

CRUISE SHIP QUARTERLY

NEWSLETTER OF THE USCG CRUISE SHIP NATIONAL CENTER OF EXPERTISE (CSNCOE)

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 took place March 14–17, 2011. To everyone we had the pleasure of meeting and interacting with; we thank you for your time and input and look forward to meeting again in the coming months. The CSNCOE was proud to have LCDR Michael Capelli as a speaker at the USCG Forum providing insight and updates to the industry on the CSNCOE's overall mission, long term strategies and goals as they relate to our capacity in the USCG and industry alike.

AFPVE COURSE – The CSNCOE is fine tuning some of the course lessons based on the feedback received from previous participants. These adjustments will not only improve the course content but streamline the delivery of information. FY12 course dates are being discussed now. Expect those to be announced this summer.

CSNCOE STAFF – We're sorry to announce that Mrs. Jennifer Barton left the CSNCOE to pursue advanced education; we wish her well and are sorry to see her depart. On the other hand, we would like to welcome Mr. Jason Yets and Mr. Dan Biernat to the team. Mr. Yets comes to us from 7 years in the cruise industry, most recently serving as Safety Officer for Norwegian Cruise Lines where he began his seagoing career as the ships firefighter aboard the Pride of Aloha. Mr. Biernat, also from the cruise industry, served in a wide array of positions including Captain and Staff Captain with Regency Cruises and Safety Officer & Chief Officer with Royal Caribbean Cruise Lines. Dan was also a course director with the Wartsila Land & Sea Academy. All told, we're happy to announce that we are now fully staffed.

We would also like to note a few changes in our active duty personnel. LCDR Capelli recently transferred to a new assignment as Chief of Prevention for Sector Key West and LCDR Daniel Brehm fledged up to his position as National Technical Advisor. Filling the billet vacated by LCDR Brehm is LTJG Michael Metz, transferring from Sector Miami in July. He is a graduate of the United States Merchant Marine Academy (Kings Point) and holds an engineering degree; he has sailed as a licensed engineer onboard deep draft vessels, tug boats and an oil spill response vessel.

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FPVE PQS – In an effort to baseline the fundamental learning associated with each PQS task, we are developing a distributed learning tool. This will be available online for each FPVE trainee to reference and study as they progress through the various PQS tasks, but will also be available for deployable training by CSNCOE staff. The goal is to standardize what each FPVE knows about each system so that Verifying Officers can focus on the field application of that knowledge. Expect to see more of this in the Fall.

CRUISE SHIP VESSEL SAFETY & SECURITY ACT (CVSSA) – The CSNCOE continues to work with CG-5432 in the development of CVSSA implementation procedures. It is expected soon. Once implemented, we will incorporate the guidance into the FPVE job aid (available through the MMS). For future rulemaking, information is being solicited regarding video recording and overboard detection technologies in the May 25, 2011 Federal Register (page 30374).

PSSC SURVEY TRAINING – We have implemented a PSSC Survey Training program for CSNCOE staff members. The intent of this training is to give participants an understanding of the differences and similarities between the flag state inspection on cruise ships and the USCG foreign passenger vessel examination. It is coordinated through the Recognized Organization carrying out the survey. In the course of the training, the FPVE shadows the surveyor(s) during the week-long survey. We have drafted a similar program that is under review by CG-5432 for use Coast Guard wide. Until the above guidance is finalized, if your office is considering carrying out similar training,

we're happy to share the guidelines and expectations of the CSNCOE program with you.

MISSION MANAGEMENT SYSTEM (MMS) – A Foreign Passenger Vessel Exam procedure is available at the MMS CGPortal page. The FPVE Job Aid is linked to this procedure and available in the same library. A detailed Work Instruction is under development that will provide FPVE's a good reference on exam requirements to study while training or review prior to going onboard for an exam. In the near future we expect to finalize a similar procedure for Initial FPV Exams as well as an associated Work Instruction and Job Aid.

