



**United States Coast Guard**  
U.S. Department of Homeland Security



**CG-CVC**  
**Chief, Commercial Vessel Compliance**

**MI Notice 05-13**  
**December 17, 2013**

## **Marine Inspection Notice**

### **UPDATES TO THE CERTIFICATE OF COMPLIANCE FORM (CG-3585)**

(December 2013)

CG-CVC recently completed an update to the COC form. The new form clarifies procedural issues for each category of vessel (Passenger, Oil/Chemical Tankers, Gas Carriers, Mobile Offshore Drilling Units (MODU's) and Floating Installations (FI's)) and provides additional amendments to include a deficiency report. CG-CVC determined that adding the deficiency report to the COC form is an appropriate means to harmonize how the Coast Guard documents an exam which takes place beyond our Port State Control (PSC) authority (i.e., vessels operating beyond 12 nm (nautical miles) on the outer continental shelf (OCS), lightering zone or overseas exams).

For the purposes of the COC form, a floating OCS facility or floating installation (FI) means a buoyant OCS facility securely and substantially moored so that it cannot be moved without special effort. This term includes tension leg platforms and permanently moored semisubmersibles or shipshape hulls but does not include mobile offshore drilling units and other vessels. In accordance with 33 CFR 143.120 and 46 CFR 107.211, a COI will be issued to MODU's and FI's that are U.S. flagged, undocumented or stateless. A COC will be issued to foreign flagged FI's.

The below guidance is provided to help facilitate the implementation of the new COC form:

1. For COC's issued to a foreign vessel within U.S. territorial waters (**inside 12 nm**), the process remains relatively unchanged. A valid COC form will be issued and the examination record section completed. The Coast Guard Marine Inspector (MI) or Port State Control Officer (PSCO) shall continue to issue a Port State Control Report of Inspection, Form A, documenting the examination and a Form B, detailing any discrepancies identified during the exam. If no deficiencies are identified, a Form B will not be issued and a simple statement of no deficiencies issued will be entered in the examination record section. The deficiency report contained within the new COC form will **not** be utilized during these exams (within 12 nm). Port State "control action" codes (detention, prior to departure, etc.) located at the bottom of the Form B, remains the appropriate means to document actions taken for an examination conducted inside U.S. territorial waters (within 12 nm).
2. For COC's issued to a foreign vessel beyond U.S. territorial waters (**outside 12 nm**), the Coast Guard MI/PSCO shall issue a valid COC form, complete the examination record section and utilize the deficiency report for deficiencies identified in lieu of the CG-5437A and CG-5437B (Port State Control Report of Inspection). To clarify, the deficiency report shall be used to document deficiencies identified during COC exams occurring overseas, in

## UPDATES TO THE CERTIFICATE OF COMPLIANCE FORM (CG-3585)

lightering zones, and on the OCS (exams occurring outside 12 nm). The deficiency report is very similar to the CG-5437B and instructions for its use are located on the “Instructions/Notices” page of the updated COC form. If no deficiencies are identified, the deficiency report will not be utilized and a simple statement of “no deficiencies issued” will be entered in the examination record section. Additionally, due to the unique nature of MODUs and FI’s, three new “Action Codes” have been added to the Deficiency Report (which is not included on the CG Form B): Code 66 - Rectify deficiency prior to drilling operations (issue to units who have not yet commenced drilling ops), Code 67 - Rectify deficiency prior to continuing drilling operations (issued to units who have had to cease drilling ops in order to rectify defs), and Code 34 - Operations Restricted. The Coast Guard does not have the authority to invoke an IMO detention on a vessel outside 12 nm. Therefore, other operational controls may be utilized under existing COTP authority which may include not issuing, suspending or invalidating the COC.

3. Highlights of revisions to the COC form include updated instructions and the inclusion of a deficiency report page for documenting deficiencies discovered during an examination for issuance of a COC which takes place outside of U.S. territorial waters (beyond 12 nm). The following miscellaneous changes have also been made to reflect the current vessel fleet and operations:

- (a) Page 1: “gross tonnage and keel laid date” have been added.
- (b) Under the “For Tank ships” section: The “crude oil” and “other petroleum products” authorizations have been separated. Inspectors will now be able to exclude one or the other without marking through the verbiage.
- (c) “Deadweight Tonnage” has been added to ensure proper application of the crude oil wash system and segregated ballast tank requirements.
- (d) The sentence “This vessel meets the U.S. double-hull design standards of 33 CFR 157.10d” has been changed to read: “This vessel meets the double-hull construction requirements as noted on the IOPP certificate and supplements.”
- (e) Identification of the vessel as a “Crude Oil Carrier” or a “Product Carrier” has been removed entirely. It was seen as redundant when taking into account changes and notations addressed in paragraph (b)
- (f) The reference for the inert gas system of SOLAS 74 (amended) has been updated to read: II-2/4.5.5.
- (g) Under the “For MODU’s only” section: If the MODU is being examined in accordance with 33 CFR 143.207 (c), (which is option c) a space has been provided to note the specific year of the MODU Code applied during the examination.
- (h) Self propelled and Non-self propelled has been changed to “Propelled by mechanical means, Not propelled by mechanical means, and Equipped with Dynamic Positioning (DP)” to better align with SOLAS terminology. Inspectors may select more than one box, as applicable.

## UPDATES TO THE CERTIFICATE OF COMPLIANCE FORM (CG-3585)

(i) Page 2: The Instructions/Notices page (previously known as the Notice to Mariners page) and the Examination Record page have been separated.

(j) Page 4: The appeal process for any person affected by a decision or action of an OCMI is noted per Title 46 CFR Subpart 1.03 or 33 CFR 140.25 as applicable. The appeal process for Port State Control (COTP authority) has not changed on the CG-5437A and B.

(k) Throughout the document, the terms FPSO and FPS have been replaced by FI to provide greater flexibility as new designs of floating installations arrive on the OCS. See second paragraph from top, for more information. Also, the word “ship” has been replaced by “vessel” and the address for CG Headquarters has been updated.

(l) Page numbers have been eliminated on the examination record and deficiency pages to allow for additional pages as needed. Please fill out the page numbers located at the bottom of each page upon completion of the examination and/or issuance of the COC.

The revised COC Form (CG-3585) (Rev. 09/13) is only available on CG Portal at the following location:

<https://cgportal2.uscg.mil/library/forms/SitePages/Forms.aspx?Form%20Type=Coast%20Guard>. This MI Notice and the related CG message DTG R 172021Z Dec 13, will be posted on the CVC website at the following location:

[http://www.uscg.mil/hq/cgcvc/cvc2/outer\\_continental\\_shelf/general.asp](http://www.uscg.mil/hq/cgcvc/cvc2/outer_continental_shelf/general.asp) (Outer Continental Shelf/General). Effective immediately, this updated form should be used. Existing COC's are valid until subject to renewal. Units may continue to endorse existing/valid COC forms during the annual exam period for exams occurring inside of 12 nm. For annual COC exams occurring outside of 12 nm units shall issue a new COC form utilizing the deficiency report in accordance with paragraph B. above.

Field units are encouraged to reach out to LCDR Jennifer Hnatow (CG-CVC-2) (OCS) at 202-372-1236 or LCDR Chuck Fluke (CVC-2) (PSC) at 202-372-1235 for any questions concerning this message or the new COC form.

CAPT Kyle McAvoy, Chief, Office of Commercial Vessel Compliance, sends.