DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD

FLAG STATE CONTROL IN THE UNITED STATES

2019 DOMESTIC ANNUAL REPORT

Rear Admiral Richard V. Timme

Assistant Commandant for Prevention Policy

United States Coast Guard

I am pleased to present to you the Coast Guard's 2019 Flag State Control Domestic Annual Report, summarizing statistics and information regarding inspections and enforcement of regulations on U.S. flagged vessels. Included in this report are deficiency and detention rates for each type of inspected domestic vessel, as well as performance metrics for Recognized Organizations that perform work on the Coast Guard's behalf.

In 2019, Coast Guard Marine Inspectors conducted 21,471 inspections on U.S. flagged vessels and identified 31,738 deficiencies. In comparison to last year, the number of vessel inspections increased by 1,423 and the average number of deficiencies identified per inspection increased from 1.26 to 1.48.

The vessel compliance program may be viewed as a systemic safety net that works to prevent accidents from occurring, in which the Coast Guard provides a critical and mandated level of oversight. The Coast Guard is responsible for verifying that vessels comply with laws and regulations, and for ensuring that the overall safety net is functioning as designed.

A vessel's master and crew are the front line of this safety network and should be the first to recognize a problem, taking early corrective action. The vessel owner has an obligation to support the master and crew's ability to maintain the vessel and operate it safely. Additionally, and where applicable, a Classification Society, Recognized Organization, or Third Party Organization should provide effective technical expertise to ensure vessel systems are operating properly and the company and crew are fulfilling their roles in the safety net.

2019 saw a continued focus on towing vessel subchapter M inspection. The Coast Guard is in the second year of the phase-in period. We continue to strongly encourage members of the towing vessel community to schedule inspections as soon as possible. Towing vessels without a Certificate of Inspection after July 19, 2022, will not be able to conduct commercial operations and could be subject to civil penalties.

This report provides transparency on the state of the domestic fleet and provides trends on the relationship between safety culture and safety performance. Industry's continued embrace of safety culture is imperative to bolstering the integrity and efficiency of our maritime transportation system.

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2019 DOMESTIC ANNUAL REPORT

The Office of Commercial Vessel Compliance (CG-CVC) reports statistics on foreign vessels trading in U.S. ports within the U.S. Port State Control Annual Report which can be found on the U.S. Coast Guard website: CG-CVC Annual Reports

Please direct all questions about this report to *CG-CVC@uscg.mil*

CHAPTER 1

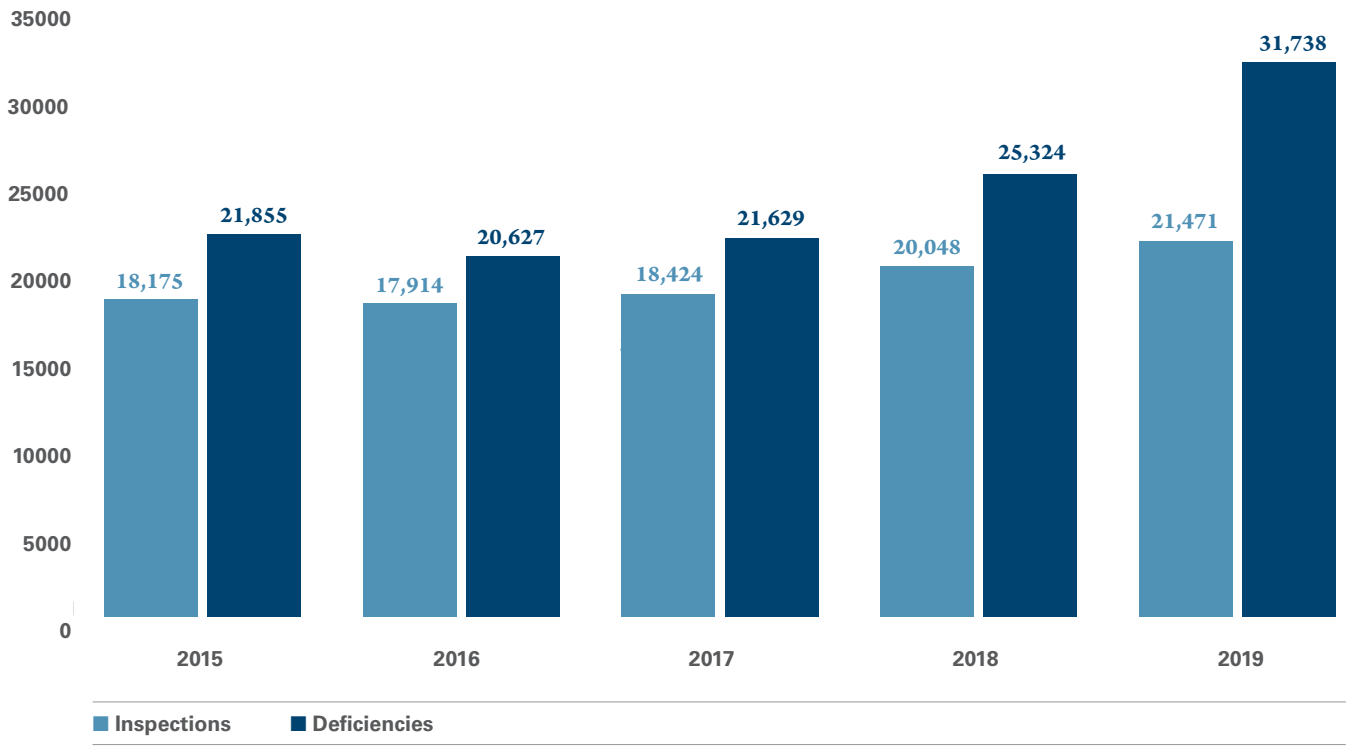
Report Overview

This report collates data from the Coast Guard's Marine Information Safety and Law Enforcement (MISLE) database regarding vessel population, inspections conducted, and deficiencies issued for the 2019 calendar year. The vessel populations used within this document are defined in the definitions appendix on page 28.

