USCG-PVA Quality Partnership Annual Report 2018 - 2020

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, as well as information concerning marine casualties and inspections involving U.S. Inspected Passenger Vessels. This report covers calendar years 2018 - 2020 and was developed from information contained in the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database. The information was extracted from the MISLE database using the Coast Guard Business Intelligence application.

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 6,687 inspected passenger vessels recorded in MISLE. This is a decrease of 80 vessels since the last report, and we believe this is a result of vessels not renewing their COI during the pandemic.

Table 1 - Passenger Vessels by Inspection Subchapter and Status

Vessel Status	H	K	T	Totals
Active	131	421	5,641	6,193
Destroyed			8	8
Inactive	3	10	217	230
Laid Up	7	18	225	250
Scrapped			5	5
Sunk-Not Recoverable			1	1
Total	**141**	**449**	**6,097**	**6,687**

The number of vessels in a "Laid Up" status increased substantially from 121 in last year's report to 250 in the current report. Again, this was most likely a result of decreased passenger vessel operations due to the pandemic in combination with new policy guidance for Laid Up vessels that was issued in September 2020.

[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. As noted in past reports, some of the passenger vessel population continues to be categorized in the "GENERAL" category within the Coast Guard's data system. However, through the combined efforts of the Office of Commercial Vessel Compliance (CG-CVC) and USCG field units/inspectors, the number of vessels in this category dropped by over 90% from 3,136 last year to 262 this year. Many of the previously categorized "GENERAL" vessels were moved to the "Excursion/Tour Vessel" (1,184 vessel increase) and "Charter Fishing Vessel" (497 vessel increase) categories.

The 6,687 inspected passenger vessels from 2020 are classified into the following vessel types:

Table 2 - Passenger Vessel Types

Vessel Type	H	K	T	Total
Amphibious Vessel			127	127
Attraction Vessel	1	4	14	19
Balloon Support Vessel			2	2
Charter Fishing Vessel		2	1,005	1007
Crew Boat			382	382
Cruise Ship Launch/Tender			63	63
Diving Vessel (Recreational)			233	233
Excursion/Tour Vessel	6	157	2,248	2,411
Ferry	97	171	351	619
Gaming Vessel	2	3		5
General	31	9	222	262
Harbor Cruise Vessel	1	59	234	294
Ocean Cruise Vessel	1	12	18	31
Parasailing Vessel			204	204
Party/Head Boat (other than fish)		5	36	41
River Cruise Vessel	2	25	117	144
Sailing Vessel			311	311
Special Purpose Ship			43	43
Submersible			8	8
Water Taxi		2	477	479
Waterskiing Vessel			2	2
Total	**141**	**449**	**6,097**	**6,687**

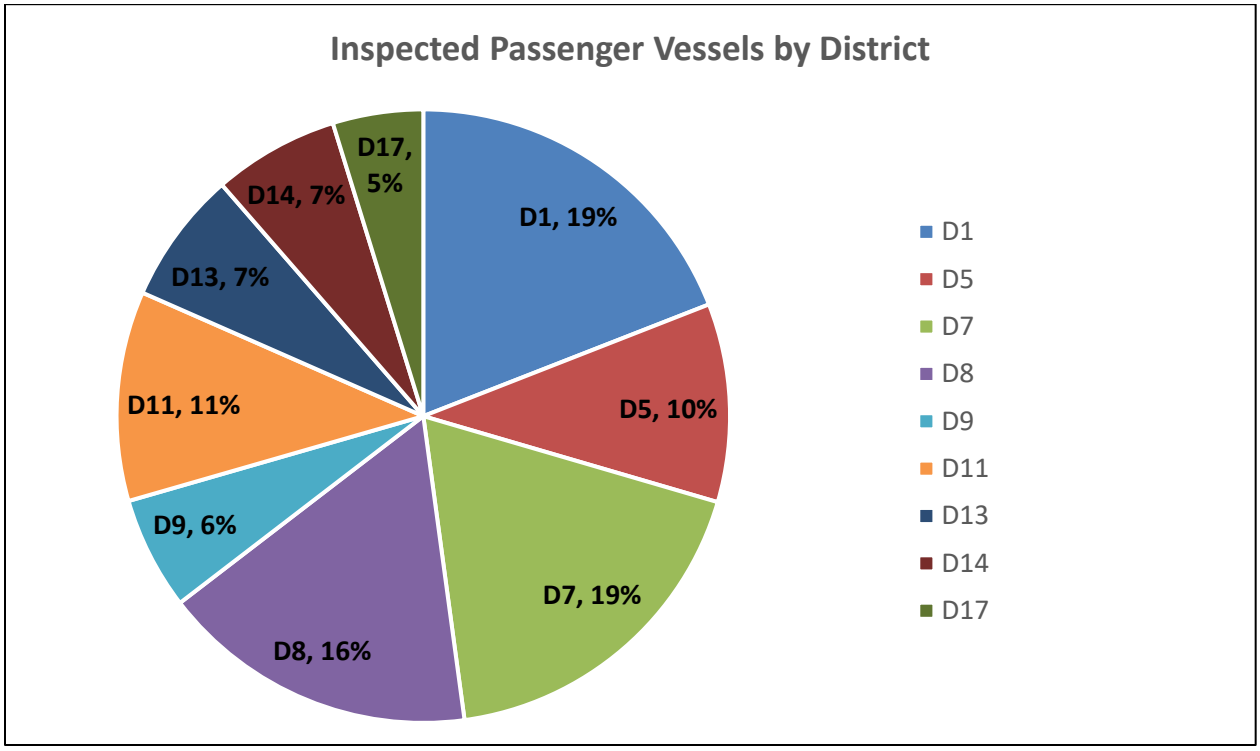
Geographic Distribution of Inspected Passenger Vessels

