

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 – As a friendly reminder, Cruise Shipping Miami (CSM) is fast approaching and if you have any ideas on how we may improve next year's forum or have topic ideas you would like considered for the outline, please share by sending to Mr. Brad Schoenwald at brad.a.schoenwald@uscg.mil.

Foreign Passenger Vessel Examiner (FPVE) PQS

– The new FPVE performance qualification standard (PQS), as of 5 August 2014, is in effect. The old PQS is no longer authorized for use.

FPVE TTP

– The Foreign Passenger Vessel Examiner tactics, techniques and procedures originally released in 2013 established written procedures for conducting annual and periodic cruise ship exams. While this document was originally classified as For Official Use Only, it has now been declassified and posted on the external CSNCOE website. Coast Guard and industry members are encouraged to review it to understand expectations for annual and periodic exams.

2015 FPVE COURSES

– The CSNCOE has selected the dates for the 2015 Foreign Passenger Vessel Examiners (FPVE) courses. We want to thank all the course participants from 2014 and hope that you will be our biggest supporters in getting the word out on the value that the course provided to you and highlight the benefit for fellow FPVE's or industry peers interested in attending. The FPVE Course includes 10 personnel from industry to participate in this "finishing school" for the CG's FPVE's. Coast Guard members should submit an electronic training request. The 2015 FPVE course dates are: January 5–9; February 23–27 and March 23–27. Personalized one-on-one training following the course is available upon request, although any cost associated must be funded by your respective units. If you are an

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industry representative wanting to reserve a seat or have questions regarding the additional training, please contact Jason Yets at jason.m.yets@uscg.mil. We do ask that additional training be organized and arranged no later than 3 weeks prior to the completion date of the course. This allows us ample time to schedule ship visits and tailor a training plan specific to individual needs.

CSNCOE ASSESSMENT PROGRAM

– Last year the CSNCOE announced the roll-out of our voluntary FPVE assessment program. During FY2014 our staff travelled to four units to evaluate the proficiency of the examiners in accordance with policy and FPVE TTP. This has helped promote proficiency in regards to the way annual and periodic exams are conducted. The newly developed basic FPVE (BFPVE) training is also conducted in conjunction with the assessment. If you would like the CSNCOE to visit your unit for a voluntary assessment, please contact, CDR (select) Eric Allen, at eric.c.allen@uscg.mil to schedule.

BFPVE TRAINING

– The NCOE's recently designed basic foreign passenger vessel examiner training has been making its way from Coast to Coast. This year, and since the last newsletter, the NCOE has conducted BFPVE training for San Juan, LA/LB, San Diego, San Francisco, Boston and New York; with two more local trainings being held with D7 units. The training is usually done concurrently with a unit assessment when exported, but can be done as a stand-alone training if done locally at the NCOE. This five day training consists of four days in the class room, followed by a one day ship visit. For more information on this new and exciting training program, please contact Mr. Jason M. Yets at jason.m.yets@uscg.mil.

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.