In 2019, the U.S. Flag fleet contained 20,064 vessels subject to inspection, with Coast Guard Marine Inspectors (MI) conducting 21,471 inspections.

The compliance date for implementation of towing vessels, the newest members of the U.S. Flag fleet, was July 20, 2018. As a result, the overall U.S. Flag fleet inspection total increased this year by 7%. Additionally, the number of deficiencies issued increased by 25% from the 2018 calendar year report. This can be attributed to the new towing vessel fleet, increased oversight inspections and post casualty inspection campaign conducted on small passengers vessels.

FIGURE 1 | Inspections/Deficiencies

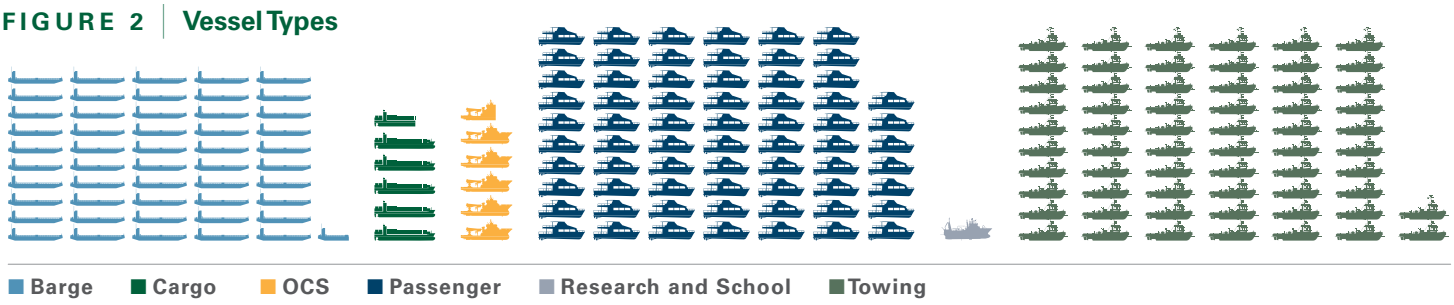


Domestic Fleet

In 2019, of the 21,471 inspections conducted by MIs, 31,738 deficiencies were identified on the 20,064 active vessels in the U.S. fleet of responsibility.

Figure 2 displays the number of U.S. inspected vessels of each type in calendar year 2019.

FIGURE 2 | Vessel Types



5,061 Barge | 571 Cargo | 578 OCS | 6,731 Passenger | 60 Research & School | 6,190 Towing (Subchapters I & M)

Figure 3 associates the number of inspections with the number of deficiencies for each vessel fleet.

FIGURE 3 | Inspections and Deficiencies

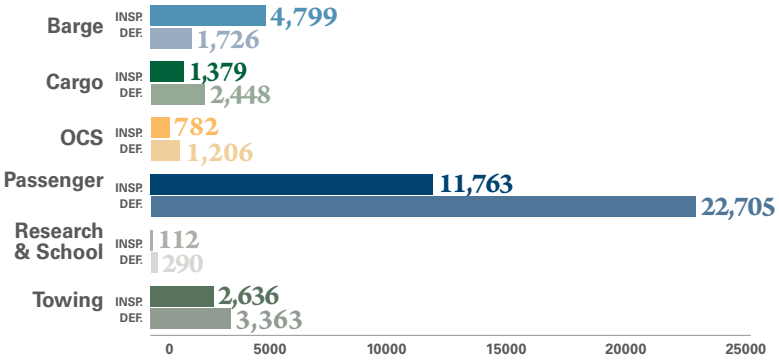


Figure 4 displays the ratio of deficiencies to the number of vessels for each fleet.

FIGURE 4 | Deficiencies/Vessel

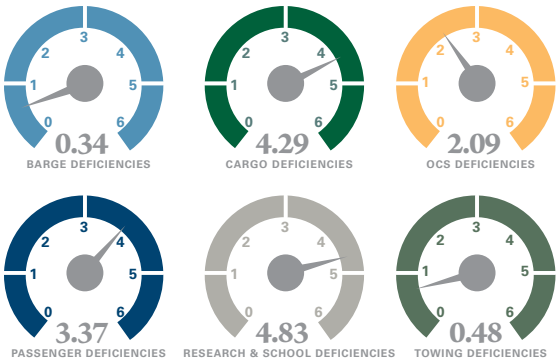


Figure 5 displays the average age of the domestic fleet and for each vessel category.

FIGURE 5 | Average Age of Vessel Fleets

Domestic Marine Inspector Workforce

Marine inspectors trace their roots back to 1838 when Congress passed laws to improve the safety of steam-propelled vessels. Today, marine inspectors still examine steam propelled vessels and riveted steel hulls.

