USCG-PVA Quality Partnership Annual Report 2020 - 2022

This document presents information reported to the U.S. Coast Guard, which guides the discussions of the USCG-PVA Quality Partnership. The document provides an overview of the U.S. flag, Inspected Passenger Vessel fleet, and related marine casualty and inspection information. This report covers calendar years 2020 - 2022 and was developed from information contained in the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database.

Summary

A review of the data in this report shows a number of positive indicators regarding the health of the passenger vessel industry. The number of inspected passenger vessels increased after decreases in the previous two years. The vessel population has neared pre-pandemic levels. The number of fatalities has reached its lowest number since we began promulgating this report over a decade ago. We note that only one of the 78 incidents involving a fatality resulted in multiple fatalities. However, two of the 28 fatalities occurring in 2022 were directly related to the operations of the vessel. And finally, we see a return of vessel inspection, deficiency, and detention metrics to pre-pandemic levels of activities.

Inspected Passenger Vessel Population

Vessel Status and Types

Inspected passenger vessels are regulated under Title 46, Code of Federal Regulations (CFR) Subchapters H, K, or T[1]. As indicated in the table below, there are 6,619 inspected passenger vessels recorded in MISLE. This is an increase of 71 vessels since the last report and is a positive sign for the industry after two years of decreases in the vessel population.

Table 1 - Passenger Vessels by Inspection Subchapter and Status

Vessel Status	H	K	T	Totals	Previous Year Total	Difference
Active	135	434	5,845	6,414	6,321	93
Destroyed	00	1	5	6	0	6
Inactive	2	3	134	139	109	30
Laid Up	3	4	47	54	116	-62
Scrapped	0	0	6	6	2	4
Sunk-Not Recoverable	0	0	0	0	0	0
Total	**140**	**442**	**6,037**	**6,619**	**6,548**	**71**

We note the continued sharp increase in vessels with an "Active" vessel status and decrease in vessels with a "Laid Up" status. The vessel population counts have nearly reached pre-pandemic fleet counts.

[1] H: Vessels of 100 gross tons or greater that carry passengers.
K: Vessels of less than 100 gross tons that carry more than 149 passengers, or have overnight accommodations for more than 49 passengers.
T: Vessels of less than 100 gross tons that carry more than 6 passengers but less than 150 passengers, or have overnight accommodations for 49 or less passengers.

Vessel Status and Types (Continued)

Table 2 shows the breakdown of Inspected Passenger Vessels by their MISLE Vessel Type. The biggest decrease again this year was in the number of passenger vessels categorized as "GENERAL" in our MISLE database. Although some could have left service, it is likely they were just recategorized to a more descriptive vessel type by local inspectors. The biggest increase was in the "EXCURSION/TOUR VESSEL" category; 130 vessels, or more than 5% since last year. Again, this is likely just a recategorization of the vessels previously classified as "GENERAL" in our system.

The 6,619 inspected passenger vessels from 2022 are classified into the following vessel types:

Table 2 - Passenger Vessel Types

Vessel Type	H	K	T	Total	Previous Year Total	Difference
Amphibious Vessel			71	71	73	-2
Attraction Vessel	1	1	14	16	16	0
Balloon Support Vessel			2	2	2	0
Charter Fishing Vessel		2	963	965	978	-13
Crew Boat			502	502	430	72
Cruise Ship Launch/Tender			71	71	65	6
Diving Vessel (Recreational)			227	227	227	0
Excursion/Tour Vessel	5	153	2,400	2,558	2,428	130
Ferry	98	175	342	615	617	-2
Gaming Vessel	2	3		5	5	0
General	27		30	57	174	-117
Harbor Cruise Vessel	3	60	215	278	282	-4
Ocean Cruise Vessel	1	11	18	30	28	2
Parasailing Vessel			223	223	212	11
Party/Head Boat (other than fish)		7	41	48	48	0
River Cruise Vessel	3	29	108	140	134	6
Sailing Vessel			295	295	298	-3
Special Purpose Ship			44	44	43	1
Submersible			6	6	6	0
Water Taxi		1	463	464	480	-16
Waterskiing Vessel			2	2	2	0
Total	**140**	**442**	**6,017**	**6,619**	**6,548**	**71**

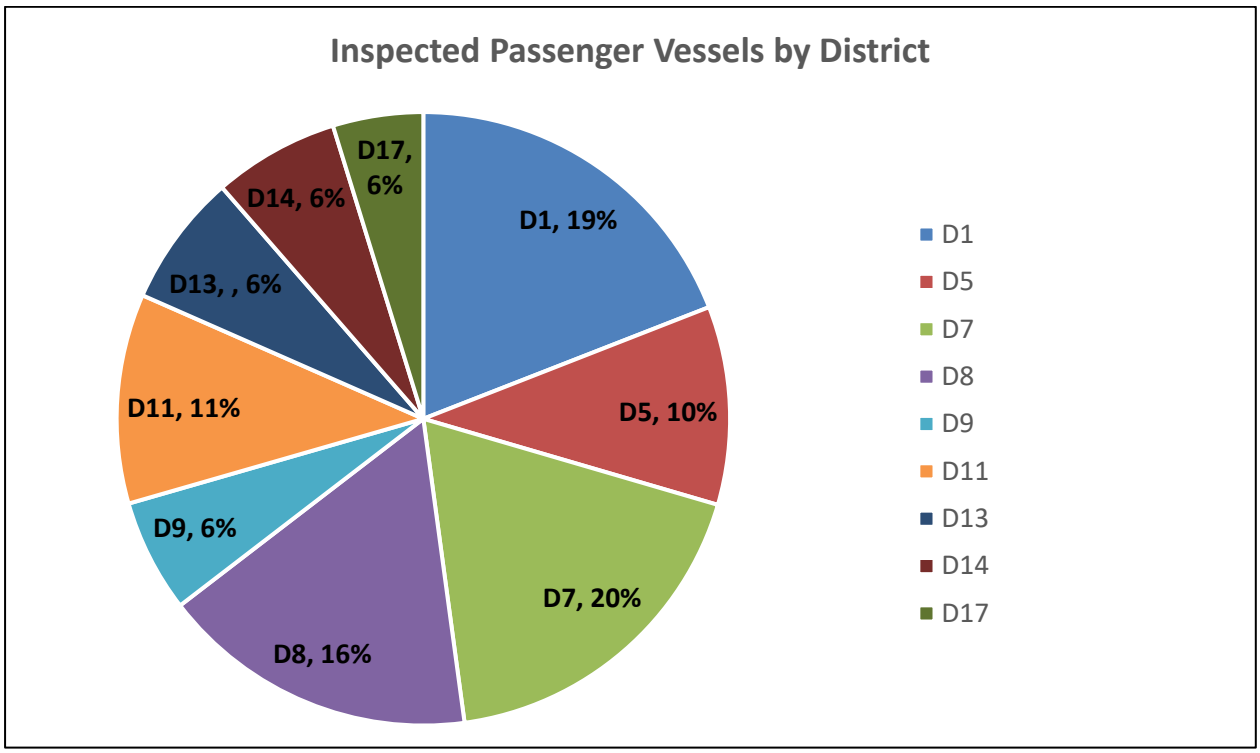
Geographic Distribution of Inspected Passenger Vessels

