



# USCG-PVA Quality Partnership Annual Report 2017 - 2019



*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 2017 - 2019 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<sup>1</sup>. As indicated in the table below, there are 6,767 inspected passenger vessels recorded in MISLE. This is an increase of 132 since the last report, and we attribute this increase to the process we have implemented for better identifying vessels in this fleet. Previously, we included only those passenger vessels that held a valid Certificate of Inspection (COI) at the time of data extraction. Beginning in the 2018 report, we began to include passenger vessels that held a COI at any time during the calendar year of the report. For this reason, the number of vessels is higher than earlier reports.

One other criteria change to note, a very small population of passenger vessels (less than 1%) is currently classified in MISLE with an inaccurate inspection subchapter or Fleet of Responsibility location. These vessels were not included in this vessel population while the data anomalies are addressed.

**Table 1 - Passenger Vessels by Inspection Subchapter and Status**

Vessel Status	H	K	T	Totals
Active	138	427	5,866	6,431
Destroyed			9	9
Inactive	2	5	190	197
Laid Up	4	6	111	121
Scrapped			5	5
Stolen			1	1
Sunk-Not Recoverable			3	3
<b>Total</b>	<b>144</b>	<b>438</b>	<b>6,185</b>	<b>6,767</b>

<sup>1</sup> 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. Due to the large number of “GENERAL” entries and lack of guidance on the entry of “Vessel Type” data into MISLE, this data is of limited value or use. However, we note that the Office of Commercial Vessel Compliance (CG-CVC) has provided direction to USCG field units/inspectors to review the passenger vessels classified as “GENERAL” in MISLE and update that field, if appropriate to do so. As a result, the vessels in this category dropped by 176 since the last report.

The 6,767 inspected passenger vessels from 2019 are classified into the following vessel types:

**Table 2 - Passenger Vessel Types**

<b>Vessel Type</b>	<b>H</b>	<b>K</b>	<b>T</b>	<b>Total</b>
Amphibious Vessel			130	130
Attraction Vessel	1		7	8
Balloon Support Vessel			2	2
Charter Fishing Vessel		1	509	510
Crew Boat			190	190
Cruise Ship Launch/Tender			69	69
Diving Vessel (Recreational)			191	191
Excursion/Tour Vessel	6	90	1,131	1,227
Ferry	93	104	191	388
Gaming Vessel	2	3		5
General	39	190	2,907	3,136
Harbor Cruise Vessel	1	24	98	123
Ocean Cruise Vessel	1	8	1	10
Parasailing Vessel			176	176
Party/Head Boat (other than fish)		1	16	17
River Cruise Vessel	1	15	47	53
Sailing Vessel			202	202
Special Purpose Ship			24	24
Submersible			2	2
Water Taxi		2	292	294
<b>Total</b>	<b>144</b>	<b>438</b>	<b>6,185</b>	<b>6,767</b>