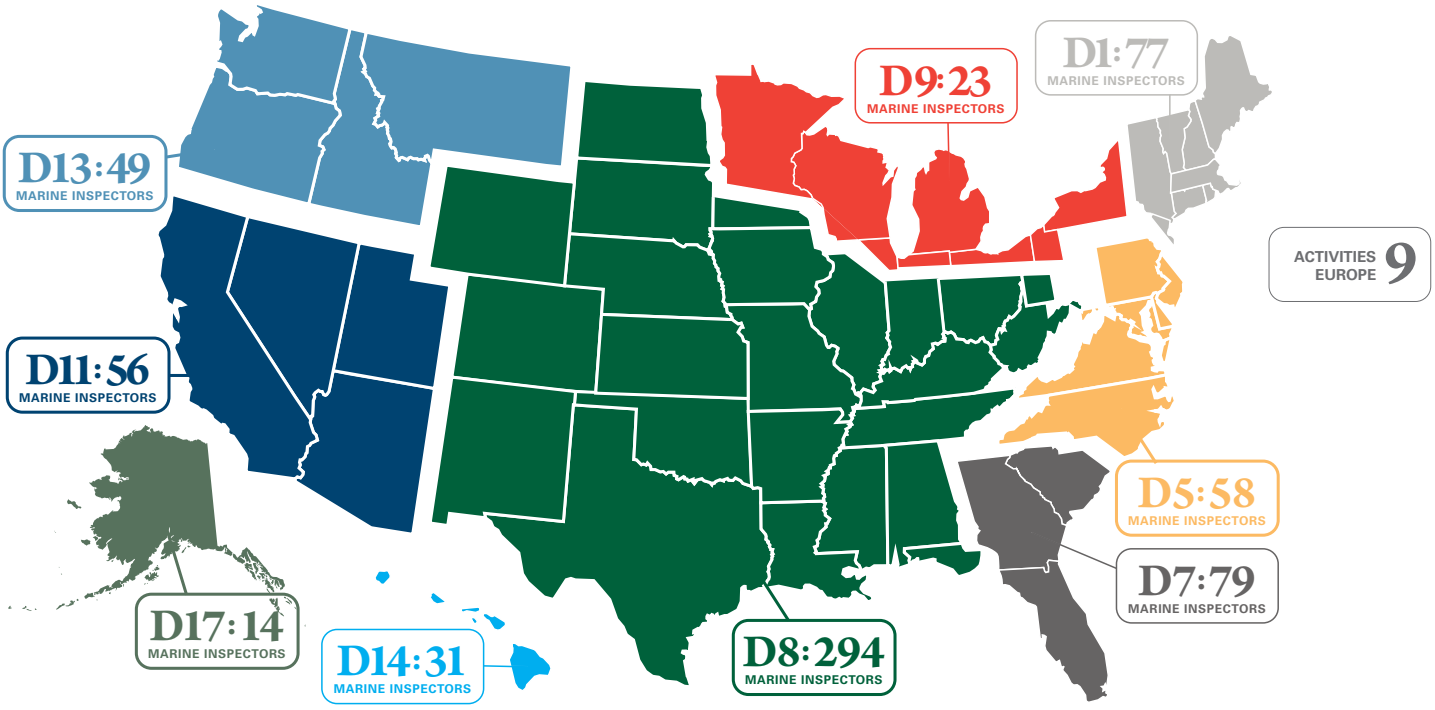
Additionally, these officers, warrant officers, enlisted, and civilian service members inspect new technology including ballast water and exhaust gas treatment systems to reduce the environmental impact of vessels, computer control systems to improve safety and efficiency, and advanced Liquefied Natural Gas (LNG), fuel cell, and battery propulsion systems.

The Coast Guard is committed to developing and maintaining a professional workforce that ensures certificated vessels, whether using old or new technology, remain safe for people, property, and the environment. All Coast Guard Marine Inspectors complete a comprehensive training program that is focused on meeting or exceeding industry and international standards.

These maritime professionals have an in-depth technical knowledge of the maritime transportation system including vessel components, policy, laws, and regulations.

Figure 6 displays the number of Marine Inspectors assigned to the field units within each Coast Guard District.

FIGURE 6



Marine Casualties

There were 2,095 reportable marine casualties reported in 2019 involving 2,561 inspected vessels.

Figure 7 displays vessels involved in reportable marine casualties by vessel type.

FIGURE 7 | Vessels Involved in Marine Casualties by Vessel Type

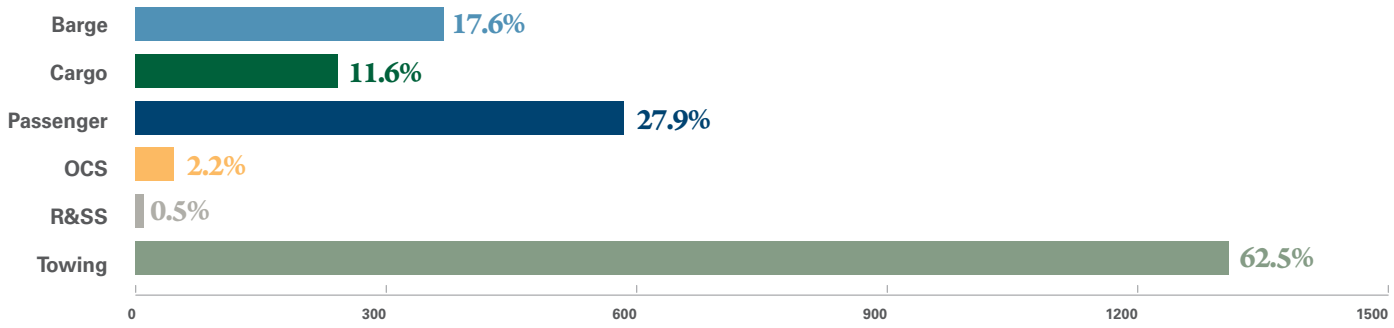


Figure 8 lists the top three reportable marine casualty types for each vessel fleet and the percentage that each represents compared to the marine casualty total for that type. For example, 60.4% of all barge reportable marine casualties were defined as collision, allision or grounding.

