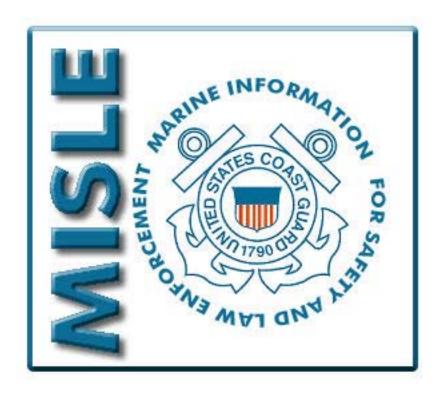
MISLE Commercial Fishing Vessel Dockside Examination User Guide

Version 01-2003

District Seven Change 1



Commandant G-MOC-3 Fishing Vessel Safety 202-267-0315 Change 1 to **Version 01-2003** of the **MISLE Commercial Fishing Vessel Dockside Examination User Guide** was developed by CCGD SEVEN (mc-2) and is validated for use by CFV Examiners only.

This document was not developed with COMDT (G-MOC) approval.

Grey highlighted text = D7 Change 1

Questions or comments should be directed to:

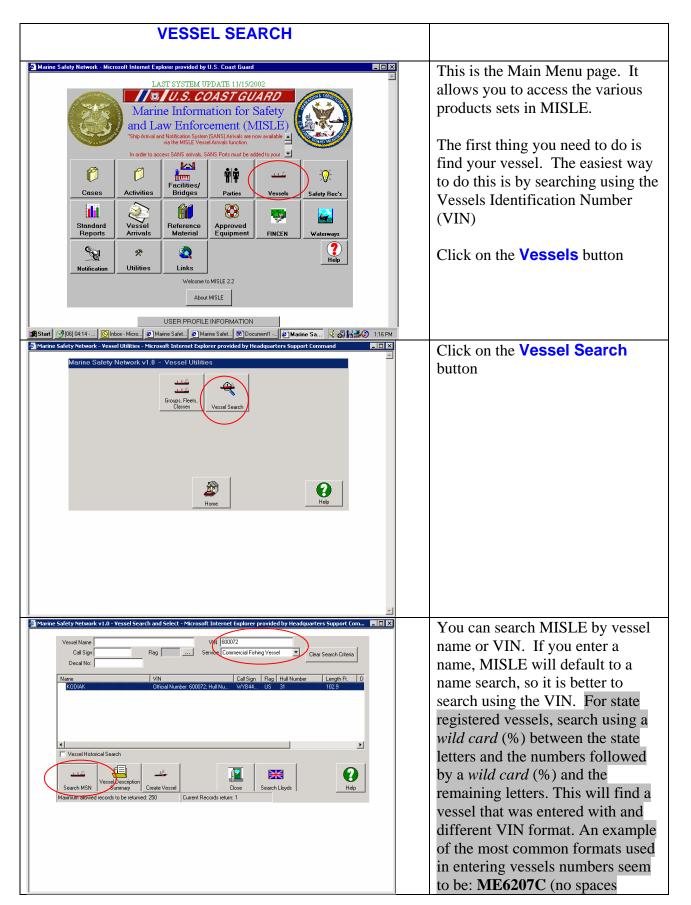
Commander (mc-2) Seventh Coast Guard District 909 SE 1st Ave Room 808 Miami FL 33131-3050

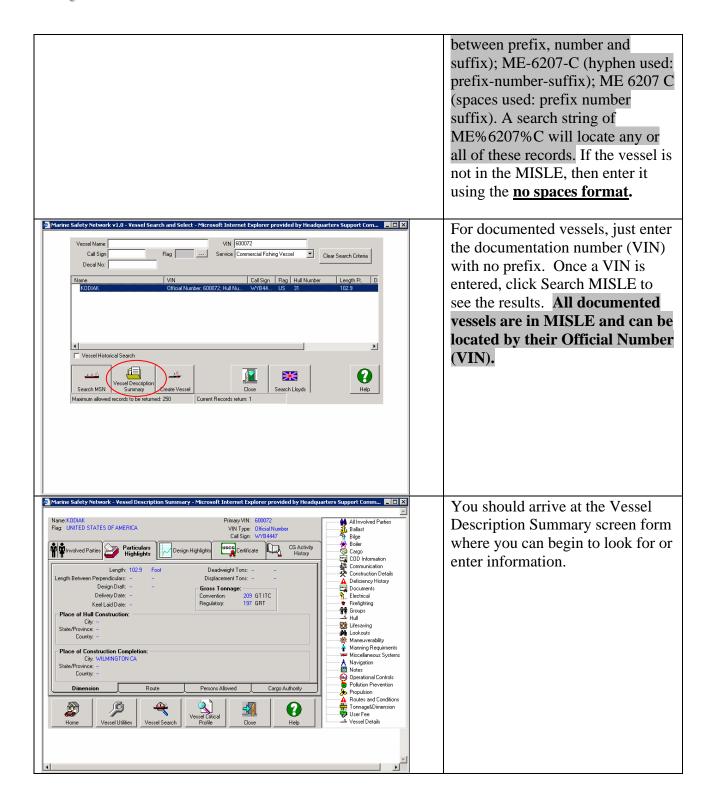
ATTN: MR. Larry Yarbrough

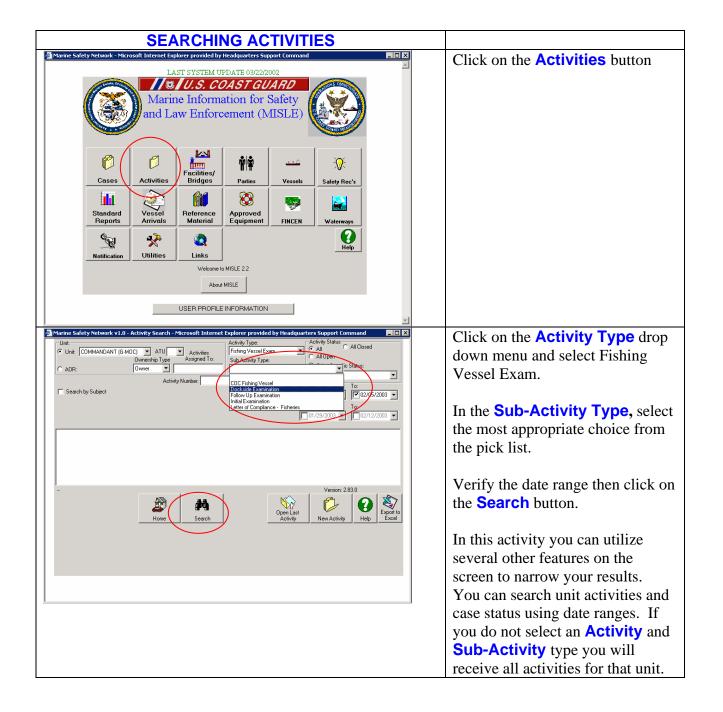
(306) 414 6868 LYarbrough@d7.uscg.mil

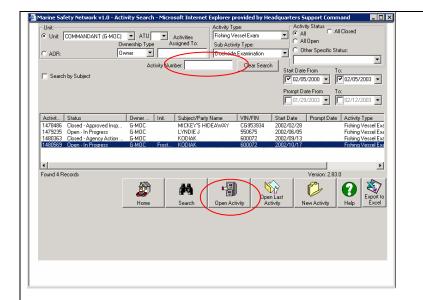
VESSEL SEARCH	5
SEARCHING ACTIVITIES	7
CREATING A NEW FISHING VESSEL ACTIVITY	9
DOCUMENTING A FISHING VESSEL EXAM	13
ENTERING A LOCATION	15
ENTERING VESSEL'S SERVICE	18
ENTERING LIFESAVING INFORMATION	20
ENTERING FISHING VESSEL ROUTE	22
ENTERING FISHING VESSEL DEFICIENCIES	24
ENTERING EXAMINATION NARRATIVES	30
Examination – Decal Issued	31
Examination with Deficiencies/ No Decal Issued	31
ENTERING VESSEL DECAL INFORMATION	32
TRANSFERRING OWNERSHIP AND CONTROL	35
DOCUMENTING FOLLOW-UP EXAMINATIONS	36
CREATING A VESSEL PARTY OR ORGANIZATION	37
ADD A PARTY ASSOCIATION	40
ADD A PARTY TO AN ACTIVITY DETAIL	43
CREATE A NEW VESSEL	45
ENTERING ACTIVITY CHANGE OF STATUS	49

ENTERING SPECIAL NOTES	50
ENTERING GROUP OR CLASS NOTES ENTERING OPERATIONAL CONTROLS	52
	56
REMOVE OPERATIONAL CONTROL	60