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

NOTIFICATION OF VESSEL MODIFICATIONS – The CSNCOE have been reminding cruise lines and classification societies about the expectations in Navigation Vessel Inspection Circular (NVIC) 3-08 regarding notification and plan review of certain repairs, alterations and modifications aboard existing vessels – specifically, work of a “major character” necessitating submission of a scope of work and plans to the Marine Safety Center (MSC). Sometimes this work occurs outside the awareness of the OCMI conducting the COC exam (for example: done prior to repositioning a ship into another zone or seasonal operating periods outside the U.S.). It is important that OCMI's be aware of the nature of this kind of work to make informed decisions during subsequent Foreign Passenger Vessel Exams. We have come to realize that, often, cruise line representatives are not sure whether to send plans and/or whom to notify. In many cases, they have approached the CSNCOE for guidance or engaged the nearest OCMI for ships operating in other areas, which can result in confusing lines of communication.

To facilitate this needed interaction between the cruise line and the appropriate OCMI, the CSNCOE developed an internal procedure to accept these notifications from cruise lines if it is unclear to them which OCMI to contact. We expect this process will result in more consistent notification and application of the NVIC 3-08 policy. In such cases, the cruise line can email us at CSNCOE@USCG.MIL the ship name(s), IMO Number(s), and scope/location of work to be completed. With this information the CSNCOE, as necessary, will:

- Guide the cruise line to submit plans to the MSC.
- Forward information to the appropriate OCMI(s).
- Place a special note in MISLE to identify the scope of work conducted aboard.

EPA VESSEL GENERAL PERMIT (VGP) – CG543 Policy Letter 11-01 provides guidelines for Coast Guard personnel to evaluate compliance with the VGP program. The VGP applies to discharges incidental to the normal operation of all non-recreational vessels of 79 feet or greater in length. There are cruise-ship specific checks outlined in the job aid attached to the policy letter.

CERTIFICATE OF COMPLIANCE FOR TENDERS – There have been some questions regarding how to capture/document the second COC issued for tenders in MISLE. The tender COC should be scanned into MISLE for documentation. Additionally and as a reminder, the expiration date on the tender COC must be the same as that on the ship's COC. A sample tender COC is available at <https://cgportal.uscg.mil/lotus/myquicker/cruise-ship-national-center-of-expertise/library>.

ALTERNATIVE DESIGNS AND EQUIVALENCIES – These are prevalent onboard most ships and the features reflect an approved deviation from certain prescriptive requirements (most often, but not limited to SOLAS II-2). Since this may

impact how a USCG foreign passenger vessel exam is conducted or how spaces are evaluated, PSCO's should be aware of their existence before conducting an annual or periodic exam. PSCO's should ask for information on any existing equivalencies and alternative designs (i.e. for SOLAS II-2/17) during the opening meeting with the Master if not in prior email or phone communication prior to the exam. The MSC is considering options on how to document such equivalencies in MISLE following plan review. PSCO's should also scan any related documentation (i.e. a ship's "List of Limitations") into MISLE and describe the equivalent/alterative arrangements in a MISLE Special Note to inform future PSCO's and Sectors.

Technical Notes

HYDROSTATIC TESTING OF BUNKER LINES - Industry has communicated to us the challenges of applying the 33 CFR 156.170 testing requirement to internal bunker and transfer piping (see picture of bunker station on right). Though alternative compliance options (i.e. twice in five tests in lieu of annual) are available in the Marine Safety Manual Vol II.B.6.E.8. Strict enforcement of this requirement for internal piping on cruise ships should not be considered necessary as most bunker and transfer piping systems installed on cruise ships are internal to the ship and, as such, pose no direct threat to the environment if a failure were to occur; unlike on-deck piping and hoses. PSCO's should focus compliance on exposed fuel transfer hoses and piping systems.



COMBUSTIBLE VS. NON COMBUSTIBLE WASTE RECEPTACLES - With reference to PSCO's enforcing the SOLAS II-2/4.4.2 standard requiring non-combustible waste receptacles (particularly in galleys and garbage rooms), we were informed of a concern that USPH would apply contradictory standards requiring plastic waste receptacles. We discussed the matter with the local CDC Vessel Sanitation Program office (VSP) and conclude that the VSP standards and enforcement are in alignment with the SOLAS safety standard regarding the use of non combustibile waste receptacles (especially in galleys). VSP inspectors would question the use of a metal waste receptacle if it was corroded to such a degree that it could no longer retain the waste inside. Finally, and as a reminder, suitably marked combustibile (i.e. plastic) waste receptacles are acceptable for wet, glass, and metal waste (i.e. non-combustible waste).