### Geographic Distribution of Inspected Passenger Vessels

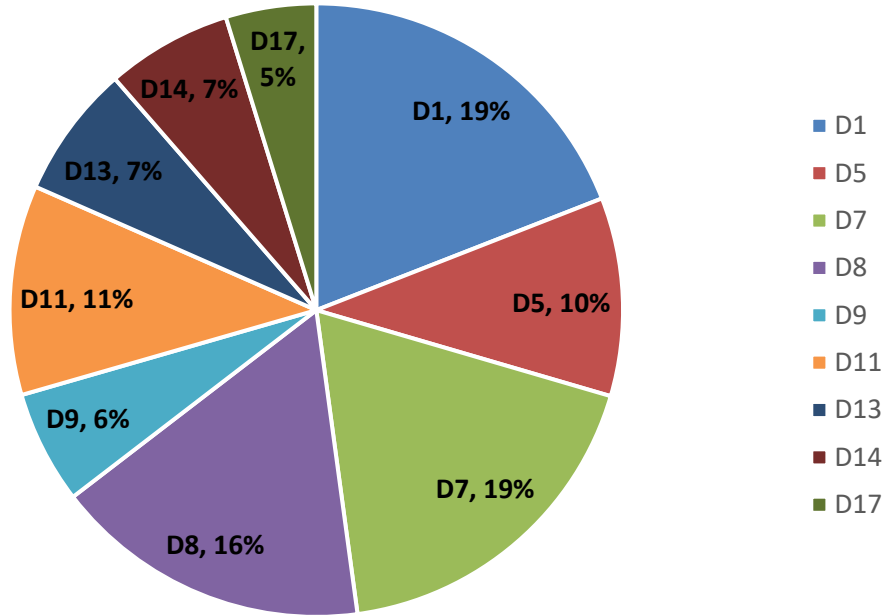
The Fleet of Responsibility to which a vessel is assigned indicates the specific Coast Guard Sector that retains general administrative responsibility for the vessel, such as conducting annual exams, issuing Certificates of Inspection, scheduling hull examinations, etc. This typically correlates to the 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
<b>CG ACTIVITIES EUROPE</b>			<b>1</b>	<b>1</b>
ACT Europe			1	1
<b>CGD ONE</b>	<b>41</b>	<b>168</b>	<b>1,072</b>	<b>1,281</b>
Boston		23	218	241
Long Island Sound	8	27	248	283
New York	13	88	206	307
Northern New England	13	13	194	220
SE New England	7	17	206	230
<b>CGD FIVE</b>	<b>29</b>	<b>20</b>	<b>623</b>	<b>672</b>
Delaware Bay	3	5	152	160
Maryland-NCR		12	301	313
North Carolina	22	1	102	125
Virginia	4	2	68	74
<b>CGD SEVEN</b>	<b>4</b>	<b>46</b>	<b>1,256</b>	<b>1,306</b>
Charleston	1	7	222	230
Jacksonville	3	5	135	143
Key West		1	190	191
Miami		12	233	245
San Juan		16	153	169
St Petersburg		5	323	328
<b>CGD EIGHT</b>	<b>28</b>	<b>35</b>	<b>1,052</b>	<b>1,115</b>
Corpus Christi			68	68
Houston-Galveston	8	1	76	85
Lower Miss River	2	2	18	22
Mobile	1	5	321	327
New Orleans	12	3	456	471
Ohio Valley	4	10	34	48
Upper Miss River	1	14	79	94
<b>CGD NINE</b>	<b>3</b>	<b>51</b>	<b>346</b>	<b>400</b>
Buffalo		9	68	77
Detroit	1	5	70	76
Lake Michigan	1	23	134	158
Sault Ste Marie	1	14	74	89

