of information for filling out the COC for the tenders.

CRUISE LINE CONTACTS: We've received many reports that the CG utilizes the Designated Person Ashore (DPA) contact for all types of communication including those related to arrivals, scheduling exams, etc. In most circumstances, the DPA is an emergency contact for the industry. For everyday information, we recommend contacting the cruise line representatives to get the right point of contact, if not the vessel's port agent. To help facilitate this communication, we have included a link on page 6 of this newsletter to an industry-wide contact list that you can also use if no local email or phone number is available. This will be updated as necessary.

REGENCY STANDARDS FOR FPVE's: Some CG field offices, chiefly those that experience infrequent cruise ship visits, may be requiring unscheduled annual or periodic foreign passenger vessel exams when ships call on their port, even if an exam is not due. The primary reason for this activity is likely to meet the Coast Guard's annual recency requirements for FPVE qualification. Such practices should be avoided because of the hardship it may impose on the crew's planned activities (fueling, passenger embarking/disembarking, supply loading, repairs, etc). OCMI's are encouraged to coordinate with the specific cruise lines in advance to carry out annual/periodic exams on ships. Otherwise, if there is a need to maintain a qualified/certified examiner at the unit and circumstances do not permit carrying that out locally, OCMI's are encouraged to contact the CSNCOE or other local ports to coordinate exams as needed.

INPORT EVACUATION OF A CRUISE SHIP: Due to growing capacity on newer vessels, there is value in knowing where limits exist with surrounding infrastructure and response capabilities relative to in port evacuation of passengers from a cruise ship. If your COTP zone has not already evaluated this, we recommend planning departments work with their district passenger vessel specialists to coordinate with cruise lines and, potentially, the local Area Maritime Security Committee.

Technical Notes

2010 LIFEJACKETS: The head flotation is larger on the 2010 style lifejackets and this may create difficulties for passengers/crew fitting into lifeboats. If you visit a ship where the new style of lifejacket is being used, we recommend asking the crew or cruise line whether they have evaluated their use on the existing boats.

SMOKE THROUGH FIRE DOORS: While witnessing a fire drill that utilizes a smoke machine it is conceivable that you may observe smoke passing through A class fire doors into unaffected spaces. This should not immediately be considered a

problem as fire doors are not fume tight and the SOLAS fire test procedure for doors does not evaluate smoke passage. Many fire doors use materials that are designed to expand with heat and seal the door gap from smoke passage; stage smoke will not activate this process as it is "cold smoke". Likewise, ventilation systems can cause pressure differentials that draw the smoke through a fire door. Alternatively, this situation could be the result of a mechanical or design failure with the door (i.e. non-closure, damage, non-approved penetrations, etc). If that is ruled out, no additional followup is needed, though a discussion with any flag administration and/or class society representative on scene may be useful to convey your findings.

FIRE SUITS: During a recent exam, the fire teams were found outfitted in standard proximity suits (aluminized exterior). These suits were accepted by the flag administration and had IMO approvals of BV0062 EN531 / EN1486. What garnered the attention of the CG team on board was the warning on the suit's tag "This SECO fire suit is not a fire entry suit". Upon further research it was determined that this is an appropriate European standard for fire-fighting gear. "Entry" in the context of "entry suits" referenced entry into direct flames not entry into a space where a fire is located.

FALL PREVENTION DEVICES (FPD): A FPD is an interim measure for existing on-load release hooks pending the improved hook design for lifeboats. Its use allows lowering and recovering of a lifeboat, with personnel inside, the protection against the effects of an unintended release of the hook. The FPD can be either a strop/sling or locking pin and, in general, crew members are instructed to take off the FPD's once the lifeboat has reached the water. The ship's operating crew should be familiar with the operation of the FPD and written procedures should be followed as per the SMS and ship's training manual. See MSC Circular 1327 for further guidance.