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

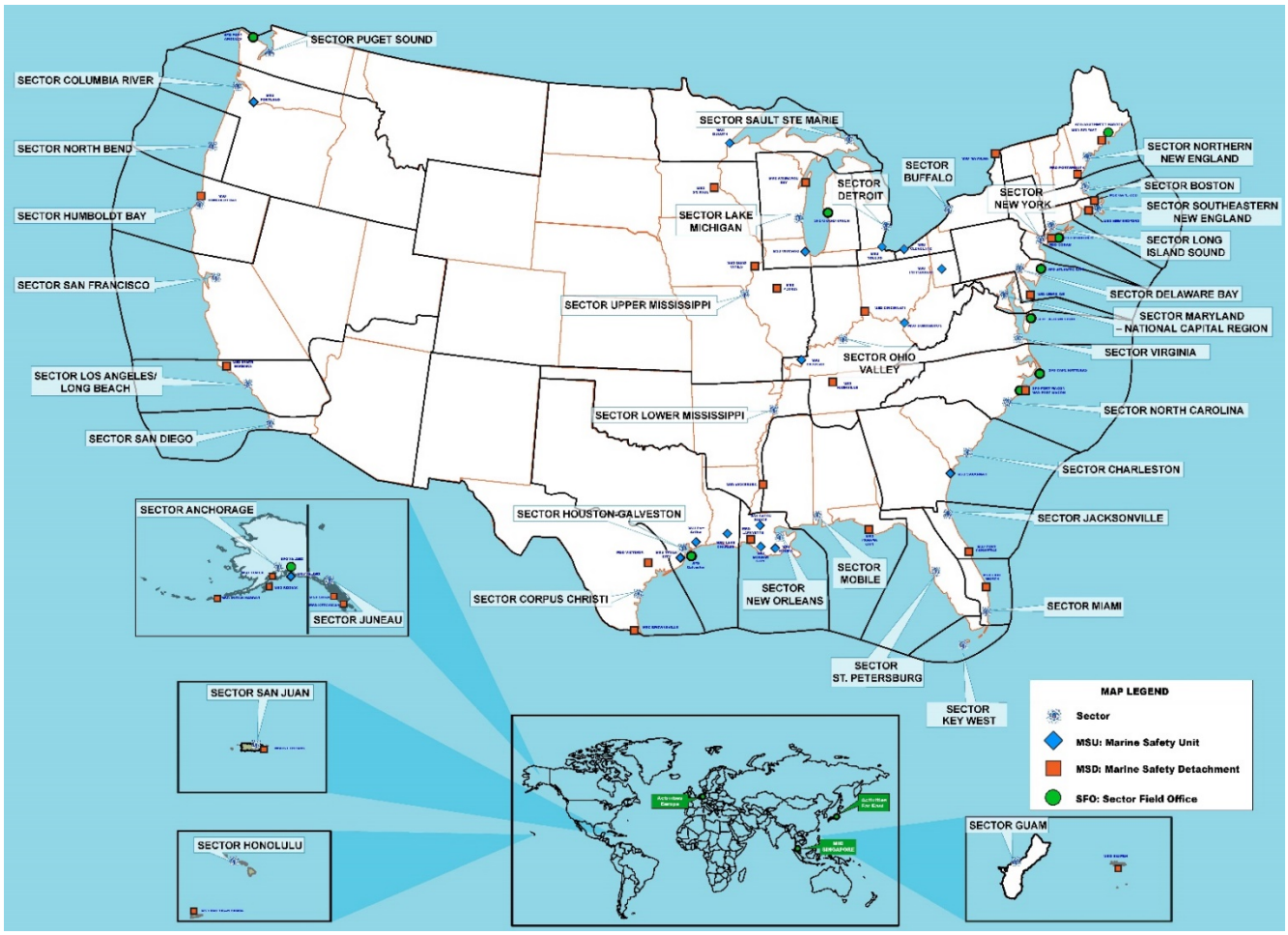
ATLANTIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CG ACTIVITIES EUROPE			**1**	**1**
Activities Europe			1	1
CGD ONE	**40**	**172**	**1,079**	**1,291**
Boston		23	217	240
Long Island Sound	8	27	247	282
New York	12	90	209	311
Northern New England	13	13	195	221
SE New England	7	19	211	237
CGD FIVE	**29**	**23**	**630**	**682**
Delaware Bay	3	5	156	164
Maryland-NCR		13	302	315
North Carolina	22	1	99	122
Virginia	4	4	73	81
CGD SEVEN	**4**	**45**	**1,244**	**1,293**
Charleston	1	7	221	229
Jacksonville	3	5	140	148
Key West		1	181	182
Miami		12	227	239
San Juan		15	148	163
St Petersburg		5	327	332
CGD EIGHT	**28**	**34**	**991**	**1,053**
Corpus Christi			68	68
Houston-Galveston	8		76	84
Lower Miss River	2	2	18	22
Mobile	1	5	310	316
New Orleans	13	3	406	422
Ohio Valley	3	10	36	49
Upper Miss River	1	14	77	92
CGD NINE	**3**	**54**	**345**	**402**
Buffalo		11	67	78
Detroit	1	5	71	77
Lake Michigan	1	24	132	157
Sault Ste Marie	1	14	75	90

PACIFIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ELEVEN	**4**	**74**	**648**	**726**
LA - LB		17	278	295
San Diego	2	8	168	178
San Francisco	2	49	202	253
CGD THIRTEEN	**25**	**29**	**399**	**453**
Portland	1	5	183	189
Seattle	24	24	216	264
CGD FOURTEEN	**1**	**3**	**439**	**443**
Guam			85	85
Honolulu	1	3	354	358
CGD SEVENTEEN	**7**	**15**	**321**	**343**
Anchorage		8	147	155
Juneau	7	7	174	188
LANT & PAC Total	**141**	**449**	**6,097**	**6,687**



Note: The percentages of the passenger vessel fleet remained the same since the last report.

USCG Units



Reportable Marine Casualties Involving Inspected Passenger Vessels

Marine Casualties Involving Fatalities

From 2018 through 2020, the Coast Guard received reports of 153 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 (2018-2020)

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury	1			1
Diseases- General			2	2
Existing Medical Condition Event	8		38	46
Overexertion Injury- Existing medical condition			3	3
Overexertion Injury- Strain or sprain			1	1
Contact Injury- Crushed between objects			1	1
Contact Injury- Fall into water			3	3
Contact Injury- Fall onto surface	1			1
Noncontact Injury- Asphyxiation			57	57
Noncontact Injury- Diving			22	22
Noncontact Injury- Exposure			1	1
Noncontact Injury- Other	2	1	6	9
Other Injury Type			1	1
Unknown Injury Type			5	5
Total	**12**	**1**	**140**	**153**

The 153 deaths is a decrease of seven (7) from last year's report (160 deaths). The STRETCH DUCK 07 (17 deaths) in 2018 and the CONCEPTION (34 deaths) in 2019 account for one-third of the deaths aboard inspected passenger vessels. The deaths from both casualties are a subset of the fatalities **highlighted in yellow** in the table above.