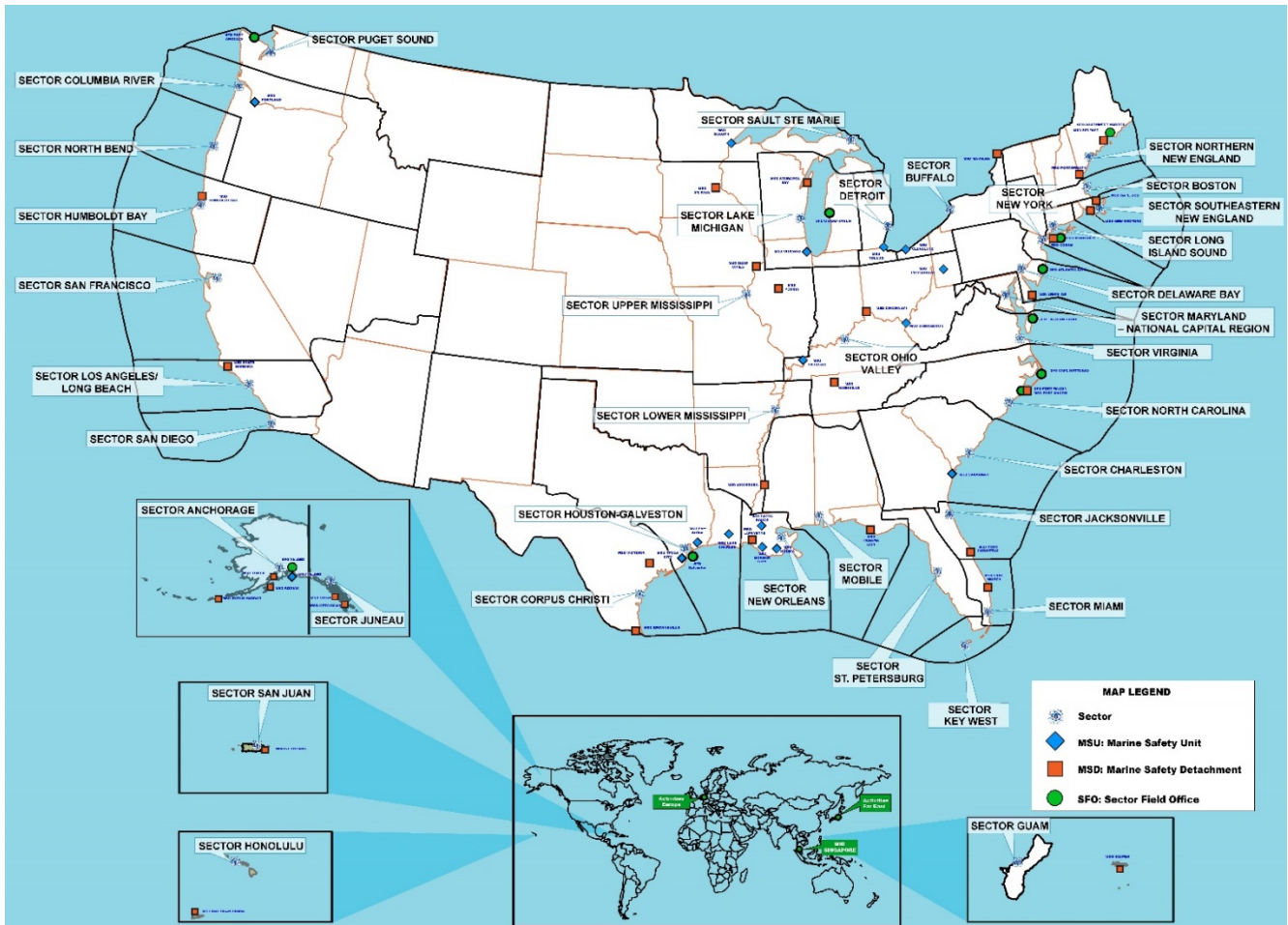
PACIFIC AREA				
DISTRICT - Sector	H	K	T	Total
<b>CGD ELEVEN</b>	<b>4</b>	<b>72</b>	<b>665</b>	<b>741</b>
LA - LB		17	289	306
San Diego	2	6	172	180
San Francisco	2	49	204	255
<b>CGD THIRTEEN</b>	<b>26</b>	<b>29</b>	<b>404</b>	<b>459</b>
Portland	1	5	187	193
Seattle	25	24	217	266
<b>CGD FOURTEEN</b>	<b>1</b>	<b>3</b>	<b>439</b>	<b>443</b>
Guam			87	87
Honolulu	1	3	352	356
<b>CGD SEVENTEEN</b>	<b>8</b>	<b>14</b>	<b>327</b>	<b>349</b>
Anchorage		8	158	166
Juneau	8	6	169	183
<b>LANT &amp; PAC Total</b>	<b>144</b>	<b>438</b>	<b>6,185</b>	<b>6,767</b>

### Inspected Passenger Vessels by District



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

### USCG Units



## Reportable Marine Casualties Involving Inspected Passenger Vessels

### Marine Casualties Involving Fatalities

From 2017 through 2019, the Coast Guard received reports of 160 fatalities onboard U.S. flag inspected passenger vessels<sup>2</sup>. 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 (2017-2019)**

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury	2			2
Diseases- General			5	5
Existing Medical Condition Event	10	1	44	55
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			1	1
Contact Injury- Fall onto surface	1			1
<b>Noncontact Injury- Asphyxiation</b>			56	56
Noncontact Injury- Diving			22	22
Noncontact Injury- Exposure			1	1
Noncontact Injury- Other	2	1	3	6
Other Injury Type			1	1
Unknown Injury Type			5	5
<b>Total</b>	<b>15</b>	<b>2</b>	<b>143</b>	<b>160</b>

The spike in deaths, from 110 in last year’s report to 160 this year, is for the most part, attributable to the 34 deaths by asphyxiation associated with the fire aboard the CONCEPTION; 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, 66 of the 160 fatalities were attributed to intentional acts or non-accidental causes. These types of incidents are NOT considered “vessel-related”.

