

Alternate Compliance and Safety Agreement Stakeholders Meeting Summary

NPFVOA classroom

September 25th, 2025 09:00 – 10:30

❖ Meeting Kick-off

- MC *Mike Rudolph*
- Welcoming remarks *Captain Jensen*
- Attendance Roster, Agenda & Hand-outs *Troy Rentz*
- Round of Introductions *All*

❖ Update on Examiner positions

John Fu

- USCG will continue to meet the need for ACSA Exams
- Sector Puget Sound has 5 vacant positions for Fishing Vessel Examiners/ACSA Examiners.
- Currently there is a hiring pause for government agencies to revise hiring guidance, USA Jobs and processes to align with new requirements.
- Until new people are hired, Sector Puget Sound will assign Fishing Vessel/ACSA activities to qualified Inspectors and Examiners that are on temporary assignment or as collateral duties to people filling other positions. Aaron Jessup is temporarily assigned to Sector Puget Sound to conduct Exams.

❖ ACSA Fleet Marine Casualties

Troy Rentz

- No Major Casualties since last meeting (September 5, 2024)
- 8 injuries (3 hand, 2 shoulder, 1 foot injured in factory, on deck and in freezer hold)
- 3 Loss of power/propulsion
- 4 Medi-vacs during this period were not related to Marine Casualties but were conducted due to medical emergencies

❖ Clarification on Machinery safeties Testing *Dustin Overturf*

- Written test procedures for machinery safeties have been required for several years.
- The safeties test report should be in a check-list format showing set-points, expected results and actual results.
- Coast Guard Inspectors will be asking to see the written procedures during annual and renewal exams and will expect to witness the machinery testing conducted in accordance with the procedures. If a third-party technician is contracted to conduct the testing it should be done in accordance with the test procedures, and the Coast Guard Inspector will need to attend and verify the testing.

➤ The following clarification will be added to the ACSA Guide:

<p>○ 3. Main Propulsion Machinery Testing</p> <ul style="list-style-type: none"> <input type="checkbox"/> Obtain copy of the written test procedures * <input type="checkbox"/> Test automatic shut-down on over-speed (if installed) <input type="checkbox"/> Test low lube oil pressure alarm and shut down <input type="checkbox"/> Test jacket water high temperature alarm <input type="checkbox"/> Maintained to manufacturer's specifications 	Annual	<p>46CFR 51.40-10 58.05-10 Table 62.35-50 ABS Rules: 4-7-1</p>
<p>○ 4. Electrical and Auxiliary Prime Mover Testing</p> <ul style="list-style-type: none"> <input type="checkbox"/> Obtain copy of written test procedures * <input type="checkbox"/> Test over speed device so that the speed cannot exceed the maximum rated speed by more than 15% If automated, provide calibration standards set by the manufacturer. <input type="checkbox"/> Test alarm and shutdown of low lube oil sensor <input type="checkbox"/> Test jacket water high temperature alarm <input type="checkbox"/> Maintained to manufacturer's specifications 	Annual	<p>46CFR 111.12- 1(b)&(c)</p>
<p>○ 5. Reverse Power Relay Test Generators</p> <p>Test reverse power relays or mechanical interlock.</p>	Annual	<p>ACSA Guide Section G</p>

*** Test procedure details.**

(a) Test procedure documents must be in a step-by-step or checkoff list format. Each test instruction must specify equipment status, apparatus necessary to perform the tests, safety precautions, safety control and alarm setpoints, the procedure to be followed, and the expected test result.

(b) Test techniques must not simulate monitored system conditions by mis-adjustment, artificial signals, improper wiring, tampering, or revision of the system unless the test would damage equipment or endanger personnel. In the latter case, the use of a synthesized signal or condition applied to the sensor is acceptable if test equipment is maintained in good working order and is periodically calibrated to the satisfaction of the Officer in Charge, Marine Inspection. Other test techniques must be approved by the Commanding Officer, Marine Safety Center.

❖ Open Announcements, Questions & Answers

- In January 2021 a law was passed in 47 U.S.C. 352 to exempt fishing vessels from the DSC requirements of GMDSS. The exemption does not apply to other equipment required by GMDSS. Soon, the FCC will no longer issue exemption letters as the exemption is contained within the law. CWO Lovelace is compiling clarification and a list of what GMDSS requirements still apply.
- Sector Puget Sound has been experiencing trouble with the inspections dispatch phone line. It is working at the time these notes were compiled. The best way to schedule an exam in the Puget Sound area is through email SecSeaDispatch@uscg.mil.

❖ In attendance:

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| ▪ Phil Dang | Ocean Peace |
| ▪ Sarah Lovelace | USCG MSU Dutch Harbor |
| ▪ Troy Rentz | USCG Northwest District |
| ▪ Chad See | Freezer Longline Coalition |
| ▪ Chris Woodley | Groundfish Forum |
| ▪ Angel Kwok | USCG Sector Puget Sound |
| ▪ Joseph Myers | USCG Headquarters |
| ▪ Mike Rudolph | USCG Northwest District |
| ▪ Kristian Uri | Fishermen's Finest Inc. |
| ▪ Freddy Rosado | Coastal Alaska Premier |
| ▪ Scott Hansen | Beauty Bay |
| ▪ Darwin Jensen | USCG Northwest District |
| ▪ Dustin Overturf | USCG Sector Western AK & Arctic |
| ▪ Chris Schaffer | Bristol Wave Seafoods |
| ▪ John Downing | USCG Northwest District |
| ▪ Aaron Jessup | USCG Sector Puget Sound |