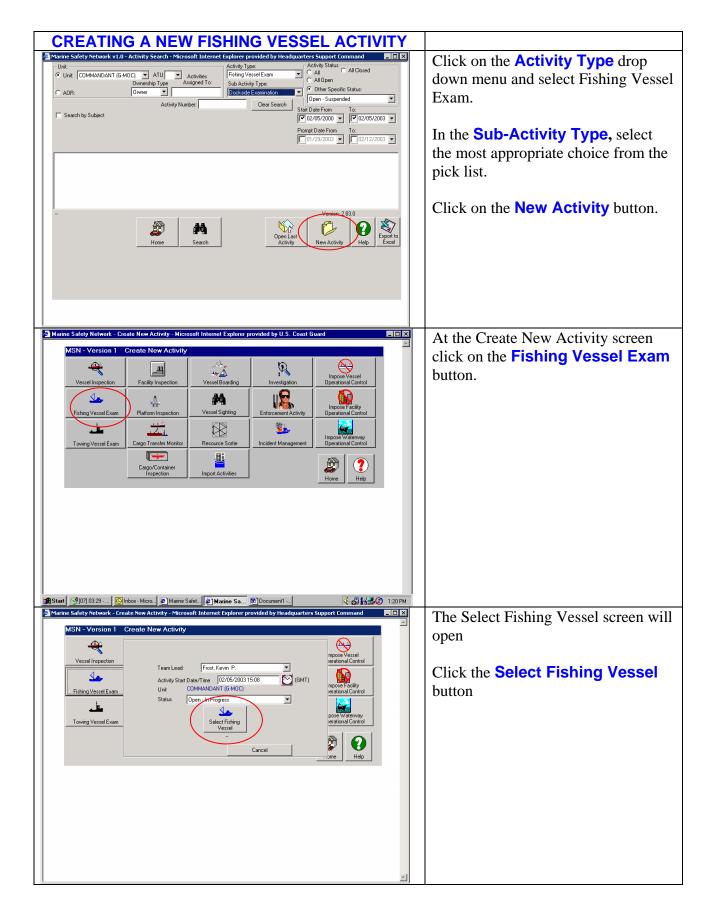


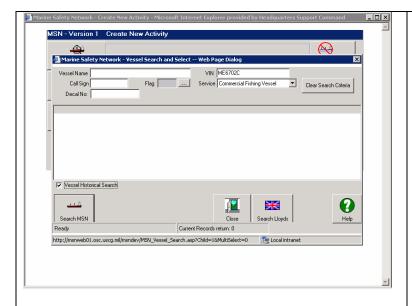
Once you get a list of Activities you will need to review the pertinent information to determine what Activity is the one you are interested in.

In some cases you can double click on the Activity line to open the Activity. If that does not work you will need to select **Open Activity**.

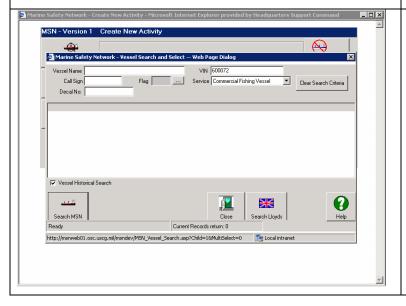
If you already know the Activity number you can open the case by entering the Activity Number in the **Activity Number** box and then selecting **Open Activity**.

The Activity details screen should open and if you select the **Summary** tab you can quickly scan for open deficiencies, valid documents/decals and open/past operational controls.

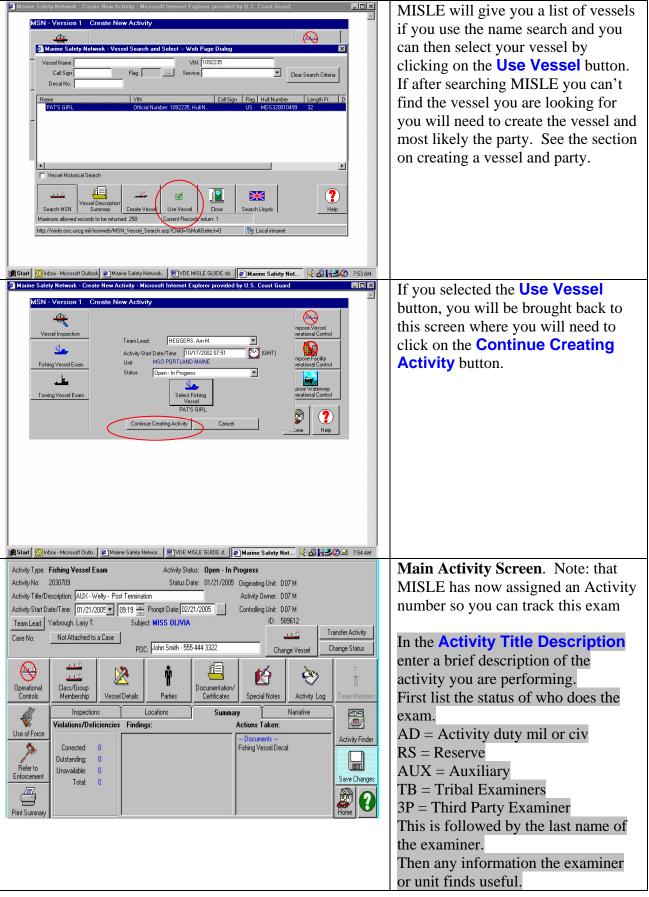




You can search MISLE by vessel name or VIN. If you enter a name, MISLE will default to a name search, so it is better to search using the VIN. For state registered vessels, search using a wild card (%) between the state letters and the numbers followed by a wild card (%) and the remaining letters. This will find a vessel that was entered with and different VIN format. An example of the most common formats used in entering vessels numbers seem to be: ME6207C (no spaces between prefix, number and suffix); ME-6207-C (hyphen used: prefixnumber-suffix); ME 6207 C (spaces used: prefix number suffix). A search string of ME%6207%C will locate any or all of these records. If the vessel is not in the MISLE, then enter it using the no spaces format.



For documented vessels, just enter the documentation number (VIN) with no prefix. Once a VIN is entered, click Search MISLE to see the results. All documented vessels are in MISLE and can be located by their Official Number (VIN).



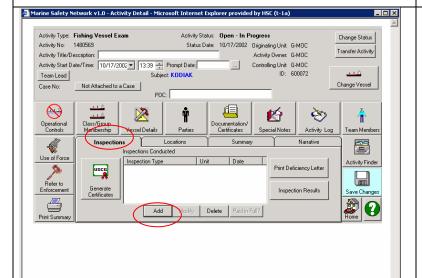
Currently this is the only place to indicate a Post Termination Exam.

Team Lead: Should be the person leading the exam. This has to be someone in the system that is at the same unit that originates the Activity.

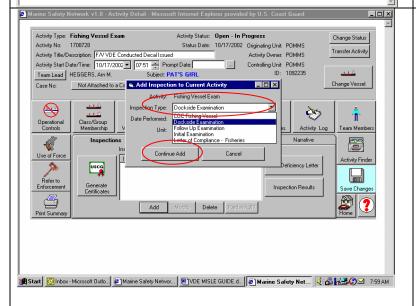
In the **POC** box enter the point of contact for the vessel and a good contact phone number.

Prompt Date: Here you can enter the date you wish to re-visit the activity. 30 days is typical for a fishing vessel.





Select the **Inspections** tab and click on the **Add** button.



At the pop-up window you will select the **Inspection Type**:

Dockside Exam: Typical voluntary dockside examination. Use when none of the below fit.

COC Fishing Vessel: Certificate of Compliance examination required by 46 CFR 28.890 and conducted by a Classification Society.

Follow Up Exam: A follow up to an exam that was already conducted and you are clearing deficiencies etc.

Initial Examination: First dockside exam for initial issuance of a decal (valid for two years) or the first dockside exam for reissuance of an expiring/expired decal (it has been two years since the previous decal was issued).

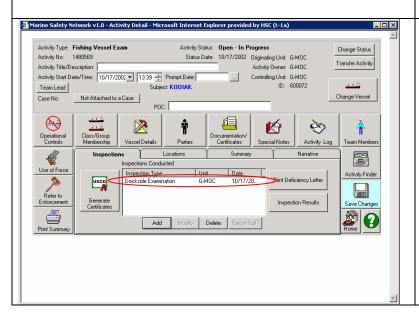
Letter of Compliance – Fisheries: 46 CFR Part 105

inspections for carriage of petroleum products as a secondary cargo.