<sup>2</sup> 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 55 fatalities, were “vessel-related”; see Table 5 (below) and incident summaries. The definition for “vessel-related” casualties, as well as examples is provided in Appendix I.

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

<b>Inspection Subchapter of Involved Passenger Vessel</b>	<b>Fatalities “Vessel-Related”</b>	<b>Fatalities NOT “Vessel-Related”</b>	<b>Total</b>
H	2	13	15
K		2	2
T	53	90	143
<b>Total</b>	<b>55</b>	<b>105</b>	<b>160</b>

The following is a summary of the six “vessel-related” casualties identified from Table 5:

1. (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 wheel chair 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 fat embolism due to acute left leg fracture. Pyelonephritis and hypertensive cardiovascular disease were also contributing factors to her death.
2. (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 able to escape. All 34 persons that remained on board during the fire perished.
3. (H): On August 13, 2019, crewmember was onboard the BELLE OF CINCINNATI (O.N. 972894). He 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.
4. (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.
5. (T): On July 19, 2018, the amphibious passenger vessel STRETCH DUCK 07 (O.N. CG248292) suffered flooding and subsequently sank in Table Rock Lake. There were 29 passengers and 2 crew on board, of which there were 17 fatalities.

6. (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 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.

Injury Severity Scale Description and Examples	
<b>Minor</b>	The injury is minor or superficial. No professional medical treatment was required.  Examples: Minor/superficial scrapes (abrasions); minor bruises; minor cuts; digit sprain; first degree burn; minor head trauma with headache or dizziness; minor sprain/strain
<b>Moderate</b>	The injury exceeds the minor level, but did not result in broken bones (other than fingers, toes or nose), loss of limbs, severe hemorrhaging, muscle, nerve, tendon or internal organ damage. Professional medical treatment may have been required. If so, the person <u>was not</u> hospitalized for more than 48 hours within 5 days of the injury.  Examples: Broken fingers, toes or nose; amputated fingers or toes; degloving of fingers or toes; dislocated joint; severe sprain/strain; second/third degree burns covering 10% or less of body (if face included, move up one category); herniated disc
<b>Serious</b>	The injury exceeds the moderate level and requires significant medical/surgical management. The person <u>was not</u> hospitalized for more than 48 hours within 5 days of the injury.  Examples: Broken bones (other than fingers, toes, or nose); partial loss of limb (amputation below elbow/knee); degloving of entire hand/arm or foot/leg; second/third degree burns covering 20-30% of body (if face included, move up one category); bruised organs
<b>Severe</b>	The injury exceeds the moderate level and requires significant medical/surgical management. The person <u>was</u> hospitalized for more than 48 hours within 5 days of the injury and, if in intensive care, was in for less than 48 hours.  Examples: Internal hemorrhage; punctured organs; severed blood vessels; second/third degree burns covering 30-40% of body (if face included, move up one category); loss of entire limb (amputation of whole arm/leg)
<b>Critical</b>	The injury exceeds the moderate level and requires significant medical/surgical management. The person was hospitalized and in intensive care for more than 48 hours within 5 days of the injury.  Examples: Spinal cord injury; extensive second- or third-degree burns; concussion with severe neurological signs; severe crushing injury; internal hemorrhage; second/third degree burns covering 40% or more of body; severe/multiple organ damage