FIGURE 8 | Top Three Casualty Types

BARGE	CARGO	PASSENGER	OCS	RESEARCH AND SCHOOL	TOWING
Collision, Allision or Grounding 60.4%	**Material Failure/ Malfunction** 46.3%	**Material Failure/ Malfunction** 37.1%	**Material Failure/ Malfunction** 31.3%	**Material Failure/ Malfunction** 57.1%	**Collision, Allision or Grounding** 46.1%
Material Failure/ Malfunction 15.8%	**Loss/Reduction of Vessel Propulsion/ Steering** 19.4%	**Personnel Casualty (Injury or Death)** 28.1%	**Collision, Allision or Grounding** 21.9%	**Loss/Reduction of Propulsion/ Steering** 28.6%	**Material Failure/ Malfunction** 22.0%
Loss/Reduction of Vessel Propulsion/ Steering 7.4%	**Personnel Casualty (Injury or Death)** 14.4%	**Loss/Reduction of Vessel Propulsion/ Steering** 13.6%	**Personnel Casualty (Injury or Death)** 15.6%	**Collision, Allision or Grounding** 14.3%	**Loss/Reduction of Vessel Propulsion/ Steering** 12.2%

Flag State Detentions

In 2019, there were 111 Flag State Detentions. Action code "30 – Ship Detained" is a control action that may be imposed on any inspected vessel type, including Small Passenger Vessels and Barges, and is selected when technical or operational-related deficiencies exist that individually or collectively indicate a serious failure, or lack of effectiveness, of the implementation of the Safety Management System (SMS). For vessels that do not have an SMS, "30 – Ship Detained" is assigned when objective evidence indicates that a serious substandard condition is not being proactively managed by the company, vessel owner, and/or operator. Flag State detentions increased from 40 (2018) to 111 (2019) an increase of 64%

Figure 9 displays the total Number of Flag State Detentions in 2019 broken down by fleet.

FIGURE 9 | Flag State Detentions by Vessel Type

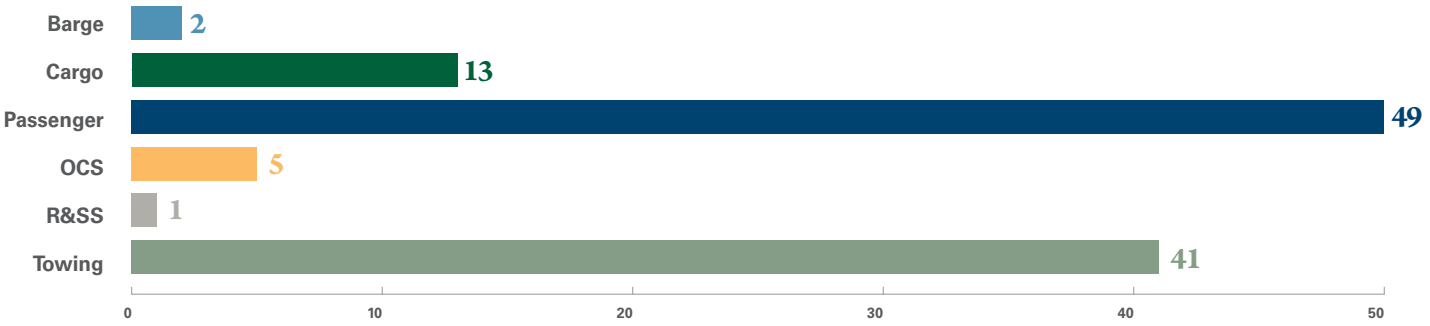


Figure 10 displays the percentage of Flag State Detentions in 2019 broken down by fleet. Figure 11 displays the percentage of each vessel fleet that received a Flag State Detention in 2019.

FIGURE 10 | Flag State Detentions by Vessel Type

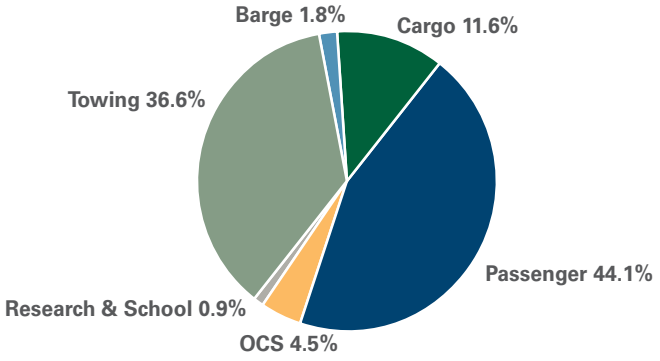
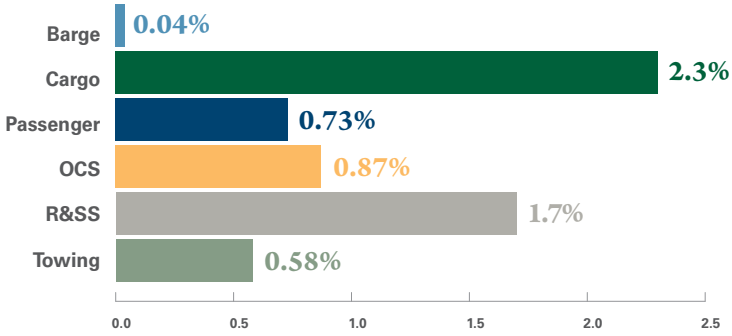


FIGURE 11 | Percentage of Vessel Fleet Receiving Flag State Detention



TOP 5 DETENTION DEFICIENCIES:

Fire Safety
Propulsion and Auxiliary Machinery
Life Saving Appliances
Structural Conditions
General Safety

Recognized Organization (RO) and Third Party Organization (TPO) Performance Metrics

The Flag State Control Division (CG-CVC-4) is responsible for:

- Monitoring and assessing U.S. Flag State performance
- Conducting oversight, auditing, and monitoring, as defined in the IMO Instruments Implementation Code (III Code) and the IMO Code for Recognized Organizations (RO Code).
- Working with the Towing Vessel National Center of Expertise (TVNCOE) and the Domestic Commercial Vessels Inspection division (CG-CVC-1) to provide oversight assistance with Third Party Organizations (TPOs) conducting surveys and audits of inspected towing vessels on behalf of the Coast Guard.