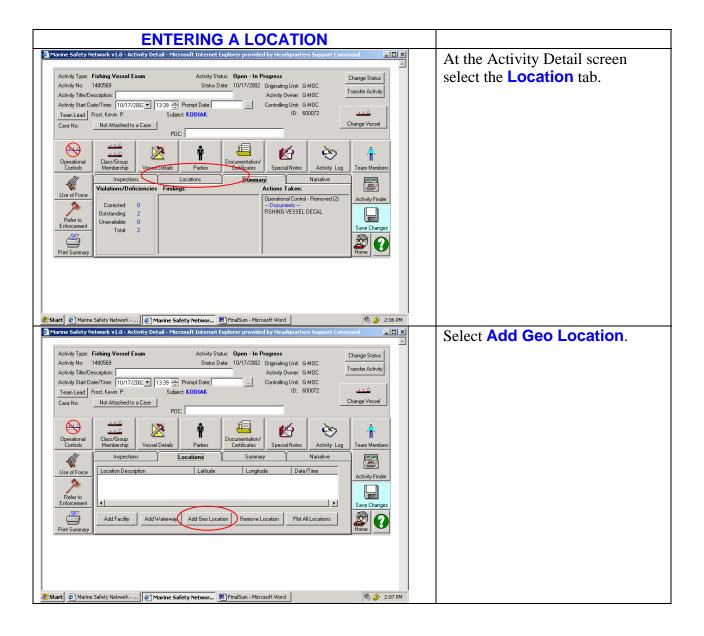
Safety Check: Interaction with a vessel, checking only some of the safety equipment, or providing safety training and information to the Operator and crew.

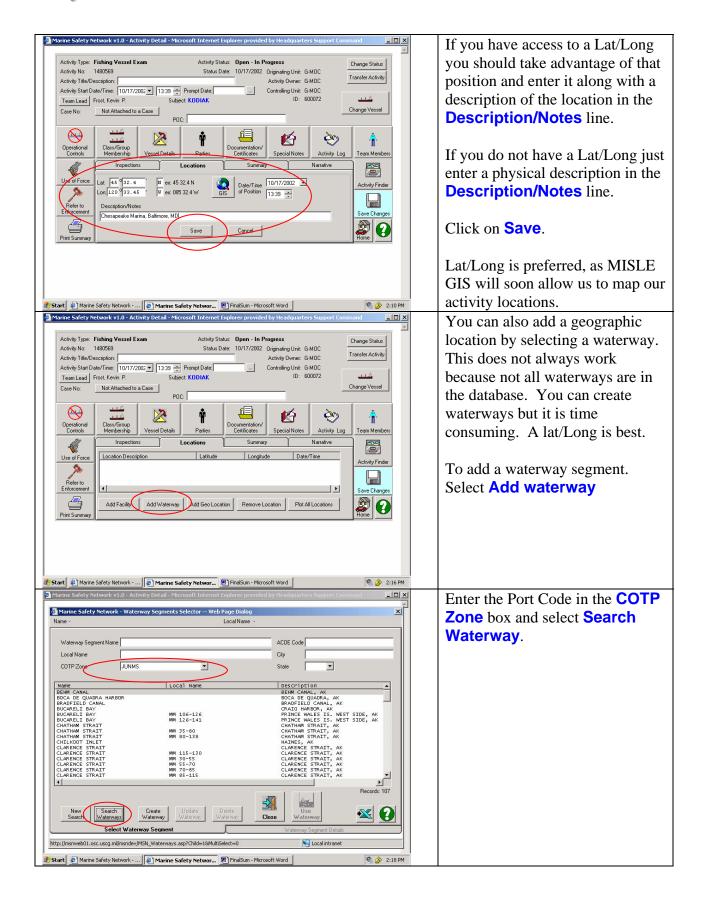
Fix-it Examination: First exam of a CFV to clear at-sea boarding citations, conduct post-termination exams, clear citations listed in COTP Orders.

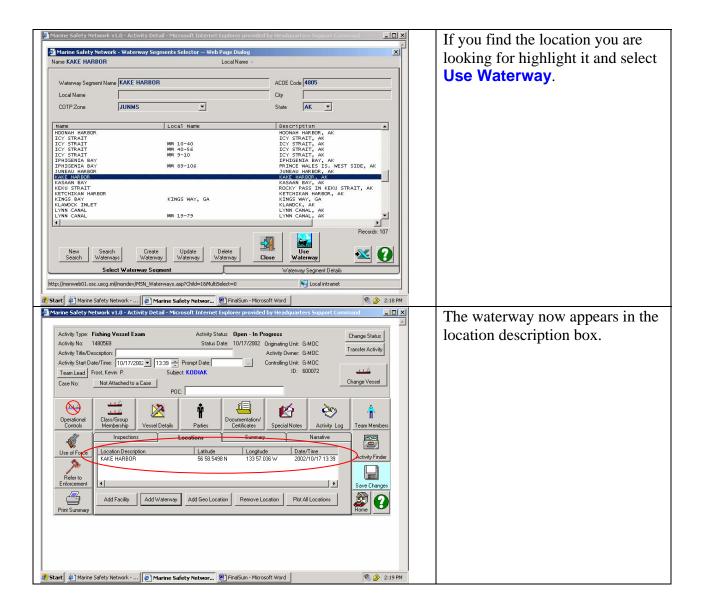
Select Continue Add:

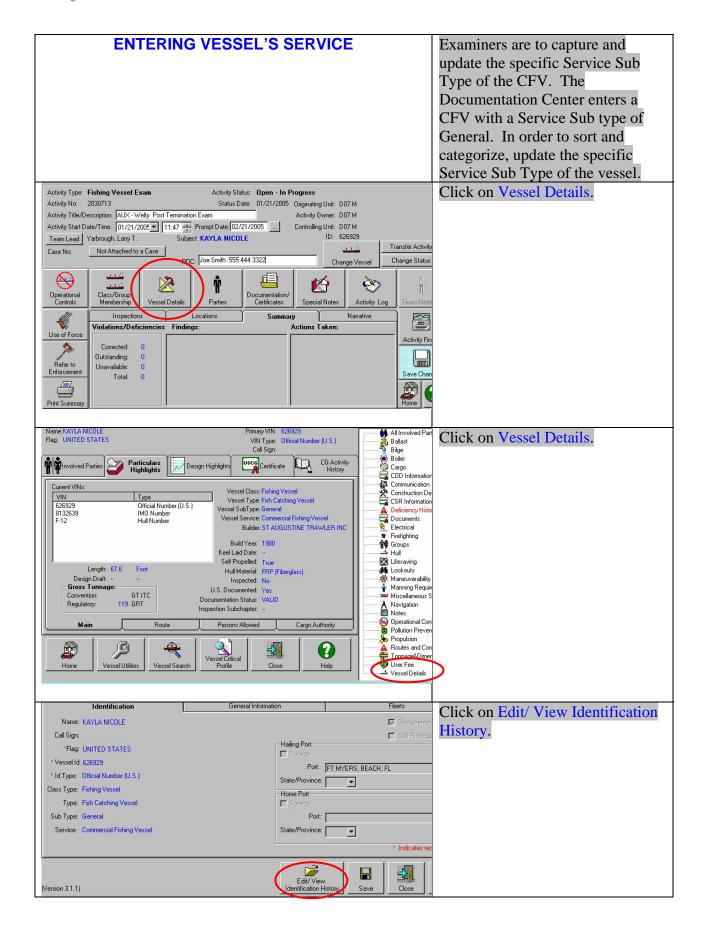


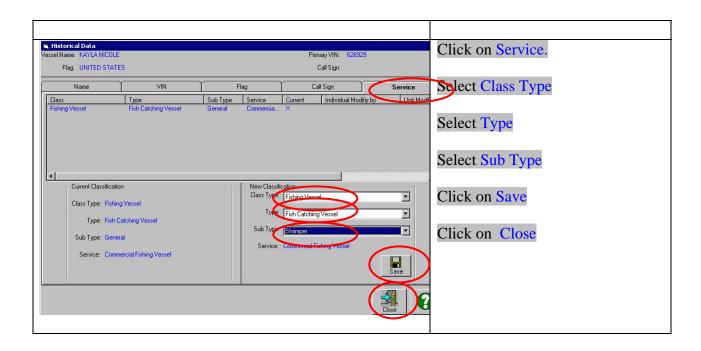
4. Verify your selection is now listed in the **Inspection Type** box

