

CRUISE SHIP QUARTERLY

NEWSLETTER OF THE USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE

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Current Events

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

- We have identified new office space adjacent to Port Everglades. It is close to most of our industry partners and we will be collocated with CBP, CDC, and USDA in the building. Anticipate a move sometime in July. Look for an invitation for the open house shortly thereafter.
- We are in the hiring and advertising process for the 8th and final staff member, a GS-12 marine inspector (cruise ship).
- The Advanced Foreign Passenger Vessel Examiner course curriculum is being updated. The lessons are going to rely more on video, photos, and ship visits while focusing on more hands-on exercises and sharing lessons learned. We anticipate the three courses to be held in early Oct, Nov, and Dec with a change in venue to a hotel conference center near Port Everglades. We also plan to offer 10 seats per class to industry representatives.
- We are developing a FPVE (Foreign Passenger Vessel Examiner) job aid that will address the Annual, Periodic, and Waste Stream exam processes. The job aid will be targeted for use by qualified examiners only. Detailed explanations of each exam's step-by-step process will be incorporated into work instructions associated with the MMS Process for Foreign Passenger Vessel Examinations (currently being vetted).
- Cruise Miami (Seatrade) was a success. The CID round-table was well attended, and lots of great discussion ensued. The CSNCOE staff certainly appreciated receiving real time feedback from the field. Thanks to everyone that participated.
- A couple of OCMI's have expressed an interest in coordinating with class societies and cruise lines to witness a PSSC survey underway. We are developing

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such a program and are tentatively titling it PSSC Survey training (pretty innovative title, huh!?). We hope to test the waters with this during the summer and finalize the eligibility criteria and ground-rules with input from the cruise industry. Provided it is worthwhile and sustainable (by both the CG and industry), we will then coordinate with CG-543 for nationwide implementation.

- We are monitoring a number of ships moving homeports and destination ports (notably in Alaska), particularly with respect to the impact on CG workload in the new ports.

Regulatory Horizon

- If you're not already aware, the EPA issued a Final Rule on an emission control area for the US. IMO recently adopted these standards for all vessels operating within 200 NM of shore which requires compliance with more stringent fuel sulfur and engine NOX limits. These new rules will likely bring about many changes in the exhaust systems on all ship, and could potentially drive interest in alternative fuels.
- IMO SLF Subcommittee: Developing guidance on the impact of open watertight doors on existing and new ship survivability.
- IMO DE Subcommittee: Developing guidance for determining the need for watertight doors to remain open during navigation; and, considering draft guidelines for tenders operating from passenger ships.

Field Recommendations, Technical Notes, & Top 10 List

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.

*EXTRA IMO PUBLICATIONS AVAILABLE: The CSNCOE currently has many extra copies of SOLAS 2004, LSA, ISPS, ISM, ITC, and ILO references available to CG units on a first come–first served basis. Most are new to lightly used. To avoid multiple mailings to the same unit, please coordinate requests on a unit–by–unit basis and send it to csncoe@uscg.mil.

Recommendations

DOCUMENTATION OF FPV COMPETENCIES IN TMT: While assessing the number of FPVE's in the CG, we discovered that a large number of people are listed in TMT as having both the CVE and FPVE competencies. The CVE competency is the predecessor of the more modern FPVE competency. This duplication exists for almost 15% of the FPVE community and, numerically, over represents the actual availability of qualified people upon. Members should not be assigned both competencies. For members that have both competencies assigned, we recommend deleting the duplicative and outdated CVE competency. All new members that finish the qualification process should be assigned only the FPVE competency.

CDC MOU: The CG, through DHS, has a MOU with the Center of Disease Control (CDC). It creates a specific cooperation mechanism to enhance the Nation's preparedness against the introduction, transmission and spread of quarantinable and serious communicable diseases. A copy of the MOU is available at our CG Portal at the following link fyi: <https://cgportal.uscg.mil/dm/atom/library/05474c0041326bc887429f65065cc513/document/cc710a00426da5258110d1d8a0cc6217/media?errorPage=true>. CDC is the lead agency if a cruise ship experiences a significant number of ill passengers and/or crew in your port. In the rare event of a CDC quarantine, the local COTP may be asked for support.

FPV EXAM TEAM MAKEUP: Considering the average size of modern cruise ships, it is conceivable that FPV exams could take longer than the average 5–6 hours. As such, in order to more effectively and efficiently carry out the exam, we recommend a minimum of 3 qualified FPVE's per exam, but suggest assigning 4 if there are sufficient personnel available. NCOE workload figures provided on page 6 apply a 3–FPVE minimum to calculate the number of qualified FPVE's each port should maintain.