The Fleet of Responsibility to which a vessel is assigned indicates the specific Coast Guard Sector that retains general administrative responsibility for the vessel, such as conducting annual exams, issuing Certificates of Inspection, scheduling hull examinations, etc. This typically correlates to the vessel's operating area. The following table indicates the number of inspected passenger vessels assigned to each Coast Guard Sector.

Table 3 - Passenger Vessels by USCG Fleet of Responsibility

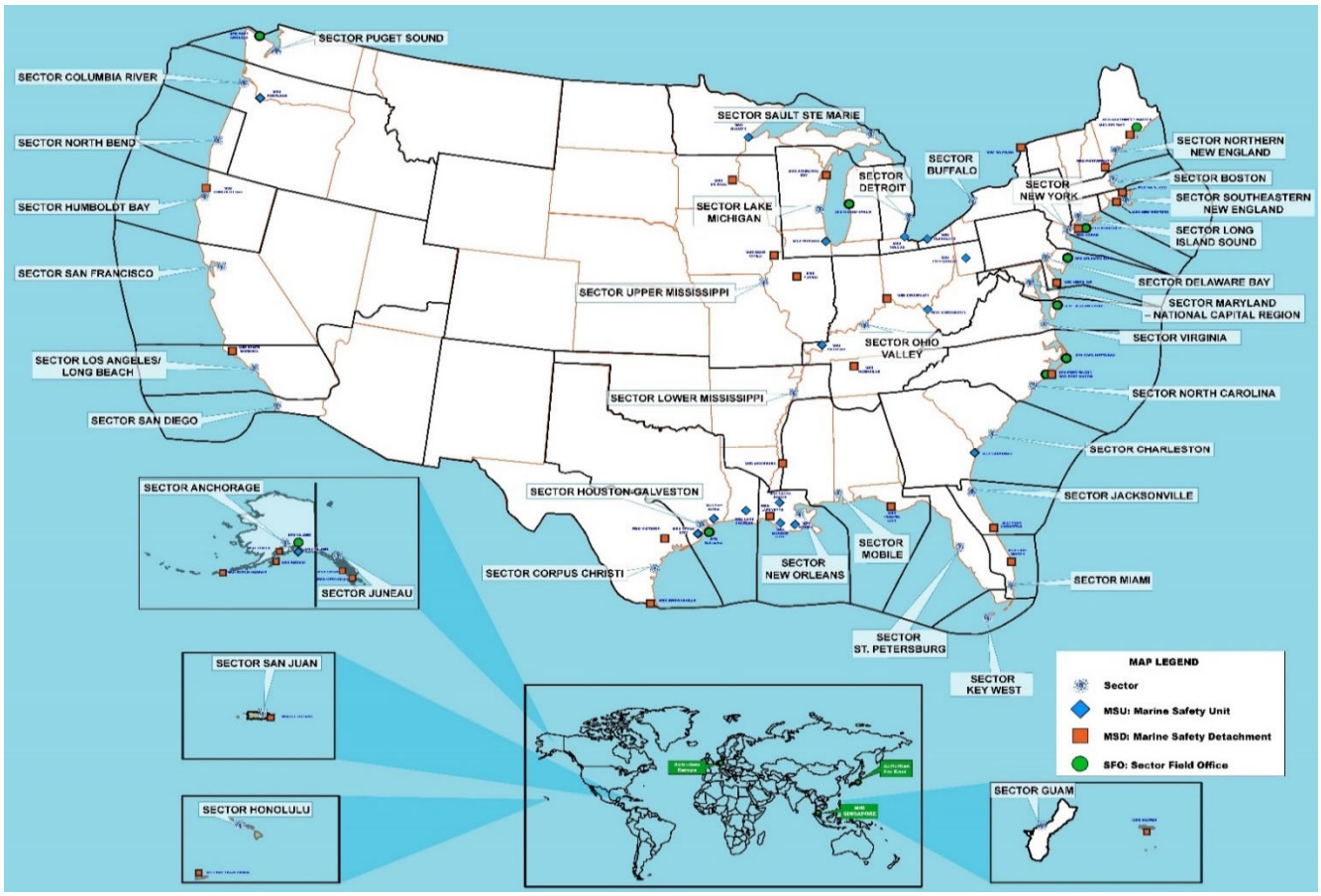
ATLANTIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ONE	**39**	**167**	**1,056**	**1,262**
Boston		24	197	221
Long Island Sound	8	26	259	293
New York	14	87	207	308
Northern New England	10	13	194	217
SE New England	7	17	199	223
CGD FIVE	**28**	**19**	**607**	**654**
Delaware Bay	3	5	152	160
Maryland-NCR		11	286	297
North Carolina	21		99	120
Virginia	4	3	70	77
CGD SEVEN	**2**	**45**	**1,288**	**1,335**
Charleston		9	227	236
Jacksonville	2	4	148	154
Key West		1	181	182
Miami		12	241	253
San Juan		15	141	156
St Petersburg		4	350	354
CGD EIGHT	**32**	**33**	**967**	**1,032**
Corpus Christi			65	65
Houston-Galveston	8		70	78
Lower Miss River	2	2	14	18
Mobile	1	4	312	317
New Orleans	16	5	413	434
Ohio Valley	4	9	36	49
Upper Miss River	1	13	57	71
CGD NINE	**3**	**57**	**344**	**404**
Buffalo		11	65	76
Detroit	1	6	68	75
Lake Michigan	1	23	132	156
Sault Ste Marie	1	17	79	97

PACIFIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ELEVEN	**4**	**75**	**635**	**714**
LA - LB		20	273	293
San Diego	2	8	162	172
San Francisco	2	47	200	249
CGD THIRTEEN	**24**	**31**	**373**	**428**
Portland	1	6	177	184
Puget Sound	23	25	196	244
CGD FOURTEEN	**1**	**2**	**417**	**420**
Guam			50	50
Honolulu	1	2	367	370
CGD SEVENTEEN	**7**	**13**	**350**	**370**
Anchorage	1	8	143	152
Juneau	6	5	207	218
LANT & PAC Total	**141**	**442**	**6,037**	**6,620**



Note: The percentages of the passenger vessel fleet remained primarily the same since the last report. USCG District 17 increased by a single percentage point and USCG District 13 decreased by the same.

USCG Units



Reportable Marine Casualties Involving Inspected Passenger Vessels

Marine Casualties Involving Fatalities

From 2020 through 2022, the Coast Guard received reports of 79 fatalities onboard U.S. flag inspected passenger vessels[2]. The table below provides details on the cause of death or "accident type" as determined by the Coast Guard Investigating Officer.

Table 4 - Fatalities involving Passenger Vessels (2020-2022)

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury		1	1	2
Diseases- General			2	2
Existing Medical Condition Event	3	3	25	31
Overexertion Injury- Existing medical condition			9	9
Overexertion Injury- Strain or sprain			1	1
Contact Injury- Collision with Fixed Object			2	2
Contact Injury- Fall into water			2	2
Noncontact Injury- Asphyxiation			1	1
Noncontact Injury- Diving			4	4
Noncontact Injury- Other			13	13
Other Injury Type			5	5
Unknown Injury Type			1	1
Total	**3**	**5**	**71**	**79**

The 79 fatalities is a decrease of 54 from last year's report (133 fatalities). The CONCEPTION casualty, involving 34 fatalities occurred on September 2, 2019 and was removed from this year's report. The largest single loss of life in the current dataset is two (2) fatalities, which occurred on February 18, 2020 and involved the PELICAN (O.N. 641330). Details of this incident can be found in the narrative descriptions following Table 5 below. The remaining 77 fatalities all occurred during individual incidents.

In an effort to focus the work of the partnership, the term "vessel-related" was developed by the USCG and PVA staff so that non-accidental incidents and events occurring off the vessel would be excluded from the data analysis (i.e. murder, suicide, medical condition, and diving-related fatalities). However, after several years of use, it was determined that "operationally-related" was more appropriate; as all of these incidents occur on or near a vessel. The new term was implemented in the 2020-2022 report.

As **highlighted in green** in the table above, 45 of the 79 fatalities were attributed to intentional acts or non-accidental causes. These types of incidents are automatically NOT considered "operationally-related".

[2] An "Inspected Passenger Vessel" is a vessel which carries passengers for hire and subject to the regulations found in 46 CFR Subchapters T, K, or H.

A detailed review of the remaining incidents involving a fatality revealed that six (6) incidents, resulting in seven (7) fatalities, were "operationally-related"; see Table 5 and the incident summaries provided below. The definition for "operationally-related" casualties, as well as examples are provided in Appendix I.

Table 5 - Passenger Vessel Fatalities that are "Operationally-Related"

Inspection Subchapter of Involved Passenger Vessel	Fatalities "Operationally-Related"	Fatalities NOT "Operationally-Related"	Total
H		3	3
K		5	5
T	7	64	71
Total	**7**	**72**	**79**

The following is a summary of the seven "operationally-related" casualties identified from Table 5:

1. (T): On May 30, 2022, the AIRBORNE (ON 1218854) got underway with a Master, a Mate, and 12 passengers for a parasailing excursion. When the vessel arrived at the operating area the first group of three were sent aloft and returned without incident. The crew noticed clouds in the distance prior to sending the next group aloft. They continued with operations but closely monitored the weather. After 10 minutes clouds moved in quickly and wind gusts increased to approximately 30 mph. The Master fully engaged the parasail winch, but the force of the wind overcame the winch and he could no longer bring in the passengers. The force of the wind on the parasail began to pull the vessel sideways and the Master made the decision to sever the tow line. He sounded the air horn to signal the parasailers to release the chute wrangler, which is designed to deploy a weighted sea anchor to stop a runaway parasail in the event of a tow line separation. The passengers aloft did not engage the chute wrangler and were quickly dragged away from the vessel through the water at a high rate of speed. The Master chased alongside the runaway chute, as he and the Mate attempted to snare the chute. They were not successful, and the chute eventually became tangled in a local bridge. Another vessel arrived on scene to retrieve the parasailers from the parasail equipment. All three were brought onboard and transported to local EMS. One was pronounced dead on scene and the other two were transported to a local hospital for further treatment.