From 2017 through 2019, there were 176 incidents that resulted in 189 Serious, Severe, or Critical injuries; 52.2% (97/189) 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	2017	2018	2019	Total
Contact Injury- Fall onto surface	27	30	40	97
Noncontact Injury- Diving	8	8	5	21
Contact Injury- Struck by Moving Object	13	3		16
Contact Injury- Collision with Fixed Object	3	7	3	13
Contact Injury- Crushed between objects	6	4	1	11
Contact Injury- Other	2	1	4	7
Other Injury Type	1	2	2	5
Contact Injury- Line handling/caught in lines	1	1	2	4
Noncontact Injury- Other	1	2	1	4
Overexertion Injury- Strain or sprain	1	1	2	4
Contact Injury- Fall into water	1	2		3
Noncontact Injury- Asphyxiation		2		2
Overexertion Injury- Existing medical condition			1	1
Unknown Injury Type		1		1
<b>Total</b>	<b>64</b>	<b>64</b>	<b>61</b>	<b>189</b>



As indicated in Table 7, passengers were involved in 140 of the 189 (74.1%) of the personnel casualties that resulted in Serious, Severe, or Critical injuries. This is a drop of over 8%, as compared to the previous three-year period. The majority of the passenger injuries continue to be the result of falls onboard the vessel; 55% (77/140). Similar to passenger injuries, the highest percentage of crewmember injuries is due to falls onboard the vessel; 40.8% (20/49)

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

<b>Accident Type by Party-Subject Type</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>Contractor Employee</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
None				
<b>Crewmember (includes Master, Employee, Operator, Owner)</b>	<b>16</b>	<b>11</b>	<b>22</b>	<b>49</b>
Contact Injury- Fall onto surface	5	2	13	20
Contact Injury- Crushed between objects	3	2	1	6
Contact Injury- Struck by Moving Object	5	1		6
Contact Injury- Line handling/caught in lines	1	1	2	4
Other Injury Type	1	1	1	3
Overexertion Injury- Strain or sprain		1	2	3
Contact Injury- Collision with Fixed Object		1	1	2
Contact Injury- Other			2	2
Contact Injury- Fall into water		1		1
Noncontact Injury- Diving		1		1
Noncontact Injury- Other	1			1
<b>External Victim (Pilots, Visitors)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
None				
<b>Passenger</b>	<b>48</b>	<b>53</b>	<b>39</b>	<b>140</b>
Contact Injury- Fall onto surface	22	28	27	77
Noncontact Injury- Diving	8	7	5	20
Contact Injury- Collision with Fixed Object	3	6	2	11
Contact Injury- Struck by Moving Object	8	2		10
Contact Injury- Crushed between objects	3	2		5
Contact Injury- Other	2	1	2	5
Noncontact Injury- Other		2	1	3
Contact Injury- Fall into water	1	1		2
Noncontact Injury- Asphyxiation		2		2
Other Injury Type		1	1	2
Pre-Existing Medical Condition	1		1	2
Unknown Injury Type		1		1
<b>Total</b>	<b>64</b>	<b>64</b>	<b>61</b>	<b>189</b>

### Marine Casualties and Events

As indicated in Table 8, inspected passenger vessels were involved in 1,860 reportable marine casualties from 2017 through 2019. Of those, 29.5% (549 of 1,860) of these casualties were classified as “Serious Marine Incidents”<sup>3</sup> (SMI).

**Table 8 - Reportable Marine Casualties Involving Inspected Passenger Vessels**

<b>Inspection Subchapter</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>Total</b>
<b>H Boats</b>	<b>104</b>	<b>131</b>	<b>143</b>	<b>378</b>
Non-SMI	60	84	107	251
SMI	44	47	36	127
<b>K Boats</b>	<b>72</b>	<b>60</b>	<b>66</b>	<b>198</b>
Non-SMI	51	47	55	153
SMI	21	13	11	45
<b>T Boats</b>	<b>427</b>	<b>398</b>	<b>459</b>	<b>1,284</b>
Non-SMI	301	282	324	907
SMI	126	116	135	377
<b>Total</b>	<b>603</b>	<b>589</b>	<b>668</b>	<b>1,860</b>

---

<sup>3</sup> 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” (35.4%) and “Personnel Casualty - Injury” (20.9%).