LIFEJACKET STORAGE: There are some cruise lines/ships that are adopting a new practice of storing lifejackets at the muster area and not in the cabins. This is intended to expedite conveyance of passengers to their muster stations (eliminating the need for passengers to first return to their cabins). In these cases, additional measures are incorporated into the safety management system and executed by the crew to account for passengers and direct them to their muster stations. For example, passengers may have their muster station printed on the passenger ID card in lieu of the cabin life jackets.

DOORS FACING LIFESAVING: In SOLAS II-2 Regulation 9.4.1.1.6 (applying RFSA's), doors facing lifesaving appliances, embarkation and external assembly areas, and external escape routes have to meet the requirements for A-class integrity; however, it specifically exempts doors leading from stairway enclosures from that requirement. In these situations, you will typically see a decorative (often heavy wood) door at the external boundary with another set of glass doors inside.

SPRINKLER SECTION VALVES: The FSS Code Chapter 8, 2.4.2.2 indicates these valves need to be protected from operation by an unauthorized person. This requirement is sometimes incorrectly interpreted in the field as meaning tamper proof. In this context, the term "operation" should not be interpreted to mean access. In many cases these valves are arranged so that when one is closed, an alarm is received, the crew responds, and the valve is reopened as necessary. The accepted industry standard is an alarm, a physical lock (either on the valve or in way of a cabinet), or both.

FIRE/BOAT DRILLS: There has been a proliferation of the phrase "CG Drill" during many periodic and annual exams. This may have occurred because FPVE's are taking a more active role in determining drill locations and procedures than they should. The Coast Guard role is to observe the ship's crew carry out the drills and evaluate whether they are following the ship's own procedures. The ship's crew should coordinate all aspects of the drill (location, initial notification, use of smoke, charging fire hoses, entry procedures, etc). To better prepare for witnessing the drill and evaluating the actions that you may observe, it is advisable to review the ship's procedures during the pre-drill meeting with the ship's officers.

Cruise Ship Construction Book

Below is as accurate of a delivery book that we can put together. It is updated frequently and will eventually be made available online. Some dates are estimates and most first ports are not yet known. We will work with first ports as much as possible to ensure they have an adequate number of qualified examiners before ships arrive. Likewise, we will ensure those ports are up to speed on any novel, innovative, or otherwise previously unfamiliar systems or features incorporated on new cruise ships. The goal...no surprises for anyone! This information will be made available online and updated regularly.

Ship Name	Operator	ICVE Exam	Delivery	Gross Tonnage	First Port
AidaBlu	AIDA Cruises	13-Jan-10	1-Jan-10	68,500	Europe
Costa Deliziosa	Costa	18-Jan-10	5-Feb-10	92,600	Los Angeles
MSC Magnifica	MSC	8-Feb-10	1-Mar-10	93,000	St. Thomas
Azura	P. & O.	22-Mar-10	24-Mar-10	116,000	St. Thomas
Celebrity Eclipse	Celebrity	23-Mar-10	1-Apr-10	118,000	Miami
Le Boreal	CIP	25-Mar-10	27-Mar-10	10,700	Key West
Norwegian Epic	NCL	1-Jun-10	1-May-10	153,000	Miami
Nieuw Amsterdam	HAL	22-Jun-10	1-Jul-10	86,700	tbd
Unknown Name	Silversea	1-Jul-10	1-Jul-10	36,000	tbd
Allure of the Seas	RCCL	1-Aug-10	1-Aug-10	220,000	Miami
Queen Elizabeth	Cunard	13-Sep-10	17-Sep-10	92,000	NY
Marina	Oceania	1-Nov-10	1-Jan-11	66,000	tbd
L'Austral	CIP	1-Nov-10	1-Apr-11	10,700	tbd
Disney Dream	Disney	1-Feb-11	1-Apr-11	124,000	tbd
Carnival Magic	Carnival	20-Apr-11	22-Apr-11	130,000	tbd
Costa Favolosa	Costa	1-Jun-11	1-Jul-11	114,500	tbd
Celebrity Silhouette	Celebrity	1-Jun-11	1-Aug-11	118,000	tbd
Unknown Name	RCCL	1-Nov-11	1-Nov-11	158,000	tbd
Riviera	Oceania	1-Jan-12	1-Jan-12	66,000	tbd
Disney Fantasy	Disney	6-Feb-12	1-Mar-12	122,000	tbd
Costa Fascinosa	Costa	1-Apr-12	1-May-12	114,500	tbd
Carnival XXX	Carnival	22-May-12	1-Jun-12	130,000	tbd
Pearl Mist	Pearl Seas	Unknown	1-Jun-10	8,700	Portland, ME
Seabourn Sojourn	Seabourne	Unknown	1-Jun-10	32,000	Miami
MSC Meraviglia	MSC	Unknown	1-Feb-11	93,000	tbd
AidaSol	AIDA Cruises	Unknown	1-Apr-11	68,500	tbd
Seabourn Quest	Seabourne.	Unknown	1-Jul-11	32,000	Miami
MSC Favolosa	MSC	Unknown	1-Feb-12	93,000	tbd
Unknown Name	AIDA Cruises	Unknown	1-May-12	68,500	tbd
Unknown Name	Celebrity	Unknown	1-Aug-12	118,000	tbd
Seabourn Spirit	Seabourne	Unknown	Unknown		Miami
Utopia	Residential Ltd	Unknown	Unknown	105,000	tbd