FLAMMABLE STORAGE LOCKERS -Flammable Storage Lockers (on the left in this picture), regardless of the quantity stored inside, are acceptable in category (12) Machinery Spaces as these spaces already contain flammable liquids and are protected accordingly. Flammable storage lockers located in other spaces should contain contents limited to a daily use amount. Daily use amounts can be determined many ways including sales receipts, usage logs or policy set forth in company SMS. You may find flammable storage lockers constructed to standard EN 14470-1 that are accepted as a category (14) space provided they have a 90 minute rating and have not been altered (cabinet on right in picture and round 90 minute rating label). In these cases, the lockers should be identified on the vessel plans as a category (14) space.

Allowed in Category (12) spaces or limited to daily use

Meets requirements of Category (14)



Test Your FPVE Knowledge

Identify the non-mechanical ship system and components in these pictures. What is their purpose? How do you examine them? When? Go to the CSNCOE library for the answers (<https://cgportal.uscg.mil/lotus/myquickr/cruise-ship-national-center-of-expertise/library>). Look in the FPVE Learning folder for Issue #5



Cruise Ship Construction Book

Below is accurate as of June 6, 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.

Ship Name	Operator	ICVE Exam	Delivery	Gross Tonnage	First Port
Costa Favolosa	Costa	22-June-11	2-July-11	114,500	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	wilford.r.reams@uscg.mil	(954) 767-6141
LCDR Dan Brehm	National Technical Advisor	daniel.l.brehm@uscg.mil	(954) 767-8021
Mr. Brad Schoenwald	Senior Marine Inspector/Lead Instructor	brad.a.schoenwald@uscg.mil	(954) 767-6159
Mr. Scott Elphison	Senior Marine Inspector/Lead Instructor	scott.j.elphison@uscg.mil	(954) 767-4833
LTJG Mike Metz	Marine Inspector/Instructor	michael.w.metz@uscg.mil	(954) 767-6397
Mr. Jim Garzon	Marine Inspector/Instructor	james.garzon@uscg.mil	(954) 767-8248
Mr. Dan Biernat	Marine Inspector/Instructor	Dan.i.biernat@uscg.mil	(954) 767-8241
Mr. Jason M. Yets	Marine Inspector/Instructor	jason.m.yets@uscg.mil	(954) 767-6086
General Email contact		csncoe@uscg.mil	

Subject Matter Experts

ADA Access	Mr. Elphison	MISLE oversight	Mr. Yets
Active fire protection	Mr. Garzon	Bridge Resource Management	Mr. Biernat
AFPVE course administration	Mr. Garzon	Plan review	Mr. Elphison
Cruise line industry & organization	LTJG Metz	Pre and post exam processes	LTJG Metz
Emergency power	LCDR Brehm	Cruise Vessel Security Safety Act	Mr. Garzon
FPV exam drills	Mr. Yets	Structural Fire Protection	Mr. Schoenwald
FPV exam process	LTJG Metz	Ship design & construction	Mr. Schoenwald
FPVE job aid	Mr. Elphison	Machinery Systems	Mr. Elphison
FPVE PQS	Mr. Schoenwald	STCW	Mr. Schoenwald
IMO	CDR Reams	Mass Rescue Operations	Mr. Yets
ISM/SMS	Mr. Biernat	Podded Propulsion Systems	Mr. Elphison
Lifesaving	Mr. Yets	Environmental	Mr. Biernat

Industry Service Managers

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

USCG Field Office Service Managers

MSD Port Canaveral	Mr. Elphison
MSD St Thomas	Mr. Schoenwald
Sector Juneau	LTJG Metz
Sector Miami	LCDR Brehm
Sector New York	Mr. Garzon
Sector San Juan	Mr. Schoenwald
Sector LA/LB	Mr. Garzon
Sector Honolulu	Mr. Yets
Activities Europe	Mr. Elphison

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 May 3, 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