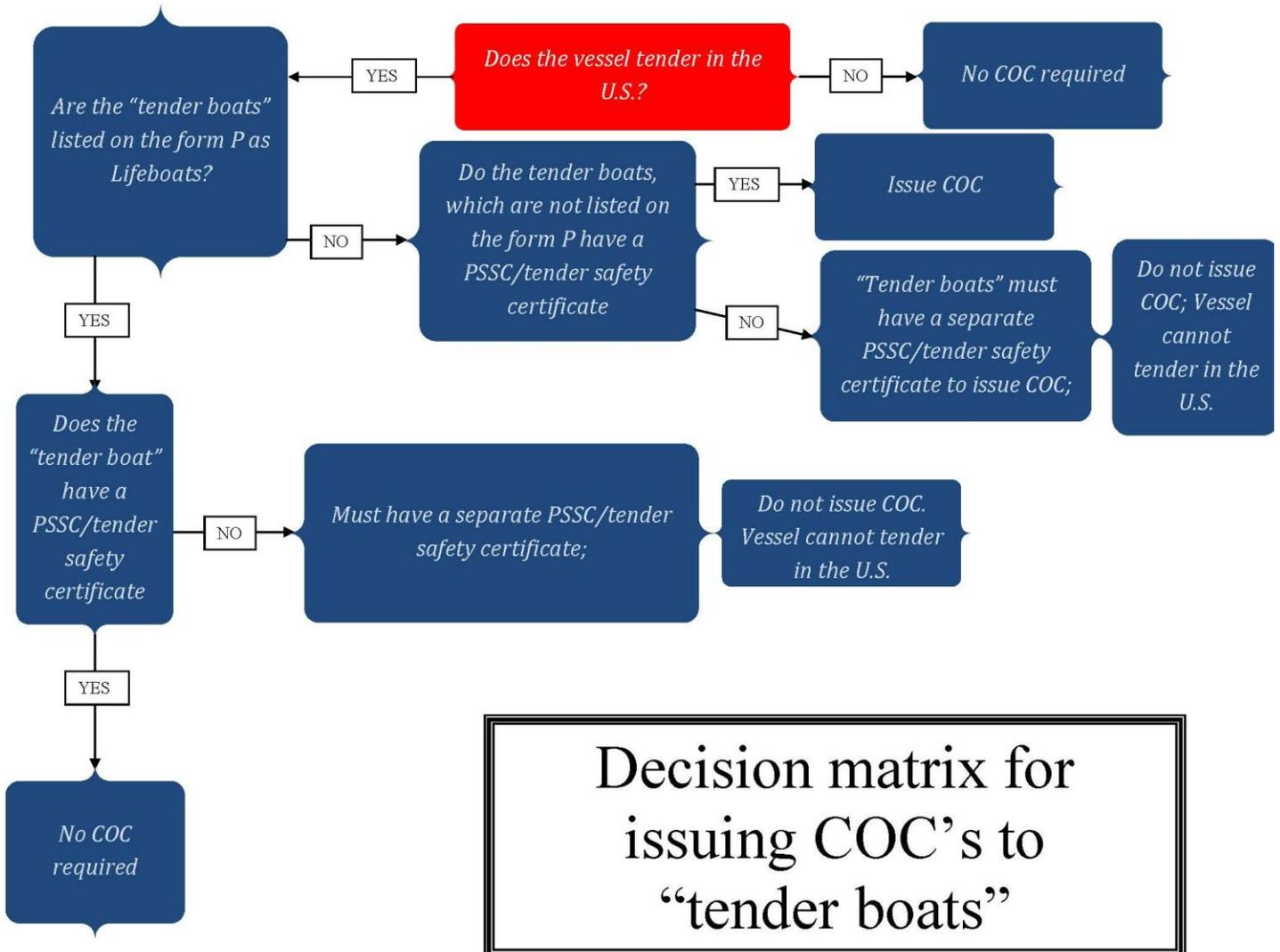
Documenting Deficiencies on the Form B – CVC-2 has updated the Marine Safety Manual (MSM) regarding the issuance of deficiencies to allow for greater data analysis specifically related to identifying leading indicators. Port State Control (PSC) Officers must now enter all deficiencies identified during PSC exams on the Form B and in MISLE, including minor deficiencies corrected on the spot. The change on documenting all deficiencies on the Form B can be found on page D1-33 of MSM Volume II. This change in the deficiency documentation policy does not alter the scope of foreign passenger exams.

Marine Safety Manual (MSM) updates – This is to remind all personnel with the recent update of the MSM Volume II, MOC policy letters 05-03 (Operator requirements for foreign flagged cruise ships using lifeboats as tenders) and 02-05 (Navigation safety equipment testing required under 33 CFR 164.25 for Cruise Ships) have been incorporated and are hereby cancelled. We would also like to highlight a clarification to the MSM regarding the standby and emergency generator auto start feature weekly test, which was previously in MOC policy letter 02-05. The MSM now reads (on page D7-6) *“The vessel must demonstrate that it has procedures in effect for testing the steering gear while using the alternative power supply (i.e. the feeder cable to the steering gear fed by the emergency switchboard). Note: Ships may test the alternative power supply and steering gear while testing the emergency generator under load; however, failure to conduct the test that way is not a deficiency.”*

Calculating non-fixed seating in large public areas – Recently Sector Miami discovered a potential area of concern regarding non-fixed seating in large public areas. The CSNCOE and Marine Safety Center (MSC) have since developed guidelines for the field on how to verify substantial compliance with additional seating added to large public areas, such as theatres and main dining spaces. If examiners feel there might be excessive non-fixed seating in a large public area, they should ask to see the means of escape plan (also known as the safety plan/egress plan) to determine what the rated capacity is for that space. Examiners should then determine exactly how many total seats are in the space, including the non-fixed seating. If the total number exceeds the rated capacity, the excessive seats should be removed and a deficiency should be issued under SOLAS Chapter II-2, Regulation 13.3.2.4.5. If the means of escape plan is not onboard, the unit should contact the Marine Safety Center or the CSNCOE for further guidance.

