

# CRUISE SHIP QUARTERLY

NEWSLETTER OF THE USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE

Cruise Ship National Center of Expertise, 1800 Eller Drive, Suite 420, Ft. Lauderdale, FL 33316

csncoe@uscg.mil

## Current Events

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

**CRUISE SHIPPING MIAMI** – Cruise Shipping Miami is scheduled from March 14–17, 2011 at the Miami Beach Convention Center. This annual cruise shipping conference is very well attended by cruise line representatives, shipyards, classification societies, equipment manufacturers and USCG policy makers.

**ADVANCED FOREIGN PASSENGER VESSEL EXAMINATION (AFPVE) COURSE** – On January 29<sup>th</sup>, 2011 the CSNCOE completed its third and final course installment for the 2011 Fiscal Year. Since October 2010 a total of 46 Coast Guard vessel examiners and 27 industry representatives completed the 6 day advanced course each of which included 3 ship visits and several advanced group workshops including use of the Foreign Passenger Vessel Exam Job Aid, the holistic examination process, the Mission Management System, and new/future rulemaking or policy development.

**CSNCOE** – We expect the 8<sup>th</sup> and final staff member, a GS-12 marine inspector (cruise ship) to start on February 14.

**PARTNERSHIPS**–On November 15, 2010 during the USCG and Cruise Line International Association (CLIA) annual Partnership Steering Committee meeting, the two parties renewed their formal partnership Memorandum of Understanding. Discussion topics that ensued included: Merchant Marine Industry Training and a CSNCOE overview. The partnership agreed to work on two specific technical items: potential issues associated with the testing of uninterrupted power supplies (UPS) and USCG policy guidance related to cruise industry reporting of marine casualties

### Regulatory Horizon

**FTP CODE 2010** – Resolution MSC.307(88) was adopted, revising the existing FTP Code. All material testing will be conducted to this new standard after July 1, 2013.

## INSIDE THIS ISSUE



Current Events	1
Enforcement Reminders & Technical Notes	2
Frequent Discrepancies for 2010	3
Test Your FPVE Knowledge	3
Cruise Ship Construction Book	4
CSNCOE Contact Information	5
Cruise Line Contacts	6
Nationwide FPV Exam Workload	6

**FSS CODE AMENDMENTS** – Resolution MSC.311(88) enters into force July 1, 2012 and includes, among other things, detailed criteria for detectors intended for specific hazards (stairways, freezers, sauna, galley's, etc).

**DE 55 and FP 55 Subcommittees** will continue to evaluate safety provisions applicable to tenders operating from passenger ships. Was an agenda during recent SLF 53.

**DE and FP** are also working on guidelines for a visible element to the general emergency alarm systems on passenger ships.



RADM Kevin Cook and Mr. Dan Frank renew the formal partnership Memorandum of Understanding between the USCG and CLIA.

## Enforcement/Reminders, Technical Notes

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

### **Enforcement/Reminders:**

**NAVIGATION SAFETY WAIVERS:** There is some variety in how waivers are issued for navigation safety equipment testing per 33 CFR 164, based on MOC Policy Letter 02-05. To avoid confusion for the industry and among different COTP's, refrain from issuing a waiver that names, generically, an entire fleet of vessels or an entire cruise line. Because itineraries and homeports for existing ships change and new ships are brought into the fleet each year, the research and justification for such a waiver may be invalidated. Instead, identify on a given waiver several ships from a particular company operating in a COTP zone so long as each ship has a proven safety record.

**TMT ENTRIES** – In an effort to help us prioritize training support, please ensure that anyone working towards attaining the FPVE qualification is so assigned in TMT. Assigning the qual to an individual in TMT indicates that he/she is expected to attain it within a given amount of time. While we monitor the number of FPVE's CG-wide, we also attempt to assess how many people at what ports are actually working on the qual. This allows us to determine what areas may benefit from targeted exportable training, and also helps us anticipate attendance at future AFPVE courses.