Technical Notes

MISLE DOCUMENTATION: The following summarizes many of the inconsistencies we have identified with regards to MISLE entries associated with Foreign Passenger Vessel Exams. Virtually all of the issues arise with the type of sub-activity chosen:

- When conducting a FPV Annual or Periodic exam, ensure the MISLE User Guide is followed and the MISLE activity lists COC–CVE–Annual or COC–CVE–Quarterly (depending on the exam type), ISPS, and Ballast Water (if conducted). Other sub-activities normally associated with port state control exams such as MARPOL and ILO are already part of the cruise ship COC exam and should not be duplicated in the MISLE case unless an expanded exam was conducted in those areas.
- All deficiencies documented during an exam need to be also documented in MISLE inspection results, even those corrected prior to departure. This is necessary to adequately identify trends. Several ports are issuing deficiencies or “minor deficiencies” in the narrative only and not in inspection results.
- The COC–CVE–Annual (or Quarterly) sub activity for the Vessel Inspection/PSC Activity is for cruise ship exams only. Results from facility security inspections (33 CFR 105) activities on cruise ship facilities should be documented under the appropriate activity and sub-activity. In some cases, the results are summarized in the narrative of the COC–CVE

exam.

- Numerous Vessel Inspection/PSC activities on tank or chemical vessels are assigned a COC-CVE Annual (or Quarterly) sub-activity. We have shared this trend with the Gas Carrier NCOE and Training Center Yorktown in an effort to correct the practice. Please share likewise with your peers that conduct these exams. The CVE acronym associated with the COC sub-activity in MISLE is specific to Foreign Passenger Vessels. TVE, Gas, Chemical, and MODU vessels all receive COC's as well but have specific sub-activities associated with that vessel type.
- Renewal exams are not relevant to Foreign Passenger Vessels. As such, the terminology should not be used in the Activity Title/Description block for the exam or the activity narrative. Cruise ship COC's are valid for one year only and are not renewed, but re-issued.
- The first COC exam conducted on a cruise ship is the COC-CVE-Initial. The COC-CVE-Annual sub-activity should not be used for these exams. For new construction vessels, the case will often-times have already been initiated by ACTEUR or FEACT.

WATER MIST & SPRINKLER HEADS: Deficiencies have been noted regarding completely empty or very low liquid levels in the glass bulbs of water mist and sprinkler heads. Though a rare occurrence, it has been observed on several ships, (year built has not been a factor), in a variety of compartments. USCG FPVE's should take note of this possibility and make it a point to check several heads during periodic and annual exams as this condition may render the system ineffective in that area.

CORRIDOR STOWAGE: Recycling centers (garbage cans) may be installed in crew corridors so long as they are permanently mounted, made of steel with a workable lid, and do not impede evacuation. The impact on evacuation should be reflected in the ships evacuation calculations for that area.

FIREMAIN ISOLATION VALVES: If valves are not easily accessible (i.e. they may be installed in the overhead on the bulkhead deck 10 feet above), then a means to access the valves must be available. The typical solution to this is the use of a ladder which may be stored in the fire control lockers. If this is the case, the ladder would have to be on the fire control locker inventory list.

Top 10 Discrepancies

The following comprise the top 10 discrepancies noted during Annual and Periodic FPV's CG-wide in the past year:

1. Fire doors not closing properly: too fast, not locking completely, or not releasing from magnet *[the highest frequency of occurrence -12 times]*.
2. Combustibles found in inappropriate locations
3. Means of escape obstructed
4. Cracks discovered in lifeboat hulls
5. Empty glass bulbs in water mist/sprinkler heads
6. Machinery leaks
7. Incorrect space categorization based on the use of the space
8. Unsatisfactory fire drill: performance and communications
9. Emergency escape signs missing or incorrectly placed
10. Watertight doors not working properly

Planned for the next newsletter is a similar top 10 list associated with non Annual/Periodic FPV activities on cruise ships such as investigations, hazardous condition reports, LOD's, etc.

Cruise Ship Construction Book

Below is as accurate as we can make it as of May 5, 2010. It is updated frequently and is available, with more detailed information, at the CSNCOE CGPortal site. 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!

