

# 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?

- The CSNCOE moved its offices to Ft Lauderdale outside of Port Everglades. The new address is noted above. Phone numbers have changed as well and are reflected on page 5. We anticipate hosting an open house in November.
- The next convening dates for the AFPVE course are December 6–11, 2010 and January 24–29, 2011. Many of the seats have already been filled but we encourage you to submit an ETR if you are interested and meet the pre-requisites: hold the FPVE qualification or be 80% complete with the PQS and be at a unit where you conduct foreign passenger vessel exams or supervise/manage those that do. If you attended the “Control Verification Course” (the AFPVE predecessor) prior to 2001, we recommend you attend this one now as the curriculum has changed appreciably since then.
- The hiring process continues for the 8<sup>th</sup> and final staff member, a GS–12 marine inspector (cruise ship).

### Regulatory Horizon

- STCW 95: Amendments to the STCW Convention were adopted by the IMO at the Diplomatic Conference in Manila, Philippines on June 2010. Highlights include: improved measures to prevent fraudulent certificates of competency; revised requirements of work and rest hours; new requirements for drug and alcohol abuse; updated medical fitness standards, new certification requirements for able seafarers and new requirements for security training. The amendments come into force January 2012 and expect to see guidance in the near future for Port State Control enforcement.
- Americans with Disabilities Act (ADA): The USDOT issued its regulation making the ADA applicable to passenger vessels operating in the United States. This rulemaking concerns service and policy issues and comes into effect on Nov. 3. Issues concerning physical accessibility and standards will be addressed at a later time, in conjunction with proposed passenger vessel accessibility guidelines drafted by the United States Access Board. Be mindful that these guidelines could have an impact on the work we do in the future.

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- The final implementation date for the Retroactive Fire Safety Amendments (commonly referred to as RFSA's) was October 1, 2010. They were fully incorporated as the last requirements of chapter II–2 of SOLAS 1974.
- Cruise Vessel Security and Safety Act: Highlights include security features such as security latches and peepholes in cabins, balcony height requirements, requirements for medical staff to be trained for sexual assault cases, and the availability of appropriate medicines & evidence kits. Additionally, the Act calls for maintaining records of video surveillance, safety information to crew and passengers and a requirement to report crimes to the FBI. The act comes into force for existing vessels in July 2012 and enforcement will necessitate an update to the Annual and Periodic Exam processes. Those updates will be promulgated through the Mission Management System. The CSNCOE is providing input to CG–5432 as the Coast Guard's enforcement strategy is developed. If you have questions regarding this Act, specifically the Coast Guard's anticipated enforcement and associated regulation development, please contact Mr. John Sedlak of CG–5432 at 202–372–1240 or [john.s.sedlak@uscg.mil](mailto:john.s.sedlak@uscg.mil).

## Field Recommendations, Technical Notes, & Top 10 List

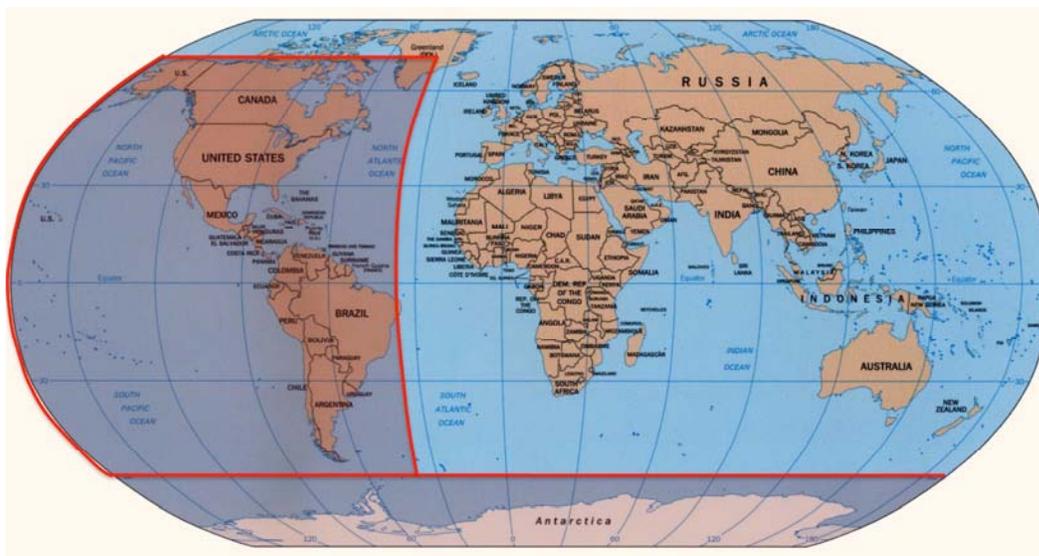
These are issues that have been brought to our attention by cruise industry and CG field offices alike. Items summarized here are those that are either of high priority or represent a trend that needs attention.