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 deaths).

As **highlighted in green** in the table above, 53 of the 153 fatalities were attributed to intentional acts or non-accidental causes. These types of incidents are NOT considered "vessel-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 10 incidents, resulting in 60 fatalities, were "vessel-related"; see Table 5 and the incident summaries provided below. The definition for "vessel-related" casualties, as well as examples are provided in Appendix I.

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

Inspection Subchapter of Involved Passenger Vessel	Fatalities "Vessel-Related"	Fatalities NOT "Vessel-Related"	Total
H	2	10	12
K		1	1
T	58	82	140
Total	**60**	**93**	**153**

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

1. (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.

2. (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 onscene 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.

3. (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.

4. (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.

5. (H): On October 12, 2019, a passenger on board the U.S. flagged high capacity passenger vessel PRIDE OF AMERICA (O.N. 1149542) was injured. The 62-year-old female passenger was being assisted out of her wheelchair into bed by her husband when she fell and injured her left leg. Her husband noted abnormal breathing as she slept and contacted the bridge to request emergency assistance. The medical staff responded to the stateroom and performed life saving measures, which ultimately failed, and death was pronounced by the onboard physician. An autopsy was performed and it was concluded the cause of death to be a fat embolism due to acute left leg fracture. Pyelonephritis and hypertensive cardiovascular disease were also contributing factors to her death.

6. (T): On September 2, 2019, the U.S inspected small passenger vessel, CONCEPTION (O.N. 638133) was anchored in Platts Harbor on the north side of Santa Cruz Island when it experienced a fire. There were 39 total persons onboard including six crew and 33 passengers. Five members of the crew were able to escape the vessel while 34 persons were not. All 34 persons that remained on board during the fire perished.

7. (H): On August 13, 2019, a crewmember onboard the BELLE OF CINCINNATI (O.N. 972894) was last seen on camera removing the top portion of a starboard safety railing, where he proceeded to step over the remaining railing and attempt to cross the approximate 5 ft. gap over the water to the B&B Riverboats shore side facility. The security camera shows the crewmember trying to cross the gap where he drops out of view and never reappears on either the BELLE OF CINCINNATI or the facility. The missing crewmember was found deceased two days later near where he entered the water.

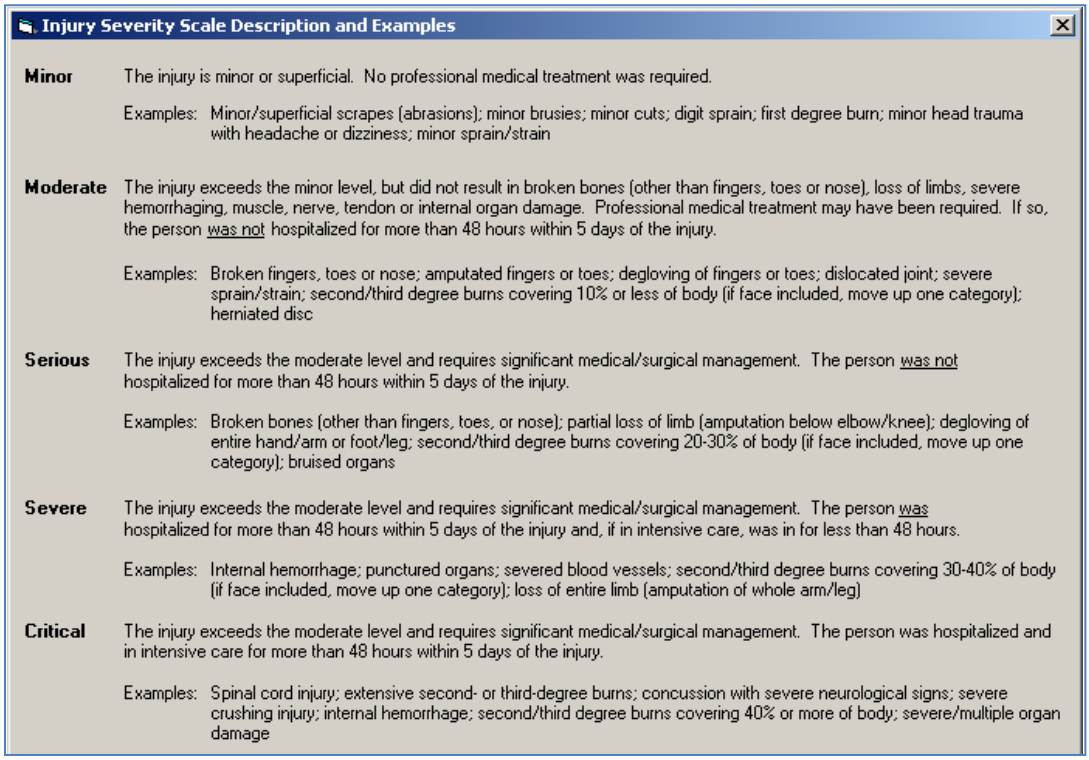
8. (T): On October 26, 2018, the passenger vessel PROWLER (O.N. 294465), carrying twenty-nine people following an overnight fishing trip in Mexican waters, collided with the ATTESSA IV (Cayman Islands, IMO 9179830). One passenger from the PROWLER was seriously injured and transported ashore where they later died.