2. (T): On April 4, 2022, the UHANE NUI O NAI'A (O.N. 1093380) was engaged in a night manta ray snorkel excursion with one master, two crewmembers, and 13 passengers. Upon arriving at their mooring site, the Master announced, "the pool is open", signaling that the vessel's engine is in neutral, and it was safe to enter the water. One of the crewmembers entered the water from the stern of the vessel to secure an anchor line to a subsurface mooring. However, the vessel's engine throttles were engaged in reverse which caused the crewmember to be drawn into and struck by the vessel's propellers. The crewmember was recovered from the water and found to have significant injuries. Despite the actions of the ship's crew and medical professionals onboard as passengers, the crewmember died due to exsanguination by extreme blood loss.

3. (T): On December 4, 2020, the CAPTAIN JP (O.N. 911187) was engaged in a dinner cruise when a passenger fell overboard in the vicinity of navigational marker 58 on the Caloosahatchee River. The passenger was proceeding down a ladder well when they lost their footing and hit the lower portion of the outboard railing. Their momentum carried them through the exposed opening at the lower portion of the ladderwell railing causing a fall of approximately 15 feet to the water. During the fall overboard, the passenger experienced blunt trauma to his left side. They eventually succumbed to their injuries and drowned.

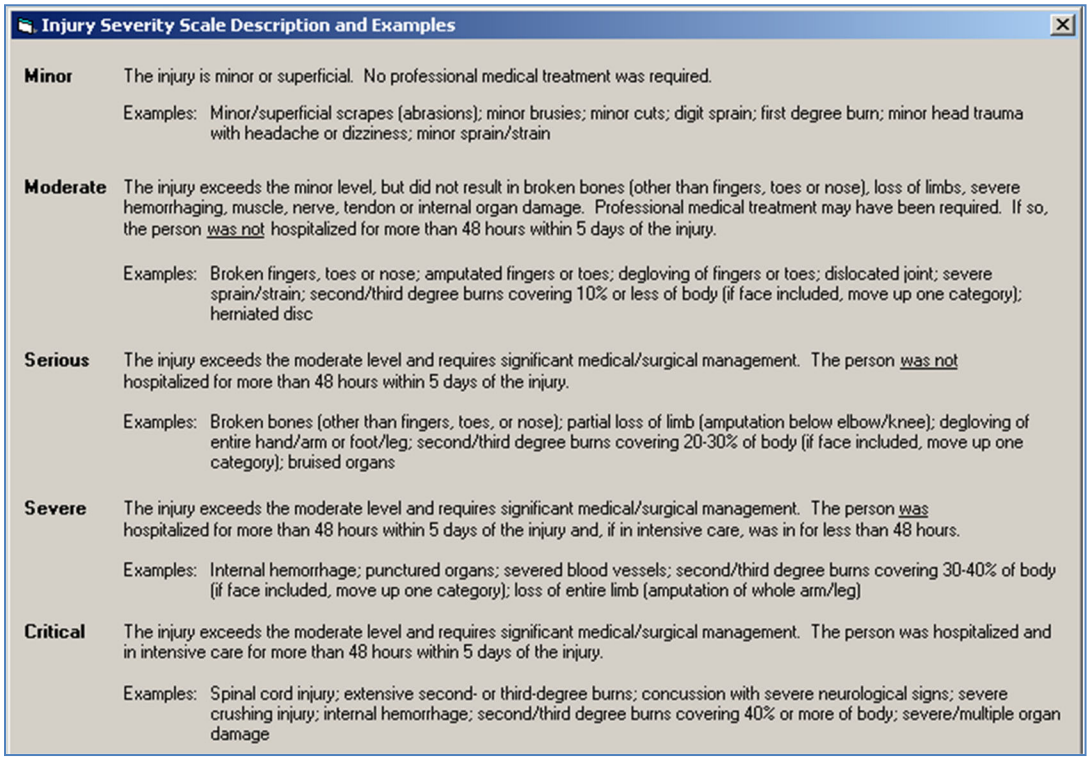
4. (T): On July 17, 2020, the SUNSET PARASAIL V (O.N. 1238038) got underway with twelve passengers, a master, and a deckhand on board. Due to observed on-scene weather and ominous-looking skies in the vicinity, the master decided to conduct parasail operations farther offshore within the Northwest Channel. After arriving at the desired location to conduct parasailing operations, the master and deckhand put two passengers, one adult male and one adult female, into a parasail flight. Shortly after, the parasail towline attached to the SUNSET PARASAIL V parted. Both passengers in the parasail flight were dropped and dragged through the water by the inflated parasail chute for about seven to nine minutes. Both passengers were recovered and transported to local EMS, where one was pronounced deceased due to drowning and injuries sustained by falling from an unknown height and being dragged along the ocean surface.

5. (T): On June 28, 2020, a passenger tripped over a cable attached to the ramp while disembarking from the JET EXPRESS (O.N. 946359). The passenger fell between the vessel and the dock, striking their forehead and then going into the water. Rescuers retrieved the individual after approximately five minutes in the water and commenced CPR. The victim was transferred to the hospital where he was pronounced deceased due to drowning.

6. (T): On February 18, 2020, the PELICAN (O.N. 641330) loaded 17 vehicles at the Fisher Island Terminal. The PELICAN got underway, with a master and two deckhands, at a speed of approximately 4-6 knots. Less than one minute after departing Fisher Island Terminal, one of the loaded vehicles accelerated forward through the splash-guard and entered the water. The master maneuvered the vessel in an attempt to avoid a collision with the vehicle. The master and deckhands conducted man overboard procedures; however, the vehicle and both passengers never resurfaced. After a search of the surrounding waters, the vehicle was located with both passengers found deceased inside.