### Recommendations

**MARINE CASUALTY NOTIFICATIONS TO COMMAND CENTERS:** In virtually all cases, the initial report of a marine casualty from the master of an operating cruise ship is going to be to the Sector Command Center. In most of those cases, the initial notification is mediated using existing prescribed processes within the Command Center. Though we have encouraged cruise lines to be as comprehensive as possible when making these reports, sometimes, important and relevant technical or operational information is not conveyed. Unless there is a Coast Guard marine safety professional on watch in the command center at the time of the report, it is possible that this relevant information will never become part of the Coast Guard's decision making associated with the report. For this reason, we recommend that Prevention department marine inspectors and/or investigators be involved to ensure all relevant data is available to the OCMI/COTP.

**PRE-EXAM COMMUNICATION:** When conducting a Foreign Passenger Vessel Annual or Periodic exam, pre-exam email communication with the ship's Captain and cruise line's technical staff is important. This small step to organize & coordinate the exam, emphasize the Coast Guard's need for staff escorts and testing equipment, and expectations while witnessing drills (i.e. testing a full sized raft for Annuals) helps to assure a smooth and efficient exam. It's also an opportunity for the ship's Captain to explain any in-port factors (bunkering, crew change out, etc) that could have an impact on the timing and flow of the exam. This communication should occur no later than 2 days prior to the ships arrival. If you need email contacts for the vessels operating in your zones, refer to the cruise line contact listed later in this newsletter. They can certainly provide email addresses for the ship captain's and any other staff or shoreside personnel you want to notify.

**MARINE CASUALTY REPORTING REFRESHER:** For foreign passenger vessels that embark or disembark passengers in the U.S. or transport passengers travelling under any form of air or sea ticket package marketed in the U.S., marine casualties involving a United States citizen are required to be reported in the following area outside of 12 nautical miles: East of the International Dateline, west of 35W longitude, south of 75N latitude, and anywhere south of 60S latitude (see picture below for a graphical representation of this area).



**Technical Notes:**

**SAFE RETURN TO PORT:** The new SOLAS regulations are a pro-active action of the International Maritime Organization (IMO) regarding the increasing size of passenger ships and the difficulties in safe evacuation of passengers. The Safe Return to Port regulations essentially compel a change in the design process for cruise lines, ship builders, classification societies and flag administrations. The regulations are mandatory for passenger ships constructed on or after July 1, 2010, having a length of 120 meters or more or having three or more main vertical zones. These vessels are required to have the ability to return to port after a casualty case, not exceeding a defined flooding or fire casualty threshold, and provide all persons on board basic services in so-called 'safe areas'. For fire casualty cases exceeding the casualty threshold but not exceeding one main vertical fire zone, systems for supporting orderly evacuation have to be available for 3 hours. CG inspectors will need to be more aware of how systems are being protected in one MVZ as well as the duplicity testing procedures for duplicate emergency systems onboard.