9. (T): On July 19, 2018, the amphibious passenger vessel STRETCH DUCK 07 (O.N. CG248292) suffered rapid flooding and subsequently sank in Table Rock Lake. There were 29 passengers and 2 crew on board, of which 17 perished.

10. (T): On January 14, 2018, the vessel ISLAND LADY (O.N. 1020747) caught fire in the Pithlachascotee River. The master intentionally grounded the vessel and all passengers, employees, and crew jumped off the bow and walked to shore. One passenger suffered from the effects of inhaling smoke during the fire and died the following day.

Marine Casualties Involving Serious, Severe, or Critical Injuries

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



From 2018 through 2020, there were 141 incidents that resulted in 149 Serious, Severe, or Critical injuries; 57% (85/149) of these injuries were the result of falls onboard the vessel.

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

Accident Type	2018	2019	2020	Total
Contact Injury- Fall onto surface	30	40	15	85
Noncontact Injury- Diving	8	5	1	14
Contact Injury- Struck by Moving Object	3			3
Contact Injury- Collision with Fixed Object	7	3	3	13
Contact Injury- Crushed between objects	4	1	2	7
Contact Injury- Other	1	4	1	6
Other Injury Type	2	2		4
Contact Injury- Line handling/caught in lines	1	2		3
Noncontact Injury- Other	2	1		3
Overexertion Injury- Strain or sprain	1	2		3
Contact Injury- Fall into water	2		2	4
Noncontact Injury- Asphyxiation	2			2
Overexertion Injury- Existing medical condition		1		1
Unknown Injury Type	1			1
Total	**64**	**61**	**24**	**149**

As indicated in Table 7, passengers were involved in 112 of the 149 (75.2%) of the personnel casualties that resulted in Serious, Severe, or Critical injuries. The majority of the passenger injuries continue to be the result of falls onboard the vessel; 59.8% (67/112). Similar to passenger injuries, the highest percentage of crewmember injuries is due to falls onboard the vessel; 48.6% (18/37).

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

Accident Type by Party-Subject Type	2018	2019	2020	Total
Contractor Employee	**0**	**0**	**0**	**0**
None				
Crewmember (includes Master, Employee, Operator, Owner)	**11**	**22**	**4**	**37**
Contact Injury- Fall onto surface	2	13	3	18
Overexertion Injury- Strain or sprain	1	2		3
Contact Injury- Crushed between objects	2	1		3
Contact Injury- Line handling/caught in lines	1	2		3
Contact Injury- Other		2	1	3
Other Injury Type	1	1		2
Contact Injury- Collision with Fixed Object	1	1		2
Contact Injury- Fall into water	1			1
Contact Injury- Struck by Moving Object	1			1
Noncontact Injury- Diving	1			1
External Victim (Pilots, Visitors)	**0**	**0**	**0**	**0**
None				
Passenger	**53**	**39**	**20**	**112**
Contact Injury- Fall onto surface	28	27	12	67
Noncontact Injury- Diving	7	5	1	13
Contact Injury- Collision with Fixed Object	6	2	3	11
Contact Injury- Crushed between objects	2		2	4
Contact Injury- Fall into water	1		2	3
Contact Injury- Other	1	2		3
Noncontact Injury- Other	2	1		3
Contact Injury- Struck by Moving Object	2			2
Noncontact Injury- Asphyxiation	2			2
Other Injury Type	1	1		2
Unknown Injury Type	1			1
Overexertion Injury- Existing medical condition		1		1
Total	**64**	**61**	**24**	**149**

Marine Casualties and Events

As indicated in Table 8, inspected passenger vessels were involved in 1,612 reportable marine casualties from 2018 through 2020. Of those, 27.1% (437 of 1,612) of these casualties were classified as "Serious Marine Incidents"[3] (SMI).