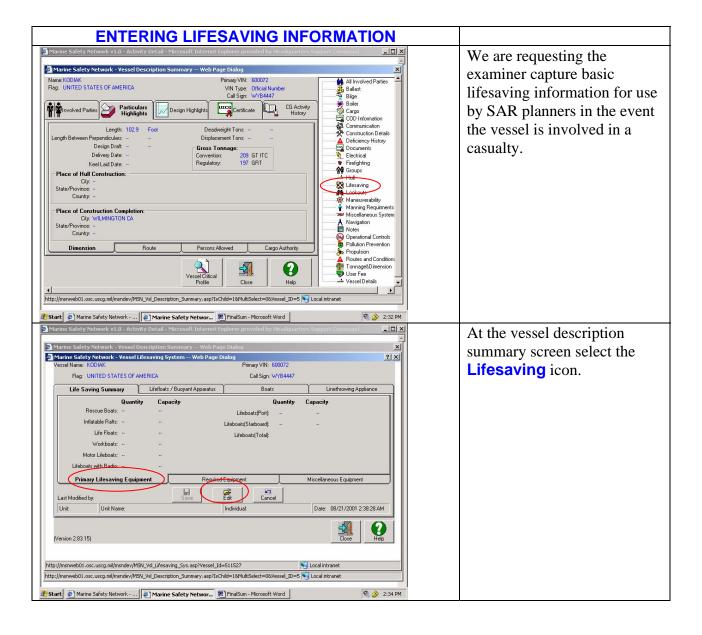


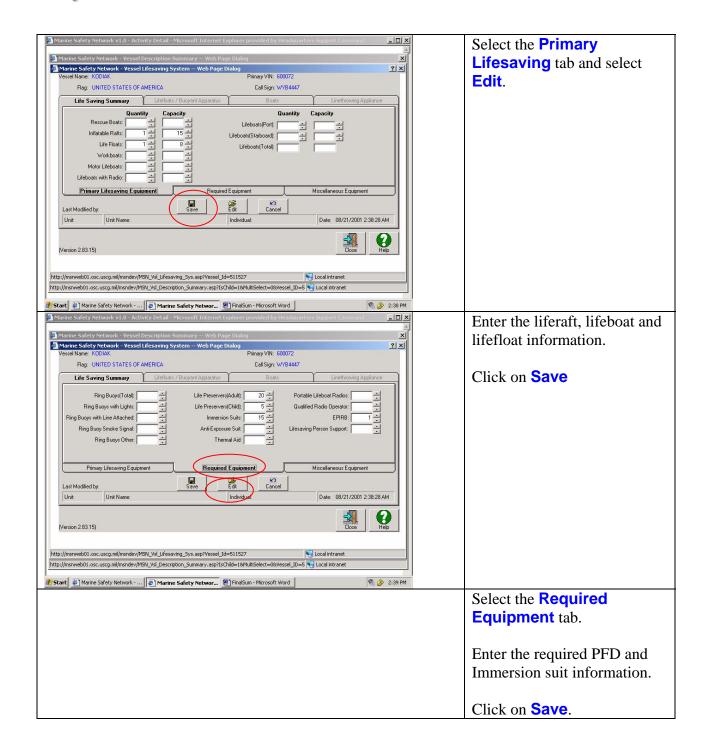


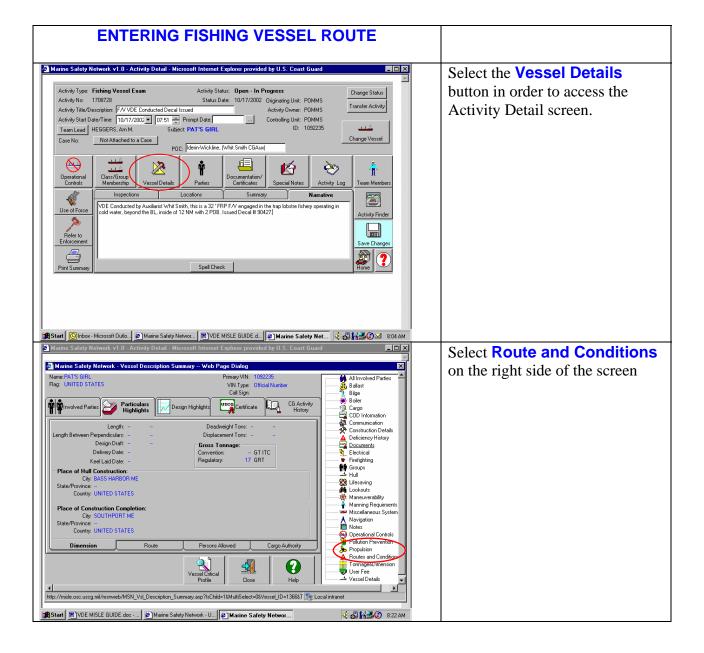


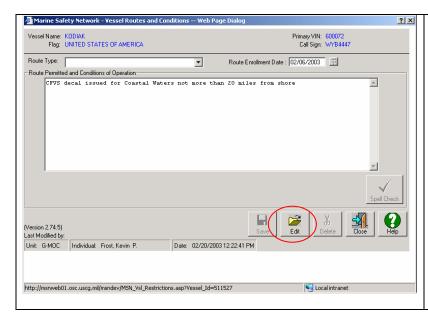








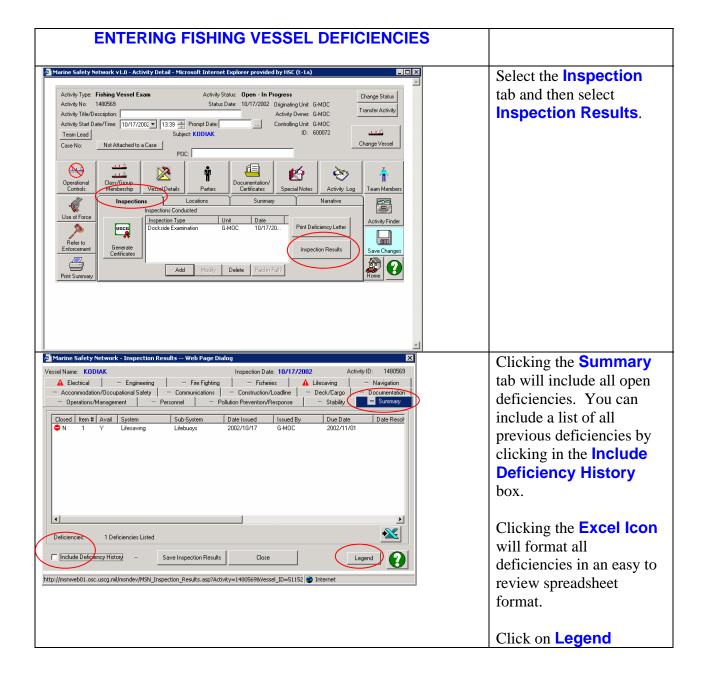


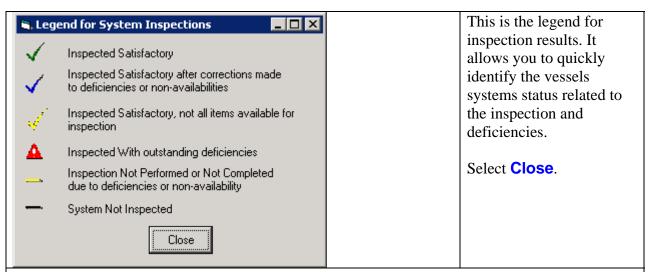


Select Edit and enter in the
Route Permitted and
Conditions of Operation box
the route the CFVS Decal was
issued for.

The **Route Type** pick list does not apply very well to the CFVS criteria and should generally be left blank. If an Examiner has a selection in the pick list such as Oceans and wishes to select it that would be fine.

Click on Save.





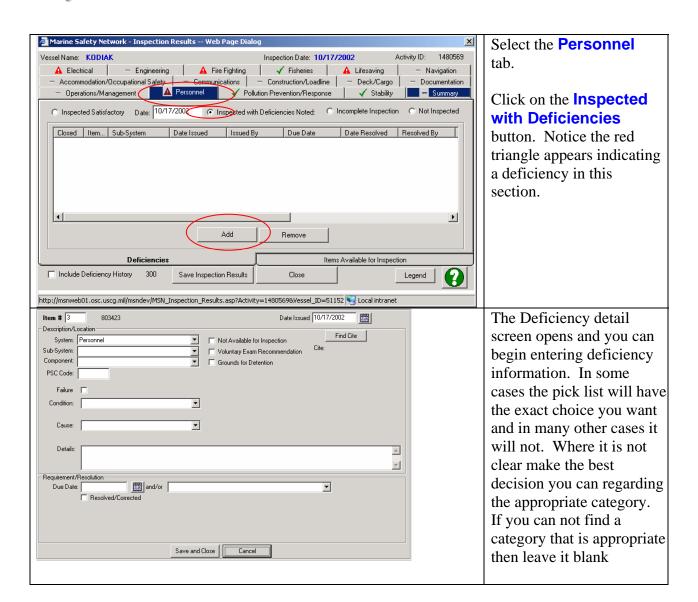
When the Inspection results screen opens you will have four options to choose from. If you are entering deficiencies, the "Inspected with Deficiencies Noted" is the only choice you should make. The remainder are optional and should in general not be completed unless you have the time.

Inspected Satisfactory: Select this button if you have inspected all the items in the area with no deficiencies. A checkmark will appear in the tab indicating that section was inspected without deficiency. You are also given the opportunity to change the date should it be different than the original inspection date.