**MSC SOLAS PLAN REVIEW GUIDES** – If you're not already aware, the Marine Safety Center maintains a detailed list of technical plan review guides regarding Foreign Passenger Vessels. Though specific to the topics they deal with during plan review, many are equally applicable to FPVE's in the field as they provide good insight as to acceptable design features. Some of the relevant topics include: Two deck spaces; Room-in-room construction; Access to stairtowers; Overhanging decks; Technical spaces behind linings; Refrigerators; 30% open requirement of common spaces; and, Integrity of multiple deck spaces. To access these and other guidance, visit them at <http://homeport.uscg.mil/mycg/portal/ep/channelView.do?channelId=-24502> and follow to the "Plan Review Guidelines" under References.

### **Technical Notes:**

**LOW LOCATION LIGHTING (LLL)** –Crew corridors make up many of the below deck escape routes but not all crew corridors require LLL (inclusive of photo luminescent tape). Certainly they will if, for some reason, they make up part of a passenger evacuation route. But, otherwise, SOLAS II-2/Reg 13.3.2.5.2 requires the LLL in crew corridors only if they are part of an evacuation route from crew accommodation areas (i.e. cabins, crew lounge, etc). There may be several areas along I-95 where LLL is not found but those would be in way of service and storage areas and not making up part of a crew evacuation route.

**HOLD BACKS ON CABIN DOORS** – SOLAS II-2/Reg 32.1.1.2 is clear that hold back hooks are not permitted. The term "hooks" applies to any other means that has the same effect of preventing a door from being "self closing". So "hooks" refers to actual hold back hooks, hinge locks and other design features of a cabin door that could be used to maintain the door in an open position. Other means of holding cabin doors open or keeping them from closing completely (i.e. door wedges, keeping deadbolt out, etc) are more prevalent during turn-around ports while the cabins are being turned out by the hotel staff. These are considered operational means and if procedures are in place to ensure the cabin stewards remove these temporary blockages in the event of an emergency, they may be permissible. The best method to assess this is to check those areas during the ship's fire drill and ensure the documented training and procedures are being applied in practice.

**EMERGENCY GENERATOR TESTING** – During annual FPV Exams, the emergency generator should be observed in automatic mode under load. This is long-standing policy in NVIC 3-08 but is something that is too often missed during the Coast Guard exams. Sector LA/LB FPVE's realized the benefit of this test during one of their recent exams. Bravo Zulu!

**HIGH PRESSURE MIST SPRINKLERS** – Corrosion has been observed in high pressure water mist sprinklers installed above saunas. Be aware that sauna high temperature in combination with humid conditions can cause internal corrosion within the sprinkler. Internal corrosion within the sprinkler may prevent the sprinkler from releasing appropriately (see the manufacturers recommendations for additional information).

**WHITE BOX FAILURES** – Problems with white-box systems are not uncommon. If the vessel’s crew is capable of by-passing the white box (with instructions on when to and how to for SMS purposes) and they can demonstrate to the Coast Guard that the associated OWS is capable of operating (i.e. able to discharge less than 15 ppm overboard to manage the waste stream if needed), then the vessel remains in compliance with MARPOL. If a cruise line’s SMS procedures do not permit bypassing this add-on system in the event of a mechanical or functional problem, the ship will not be able to discharge water overboard through OWS per MARPOL Annex I and will have to retain onboard. In such cases, and provided the OWS remains operable, FPVE’s should expect to see validation from the flag administration or RO that the ship has adequate capacity to retain all oily water onboard until the problem with the white box is addressed. If that is not available and the FPVE is confident that there is sufficient on-board capacity, to prevent delaying the ship the FPVE should consider issuing a deficiency permitting up to 14 days to address the issue (flag/RO approval, revised shipboard procedures, etc). Contact CG-5432, LCDR Chuck Fluke (202) 372-1275 with any additional questions on this.