Table 8 - Reportable Marine Casualties Involving Inspected Passenger Vessels

Inspection Subchapter	2018	2019	2020	Total
H Boats	**131**	**143**	**62**	**336**
Non-SMI	84	107	44	235
SMI	47	36	18	101
K Boats	**60**	**66**	**29**	**155**
Non-SMI	47	55	25	127
SMI	13	11	4	28
T Boats	**398**	**459**	**264**	**1,121**
Non-SMI	282	324	207	813
SMI	116	135	57	308
Total	**589**	**668**	**355**	**1,612**

[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 two most common ***initiating events*** recorded for passenger vessel marine casualties were "Material Failure/Malfunction" (35.0%) and "Personnel Casualty - Injury" (20.2%).

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

Initial Event	2018				2019				2020				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	45	25	138	**208**	52	30	152	**234**	33	10	79	**122**	**564**
Personnel Casualty - Injury	50	12	65	**127**	42	14	81	**137**	17	3	41	**61**	**325**
Loss/Reduction of Propulsion/Steering	6	5	36	**47**	15	7	50	**72**	2	4	30	**36**	**155**
UNSPECIFIED	12	4	31	**47**	6	5	28	**39**	2	1	21	**24**	**110**
Grounding	4	2	29	**35**	3	1	34	**38**	3	1	22	**26**	**99**
Allision	2	8	25	**35**	5	4	21	**30**	1	3	16	**20**	**85**
Personnel Casualty - Death	2		19	**21**	6		35	**41**	1		16	**17**	**79**
Vessel Maneuver	2		5	**7**	4	2	12	**18**			6	**6**	**31**
Loss of Electrical Power	3	3	2	**8**	6	1	3	**10**	1	3	6	**10**	**28**
Collision			5	**5**			12	**12**		1	2	**3**	**20**
Flooding - Initial	2		7	**9**	1		5	**6**		1	2	**3**	**18**
Discharge/Release - Pollution	2		7	**9**			3	**3**			1	**1**	**13**
Fouling			7	**7**		1	3	**4**			2	**2**	**13**
Wave(s) Strikes/Impacts			5	**5**			4	**4**			4	**4**	**13**
Personnel Fall into Water		1	2	**3**	1	1	4	**6**		1	1	**2**	**11**
Set Adrift			5	**5**	1			**1**	1		3	**4**	**10**
Personnel Entering Water (not Falling)	1		2	**3**			3	**3**			4	**4**	**10**
Vessel Yawl/Pitch/Roll/Heel			1	**1**			4	**4**	1		3	**4**	**9**
Fire - Initial			3	**3**	1		2	**3**		1	1	**2**	**8**
Personnel Casualty - Exposure							1	**1**			2	**2**	**3**
Explosion			1	**1**			2	**2**					**3**
Flooding - Progressive			2	**2**									**2**
Personnel Ejected from Vessel											1	**1**	**1**
Cargo/Fuel Transfer/Shift											1	**1**	**1**
Sinking			1	**1**									**1**
Total	**131**	**60**	**398**	**589**	**143**	**66**	**459**	**668**	**62**	**29**	**264**	**355**	**1,612**

Table 10 shows the initiating events associated with the 437 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels from 2018 to 2020. The most common ***initiating event*** recorded for passenger vessel SMIs were "Personnel Casualty – Injury" (57.7%).