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

Initial Event	2017				2018				2019				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	28	28	161	217	45	25	138	208	52	30	152	234	659
Personnel Casualty - Injury	46	16	62	124	50	12	65	127	42	14	81	137	388
Loss/Reduction of Propulsion/Steering	6	6	38	50	6	5	36	47	15	7	50	72	169
Grounding	4		36	40	4	2	29	35	3	1	34	38	113
Allision	4	8	19	31	2	8	25	35	5	4	21	30	96
Personnel Casualty - Death	3	2	29	34	2		19	21	6		35	41	96
UNSPECIFIED	3		5	8	12	4	31	47	6	5	28	39	94
Vessel Maneuver	3	3	17	23	2		5	7	4	2	12	18	48
Collision	1	1	8	10			5	5			12	12	27
Loss of Electrical Power	2	1	3	6	3	3	2	8	6	1	3	10	24
Wave(s) Strikes/Impacts		1	13	14			5	5			4	4	23
Discharge/Release - Pollution	2	2	4	8	2		7	9			3	3	20
Fouling			7	7			7	7		1	3	4	18
Flooding - Initial		1	2	3	2		7	9	1		5	6	18
Personnel Fall into Water			3	3		1	2	3	1	1	4	6	12
Vessel Yawl/Pitch/Roll/Heel	1	2	4	7			1	1			4	4	12
Personnel Entering Water (not Falling)	1		4	5	1		2	3			3	3	11
Fire - Initial			4	4			3	3	1		2	3	10
Set Adrift			1	1			5	5	1			1	7
Cargo/Fuel Transfer/Shift			3	3				0					3
Explosion				0			1	1			2	2	3
Flooding - Progressive			1	1			2	2					3
Personnel Ejected from Vessel			2	2				0					2
Sinking			1	1			1	1					2
Fire - Reflash		1		1				0					1
Personnel Casualty - Exposure				0				0			1	1	1
<b>Total</b>	<b>104</b>	<b>72</b>	<b>427</b>	<b>603</b>	<b>131</b>	<b>60</b>	<b>398</b>	<b>589</b>	<b>143</b>	<b>66</b>	<b>459</b>	<b>668</b>	<b>1,860</b>

Table 10 shows the initiating events associated with the 549 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels from 2017 to 2019. The most common *initiating event* recorded for passenger vessel SMIs were “Personnel Casualty” (57.0%).

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

Initial Event Type	2017				2018				2019				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Personnel Casualty - Injury	35	15	55	105	36	10	57	103	30	9	66	105	313
Personnel Casualty - Death	3	1	25	29	1		16	17	5		32	37	83
Material Failure/Malfunction		1	14	15	3		7	10			2	2	27
Set Adrift				0	4	2	18	24					24
Vessel Maneuver	2	2	6	10			1	1			6	6	17
UNSPECIFIED	1		2	3			1	1		1	8	9	13
Vessel Yawl/Pitch/Roll/Heel	1	1	4	6			4	4			2	2	12
Collision	1		3	4			1	1			5	5	10
Personnel Fall into Water			2	2			1	1	1	1	4	6	9
Allision		1	2	3	1		2	3			2	2	8
Personnel Entering Water (not Falling)	1		3	4		1	2	3			1	1	8
Grounding			2	2	1		2	3			2	2	7
Wave(s) Strikes/Impacts			5	5				0			2	2	7
Personnel Ejected from Vessel			2	2	1		1	2					4
Explosion				0			1	1			1	1	2
Loss/Reduction of Propulsion/Steering			1	1				0			1	1	2
Personnel Casualty - Exposure				0				0			1	1	1
Discharge/Release - Pollution				0			1	1					1
Flooding - Initial				0			1	1					1
<b>Totals</b>	<b>44</b>	<b>21</b>	<b>126</b>	<b>191</b>	<b>47</b>	<b>13</b>	<b>116</b>	<b>176</b>	<b>36</b>	<b>11</b>	<b>135</b>	<b>182</b>	<b>549</b>

## 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. In 2019, there was an increase in many of the categories of the table below. In particular, the number of deficiencies of K and T-Boats rose significantly. This is most likely related to the concentrated inspection campaign of all small passenger vessels with overnight accommodations that the Coast Guard undertook between September 13 and November 25, 2019. For perspective, this effort alone involved the physical inspection of approximately 350 vessels and an average of three deficiencies per vessel were identified during these additional activities.