In order to accomplish the above, the following policies were updated or created in 2019:

- Alternate Compliance Program (ACP) Tactics, Techniques, and Procedures (TTP)
- Work Instruction CVC-WI-008, Vertical Contract Audits
- Work Instruction CVC-WI-013, Towing Vessel COI Inspection under TSMS Option

The Coast Guard is capturing the following data which will assist in evaluating the performance of owners, operators, ROs and TPOs:

- Deficiencies that individually or collectively indicate a failure, or lack of effectiveness, of the implementation of the vessel's Safety Management System (SMS-related deficiencies).
- Flag State Detentions related to any SMS-related deficiencies.
- Vessel or Company audits that are associated with SMS-related deficiencies.
- Deficiencies that constitute objective evidence of a potential failure of the RO's Quality Management System (QMS) in performing a delegated function.
- Quality Cases - In situations where it is determined by the Coast Guard that the RO failed to adequately perform delegated functions, the Coast Guard and RO will look at the cause of the failure and document the problem and any corrective action.

There are currently seven Recognized Organizations (ROs) that have been delegated authority to issue international certificates on behalf of the United States. Of the seven ROs, ABS, DNV-GL, LR and Class NK are also authorized to participate in the Alternate Compliance Program (ACP) and the Maritime Security Program (MSP).

There are currently nine companies that may serve as TPOs under 46 CFR 139 Subchapter M: Towing Vessels. Furthermore, six of the ROs may perform functions of a TPO under 46 CFR 139.110. (Indian Register of Shipping was not approved as a TPO in 2019)

RECOGNIZED ORGANIZATIONS
American Bureau of Shipping (ABS)
Det Norske Veritas - Germanischer Lloyd (DNV-GL)
Lloyd's Register (LR)
Nippon Kaiji Kyokai (Class NK)
Bureau Veritas (BV)
RINA S.p.A (RINA)
Indian Register of Shipping (IRS)

THIRD PARTY ORGANIZATIONS (TPO): 46 CFR 139 SUBCHAPTER M
American Global Maritime
Engineering Design & Testing (EDT)
Inland Towing Operators Working Together (ITOW)
Meridian Global Consulting
Quality Maritime Training
Sabine Surveyors
Tompkins Consulting
Towing Vessel Inspection Bureau
WaveCrest Offshore Solutions

Status of Classification Society Recognition, ACP Participation, and Authorizations Delegated by the U.S. Coast Guard Can be found here: https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Inspections-Compliance-CG-5PC-/Commercial-Vessel-Compliance/Flag-State-Control-Division/ClassSocAuth/

The list of CG approved TPOs can be found here: https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Traveling-Inspector-Staff-CG-5P-TI/Towing-Vessel-National-Center-of-Expertise/SubMTPOs/Coast-Guard-Approved-TPOs/

Key Performance Indicators (KPI)

The Coast Guard receives quarterly performance data from each Recognized Organizations (RO) detailing the number of surveys and audits conducted along with associated findings. With only one-year worth of data, it is too early to gain any statistical trends. The Coast Guard will continue to work with the ROs and develop track U.S. Fleet Performance. A subset of the 2019 KPI data is reported below.

Figure 12 displays ROs attended 3,479 U.S. vessels to conduct statutory surveys in 2019 and issued 3,839 findings. Figure 13 displays a rate of 1.1 statutory findings per vessel attendance.

FIGURE 12 | Number of Surveys Reported by RO

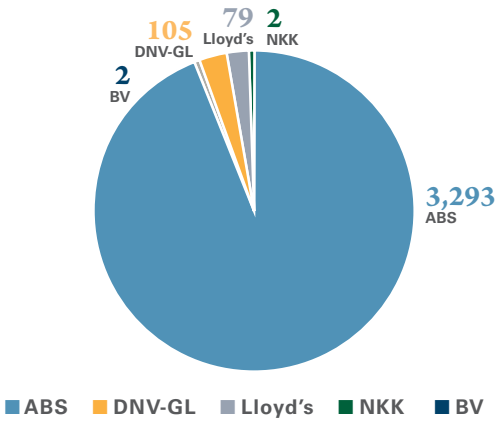


FIGURE 13 | Findings per Vessel Survey

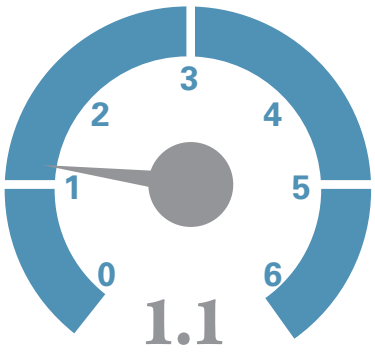


Figure 14 displays ROs attended 856 U.S. vessels to conduct Safety Management Certificate (SMC) related audits on behalf of the Coast Guard and issued 519 findings. Figure 15 displays a rate of 0.6 findings per SMC Audit.

