

**RECORD LAYOUT FOR MERCHANT VESSELS OF THE UNITED STATES.**  
**Revised Apr 12, 2016**

<u>Data Element Name</u>	<u>Data</u>		
	<u>Type</u>	<u>Length</u>	<u>Position</u>
Vessel ID	AN	10	1 - 10
** Vessel Database Key - removed	AN	10	
<b>** Name of Vessel – new length</b>	<b>AN</b>	<b>50</b>	<b>11 - 60</b>
Call Sign	AN	8	61 - 68
Official Number	AN	10	69 - 78
IMO Number	AN	30	79 - 108
Hull Number	AN	30	109 - 138
Hull Identification Number	AN	30	139 - 168
Vessel Service Type	CH	30	169 - 198
Flag	CH	2	199 - 200
Self Propelled Indicator	Logical	1	201 - 201
Registered Gross Tons	DS	7	202 - 208
Registered Net Tons	DS	7	209 - 215
Registered Length	DS	7	216 - 222
Registered Breadth	DS	6	223 - 228
Registered Depth	DS	6	229 - 234
ITC Gross Tons	DS	7	235 - 241
ITC Net Tons	DS	7	242 - 248
***Dead Weight Tons	DS	7	249 - 255
***Dead Weight Tons Measure Unit	CH	40	256 - 295
ITC Length	DS	7	296 - 302
ITC Breadth	DS	6	303 - 308
ITC Depth	DS	6	309 - 314
Measuring Organization Name	CH	50	315 - 364
Hailing Port	CH	50	365 - 414
Hailing Port State	CH	2	415 - 416
Hailing Port Province	CH	50	407 - 466
Trade Indicator - Coastwise Unrestricted	CM	1	467 - 467
Trade Indicator – Limited Coastwise Bowaters Only	CM	1	468 - 468
Trade Indicator – Limited Coastwise Restricted	CM	1	469 - 469
MARAD Waiver			
Trade Indicator – Limited Coastwise Oil Spill Response Only	CM	1	470 - 470
Trade Indicator – Limited Coastwise Under Charter to Citizen	CM	1	471 - 471
Trade Indicator – Limited Coastwise Trade Fish Products	CM	1	472 - 472
Only			
Trade Indicator – Fishery	CM	1	473 - 473
Trade Indicator – Limited Fishery Only	CM	1	474 - 474
Trade Indicator - Recreation	CM	1	475 - 475
Trade Indicator – Limited Recreation Great Lakes Use Only	CM	1	476 - 476
Trade Indicator – Registry	CM	1	477 - 477

Trade Indicator – Limited Registry Cross Border Financing	CM	1	478 - 478
Trade Indicator – Limited Registry No Foreign Voyage by Sea	CM	1	479 - 479
Trade Indicator – Limited Registry Trade with Canada Only	CM	1	480 - 480
Trade Indicator - Great Lakes	CM	1	481 - 481
Vessel Complete Build City	CH	50	482 - 531
Vessel Complete Build State	CH	2	532 - 533
Vessel Complete Build Province	CH	50	534 - 583
Vessel Complete Build Country	CH	64	584 - 647
Vessel Build Year	CH	4	648 - 651
Vessel Hull Build City	CH	50	651 - 701
Vessel Hull Build State	CH	2	702 - 703
Vessel Hull Build Province	CH	50	704 - 753
Vessel Hull Build Country	CH	64	754 - 817
Party Identification Number	AN	10	818 - 827
Organization Name/Company Name	CH	80	828 - 907
Organization Type	CH	30	908 - 937
Person First Name	CH	30	938 - 967
Person Middle Name	CH	50	968 - 1017
Person Last Name	CH	50	1018 - 1067
Person Name Suffix	CH	10	1068 - 1077
Street Address Line 1	CH	255	1078 - 1332
Street Address Line 2	CH	255	1333 - 1587
Street Address Line 3	CH	255	1588 - 1842
Street Address Line 4	CH	255	1843 - 2097
City	CH	30	2098 - 2127
State	CH	2	2128 - 2129
Province	CH	30	2130 - 2159
Country	CH	64	2160 - 2223
Postal Code	CH	30	2224 - 2253
Main HP Ahead	IS	7	2254 - 2260
Main HP Astern	IS	7	2261 - 2267
Propulsion Type	CH	30	2268 - 2297
Hull Material	CH	30	2298 - 2327
Ship Yard	CH	50	2328 - 2377
Ship Builder	CH	80	2378 - 2457
Hull Configuration	CH	30	2458 - 2487
Hull Shape	CH	30	2488 - 2517
**COD Status	CH	30	2518 - 2547
**COD issue date	CH	10	2548 - 2557
COD expire date	CH	10	2558 - 2567
Filler	CH	1	2568 - 2568
*CR/LF	CH	1	2569 - 2569