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

Initial Event Type	2018				2019				2020				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Personnel Casualty - Injury	36	10	57	**103**	30	9	66	**105**	16	1	27	**44**	**252**
Personnel Casualty - Death	1		16	**17**	5		32	**37**	1		10	**11**	**65**
Set Adrift	4	2	18	**24**							1	**1**	**25**
UNSPECIFIED			1	**1**		1	8	**9**			10	**10**	**20**
Material Failure/Malfunction	3		7	**10**			2	**2**					**12**
Vessel Yawl/Pitch/Roll/Heel			4	**4**			2	**2**			3	**3**	**9**
Grounding	1		2	**3**			2	**2**	1	1	2	**4**	**9**
Collision			1	**1**			5	**5**		1		**1**	**7**
Personnel Fall into Water			1	**1**	1	1	4	**6**					**7**
Vessel Maneuver			1	**1**			6	**6**					**7**
Personnel Entering Water (not Falling)		1	2	**3**			1	**1**			2	**2**	**6**
Allision	1		2	**3**			2	**2**					**5**
Wave(s) Strikes/Impacts							2	**2**			1	**1**	**3**
Personnel Ejected from Vessel	1		1	**2**							1	**1**	**3**
Explosion			1	**1**			1	**1**					**2**
Loss/Reduction of Propulsion/Steering							1	**1**		1		**1**	**2**
Discharge/Release - Pollution			1	**1**									**1**
Flooding - Initial			1	**1**									**1**
Personnel Casualty - Exposure							1	**1**					**1**
Total	**47**	**13**	**116**	**176**	**36**	**11**	**135**	**182**	**18**	**4**	**57**	**79**	**437**

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. We saw the expected steep declines in all of the metrics, particularly for larger passenger vessels, due to the ongoing pandemic. The reduced operations by inspected passenger vessels, coupled with decreased Coast Guard activities are directly related to these metrics and can explain the drops in each.

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
H-Boats				
2018	922	406	44.0%	1,272
2019	844	370	43.8%	1,328
2020	711	307	43.2%	1,113
K-Boats				
2018	1,188	622	52.4%	2,014
2019	1,034	537	51.9%	2,346
2020	880	416	47.3%	1,599
T-Boats				
2018	10,242	4,243	41.4%	15,343
2019	10,418	4,652	44.7%	19,156
2020	9,634	4,112	42.7%	15,055

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.

A concern that has been voiced for the past two years is the prevalent use of "Other" values by inspectors within the deficiency hierarchy. Both at the component and system levels. And although these values continue to be present in the lists, their use fell in 2020. This is likely due to the smaller number of deficiencies issued in 2020, coupled with inspectors becoming more familiar with the deficiency hierarchy and available choices.

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

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
02 - Structural Conditions	**1,703**	**3,759**	**2,987**	**8,449**
02199 - Other (Structural condition)	353	828	724	1,905
02112 - Hull - corrosion	223	519	415	1,157
02108 - Electrical installations in general	163	473	258	894
02106 - Hull damage impairing seaworthiness	203	391	288	882
02113 - Hull - cracking	154	317	258	729
02111 - Beams, frames, floors-corrosion	116	177	204	497

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
13 - Propulsion and Auxiliary Machinery	**1,557**	**3,281**	**2,556**	**7,394**
13199 - Other (machinery)	534	1147	920	2,601
13101 - Propulsion main engine	469	937	737	2,143
13104 - Bilge pumping arrangements	329	686	516	1,531
13108 - Operation of machinery	83	191	153	427
13102 - Auxiliary engine	87	174	132	393
13103 - Gauges, thermometers, etc.	52	140	89	281

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
11 - Life Saving Appliances	**1,303**	**3,256**	**2,617**	**7,176**
11118 - Lifejackets incl. provision and disposition	350	824	632	1,806
11117 - Lifebuoys incl. provision and disposition	311	769	621	1,701
11199 - Other (life saving)	116	262	211	589
11116 - Distress flares	103	239	222	564
11135 - Maintenance of Life Saving Appliances	76	237	184	497
11129 - Operational readiness of lifesaving appliances	69	201	187	457

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
07 - Fire Safety	**1,017**	**2,721**	**2,003**	**5,741**
07110 - Fire fighting equipment and appliances	226	513	439	1,178
07199 - Other (fire safety)	128	456	347	931
07109 - Fixed fire extinguishing installation	157	343	245	745
07113 - Fire pumps and its pipes	79	159	159	397
07124 - Maintenance of Fire protection systems	60	135	138	333
07116 - Ventilation	61	124	75	260