Inspected with Deficiencies Noted: Select this button if you will be entering deficiencies. A red triangle will appear in the tab indicating deficiencies exist. You are also given the opportunity to change the date should it be different than the original inspection date.

Inspection Incomplete: Select this button if you were not able to complete all the items normally inspected. A long dash will appear in the tab if the inspection was incomplete

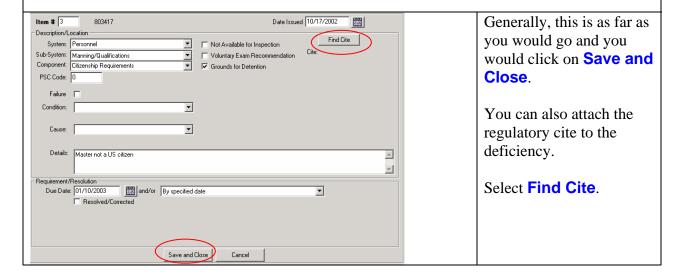
Not Inspected: Select this button if you did not have the opportunity to check any items in this section.

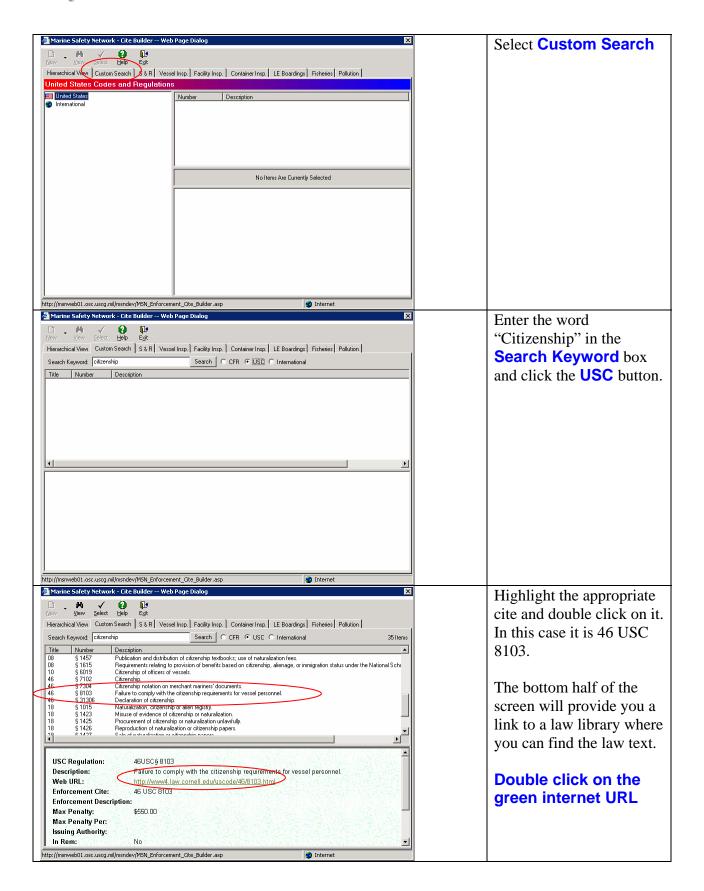


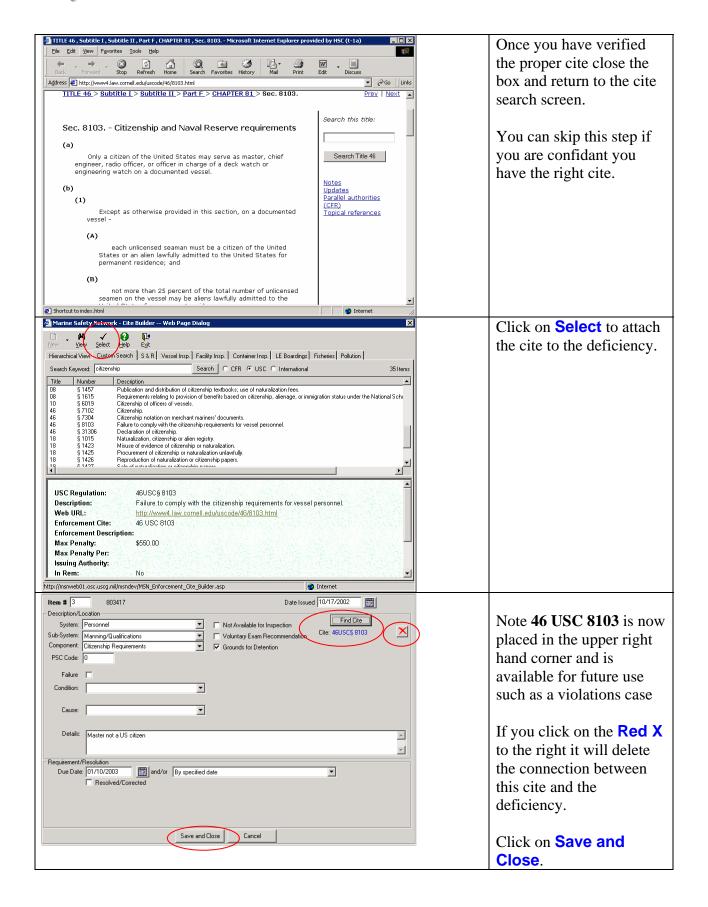
In this example, we identified the Master as not being U.S. citizen. While this is not something you will likely run across at the dock it does allows us to use the whole process.

The appropriate **System** is Personnel. The **Subsystem** is Manning Qualifications and the **Component** selected is Citizenship Requirement. The PSC Code is entered automatically but is not applicable. The **Not available for Inspection** box is not applicable. You should check the **Voluntary Exam Recommendation** box. The **Grounds for Detention** box is not applicable.

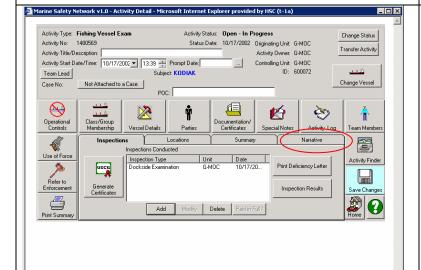
The **Failure** box should only be checked if you conducted an operational test/check of the unit/device and it failed to function properly. The **Condition** code is "Missing" and the **Cause** is "Unknown". In the **Detail** block you should write a short narrative that succinctly describes the problem along with any guidance you may have offered. The **Due Date** selected should rarely exceed 30 days from the time of inspection. Serious deficiencies such as Lifesaving, leaking shaft packings and deficiencies that meet termination criteria should be identified as immediate and prior to "Departure from Port". All deficiencies must be documented including those identified and corrected on the spot. In these cases, you should enter the deficiency and select the **Resolved/Corrected** box. Correction on the spot should also be documented in the **Detail** block..



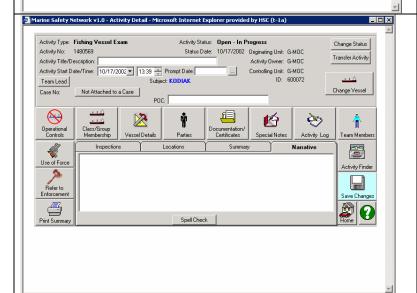








From the Activity Detail screen click on **Narrative**.



The Narrative box opens and you can now enter your **Narrative**.

The below templates can be maintained in a word document and cut and pasted into the **Narrative** box.

These templates are guidance and may not fit every scenario. They are indicative of the information we want to relay/capture. The examiner is the person best qualified to determine what information is most relevant.

Follow-up examination narratives have not been provided. The examiner should add comments to the original narrative; these comments should describe the activity performed. In most cases it will be clearing deficiencies or providing additional guidance.

The following example demonstrates what a template narrative entry would look like after inserting the relevant information in place of the blue text:

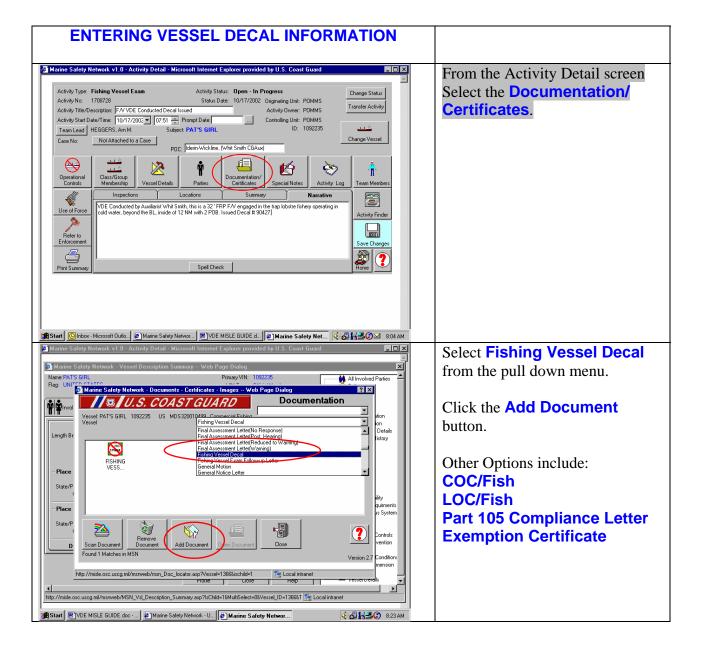
Master Chief Midgette conducted a Voluntary Dockside Commercial Fishing Vessel Safety Examination for this 32 foot long FRP hull vessel operating with not more than 04 POB on Coastal Waters not more than 3 Nautical Miles offshore. The vessel is rigged as a trawler and targets flounder. The vessel was found to be in compliance with currently applicable laws and regulations. Issued CFVS Decal 02-81844.