\* Carriage return line feed terminates each record

**\*\*COD dates reinstated on May 31, 2008**

**\*\*\*Dead Weight Tons added March 2, 2009**

**\*\*\*Dead Weight Tons Measure Unit added March 17, 2009**

Data Types:

AN - Alpha Numeric

IS - Integer

DS - Decimal (Floating)

CH - Character

Logical - 1/0

CM - "X"/ blank

**MERCHANT VESSELS OF THE UNITED STATES**  
**Revised March 10, 2016**

**Explanation of Data Fields:**

Vessel Id is a unique field used by the U.S. Coast Guard's Marine Information for Safety and Law Enforcement System (MISLE) database to identify a vessel record. This element is primarily used for joining data tables in the MISLE database. (Other data tables may be obtained under the Freedom of Information Act from the U.S. Coast Guard.)

Vessel Database Key is a unique field used by the U.S. Coast Guard's Marine Safety Information System (MSIS) database to identify a vessel record. Although the MSIS system was replaced in December, 2001 with the MISLE system, many data elements from MSIS were back loaded into MISLE. This element is primarily used for joining data tables with other MSIS data. (Other data tables may be obtained under the Freedom of Information Act from the U.S. Coast Guard.)

Official Number is a six or seven digit number that has been awarded to each merchant and recreational vessel of the United States. In this data file, 'D' does not precede the official number as was the case in MSIS. The official number is permanently marked on some structural part of the hull interior. A vessel's official number should not be confused with the manufacturer's hull identification number.

Hull Material is one of the types listed below or may be blank indicating unknown.

ALUMINUM  
CONCRETE  
FRP (Fiberglass Reinforced Plastic)  
OTHER  
PLASTIC – MSIS Legacy  
PLASTIC (non-reinforced)  
STEEL  
WOOD

Self-Propelled. The indicator field is '1'/0' data type, but may be blank. A '1' means the vessel is self-propelled, a '0' means not self-propelled. If a vessel is propelled by sail and machinery, it is considered self propelled.

Trade Indicator Fields. Trade describes the use for which the vessel is licensed. A vessel may be licensed for more than one use. An 'X' in the field indicates an authorized trade. MORE SO THAN THE SERVICE FIELD, THE TRADE INDICATORS ARE THE BEST AVAILABLE MEANS TO IDENTIFY SPECIFIC TYPES OR USES OF VESSELS THAT ARE NOT COAST GUARD INSPECTED. While some vessels may have multiple trades authorized a great majority of fishing and recreational vessels will have only one specific trade authorized. Most commercial vessels will have coastwise, registry or Bowater in combination with one or more other trade types. A brief explanation of the trade authorities is provided below.

- Coastwise Unrestricted - The vessel is licensed, to engage in coastwise trade.
- Limited Bowaters Only - The vessel is licensed to engage in limited coastwise trade under 46 App U.S.C. 883-1. This license currently applies to about 500 freight barges and self propelled vessels under 500 gross tons.
- Limited Coastwise Restricted MARAD Waiver.
- 
- Limited Coastwise Oil Spill Response Only.
- Limited Coastwise Under Charter to Citizen Fishing.
- Fishery - The vessel is licensed to engage in the fisheries trade in the navigable waters of the U.S. and on the Exclusive Economic Zone.
- Limited Fishery Only.
- Recreational - The vessel is licensed to use as a pleasure craft and may not engage in commerce unless it also has one of the other licenses.
- Limited Recreational - Great Lakes Use Only.
- Registry - The vessel is licensed to engage in trade between U.S. and foreign ports.
- Limited Registry Cross Border Financing.
- Limited Registry No Foreign Voyage by Sea.
- Limited Registry Trade with Canada Only.
- Great Lakes - The vessel is licensed to engage in trade on the Great Lakes.