FIGURE 14 | Number of SMC Audits Reported by RO

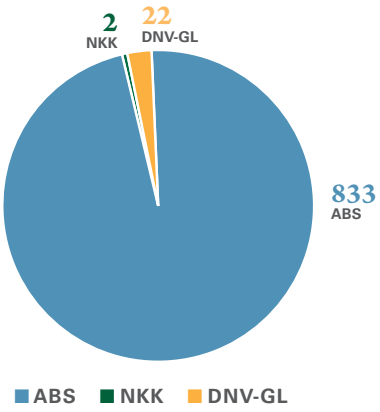


FIGURE 15 | Findings per SMC Audit

Figure 16 displays ROs attended 174 ship management companies to conduct Document of Compliance (DOC) audits on behalf of the Coast Guard and issued 103 findings. Figure 17 displays a rate of 0.6 findings per DOC audit.

FIGURE 16 | Number of DOC Audits Reported by RO

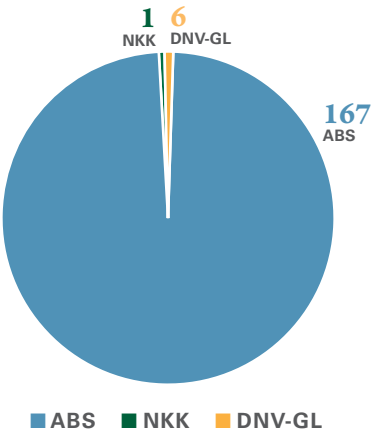


FIGURE 17 | Findings per DOC Audit

When assessing U.S. Flag and RO performance, the Flag State Control Division (CG-CVC-4) also considers the data and information on U.S. flagged ships collected by the Paris and Tokyo Memorandum of Understanding (MOU) Port State Control Regimes. The data from these sources provides additional metrics as to the performance of the U.S. fleet abroad.

Per the Paris MOU 2018 Performance List, effective July 1, 2019, U.S. flag vessels are on the "Grey List", which indicates average performance.

Excerpt from the Paris MOU 2018 Performance List

FLAG	INSPECTIONS 2016-2018	DETENTIONS 2016-2018
U.S.	206	9

Excerpt from the Paris MOU 2018 Inspections, Detentions, and Deficiencies Table

CY2018				
INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	DEFICIENCIES	DETENTIONS	DETENTION %
71	40	*	2	2.8

**Data not reported.*

Per the Tokyo MOU 2018 Annual Report, U.S. flag vessels are on the "White List" which represents flags with a consistently high performance record.

Excerpt from the Tokyo MOU Annual Report (2018), Port State Inspection Data Per Flag Table

FLAG	INSPECTIONS 2016-2018	DETENTIONS 2016-2018
U.S.	161	3

Excerpt from the Tokyo MOU Annual Report (2018), Port State Inspection Per Flag Table

CY2018				
INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	DEFICIENCIES	DETENTIONS	DETENTION %
64	31	92	2	3.13

Excerpt from the Tokyo MOU Annual Report (2018), Port State Control Inspections Per Flag Table

FLAG	NUMBER OF INSPECTIONS				NUMBER OF DETENTIONS				3-YR ROLLING AVERAGE DETENTION %
	2016	2017	2018	TOTAL	2016	2017	2018	TOTAL	
U.S.	49	48	64	161	1	0	2	3	1.86

In addition to reporting the performance of U.S. flag vessels, the Paris and Tokyo MOU Port State Control Regimes detail the performance of ROs.

Excerpts of RO data from the Paris MOU and Tokyo MOU, 2018 Annual Reports

	RO DATA FROM THE PARIS MOU 2018 ANNUAL REPORT		RO DATA FROM THE TOKYO MOU 2018 ANNUAL REPORT	
Recognized Organization (RO)	Number of Inspections Involving the RO 2016-2018	Number of Detentions Associated with RO 2016-2018	Number of Inspections Involving the RO 2016-2018	Number of Detentions Associated with RO 2016-2018
American Bureau of Shipping	6099	2	11353	2
Bureau Veritas	11450	25	11439	19
DNV-GL	18192	18	27584	9
Lloyd's Register	12505	14	14569	12
Nippon Kaiji Kyokai	8393	23	32754	31
RINA	4427	13	3125	1

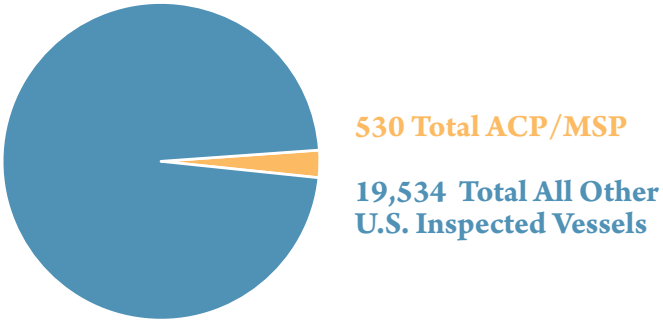
Alternate Compliance (ACP) & Maritime Security (MSP) Programs Description & Performance

The Alternate Compliance Program (ACP) is a voluntary program that promotes flexibility in vessel construction and reduces duplicative inspections and surveys. Vessels enrolled in the ACP must comply with the international conventions, classification society rules, and the U.S. Supplement. There are 455 vessels enrolled in the ACP.

The Maritime Security Program (MSP), established by the Maritime Administration (MARAD), provides a fleet of commercially viable and military useful vessels to meet national defense and other security requirements as well as to maintain a U.S. presence in international commercial shipping. There are 60 vessels enrolled in the MSP Program and an additional 15 vessels in the Voluntary Intermodal Sealift Agreement (VISA), which are inspected under the terms of the MSP. Together, these ships provide on demand strategic sealift capacity to the Department of Defense. In 2019, Six vessels were reflagged into the U.S. fleet under ACP, MSP or VISA.