Marine Casualties Involving Serious, Severe, or Critical Injuries

As defined below, there are five injury severity categories used to classify personnel injuries.



From 2020 through 2022, there were 88 incidents that resulted in 97 Serious, Severe, or Critical injuries; 56% (54/97) of these injuries were the result of Accident Type: 'Contact Injury- Fall onto surface'. The percentage of the leading cause of injuries has remained primarily the same for several years.

Table 6 - Serious, Severe, or Critical Injuries Occurring Onboard Inspected Passenger Vessels

Accident Type	2020	2021	2022	Total
Contact Injury- Fall onto surface	15	17	22	54
Noncontact Injury- Diving	1	4	3	8
Contact Injury- Collision with Fixed Object	3	3	2	8
Contact Injury- Other	1	4	1	6
Contact Injury- Fall into water	2	2	1	5
Contact Injury- Crushed between objects	2	2	1	5
Contact Injury- Struck by Moving Object		1	3	4
Overexertion Injury- Strain or sprain		2		2
Contact Injury- Line handling/caught in lines		2		2
Other Injury Type		1		1
Noncontact Injury- Other			1	1
Noncontact Injury- Asphyxiation		1		1
Total	**24**	**39**	**34**	**97**

As indicated in Table 7, passengers were involved in 78 of the 97 (80.4%) of the personnel casualties that resulted in Serious, Severe, or Critical injuries. The majority of the passengers' injuries continue to be the result of Accident Type: 'Contact Injury- Fall onto surface'; 57.7% (45/78). Similar to passenger injuries, the highest percentage of crewmember injuries is due to Accident Type: 'Contact Injury- Fall onto surface'; 47.4% (9/19).

Table 7 - Party Relationship & Accident Type for Persons Injured on Inspected Passenger Vessels

Accident Type by Party-Subject Type	2020	2021	2022	Total
Contractor Employee	**0**	**0**	**0**	**0**
None				
Crewmember (includes Master, Employee, Operator, Owner)	**4**	**8**	**7**	**19**
Contact Injury- Fall onto surface	3	1	5	9
Contact Injury- Crushed between objects		2		2
Contact Injury- Line handling/caught in lines		2		2
Contact Injury- Other	1	1		2
Contact Injury- Fall into water		1		1
Contact Injury- Struck by Moving Object			1	1
Noncontact Injury- Other			1	1
Overexertion Injury- Strain or sprain		1		1
External Victim (Pilots, Visitors)	**0**	**0**	**0**	**0**
None				
Passenger	**20**	**31**	**27**	**78**
Contact Injury- Fall onto surface	12	16	17	45
Contact Injury- Collision with Fixed Object	3	3	2	8
Noncontact Injury- Diving	1	4	3	8
Contact Injury- Fall into water	2	1	1	4
Contact Injury- Other		3	1	4
Contact Injury- Crushed between objects	2		1	3
Contact Injury- Struck by Moving Object		1	2	3
Noncontact Injury- Asphyxiation		1		1
Other Injury Type		1		1
Overexertion Injury- Strain or sprain		1		1
Total	**24**	**39**	**34**	**97**

Marine Casualties and Events

As indicated in Table 8, inspected passenger vessels were involved in 1,468 reportable marine casualties from 2020 through 2022. Of those, 22.8% (334 of 1,468) of these casualties were classified as "Serious Marine Incidents"[3] (SMI).

Table 8 - Reportable Marine Casualties Involving Inspected Passenger Vessels

Inspection Subchapter	2020	2021	2022	Total
H Boats	**62**	**99**	**106**	**267**
Non-SMI	44	84	83	211
SMI	18	15	23	56
K Boats	**29**	**68**	**75**	**172**
Non-SMI	25	53	63	141
SMI	4	15	12	31
T Boats	**264**	**382**	**383**	**1,029**
Non-SMI	207	273	302	782
SMI	57	109	81	247
Total	**355**	**549**	**564**	**1,468**

[3] Serious Marine Incident is defined in 46 CFR 4.03-2

Most marine casualties are described as a series of events: a mechanical failure, followed by a loss of propulsion, grounding, and ending with a discharge of oil. In this example, the mechanical failure is the initiating event. The Initiating Event is simply the first unwanted or negative outcome in the timeline. The two most common ***initiating events*** recorded for passenger vessel marine casualties were "Material Failure/Malfunction" (37.9%) and "Personnel Casualty - Injury" (16.7%).

Table 9 - Initiating Events for Marine Casualties Involving Inspected Passenger Vessels

Initial Event	2020				2021				2022				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	33	10	79	**122**	62	36	118	**216**	47	44	127	**218**	**556**
Personnel Casualty - Injury	17	3	41	**61**	19	6	77	**102**	22	7	53	**82**	**245**
Loss/Reduction of Propulsion/Steering	2	4	30	**36**	9	9	55	**73**	11	4	39	**54**	**163**
Grounding	3	1	22	**26**	3	4	36	**43**	4	1	28	**33**	**102**
UNSPECIFIED	2	1	21	**24**	2	1	10	**13**	4	3	48	**55**	**92**
Allision	1	3	16	**20**		3	21	**24**	8	7	21	**36**	**80**
Personnel Casualty - Death	1		16	**17**			18	**18**	2	4	22	**28**	**63**
Loss of Electrical Power	1	3	6	**10**	1		9	**10**	3	1	7	**11**	**31**
Collision		1	2	**3**		2	7	**9**	1		6	**7**	**19**
Vessel Maneuver			6	**6**			3	**3**	3		6	**9**	**18**
Fouling			2	**2**	1	2	3	**6**		2	5	**7**	**15**
Flooding - Initial		1	2	**3**		1	4	**5**		1	4	**5**	**13**
Personnel Entering Water (not Falling)			4	**4**	1	1	2	**4**			4	**4**	**12**
Wave(s) Strikes/Impacts			4	**4**			3	**3**			5	**5**	**12**
Set Adrift	1		3	**4**	1		6	**7**					**11**
Fire - Initial		1	1	**2**		1	3	**4**	1		2	**3**	**9**
Vessel Yawl/Pitch/Roll/Heel	1		3	**4**		2	1	**3**					**7**
Personnel Fall into Water		1	1	**2**			4	**4**					**6**
Personnel Casualty - Exposure			2	**2**							1	**1**	**3**
Discharge/Release - Pollution			1	**1**			1	**1**			1	**1**	**3**
Cargo/Fuel Transfer/Shift			1	**1**						1		**1**	**2**
Sinking											1	**1**	**1**
Other			1	**1**			1	**1**			3	**3**	**5**
Total	**62**	**29**	**264**	**355**	**99**	**68**	**382**	**549**	**106**	**75**	**383**	**564**	**1,468**