Vessel Complete Build is filled when the vessel construction is completed at site different than the hull construction site.

Vessel Hull Build is the place where the hull and vessel was constructed.

Vessel Build Year is the year of completion of the vessel as shown by the builder 5 certificate.

Vessel Service Type indicates the general use of the vessel, but the accuracy of the data is limited. Service of vessel applies specifically to about 12,000 Coast Guard inspected vessels. Some uninspected vessels may not contain a service type. The following service types exist in the file:

- Commercial Fishing Vessel
- Fish Processing Vessel
- Freight Barge
- Freight Ship
- Industrial Vessel (e.g., Cable Layer, Dredge, Crane Barge)
- Mobile Offshore Drilling Unit
- Offshore Supply Vessel
- OIL RECOVERY (vessels designated to recover spilled oil)
- Passenger (More Than 6)
- Passenger Barge (6 or Fewer)
- Passenger Barge (More Than 6)
- Public Freight
- Public Tankship/Barge
- Public Vessel, Unclassified
- Recreational
- Research Vessel
- School Ship
- Tank Barge (barge regulated by 46 CFR Subchapter D)
- Tank Ship
- Towing Vessel
- Unclassified
- Unknown

Party Identification Number is a unique field used by the U.S. Coast Guard's MISLE database to identify a specific party involved with the operation or ownership of a vessel. These elements are used for joining data tables in the MISLE database. (Other data files must be obtained from the Coast Guard.)

Company Name and Person Name. These fields identify the vessel owner as the party designated as the managing owner of the vessel. The managing owner is the sole owner or, if there are two or more owners, one of the owners. Complete ownership information is available from the National Vessel Documentation Center. A Managing Owner name may be found either in the Organization Name field or in the Person Last Name, First Name, Middle Name fields. Generally, managing owners that are not individual persons are found in the company name field. Every effort has been made to properly classify owners as a company or individual, but there are instances in the file where an individual is listed in the company name field. There is an ongoing effort to correct these errors. If an owner's name is found in the Company Name field, then the Person Last Name, First Name and Middle Name fields will be blank, and vice versa.

Owner Address. The owner address consists of six fields for the street address, city name, state code (standard U.S. Post Office codes), province, foreign country name and zip code/foreign postal code field.

Hailing Port is displayed on the vessel's stern, and may be used to best determine the vessels geographic area of operation.

Home Port. Vessel records are held at the National Vessel Documentation Center in Falling Waters, West Virginia. Unless otherwise indicated, the vessel's homeport is the National Vessel Documentation Center.

IMO Number is the Lloyd's Registry "Register of Ships" 7-digit identification number. This is a unique number that has been assigned by Lloyd's Registry for the life of the vessel. Most vessels with an IMO number are self propelled, over 100 gross tons, and operate on ocean and/or coastwise waters.

ITC Gross Tons and ITC Net Tons are a vessel's International Tonnage Convention (ITC) gross and net tonnages.

NOTE on ITC tonnages: Some vessel records may have both national and ITC tonnages. The values for ITC gross and registered gross tons (as well as ITC net and registered net tons) may be the same or may differ.

ITC Length. ITC length in feet used on Certificate of Documentation.

ITC Breadth. ITC breadth in feet used on Certificate of Documentation.

ITC Depth. ITC depth in feet used on Certificate of Documentation.

Hull Configuration Values: Monohull, Trimaran, Catamaran, Unknown

Hull Shape Values: Box, Ship, Sail(Faired Keel), Sail(Distinct Keel)

COD Status Values: Canceled, Case Pending, Expired, Invalid, No Operation-PM, Revoked-PM, Unspecified and Valid

**Case Pending** refers to vessels undergoing documentation (primary redocumentation).

**No Operation-PM or Revoked-PM** are vessels that hold a maritime lien and are considered documented vessels of the U.S and are not available for state registration.

**Expired** vessels are granted a grace period before deletion and are considered a documented vessel of the U.S.

**Unspecified or Canceled** statuses are under review by the National Vessel Documentation Center and a determination on these vessels will be made at a later date.

**On Deposit** CODs kept at the Nation Vessels Documentation Center for vessels that do not have space to display the COD. Primary applies to barges.

**Valid** holds a current COD.

Vessels with the above statuses are considered documented vessels of the U.S.