**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
<b>H-Boats</b>				
2017	851	306	36.0%	942
2018	922	406	44.0%	1,272
2019	844	370	43.8%	1,328
<b>K-Boats</b>				
2017	985	465	47.2%	1,621
2018	1,188	622	52.4%	2,014
2019	1,034	537	51.9%	2,346
<b>T-Boats</b>				
2017	9,791	4,003	40.9%	14,949
2018	10,242	4,243	41.4%	15,343
2019	10,418	4,652	44.7%	19,156

Past reports have included three tables to break down vessel inspection deficiencies. They were categorized by System (Table 12), System and Subsystem (Table 13) and Component (Table 14), respectively. As noted in last year's report, the Coast Guard transitioned to new deficiency codes in early 2018. This resulted in a larger number of deficiencies labels in each category and the resultant tables due to both the old and new deficiency coding systems being present. This will normalize after the legacy coding categories are no longer present beginning in the 2021 report.

However, in the interim this is causing the existing tables to lose their utility. Coast Guard and PVA staff members have discussed the matter intersessionally and developed new tables that provide the highest value to the PVA and industry. Old Table 12 was found to have limited utility and was removed. Old Table 13 (now Table 12) has been changed to include the System and Component counts. This was required because the majority of the new deficiency codes do not have a Subsystem level to present in the table. As such, only the System was listed for many of the records in the table. Finally, old Table 14 was removed due to the inclusion of data in the newly created table and the lack of utility and clarity in only listing the Component without the higher level System or Subsystem.

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

<b>Vessel Deficiencies by System/Component</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>TOTAL</b>
<b>02 - Structural Conditions</b>	<b>63</b>	<b>1,703</b>	<b>3,759</b>	<b>5,525</b>
02199 - Other (Structural condition)	5	353	828	1186
02112 - Hull - corrosion	1	223	519	743
02108 - Electrical installations in general		163	473	636
02106 - Hull damage impairing seaworthiness	8	203	391	602
02113 - Hull - cracking	33	154	317	504
02110 - Beams, frames, floors-op. damage	1	51	255	307
<b>Vessel Deficiencies by System/Component</b>				
<b>13 - Propulsion and Auxiliary Machinery</b>	<b>23</b>	<b>1,557</b>	<b>3,281</b>	<b>4,861</b>
13199 - Other (machinery)	10	534	1147	1691
13101 - Propulsion main engine	13	469	937	1419
13104 - Bilge pumping arrangements		329	686	1015
13108 - Operation of machinery		83	191	274
13102 - Auxiliary engine		87	174	261
13103 - Gauges, thermometers, etc		52	140	192
<b>Vessel Deficiencies by System/Component</b>				
<b>11 - Life Saving Appliances</b>	<b>6</b>	<b>1,303</b>	<b>3,256</b>	<b>4,565</b>
11118 - Lifejackets incl. provision and disposition	4	350	824	1178
11117 - Lifebuoys incl. provision and disposition		311	769	1080
11199 - Other (life saving)	1	116	262	379
11116 - Distress flares		103	239	342
11135 - Maintenance of Life Saving Appliances		76	237	313
11129 - Operational readiness of lifesaving appliances		69	201	270
<b>Vessel Deficiencies by System/Component</b>				
<b>Engineering</b>	<b>2,748</b>	<b>1,364</b>		<b>4,112</b>
Piping	335	181		516
Valve	238	135		373
Pump	244	114		358
Hose	178	82		260
Exhaust Manifold	127	53		180
Not Operational	91	45		136