Table 10 shows the initiating events associated with the 334 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels from 2020 to 2022. The most common ***initiating event*** recorded for passenger vessel SMIs were "Personnel Casualty – Injury" (57.8%).

Table 10 - Initiating Events for Serious Marine Incidents Involving Inspected Passenger Vessels

Initial Event Type	2020				2021				2022				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Personnel Casualty - Injury	16	1	27	**44**	13	6	63	**82**	17	6	44	**67**	**193**
Personnel Casualty - Death	1		10	**11**			15	**15**	1	3	21	**25**	**51**
UNSPECIFIED			10	**10**		1	4	**5**	1	1	5	**7**	**22**
Material Failure/Malfunction					1	2	12	**15**	1		1	**2**	**17**
Personnel Entering Water (not Falling)			2	**2**	1	1	2	**4**			2	**2**	**8**
Allision						2	2	**4**	1	1	1	**3**	**7**
Collision		1		**1**			4	**4**			2	**2**	**7**
Vessel Yawl/Pitch/Roll/Heel			3	**3**		2	1	**3**					**6**
Grounding	1	1	2	**4**		1		**1**			1	**1**	**6**
Wave(s) Strikes/Impacts			1	**1**			1	**1**			2	**2**	**4**
Loss/Reduction of Propulsion/Steering		1		**1**						1		**1**	**2**
Personnel Fall into Water							2	**2**					**2**
Vessel Maneuver									1		1	**2**	**2**
Personnel Casualty - Exposure											1	**1**	**1**
Set Adrift			1	**1**									**1**
Flooding - Initial							1	**1**					**1**
Discharge/Release - Pollution							1	**1**					**1**
Personnel Casualty - Missing							1	**1**					**1**
Personnel Ejected from Vessel			1	**1**									**1**
Loss of Electrical Power									1			**1**	**1**
	18	**4**	**57**	**79**	**15**	**15**	**109**	**139**	**23**	**12**	**81**	**116**	**334**

Vessel Inspections, Deficiencies, and Appeals

Vessel Inspections and Deficiencies

The majority of the passenger vessel inspections and deficiencies issued involved T-boats due to the size of that fleet. Per the request from PVA, "worklist items" are not broken out from the total deficiencies issued for each calendar year. We wish to note that this change obviously altered the data found in this table in previous reports. With regard to the data itself, it shows a flattening in nearly every category of the table and a return to pre-pandemic levels.

Table 11 - Deficiencies Issued to Inspected Passenger Vessels

CY	Inspection Activities	Inspection Activities with a Deficiency Issued	% of Inspection Activities with a Deficiency Issued	Deficiencies Issued	Worklist Items Issued
H-Boats					
2020	711	272	38.3	980	133
2021	841	321	38.2	1,033	252
2022	874	371	42.4	908	267
K-Boats					
2020	880	310	35.2	1,090	509
2021	1,067	367	34.4	1,364	684
2022	1,092	394	36.1	1,345	541
T-Boats					
2020	9,634	3,352	34.8	11,690	3,365
2021	10,006	3,738	37.4	13,577	3,768
2022	10,361	3,760	36.3	13,323	3,373

As previously agreed, a single vessel deficiency table is now included in the report. Table 12 contains the top 10 systems, where deficiencies were identified and issued to inspected passenger vessels. The table includes the System and Component levels, with associated counts, to provide the greatest clarity in the issued deficiencies.

The use of "Other" deficiency categories, at the Component level, continues to be an issue. The use of "Other" categories does not provide the necessary specificity to appropriately identify and target areas of concern. The Coast Guard will continue to emphasize this issue with inspectors in an effort to reduce the usage of these options in our data system.

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
02 - Structural Conditions	**2987**	**3650**	**3,437**	**10,074**
02199 - Other (Structural condition)	724	1,034	905	2,663
02112 - Hull - corrosion	415	466	452	1333
02108 - Electrical installations in general	258	408	402	1068
02106 - Hull damage impairing seaworthiness	288	337	334	959
02113 - Hull - cracking	258	261	262	781
02110 - Beams, frames, floors-op. damage	163	278	191	632
Vessel Deficiencies by System/Component	**2020**	**2021**	**2022**	**TOTAL**
13 - Propulsion and Auxiliary Machinery	**2,556**	**3,047**	**2,972**	**8,575**
13199 - Other (machinery)	920	1,141	1,192	3,253
13101 - Propulsion main engine	737	781	721	2,239
13104 - Bilge pumping arrangements	516	656	624	1,796
13108 - Operation of machinery	153	199	170	522
13102 - Auxiliary engine	132	167	175	474
13103 - Gauges, thermometers, etc.	89	96	84	269
Vessel Deficiencies by System/Component	**2020**	**2021**	**2022**	**TOTAL**
11 - Life Saving Appliances	**2,617**	**2,991**	**2,886**	**8,494**
11117 - Lifebuoys incl. provision and disposition	621	862	776	2,259
11118 - Lifejackets incl. provision and disposition	632	792	727	2,151
11116 - Distress flares	222	208	242	672
11199 - Other (life saving)	211	234	216	661
11135 - Maintenance of Life Saving Appliances	184	138	164	486
11129 - Operational readiness of lifesaving appliances	187	127	140	454
Vessel Deficiencies by System/Component	**2020**	**2021**	**2022**	**TOTAL**
07 - Fire Safety	**2,003**	**2,409**	**2,298**	**6,710**
07110 - Fire fighting equipment and appliances	439	552	556	1,547
07199 - Other (fire safety)	347	415	369	1,131
07109 - Fixed fire extinguishing installation	245	297	256	798
07113 - Fire pumps and its pipes	159	153	134	446
07124 - Maintenance of Fire protection systems	138	106	118	362
07116 - Ventilation	75	111	127	313