**Frequent FPV Exam Discrepancies:** The following comprise the most frequent discrepancies noted during Annual and Periodic FPV exams in 2010:

1. “A” class division doors not working properly
2. Means of Evacuation blocked (doors, locked, obstructions)
3. Prohibited storage of combustibles
4. Flammable liquid locker in inappropriate spaces
5. Damage to lifeboats used as tenders
6. Improper use of combustible waste receptacles
7. Escape lighting inoperable
8. Water tight door inoperable
9. “B” class doors not closing properly, includes hold-backs
10. Davits not operating as planned or inoperable

*“There are certain areas on the ship that must be sprinkled.” Anon...Jan 2011 AFPVE Course*

## Test Your FPVE Knowledge

Identify the ship system in these two pictures. What are the components of the system? What are the inspection methods? Go here for the answers: <https://cgportal.uscg.mil/lotus/myquickr/cruise-ship-national-center-of-expertise/rich-text>



## Cruise Ship Construction Book

Below is accurate as of February 4, 2011. 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.

Ship Name	Operator	ICVE Exam	Delivery	Gross Tonnage	First Port
AidaSol	AIDA Cruises	6-Mar-11	1-Apr-11	68,500	tbd
Costa Favolosa	Costa	3-Apr-11	1-May-11	114,500	tbd
Carnival Magic	Carnival	20-Apr-11	22-Apr-11	130,000	tbd
Celebrity Silhouette	Celebrity	5-Jun-11	1-Aug-11	118,000	tbd
Riviera	Oceania Cruises	3-Jul-11	11-Jul-11	66,000	Miami
Disney Fantasy	Disney	6-Feb-12		122,000	tbd
Costa Fascinosa	Costa	1-Apr-12	1-Mar-12	114,500	tbd
Carnival Breeze	Carnival	22-May-12	1-Jun-12	130,000	tbd
Professor Khromov	G.I. Eastern Regional	tbd	Existing	1,759	tbd
Seabourn Quest	Seabourne	tbd	14-Jun-11		Miami
Pearl Mist	Pearl Seas	tbd	Unk	8,700	Portland, ME
MSC Meraviglia	MSC	tbd	1-Feb-11	93,000	tbd
MSC Favolosa	MSC	tbd	1-Feb-12	93,000	tbd
Aidamar	AIDA Cruises	tbd	1-May-12	71,000	tbd
Reflection	Celebrity	tbd	1-Nov-12	126,000	tbd
Utopia	Utopia Residences	tbd	1-Jan-14	105,000	tbd
NEW NCL	NCL	tbd	Spring 2013	143,500	tbd
NEW NCL	NCL	tbd	Spring 2014	143,500	tbd
Unnamed	Princess	tbd	Q2	139,000	tbd
Unnamed	Princess	tbd	Q2	139,000	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
LCDR 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
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	LCDR Capelli
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	LCDR Brehm
Emergency power	LCDR Brehm	Security/ISPS	Mr. Garzon
FPV exam drills	Mr. Schoenwald	SFP	Mr. Schoenwald
FPV exam process	Mr. Schoenwald	Ship design & construction	LCDR Capelli
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	LCDR Capelli
Lifesaving	LCDR Capelli		

## Industry Service Managers

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

## USCG Field Office Service Managers

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	LCDR Capelli
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 February 4, 2011.

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 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 Texas City	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	3	0	2	1	1	0	4	3	1	2	4	0	5	1	6	2	2	0	5	4	5	3	3	1	8	9	6	4	13	2	3	6	5	5	1	4
# attended AFPVE	3	3	0	2	1	1	0	4	3	1	2	0	0	4	1	5	2	2	0	3	3	4	3	3	1	8	9	6	2	10	2	3	5	5	4	1	4
# avg exams (total)	12	1	2	3	1	0	0	14	20	1	6	0	0	2	1	7	10	1	1	4	0	9	2	19	0	9	59	2	4	16	1	6	2	16	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	4	4	4	8	4	1	4