Figure 18 displays the total number of ACP/MSP vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 18 | Number of Inspected ACP/MSP Vessels

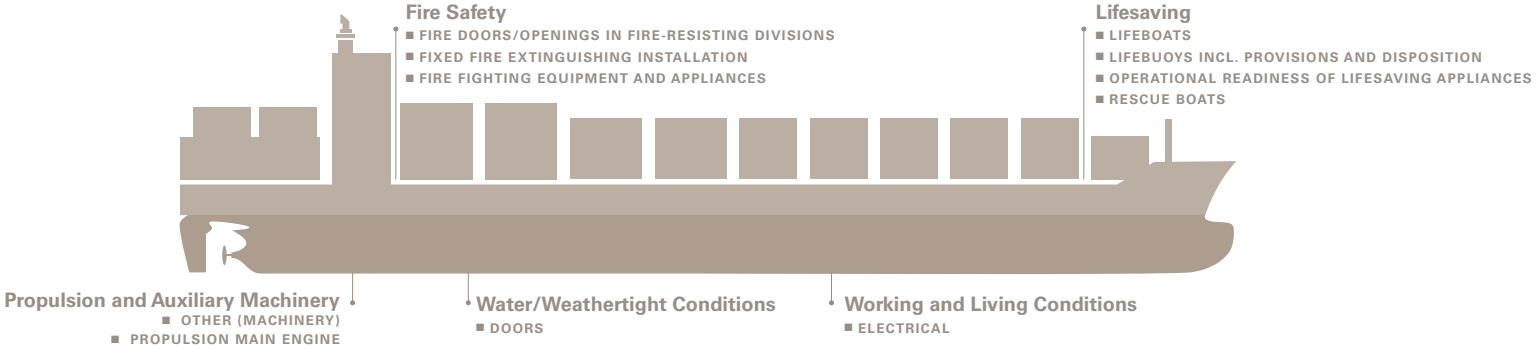


In 2019, the Coast Guard conducted 927 inspections on ACP and MSP vessels. Of these inspections, 363 inspections, involving 229 vessels resulted in the issuance of 1582 deficiencies. In addition to the deficiencies issued by Coast Guard Marine Inspectors, the ROs also document "findings" during their surveys of ACP/MSP vessels. The RO findings are reflected in the performance indicators earlier in this report.

In comparison to the overall flag state fleet totals, the ACP/ MSP fleet accounted for 4.3% of all inspections and 5% of all Coast Guard deficiencies. The ACP/MSP fleet received 11 Flag State detentions, which accounted for 9.8% of the detentions of U.S. flag vessels in 2019.

Figure 19 displays the top 10 most prevalent deficiencies by sub-system.

FIGURE 19 | Top 10 Most Prevalent Deficiencies



CHAPTER 2

Barge Description & Performance

Year in Review

In 2019, the barge fleet consisted of 5,061 active vessels, which represented 25.2% of the overall U.S. inspected domestic fleet. Of this total, 2,365 barges or 46.7% participate in the Streamlined Inspection Program (SIP).

Barges may be classified under three regulatory categories based on cargo.

46 CFR Part 30 (Subchapter D) Tank Vessels – Flammable and combustible products in bulk. Tank barge inspections are outlined in 46 CFR 31.

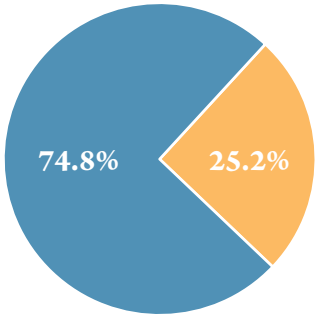
46 CFR Part 90 (Subchapter I) Cargo and Miscellaneous Vessels – Non-flammable and combustible products. Freight barge inspections are outlined in 46 CFR 91.

46 CFR Part 151 (Subchapter O) Hazardous Material Cargoes in Bulk – Chemical and Noxious Liquid Substances (NLS) cargoes. Inspections of barges that carry hazardous material in bulk are outlined in 46 CFR 151.04.

In 2019, 4,799 inspections were conducted on barges, during which 1,726 deficiencies were identified at a ratio of 0.34 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, barge inspections accounted for 22.4% of all inspections and 5.4% of all deficiencies. Barges received 2 Flag State detentions, which accounted for 1.8% of total detentions in 2019.

Of the 2,095 reportable marine casualties in 2019, 369 or 17.6% of these events involved a barge. The top reportable marine casualty events involving the barge fleet were: collision, allision or grounding, material failure/malfunction, loss/reduction of vessel propulsion/steering. *See figure 8, page 6.*

FIGURE 20 | Number of Inspected Barges



5,061 Total Barges

15,003 Total All Other U.S. Inspected Vessels

Barge Description & Performance

Figure 21 associates the number of inspections with the number of deficiencies for each barge service. The "other" category represents barges whose service is unidentified in MISLE. Passenger barges are accounted for in the passenger vessel data.