Ship Name	Operator	ICVE Exam	Delivery	Gross Tonnage	First Port
Seabourn Sojourn	Seabourne	9-May-10	1-Jun-10	32,000	Miami
Norwegian Epic	NCL	8-Jun-10	10-Jun-10	153,000	Miami
Nieuw Amsterdam	HAL	21-Jun-10	1-Jul-10	86,700	tbd
Queen Elizabeth	Cunard Line	13-Sep-10	17-Sep-10	92,000	NY
Allure of the Seas	RCCL	10-Oct-10	1-Nov-10	220,000	Miami
Marina	Oceania Cruises	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	Unknown	158,000	tbd
Riviera	Oceania Cruises	1-Jan-12	Unknown	66,000	tbd
Disney Fantasy	Disney	6-Feb-12	Unknown	122,000	tbd
Costa Fascinosa	Costa	1-Apr-12	Unknown	114,500	tbd
Carnival Breeze	Carnival	22-May-12	1-Jun-12	130,000	tbd
Pearl Mist	Pearl Seas	Unknown	Unknown	8,700	Portland, ME
MSC Favolosa	MSC	Unknown	1-Feb-12	93,000	tbd
MSC Meraviglia	MSC	Unknown	1-Feb-11	93,000	tbd
Seabourn Odyssey	Seabourne	Unknown	1-Jul-11	32,000	Miami
Seabourn Spirit	Seabourne	Unknown	Unknown		Miami
AidaSol	AIDA Cruises	Unknown	1-Apr-11	68,500	tbd
Unknown Name	AIDA Cruises	Unknown	1-May-12	68,500	tbd
Unknown Name	Celebrity	Unknown	1-Aug-12	118,000	tbd
Utopia	Residential Ltd	Unknown	Unknown	105,000	tbd

CSNCOE Contact Information

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Subject Matter Experts

Active fire protection	Mr. Garzon	MISLE oversight	Mrs. Barton
AFPVE course administration	Mr. Garzon	Navigation safety & equipment	LCDR Capelli
Cruise line industry & organization	Mr. Elphison	Plan review	Mr. Elphison
Emergency power	LT Brehm	Pre and post exam processes	LT Brehm
FPV exam drills	Mr. Schoenwald	Security/ISPS	Mr. Garzon
FPV exam process	Mr. Schoenwald	SFP	Mr. Schoenwald
FPVE job aid	Mr. Elphison	Ship design & construction	Mrs. Barton
FPVE PQS	LCDR Capelli	Ship machinery & exam process	Mr. Elphison
IMO	CDR Reams	STCW	Mr. Schoenwald
ISM/SMS	Mr. Garzon	Steering systems	Mr. Elphison
Lifesaving	LCDR Capelli	Waste streams & systems	Mrs. Barton

Industry Service Managers

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

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 find a Designated Person Ashore contact for each cruise line 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

The below data is current as of May 5, 2010.

Each CG unit listed either conducts annual/periodic foreign passenger vessel exams, has cruise ship arrivals, or both. This chart summarizes the actual number of Foreign Passenger Vessel Examiners (FPVE) present and FPV workload on a port-by-port basis and notes the minimum number of qualified FPVE's needed at each port. Our goal is that each unit has the requisite number of FPVE's listed on the bottom row and that each of those FPVE's has attended the AFPVE course.

Note: If these figures (rows 1 and 2) do not accurately reflect the capability at your office, please let us know.

	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 Jacksonville	SEC Juneau	SEC Key West	SEC LA/LB	SEC Miami	SEC Mobile	SEC New Orleans	SEC New York	SEC Northern New England	SEC Portland	SEC San Diego	SEC San Francisco	SEC San Juan	SEC Seattle	SEC Southeast New England	SEC ST Petersburg
# qualified FPVE or CVE	1	1	1	0	0	5	4	1	2	0	1	5	2	7	1	2	1	4	3	5	1	5	1	6	9	5	4	10	2	4	1	5	7	6	1	5
# attended AFPVE	1	1	0	0	0	4	4	1	1	0	1	2	2	4	1	2	0	3	2	2	1	4	0	5	5	4	3	6	2	1	1	4	5	2	0	4
# avg arrivals (by ship)	1	1	24	4	1	9	32	7	4	0	2	12	3	9	1	4	2	11	2	21	4	32	24	26	71	1	4	21	1	6	17	20	43	16	1	7
# avg exams (total)	3	3	1	0	0	13	21	1	7	1	0	2	1	6	8	1	1	4	0	8	2	19	0	9	56	2	4	14	1	0	7	2	15	3	0	6
Min # FPVE's needed	2	2	2	1	1	6	8	2	4	2	1	2	2	3	4	2	2	3	1	4	2	8	1	4	11	2	3	6	2	1	4	2	6	2	1	3