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component (cont'd)

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
09 - Working and Living Conditions	**1,818**	**2,144**	**2,051**	**6,013**
09209 - Electrical	787	905	867	2,559
09112 - Medical Equipment	189	288	300	777
09298 - Other (accident prevention)	128	177	173	478
09210 - Machinery	113	111	48	272
09203 - Lighting (Working spaces)	59	96	67	222
09233 - Guards - fencing around dangerous machinery	44	48	60	152

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
01 - Certificates & Documentation	**1,395**	**1,374**	**1,383**	**4,152**
CG001 - Certificate of Inspection (COI)	479	349	342	1,170
01199 - Other (certificates)	407	334	316	1057
01305 - Log-books/compulsory entries	122	176	151	449
CG003 - USCG Certificate of Documentation (COD)	108	110	150	368
01201 - Certificates for master and officers	58	56	66	180
01104 - Cargo Ship Safety Radio (including exemption)	13	84	76	173

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
99 - Other	**1,070**	**1,024**	**933**	**3,027**
99101 - Other (Safety in general)	1,065	1,013	924	3,002
99103 - Other (MARPOL operational)	4	8	9	21
99102 - Other (SOLAS operational)	1	3		4

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
03 - Water/Weathertight Conditions	**817**	**1078**	**992**	**2,887**
03199 - Other (load lines)	127	192	187	506
03109 - Machinery space openings	119	147	114	380
03103 - Railing, gangway, walkway and means for safe passage	95	114	137	346
03105 - Covers (hatchway-, portable-, tarpaulins, etc.)	96	137	111	344
03110 - Manholes/flush scuttles	79	145	119	343
03112 - Scuppers, inlets and discharges	118	111	107	336

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component (cont'd)

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
10 - Safety of Navigation	**827**	**1046**	**939**	**2,812**
10109 - Lights, shapes, sound-signals	289	366	348	1,003
10111 - Charts	138	247	207	592
10116 - Nautical publications	186	188	144	518
10105 - Magnetic compass	57	74	78	209
10199 - Other (navigation)	67	70	65	202
10113 - Automatic Identification System (AIS)	11	16	19	46

Vessel Deficiencies by System/Component	2020	2021	2022	TOTAL
05 - Radio Communications	**635**	**617**	**579**	**1,831**
05111 - Satellite EPIRB 406MHz/1.6GHz	145	156	175	476
05109 - VHF radio installation	161	113	122	396
05199 - Other (radio communication)	123	105	84	312
05112 - VHF EPIRB	70	83	51	204
05103 - Main installation	12	52	44	108
05101 - Distress messages: obligations and procedures	33	25	32	90

Flag State Detentions involving Inspected Passenger Vessels

Table 13 – Flag State Detentions

Subchapter	CY	Detentions	Population	Detention Percentage
H	2020	0	141	0.00%
	2021	1	140	0.71%
	2022	0	140	0.00%
K	2020	3	449	0.67%
	2021	2	449	0.46%
	2022	2	442	0.45%
T	2020	10	6,097	0.16%
	2021	16	5,959	0.27%
	2022	15	6,037	0.25%

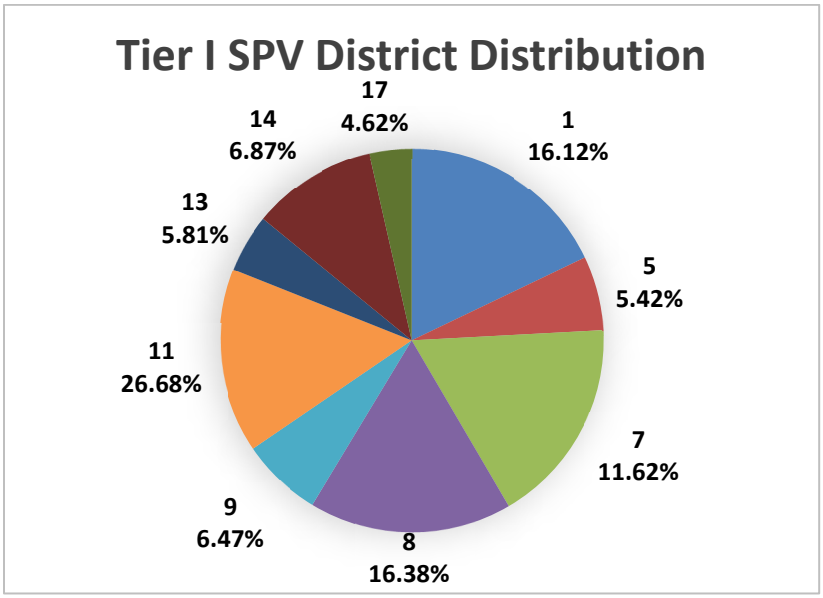
Detentions by Tier Inspections

The following table shows flag state detentions categorized by the Risk Based Inspection Tier of the small passenger vessel detained.