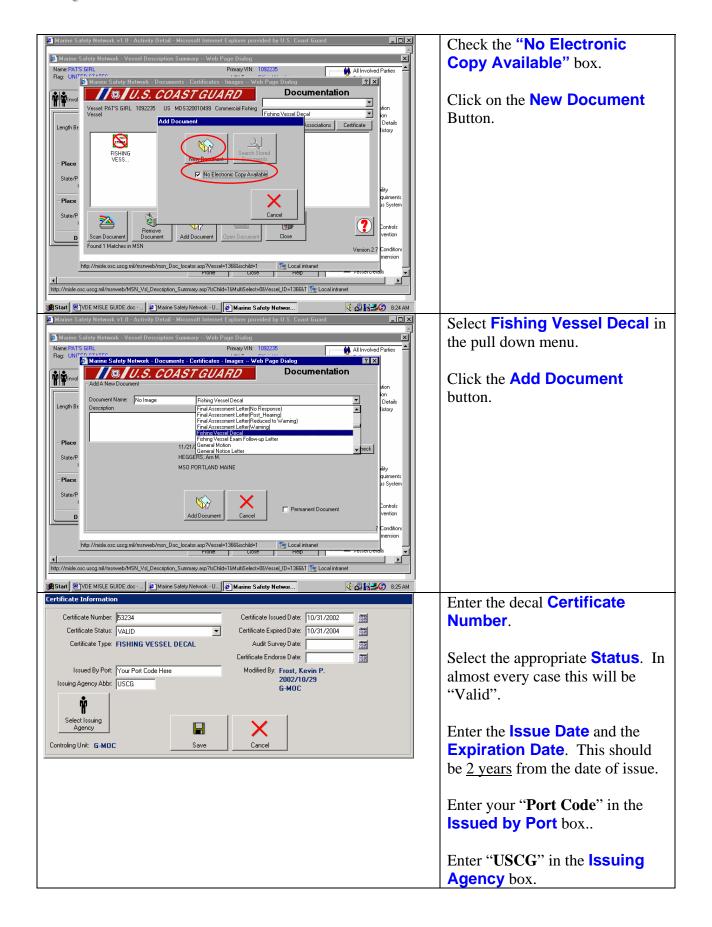
Examination – Decal Issued

Examiner Name conducted a Voluntary Dockside Commercial Fishing Vessel Safety
Examination for this Length foot long Hull Material hull vessel operating with not more than
Number of POB on Inland Waters or Coastal Waters not more than 3, 12, 20 or 50 Nautical
Miles offshore or more than 50 Nautical Miles offshore. The vessel is rigged as a type of
fishing rig and targets species. The vessel was found to be in compliance with currently
applicable laws and regulations. Issued CFVS Decal XX(year) -decal number.

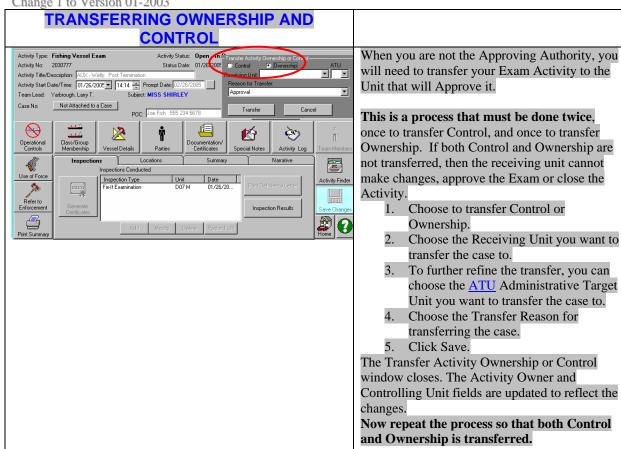
Examination with Deficiencies/ No Decal Issued

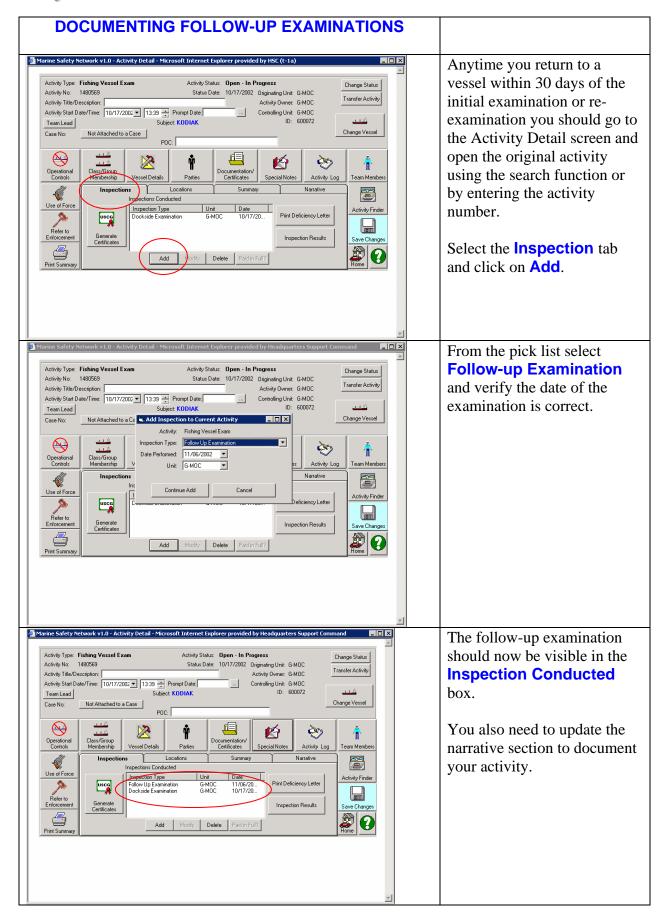
Examiner Name conducted a Voluntary Dockside Commercial Fishing Vessel Safety
Examination for this Length foot long Hull Material hull vessel operating with not more than
Number of POB on Inland Waters or Coastal Waters not more than 3, 12, 20 or 50 Nautical
Miles offshore or more than 50 Nautical Miles offshore. The vessel is rigged as a type of
fishing rig and targets species. Vessel issued Number of work list items. No CFVS Decal
issued.





	If the decal was issued by a third party organization Select Issuing Agency and make the most appropriate selection. Click on Save before exiting.
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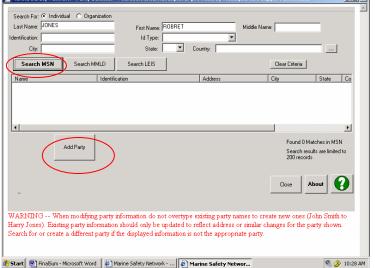








From the Main Menu screen select **Parties**.