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

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
09 - Working and Living Conditions	**747**	**2,510**	**1,818**	**5,075**
09209 - Electrical	294	1105	787	2,186
09112 - Medical Equipment	84	250	189	523
09298 - Other (accident prevention)	52	133	128	313
09210 - Machinery	38	125	113	276
09203 - Lighting (Working spaces)	14	77	59	150
09233 - Guards - fencing around dangerous machinery	12	70	44	126

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
01 - Certificates & Documentation	**617**	**1,525**	**1,395**	**3,537**
01199 - Other (certificates)	183	482	407	1072
CG001 - Certificate of Inspection (COI)	107	262	479	848
01305 - Log-books/compulsory entries	80	207	122	409
CG003 - USCG Certificate of Documentation (COD)	58	116	108	282
01201 - Certificates for master and officers	26	53	58	137
01203 - Certificates for radio personnel	32	61	32	125

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
10 - Safety of Navigation	**844**	**1,230**	**827**	**2,901**
10109 - Lights, shapes, sound-signals	127	387	289	803
10116 - Nautical publications	119	297	186	602
10111 - Charts	81	254	138	473
10113 - Automatic Identification System (AIS)	403	23	11	437
10199 - Other (navigation)	46	104	67	217
10105 - Magnetic compass	22	64	57	143

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
99 - Other	**508**	**1,200**	**1,069**	**2,777**
99101 - Other (Safety in general)	503	1,184	1,064	2,751
99103 - Other (MARPOL operational)	5	13	4	22

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

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
03 - Water/Weathertight Conditions	**513**	**1,014**	**817**	**2,344**
03112 - Scuppers, inlets and discharges	72	147	118	337
03199 - Other (load lines)	71	130	127	328
03109 - Machinery space openings	64	125	119	308
03110 - Manholes/flush scuttles	71	133	79	283
03103 - Railing, gangway and means for safe passage	52	133	95	280
03105 - Covers (hatchway-, portable-, tarpaulins, etc.)	64	118	96	278

Vessel Deficiencies by System/Component	2018	2019	2020	TOTAL
05 - Radio Communications	**358**	**816**	**635**	**1,809**
05109 - VHF radio installation	63	208	161	432
05199 - Other (radio communication)	90	193	123	406
05111 - Satellite EPIRB 406MHz/1.6GHz	92	161	145	398
05112 - VHF EPIRB	49	89	70	208
05101 - Distress messages: obligations and procedures	12	42	33	87
05116 - Operation/maintenance	10	22	34	66

Flag State Detentions involving Inspected Passenger Vessels

Table 13 – Flag State Detentions

Subchapter	CY[4]	Detentions	Population	Detention Percentage
H	2018	0	145	0.00%
	2019	1	144	0.69%
	2020	0	141	0.00%
K	2018	3	431	0.70%
	2019	13	438	2.97%
	2020	3	449	0.67%
T	2018	12	6,059	0.20%
	2019	35	6,185	0.57%
	2020	10	6,097	0.16%

Tier 1, 2, and 3 Inspections

In accordance with CG-CVC Policy Letter 16-05 CH-1, OCMIs may exercise operational flexibility when inspecting Small Passenger Vessels. The following table shows the units that have exercised this discretion along with the inspection tiers.

Table 14 - RBDM for Small Passenger Vessels in 2020

Unit	Tier 1	Tier 2	Tier 3	Total Inspections	Fleet Size	Percentage of Fleet
SECTOR LAKE MICHIGAN	9	15	19	43	157	27.39%
SECTOR MARYLAND-NCR	2	59	120	181	315	57.46%
SECTOR MOBILE	1	1		2	316	0.63%
SECTOR NEW ORLEANS	1	12	3	16	422	3.79%
SECTOR SAN DIEGO		5	3	8	178	4.49%
SECTOR SAN FRANCISCO		1	18	19	253	7.51%
SECTOR SAULT STE MARIE			1	1	90	1.11%

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
2017	0	0	0	0
2018	3	0	3	0
2019	1	1	0	0
2020	3	1	2	0

[4] The flag state detention program was initiated in 2018, as such 2018 contains data for a partial year (April – December).

Appendix I

Definition of "Vessel-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 'vessel-related' or 'not vessel-related'. This distinction is made to assist in identifying the incidents that are within the control of the operator.

NOT VESSEL-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.

VESSEL-RELATED

Everything else is considered "Vessel-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.