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

<b>Vessel Deficiencies by System/Component</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>TOTAL</b>
<b>Lifesaving</b>	<b>2,654</b>	<b>1,214</b>		<b>3,868</b>
Serviceable	329	166		495
Self-igniting Lights	253	142		395
Quantity	239	124		363
Storage	233	104		337
Condition	201	84		285
Markings (ship name/port)	153	64		217
<b>Vessel Deficiencies by System/Component</b>				
<b>07 - Fire Safety</b>	<b>5</b>	<b>1,017</b>	<b>2,721</b>	<b>3,743</b>
07110 - Fire fighting equipment and appliances	1	226	513	740
07199 - Other (fire safety)	1	128	456	585
07109 - Fixed fire extinguishing installation		157	343	500
07113 - Fire pumps and its pipes	1	79	159	239
07124 - Maintenance of Fire protection systems		60	135	195
07116 - Ventilation		61	124	185
<b>Vessel Deficiencies by System/Component</b>				
<b>09 - Working and Living Conditions</b>	<b>13</b>	<b>747</b>	<b>2,510</b>	<b>3,270</b>
09209 - Electrical	5	294	1,105	1,404
09112 - Medical Equipment		84	250	334
09298 - Other (accident prevention)		52	133	185
09210 - Machinery		38	125	163
09203 - Lighting (Working spaces)		14	77	91
09233 - Guards - fencing around dangerous machinery		12	70	82
<b>Vessel Deficiencies by System/Component</b>				
<b>Fire Fighting</b>	<b>1,844</b>	<b>947</b>		<b>2,791</b>
Operating Controls	174	108		282
Condition	134	62		196
Service	130	60		190
General	123	54		177
Mounting Bracket	108	40		148
Pressure	93	51		144

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

<b>Vessel Deficiencies by System/Component</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>TOTAL</b>
<b>Construction/Loadline</b>	<b>1,487</b>	<b>1,151</b>		<b>2,638</b>
Hull Plating	262	200		462
Bottom Plating	140	142		282
Side Shell	148	101		249
Deck Plating	114	59		173
Weld	85	77		162
Superstructure	89	55		144
<b>Vessel Deficiencies by System/Component</b>				
<b>Vessel Deficiencies by System/Component</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>TOTAL</b>
<b>Electrical</b>	<b>1,509</b>	<b>820</b>		<b>2,329</b>
Wiring	333	180		513
Cable	194	103		297
Lighting Fixture	152	82		234
Battery Installation	121	74		195
Generator	82	44		126
Junction Box	64	37		101



Flag State Detentions involving Inspected Passenger Vessels

**Table 13 – Flag State Detentions**

Subchapter	CY <sup>4</sup>	Detentions	Population	Detention Percentage
H	2018	0	145	0.00%
	2019	1	144	0.69%
K	2018	3	431	0.70%
	2019	13	438	2.97%
T	2018	12	6,059	0.20%
	2019	35	6,185	0.57%

Tier 1, 2, and 3 Inspections

In accordance with CG-CVC Policy Letter 16-05 CH-1, OCMI's 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 2019**

Unit	Tier 1	Tier 2	Tier 3	Total Inspections	Fleet Size	Percentage of Fleet
SECTOR GUAM	3	5		8	87	9.2%
SECTOR HOUSTON/GALVESTON	1			1	85	1.2%
SECTOR LAKE MICHIGAN	5	10	10	25	158	15.8%
SECTOR LOS ANGELES/LONG BEACH			2	2	306	0.7%
SECTOR MARYLAND-NCR	4	44	158	206	313	65.8%
SECTOR MOBILE		2		2	327	0.6%
SECTOR NEW ORLEANS	3	11	11	25	471	5.3%
SECTOR OHIO VALLEY		1		1	48	2.1%
SECTOR SAN DIEGO		7	4	11	180	6.1%

CG-CVC Appeals involving Inspected Passenger Vessels

The following table shows Appeals adjudicated by Commandant (CG-CVC-1).

**Table 15 - Appeals to Commandant**

CY	Received	Granted	Denied	Other
2017	0	0	0	0
2018	3	0	3	0
2019	0	1	0	0

<sup>4</sup> Due to changes in MISLE, detention data for 2018 contains only 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.