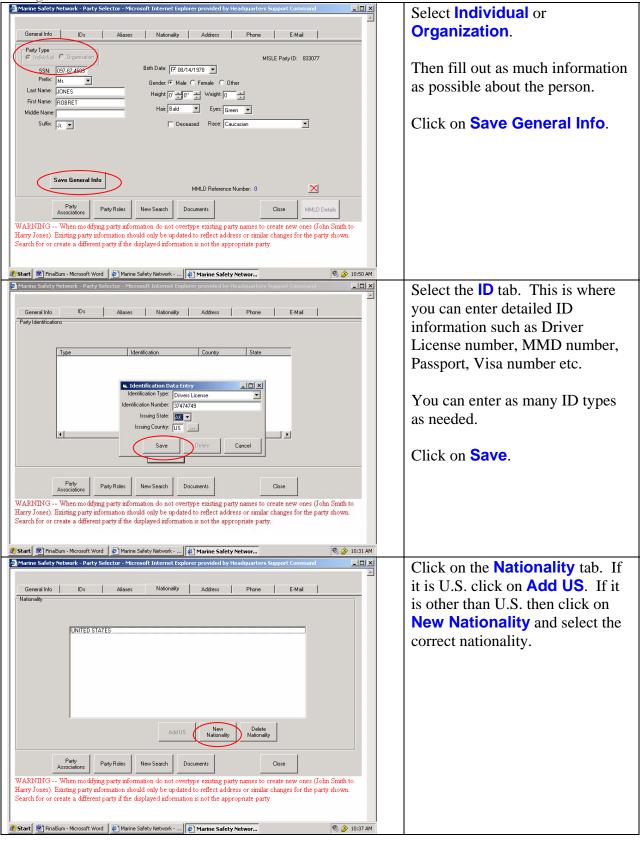


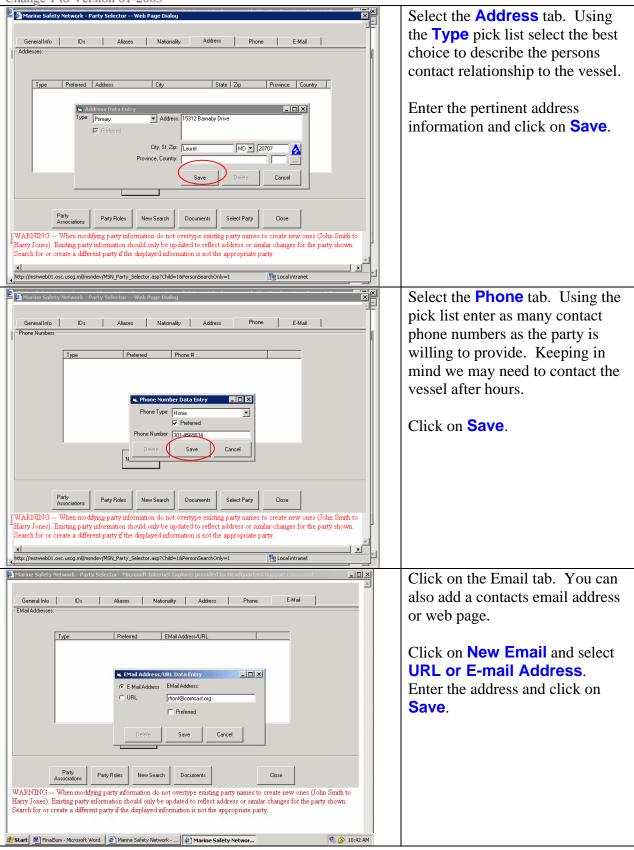
Enter the person or organizations full name if possible. The % sign can be used for wildcard searches. You should then enter any other pertinent information such as Social Security number, birth date, ID type etc. You enter this information in the **Identification** box and connect it by choosing the appropriate ID in the **ID Type** pick list.

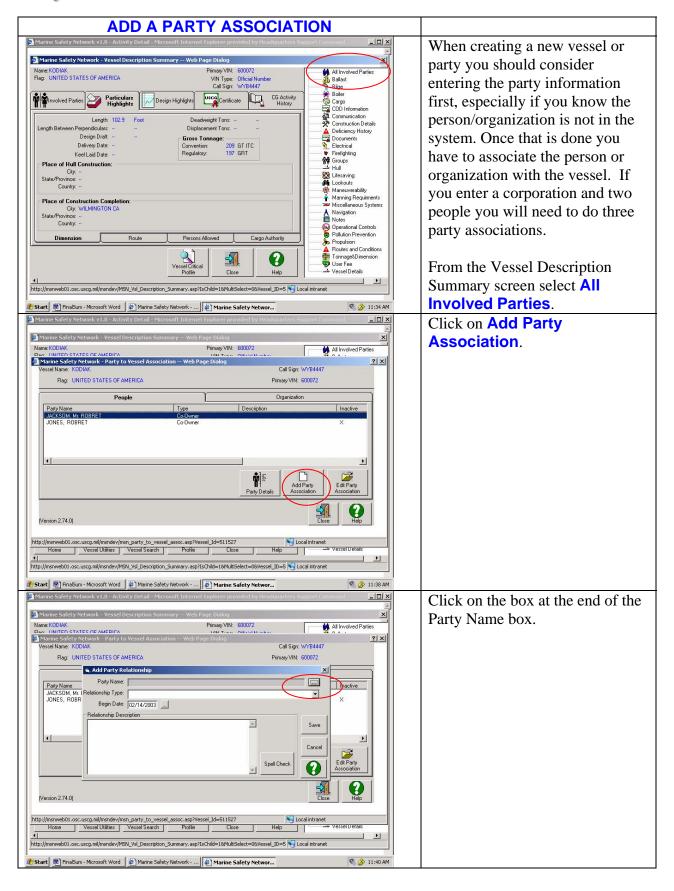
Click on **Search MSN**

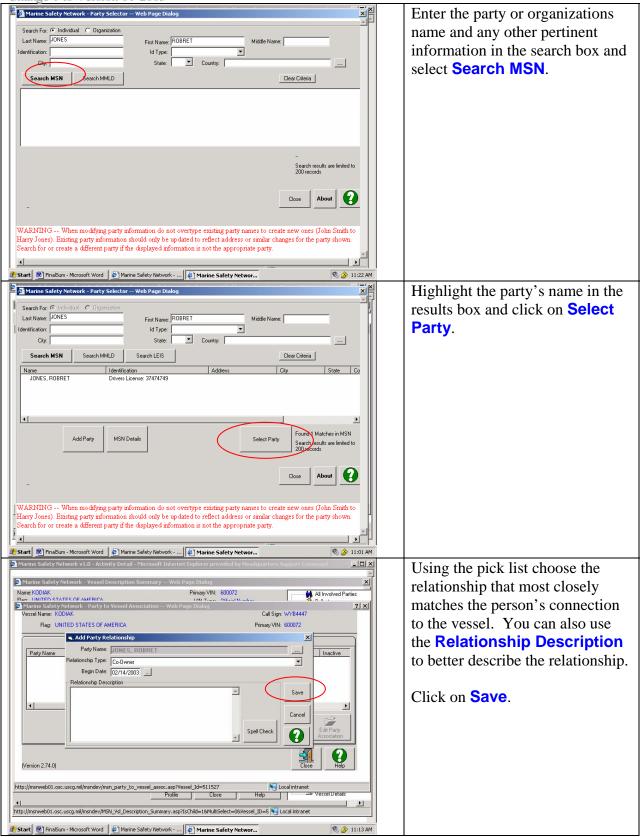
Depending on the information you entered you may get a match or you could get 30 names in a case where you only entered the proper name. Examiners need to make sure the person/organization is not in the system. This is a time consuming task but necessary to prevent multiple entries.

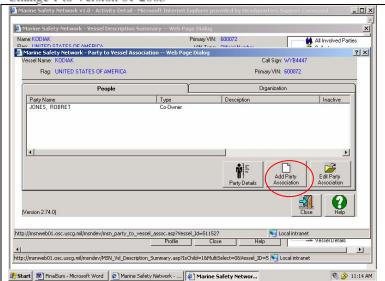
Once you are satisfied the person or organization is not in the database click on Add Party.