Passenger muster vs. crew drill – The Coast Guard foreign passenger vessel exam program requires at least two exams a year. It is vital to note that the vessels semi-annual exam (periodic) should be focused on the crew performance and training aspect of the vessels operation. Systems should only be tested when clear grounds to do so present itself, with the exception of mandatory system tests such as the OWS and lifeboat tests. With that in mind, here are some best practices we have identified in the field over the last year. During the passenger muster, visit as many muster stations as possible; remember this is the only time during the exam you will be able to watch the crew perform their duties with the passengers. Minimize crew questioning during passenger musters, this is distracting to the crew performing their duties, observe, verify and report. During the fire and abandon ship the drill the same rules apply; let the fire and medical teams do their job, observe verify and report. Take this opportunity to maximize questions to the teams that do not have any human interaction during the drill, such as staircase guides, muster station leaders, lifeboat and liferaft crews, and passenger assembly station personnel. Additionally, crew actions can be verified against ship’s procedures if the FPVE observes any questionable performance.

Understanding “tender” COC’s – We continue to get questions from the field on when a COC should be issued to cruise ship tenders. To make this easier we have developed a decision flow chart to assist. This flow chart is found on the next page.



Test your FPVE knowledge – In this edition of the CSNCOE newsletter, we want to focus on the CVSSA portion of the exam. What you may not realize is we also have an obligation to look at much more than a few documents and medical supplies. Take a look at the below section, and see how your knowledge measures up.

1. The vessels safety guide must be kept where, on board, for passengers

- a. In the passenger's cabin
- b. In the passenger's daily news letter
- c. As determined by the vessels administration
- d. At the front desk in the vessels atrium

Talking point: how would you, as an examiner, verify that the ship you are examining is in compliance?

2. In the event of an alleged crime to which the CVSSA applies, the alleged victim shall have available to them what two (2) types of communication

- a. Private telephone line and fax machine
- b. Private telephone line and internet capable PC
- c. Satellite phone and EPIRB
- d. Any telephone line at a shore side facility and a private cellular telephone

Talking point: when verifying compliance, including exceptions and equivalencies, how are you verifying compliance; what are some ways the lines meet this requirement?

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 for up to one year the FPVE course (which is a prerequisite). Here are some similar questions to help see if you're ready.

1. At what MARSEC level(s) must the owner or operator screen all personal baggage and personal effects for dangerous substances and devices _____?
 - a. MARSEC level 1
 - b. MARSEC level 2
 - c. MARSEC level 3
 - d. MARSEC levels 1, 2 and 3
2. At MARSEC level 1, which of the following activities shall be carried out through appropriate measures, on all ships, in order to take preventative measures against security incidents?
 - a. Controlling access to the ship
 - b. The use of drug-sniffing dogs
 - c. Armed security personnel
 - d. The use and monitoring of CCTV camera systems at key access points on the vessel
3. The owner or operator must check the identification of all persons seeking to board the vessel at MARSEC level(s) _____.
 - a. 1
 - b. 2
 - c. 3
 - d. 1, 2 and 3
4. At all MARSEC levels, the owner or operator must ensure that selected areas of the vessel are searched prior to _____.
 - a. Embarking new crew members
 - b. Prior to sailing
 - c. Embarking passengers and prior to sailing
 - d. Arrival in port
5. The ships security plan must address all of the following EXCEPT _____.
 - a. Identification of restricted areas
 - b. Measures for the prevention of unauthorized access to the ship
 - c. Procedures for auditing the security activities
 - d. Procedures for administering anti-retroviral medication to victims of sexual assault
6. At MARSEC level 1, a ship may implement a continuous declaration of security for a period NOT to exceed _____ days.
 - a. 60
 - b. 90
 - c. 120
 - d. 180

Subject Matter Experts

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|-------------------------------------|----------------|-----------------------------|----------------|
| 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 | Mr. Yets | Pre and post exam processes | LCDR Allen |
| Emergency power | Mr. Elphison | 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. Yets | Podded Propulsion Systems | Mr. Elphison |
| Lifesaving | Mr. Yets | Environmental | LCDR Allen |

USCG Field Office Service

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|--------------------|----------------|
| MSD Port Canaveral | Mr. Elphison |
| MSD St Thomas | Mr. Schoenwald |
| Sector Juneau | LCDR Allen |
| Sector Miami | LCDR Allen |
| Sector New York | Mr. Yets |
| 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 Derricka DeJean | Port State Control Officer | derrick.f.dejean@uscg.mil | *Ext. 1004 |
| Mr. Jason M. Yets | Marine Inspector/Instructor | jason.m.yets@uscg.mil | *Ext. 1007 |
| General contact | | csncoe@uscg.mil | 954.767.2140 |

Industry Service Managers

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|-----------------------------|----------------|--------------------------|----------------|------------------------------|----------------|
| Aida Cruises | Mr. Elphison | MSC Cruises | Mr. Schoenwald | American Bureau of Shipping | Mr. Schoenwald |
| Azamara Club Cruises | LCDR Allen | 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 | LCDR Allen | 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. Yets | 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 | | |