**WATER MIST & SPRINKLER HEADS:** During some exams, either completely empty or very low liquid levels have been observed in the glass bulbs of water mist and sprinkler heads. 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.

**DOCUMENTING QUARTERLY EXAMS IN MISLE:** In accordance with NVIC 03-08, the Coast Guard should only perform quarterly foreign passenger vessel examinations for vessels with a deficiency history that includes a detention within the past three years. If a cruise ship is on a quarterly exam schedule, you should document this information in MISLE using a special note, including an accurate date of expiration.

**MAKE-SHIFT STORAGE:** This is for general awareness only. There appears to be a trend of deficiencies documented in MISLE of make shift storage areas found during an exam. These areas are a concern due to the amount of combustibles added to a space that structurally cannot support the fire load. If a particular space is in question, you can usually find the space categorization plans on the bridge and assess them from there. Also ensure the vessels plans are up to date from any recent modifications in the area of question.

**TENDER COC:** If a cruise ship has any vessel that is used as a passenger tender in U.S. waters (lifeboat or dedicated tender) all such vessels used as tenders on that cruise ship should be issued one COC in accordance with NVIC 03-08. The Tender COC should have all the applicable tenders listed should have the same expiration date as the cruise ship's COC. If you have any additional questions, please contact LCDR Michael Capelli, National Technical Advisor for the CSNCOE.

**INFANT LIFEJACKETS:** SOLAS 2006 amendments require passenger vessels to provide infant life jackets for their cruises. The methodology for meeting this requirement differs from cruise line to cruise line and classification society. To avoid counting the number of infants per voyage, some have opted to maintain numbers that are multiples of the highest amount of infants ever carried, others base it on a percentage of the overall passenger capacity. In each of these cases, the additional capacity for infant lifejackets is very conservative. Be mindful of the availability during exams. If lifejackets are normally stored in passenger cabins, additional infant jackets will be needed at the embarkation decks.

**Top Discrepancies:**

The following comprise the top discrepancies noted outside of Annual and Periodic FPV's (casualties, industry self-reporting, etc) CG-wide in the past year:

1. Switchboard failures [*the highest frequency of occurrence - 5 times*]
2. Podded propulsion steering failures: tripped off-line, malfunction)
3. Fire screen doors will not close from the bridge
4. Faulty bridge/navigation equipment
5. Damaged or inoperable lifeboat & rescue boat, winches, and falls
6. Failing to report a Marine Casualty
7. Missing/inaccurate Advanced Notice of Arrival
8. Inoperable oil content meter

Planned for the Winter Newsletter is a top 10 list associated with Annual/Periodic FPV activities on cruise ships for 2010.

## Cruise Ship Construction Book

Below is accurate as of October 12, 2010. It is updated frequently and is available, with more detailed information, at the CSNCOE CG Portal 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
Nieuw Amsterdam	HAL	21-Jun-10	1-Jul-10	86,700	PEV
Allure of the Seas	RCCL	10-Oct-10	1-Nov-10	220,000	PEV
Marina	Oceania Cruises	1-Nov-10	1-Jan-11	66,000	tbd
Disney Dream	Disney	Unk	26-Jan-11	128,000	Port Canveral
MSC Meraviglia	MSC	Unk	1-Feb-11	93,000	tbd
L'Austral	CIP	1-Nov-10	1-Apr-11	10,700	tbd
AidaSol	AIDA Cruises	Unk	1-Apr-11	71,300	tbd
Carnival Magic	Carnival	20-Apr-11	1-May-11	130,000	Galveston
Seabourn Quest	Seabourn	5-May-11	6-Jun-11	32,000	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
MSC Fantastica	MSC	Unk	1-Feb-12	93,000	tbd
Unknown Name	AIDA Cruises	Unk	1-May-12	68,500	tbd
Carnival Breeze	Carnival	22-May-12	1-Jun-12	130,000	tbd
Celebrity Reflection	Celebrity	Unk	1-Aug-12	118,000	tbd
Utopia	Residental Ltd	Unk	1-Jan-13	108,000	tbd
Unknown Name	AIDA	Unk	1-Apr-13	71,300	tbd
Riviera	Oceania Cruises	1-Jan-12	Unk	66,000	tbd
Disney Fantasy	Disney	6-Feb-12	Unk	122,000	Port Canveral
Costa Fascinosa	Costa	1-Apr-12	Unk	114,500	tbd