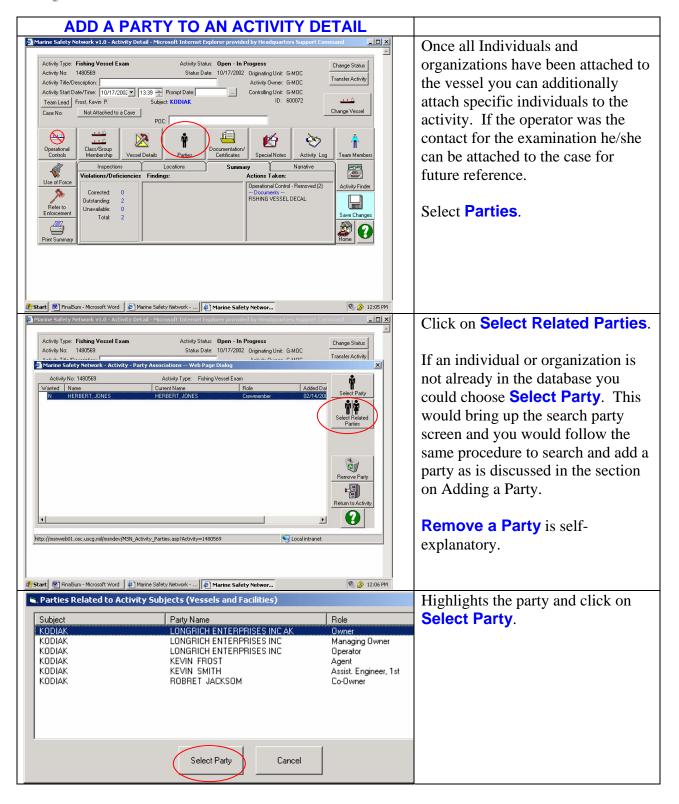


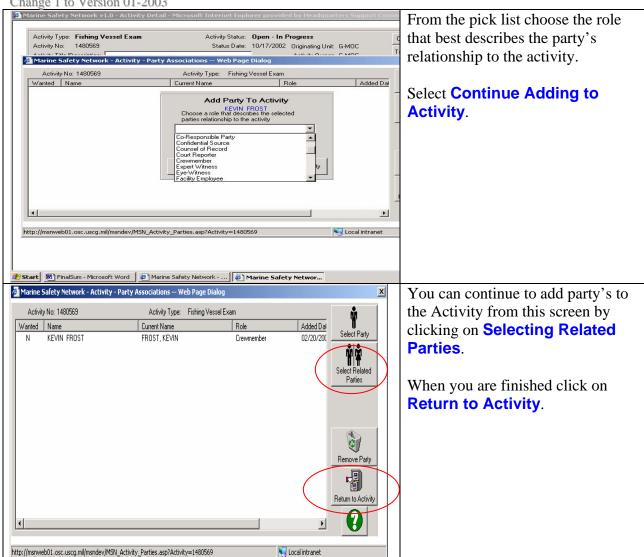


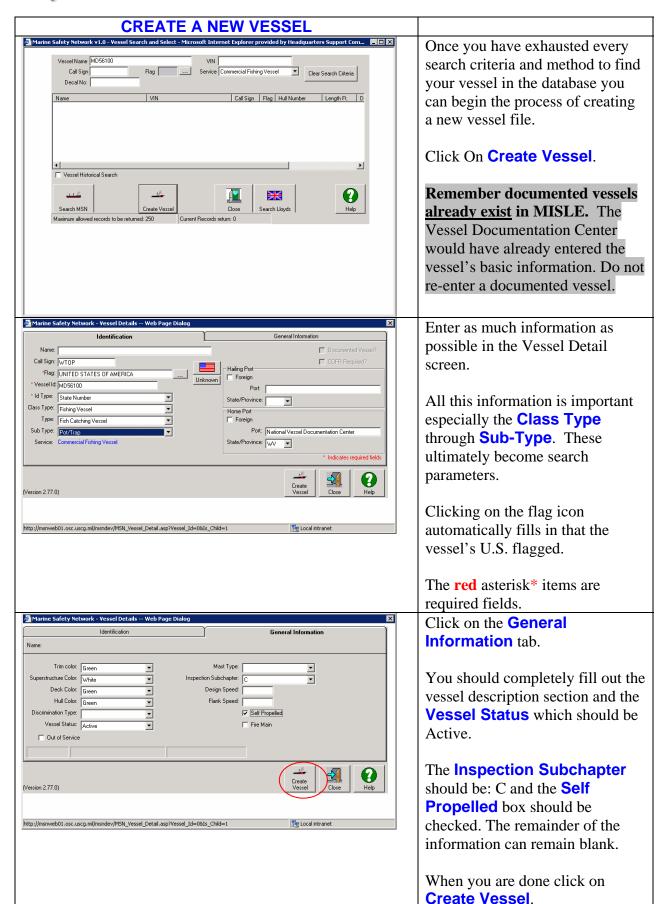
The party's name is now associated with the vessel. You can now edit the party's information using the **Edit Party Association** button.

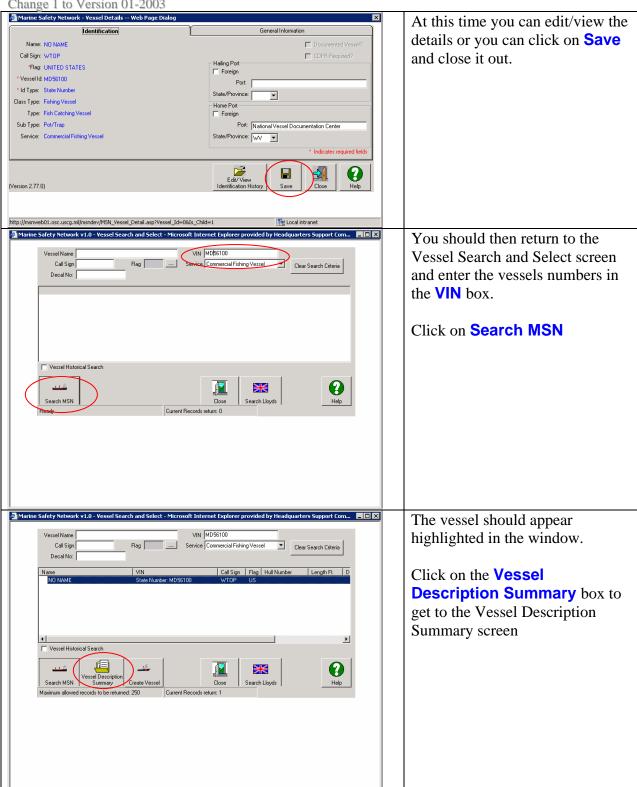
If you have already created a corporation and two people you can remain on this screen and finish the association clicking on Add Party Association.

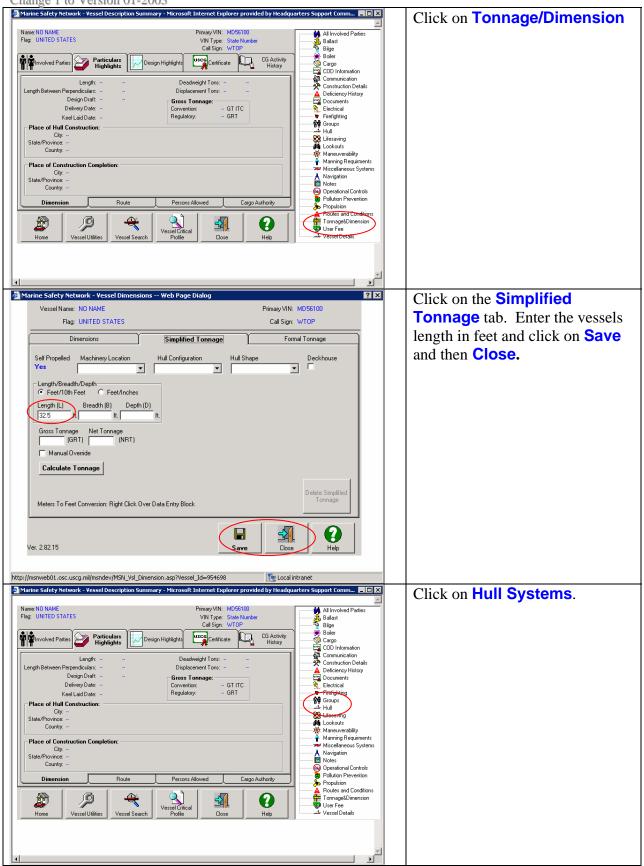
Click **Close** to return to the Vessel Description Summary screen..

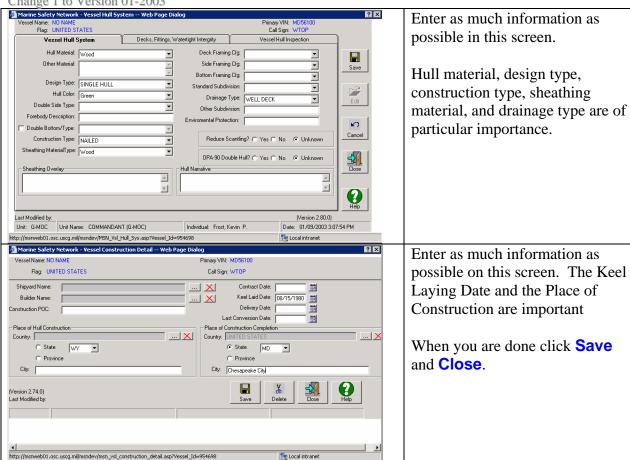


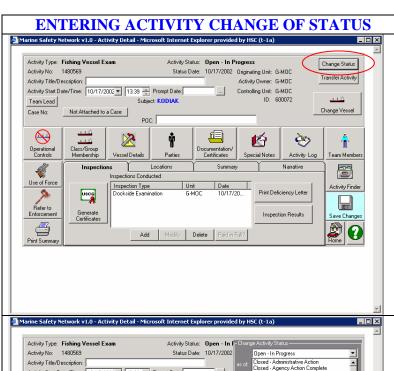












Go to the Activity Detail screen and click on **Change Status**.



When you open the pick list you will have many choices. These are the most common:

Closed - Approved Inspection: Inspection complete, no outstanding deficiencies and decal issued.

Closed- Failed Inspection:

Inspection complete, deficiencies issued and vessel did not qualify for a decal within 30 days. After 30 days the case should be closed. If the vessel requests action after the activity is closed a new activity should be opened.

Open in Progress: Case status pending resolution of issues. This is normally the 30 days between the examination and case closure.

Closed-Administrative

Action: Vessel examination process has been interrupted and the exam will not be completed. The reason should be documented in the narrative. This action should be rarely used.