Table 14 – SPV Flag State Detentions by Tier

Subchapter	CY	Detentions	Tier I	Tier II	Tier III
K	2021	2	1	1	0
K	2022	2	2	0	0
T	2021	16	5	7	4
T	2022	15	3	12	0

The following chart shows the geographic distribution of Tier I small passenger vessels across USCG Districts in 2022.



CG-CVC Appeals involving Inspected Passenger Vessels

The following table shows appeals adjudicated by Commandant (CG-CVC).

Table 15 - Appeals to Commandant

CY	Received	Granted	Denied	Other
2018	3	0	3	0
2019	1	1	0	0
2020	3	1	2	0
2021	4	0	2	2
2022	1	0	0	1

Passenger Vessels Taking Part in the Streamlined Inspection Program (SIP)

Table 16 – SIP Enrolled Vessels by USCG Unit

Unit	Number of SIP Vessels	Total Population	SIP Enrollment Percentage
Marine Safety Unit Duluth	5	23	21.74%
MSD Cincinnati	2	9	22.22%
MSD Coram	9	172	5.23%
MSD Sturgeon Bay	1	19	5.26%
Sector Honolulu	1	369	0.27%
Sector San Francisco	6	241	2.49%
All Units	24	6,619	0.36%

Enforcement Actions Resulting from Illegal Passenger Vessel Operations

Table 17 – Enforcement Actions By Type

Calendar Year	Sanction Type	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2020	Civil Penalty	58	134	$107,450.00
2020	Notice Of Violation (NOV)	20	25	$25,100.00
2020	Warning	7	9	---
2020	**Totals**	**85**	**168**	**$132,550.00**
2021	Civil Penalty	100	157	$139,750.00
2021	Notice Of Violation (NOV)	13	22	$26,000.00
2021	Warning	1	1	---
2021	**Totals**	**114**	**180**	**$165,750.00**
2022	Civil Penalty	97	151	$189,395.00
2022	Notice Of Violation (NOV)	20	34	$50,400.00
2022	Warning	1	2	---
2022	**Totals**	**118**	**171**	**$239,795.00**

Table 18 – Enforcement Actions By USCG District

Calendar Year	Originating District	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2020	CGD ONE (000341)	4	6	$8,000.00
2020	CGD FIVE (000304)	4	5	$5,500.00
2020	CGD SEVEN (000264)	60	131	$98,900.00
2020	CGD EIGHT (000483)	7	11	$7,900.00
2020	CGD NINE (000169)	3	5	$3,750.00
2020	CGD ELEVEN (000145)	5	8	$6,000.00
2020	CGD THIRTEEN (000123)	1	1	$1,500.00
2020	CGD FOURTEEN (000456)	1	1	$1,000.00
2021	CGD FIVE (000304)	1	2	$2,250.00
2021	CGD SEVEN (000264)	95	149	$125,250.00
2021	CGD EIGHT (000483)	4	7	$15,000.00
2021	CGD NINE (000169)	5	7	$6,000.00
2021	CGD ELEVEN (000145)	2	3	$10,000.00
2021	CGD THIRTEEN (000123)	6	11	$6,500.00
2021	CGD FOURTEEN (000456)	1	1	$750.00
2022	CGD FIVE (000304)	4	7	$9,000.00
2022	CGD SEVEN (000264)	92	146	$183,481.00
2022	CGD EIGHT (000483)	7	10	$25,364.00
2022	CGD NINE (000169)	2	2	$3,500.00
2022	CGD ELEVEN (000145)	8	14	$13,000.00
2022	CGD THIRTEEN (000123)	2	4	$1,950.00
2022	CGD FOURTEEN (000456)	3	4	$3,500.00

Appendix I

Definition of "Operationally-Related" Marine Casualties

To focus the efforts of the USCG-PVA Quality Partnership, the following guidance is provided to determine which incidents are classified as either 'operationally-related' or 'not operationally - related'. This distinction is made to assist in identifying the incidents that are within the control of the operator.

NOT OPERATIONALLY-RELATED

- Death due to Intentional Acts, especially those of a criminal nature (i.e. suicide or homicide).
- Death resulting from the intentional act of another person (i.e. pushing someone overboard, regardless of intent).
- Death resulting from an intentional jump overboard.
- Death due to Pre-Existing Medical Condition(s) or Disease.
- Death that occurs onboard a vessel and is attributed to an overdose of medication or use of a drug, regardless of when the drugs were taken. The only exception is when the death is due to medicine distributed by medical staff attached to a vessel.
- Death that results from choking while eating onboard a vessel.
- Death that did not occur onboard a vessel or deaths that did not result from activities on the vessel. Examples include:
    - While swimming, snorkeling, or diving, a passenger or crewmember dies in the water.
    - While swimming, snorkeling, or diving, a passenger or crewmember goes into distress and is recovered from the water, then subsequently dies onboard the vessel.
    - A missing diver/snorkeler.
    - Passengers or crewmembers that disembark the vessel to use a personal watercraft (PWC), Jet Ski, kayak, stand-up paddleboard (SUP) or something similar, which are not tethered to the vessel and sustain injuries resulting in death.
- Shark bites, stingray strikes, etc.

OPERATIONALLY-RELATED

Everything else is considered "Operationally-Related", specifically including:

- All parasail accidents.
- All accidents occurring on any apparatus tethered to the passenger vessel (i.e. jetlev, banana boat, water skiing, etc.).
- All accidental falls onboard a vessel, regardless of the circumstance(s).
- If a person enters the water due to a vessel collision, capsizing, sinking, grounding, allision, etc., then dies as a result.
- If a person is in the water and is run over by a vessel - even if the person was not a passenger or crewmember aboard the vessel.