CSNCOE Contact Information

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LCDR Mike Capelli	National Technical Advisor	michael.j.capelli@uscg.mil	(305) 535-8751
Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	brad.a.schoenwald@uscg.mil	(305) 535-7688
Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	scott.j.elphison@uscg.mil	(305) 535-8713
LT Dan Brehm	Senior Marine Inspector/Instructor	daniel.l.brehm@uscg.mil	(305) 535-4300 xt 4034
Mr. Jim Garzon	Marine Inspector/Associate Instructor	james.garzon@uscg.mil	(305) 535-4330
Mrs. Jennifer Barton	Marine Inspector/Associate Instructor	jennifer.a.barton@uscg.mil	(305) 695-2332
General Email contact (checked each day)		csncoe@uscg.mil	

Subject Matter Experts

Active Fire Protection	Mr. Garzon	FPVE 840 book	Mr. Elphison	SFP	Mr. Schoenwald
AFPVE Course Administration	Mr. Garzon	Industry Cooperation	Mr. Elphison	Ship Construction	Mr. Schoenwald
Ballast Water Management	Mrs. Barton	ISM	Mr. Garzon	Ship Design	Mr. Schoenwald
Crew Drills	LCDR Capelli	ISPS	Mr. Garzon	Ship Operations	Mr. Garzon
Cruise Line Organization	Mr. Elphison	Lifesaving	LCDR Capelli	SOLAS	Mrs. Barton
Emergency Power	LT Brehm	Lifesaving Communications	Mr. Schoenwald	STCW	Mr. Schoenwald
Evacuation	LCDR Capelli	Machinery	LT Brehm	Steering	LCDR Capelli
Fleet Management	Mr. Garzon	MES	LCDR Capelli	Subdivision	LT Brehm
FPVE PQS	LCDR Capelli	Plan Review	Mr. Schoenwald	Survival Craft	LCDR Capelli
FPVE Process	Mr. Schoenwald	Pollution	Mrs. Barton	Waste Stream Systems	Mrs. Barton