## CSNCOE Contact Information

CDR Buddy Reams	CSNCOE Detachment Chief	<a href="mailto:wilford.r.reams@uscg.mil">wilford.r.reams@uscg.mil</a>	(954) 767-6141
LCDR Mike Capelli	National Technical Advisor	<a href="mailto:michael.j.capelli@uscg.mil">michael.j.capelli@uscg.mil</a>	(954) 767-6397
Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	<a href="mailto:brad.a.schoenwald@uscg.mil">brad.a.schoenwald@uscg.mil</a>	(954) 767-6159
Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	<a href="mailto:scott.j.elphison@uscg.mil">scott.j.elphison@uscg.mil</a>	(954) 767-4833
LT Dan Brehm	Senior Marine Inspector/Instructor	<a href="mailto:daniel.l.brehm@uscg.mil">daniel.l.brehm@uscg.mil</a>	(954) 767-8021
Mr. Jim Garzon	Marine Inspector/Associate Instructor	<a href="mailto:james.garzon@uscg.mil">james.garzon@uscg.mil</a>	(954) 767-8248
Mrs. Jennifer Barton	Marine Inspector/Associate Instructor	<a href="mailto:jennifer.a.barton@uscg.mil">jennifer.a.barton@uscg.mil</a>	(954) 767-6086
General Email contact (checked each day)		<a href="mailto:csncoe@uscg.mil">csncoe@uscg.mil</a>	

## Subject Matter Experts

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

## Industry Service Managers

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

## 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

The cruise industry contact list available at the following link was developed to provide Coast Guard field offices with alternate lines of communication for non-emergency information (arrival, exam scheduling, itinerary inquiries, etc). This list is exclusive of the Designated Person Ashore (DPA) each cruise line has available 24/7 for emergencies only. We recommend 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 preference (call top of the list for a particular cruise line first, then move down if you are unable to make contact). 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 October 12, 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 exam workload and arrivals 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 in particular) do not accurately reflect the capability at your office, please let us know as soon as possible.

	ACTEUR	FEACT	MSD American Samoa	MSD Belfast	MSD Ketchikan	MSD Kodiak	MSD Massena	MSD Port Canaveral	MSD ST Thomas	MSD Unalaska	MSU Galveston	MSU Portland	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 San Diego	SEC San Francisco	SEC San Juan	SEC Seattle	SEC Southeast New England	SEC ST Petersburg
# qualified FPVE	4	1	0	2	1	1	0	4	3	1	1	4	0	5	2	6	2	2	0	4	4	5	1	2	1	6	9	6	4	9	1	2	7	4	5	1	3
# attended AFPVE	3	1	0	2	0	1	0	3	3	1	0	0	0	2	2	3	2	2	0	2	3	3	1	2	0	3	6	6	2	4	0	2	6	3	4	0	2
# avg arrivals (by ship)	0	0	1	1	24	4	1	9	32	7	4	6	2	12	3	9	1	4	2	11	2	21	4	32	24	26	71	1	4	21	1	17	20	43	16	1	7
# avg exams (total)	12	1	3	3	0	0	0	13	21	1	7	0	0	2	1	6	8	1	1	4	0	8	2	19	0	9	56	2	4	14	0	7	2	15	3	0	6
Min # FPVE's needed	4	4	4	4	1	1	1	4	8	4	4	1	1	4	4	4	4	4	4	4	1	4	4	8	1	4	11	4	4	8	1	4	4	8	4	1	4