Industry Service Managers

Aida Cruises	LT Brehm	MSC Cruises	Mr. Schoenwald	Silversea Cruises	Mr. Schoenwald
Azamara Cruises	Mr. Schoenwald	Norwegian Cruise Line	Mr. Schoenwald	V-Ships	Mrs. Barton
Carnival Cruise Lines	Mrs. Barton	NYK Cruise Lines	LT Brehm	Windstar Cruises	Mr. Elphison
Celebrity Cruises	LT Brehm	Oceania Cruises	Mr. Elphison	ABS	LT Brehm
Costa Cruises	Mrs. Barton	Pearl Seas Cruises	Mr. Elphison	Bureau Veritas	Mrs. Barton
Crystal Cruises	Mr. Schoenwald	P&O Cruises	Mr. Elphison	Det Norske Veritas	Mr. Elphison
Cunard Line	Mr. Garzon	Princess Cruises	Mr. Elphison	Germanischer Lloyd	Mr. Garzon
Disney Cruise Line	Mr. Garzon	Regent Seven Seas Cruises	Mr. Elphison	Lloyds Register	Mr. Schoenwald
Fred Olsen Cruise Lines	Mr. Schoenwald	Residensea	Mrs. Barton	NKK	LT Brehm
Hapag-Lloyd	Mr. Garzon	Royal Caribbean	Mr. Garzon	RINA	LT Brehm
Holland America Line	LT Brehm	Seabourn Cruise Line	Mr. Garzon		
Mitsui OSK (Nippon) Lines	Mrs. Barton	SeaDream Yacht Club	Mr. Garzon		

USCG Field Office Service Managers

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	Mrs. Barton
Sector Miami	CDR Reams
Sector New York	Mr. Garzon
Sector San Juan	Mr. Schoenwald

Cruise Line Contacts

Every COTP/OCMI will have a Designated Person Ashore contact for cruise ships operating in their AOR. However, the DPA is an emergency contact for the cruise lines and we should avoid using the DPA to inquire about standard arrival, scheduling, or itinerary inquiries. We have assembled a cruise line contact list for this purpose. Please consider 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 precedence. 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 here: <https://cgportal.uscg.mil/lotus/my poc?uri=dm:05474c0041326bc887429f65065cc513&verb=view>

Nationwide FPV Exam Workload

This is our first attempt to reconcile the Coast Guard's Foreign Passenger Vessel Examiner (FPVE) workload and determine a minimum number of qualified examiners needed at each port. Each office listed either conducts annual/periodic foreign passenger vessel exams, has cruise ship arrivals, or both. Our goal is that each port has the number listed on the bottom row and each of those individuals has attended the AFPVE course. If these figures (rows 1 and 2) do not accurately reflect the capability at your office, please let us know. The below data is current as of Dec 1, 2009.

	MSD American Samoa	MSD Belfast	MSD Ketchikan	MSD Kodiak	MSD Massena	MSD Port Canaveral	MSD ST Thomas	MSD Unalaska	MSU Galveston	MSU Savannah	MSU Valdez	SEC Anchorage	SEC Baltimore	SEC Boston	SEC Buffalo	SEC Charleston	SEC Delaware Bay	SEC Guam	SEC Hampton Roads	SEC Honolulu	SEC Houston-Galveston	SEC Jacksonville	SEC Juneau	SEC Key West	SEC LA/LB	SEC Miami	SEC Mobile	SEC New York	SEC Northern New England	SEC New Orleans	SEC Portland	SEC San Diego	SEC San Francisco	SEC San Juan	SEC Southeast New England	SEC Seattle	SEC ST Petersburg
# qualified FPVE or CVE	1	1	1	0	0	4	4	1	1	0	1	4	2	6	1	2	1	4	2	4	3	1	5	1	4	6	2	9	2	4	4	1	4	6	1	5	4
# also attended AFPVE	1	1	0	0	0	3	4	1	0	0	1	2	2	3	1	2	0	3	1	1	3	1	4	0	3	2	2	4	2	3	1	1	3	5	0	2	3
Avg annual arrivals	1	1	24	4	1	9	32	7	4	0	2	12	3	9	1	4	2	11	2	21	1	4	32	24	26	71	1	21	1	4	6	17	20	43	1	16	7
Avg annual exams	3	3	1	0	0	12	20	1	6	1	0	2	1	6	8	1	1	4	0	8	1	2	19	0	8	52	2	14	1	4	0	6	2	15	0	3	6
Min # of qualified FPVE/CVE needed	2	2	2	1	1	5	8	2	3	2	1	2	2	3	4	2	2	3	1	4	2	2	8	1	4	11	2	6	2	3	1	3	2	6	1	2	3