FIGURE 21 | Inspections & Deficiencies

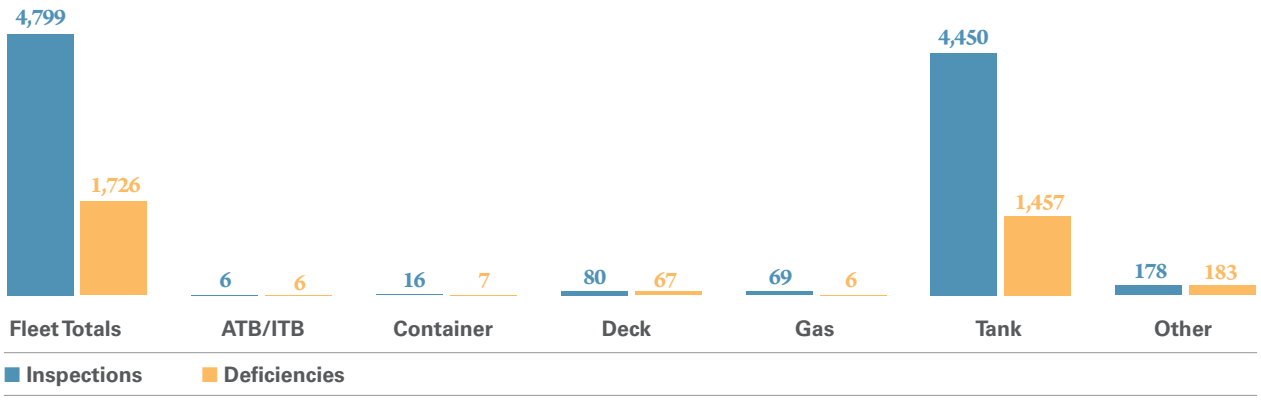
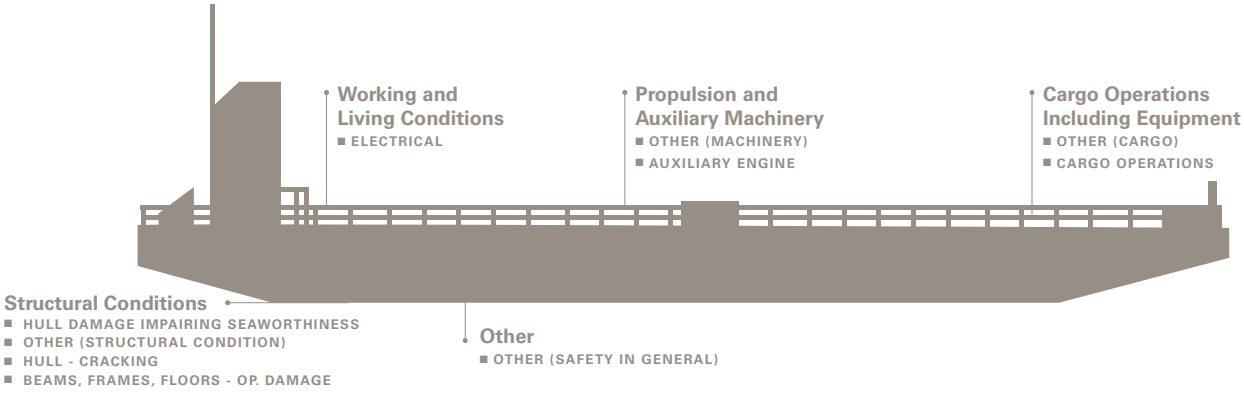


Figure 22 displays the ratio of deficiencies per vessel for each barge category.

FIGURE 22 | Deficiencies per Vessel (by category)

Figure 23 displays the top 10 barge inspection deficiencies.

FIGURE 23 | Top 10 Most Prevalent Deficiencies



Cargo Vessels Description & Performance

Year in Review

In 2019, the cargo vessel fleet consisted of 571 active vessels, which represented 2.9% of the overall fleet size. Of this total, 41% (234) are enrolled in the Alternate Compliance Program (ACP) and 13% (75) are enrolled in the Maritime Security Program (MSP).

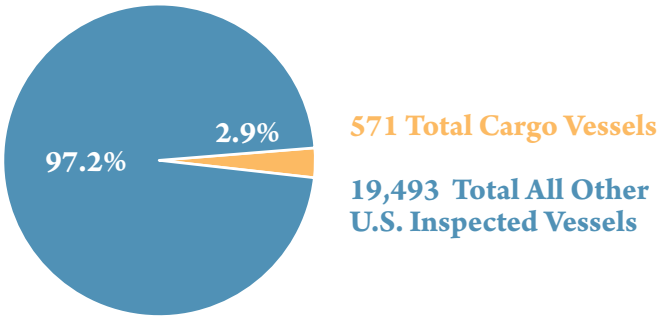
Included in the total number of cargo vessels are ships inspected under 46 CFR Subchapters I, D, and O. Subchapter I vessels consisted primarily of industrial vessels carrying freight bulk cargoes, general dry cargo, roll-on roll-off cargo vessels, and miscellaneous vessels such as cutter head dredges and saturation dive vessels. Those inspected under Subchapter D and O are tank vessels. It is important to note that a majority of the cargo vessels are enrolled in alternative inspection programs where a Recognized Organization (RO) conducts statutory services and certification on behalf of the Coast Guard. The data in this section only represents Coast Guard inspections and issued deficiencies.

The Coast Guard conducted 1,379 inspections in 2019, during which 2,448 deficiencies were identified at a ratio of 4.3 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. Cargo vessel inspections accounted for 6.4% of the total inspections and 7.7% of the overall Coast Guard issued deficiencies. Cargo vessels received 13 Flag State detentions, which accounted for 11.6% of total detentions in 2019.

Of the 2,095 reportable marine casualties in 2019, 242 or 11.6% of these events involved a cargo vessel. The top three most prevalent types of reportable marine casualty events involving cargo vessels were: material failure/malfunction, loss/reduction of propulsion/steering, and personnel casualty (injury or death). *See figure 8, page 6.*

Figure 24 displays the total number and percentage of cargo vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 24 | Number of Inspected Cargo Vessels



Cargo Vessels Description & Performance

Figure 25 associates the number of inspections with the number of deficiencies for each cargo vessel type. The "other" category represents public vessels and cargo vessels whose service is unidentified in MISLE.

FIGURE 25 | Inspections & Deficiencies

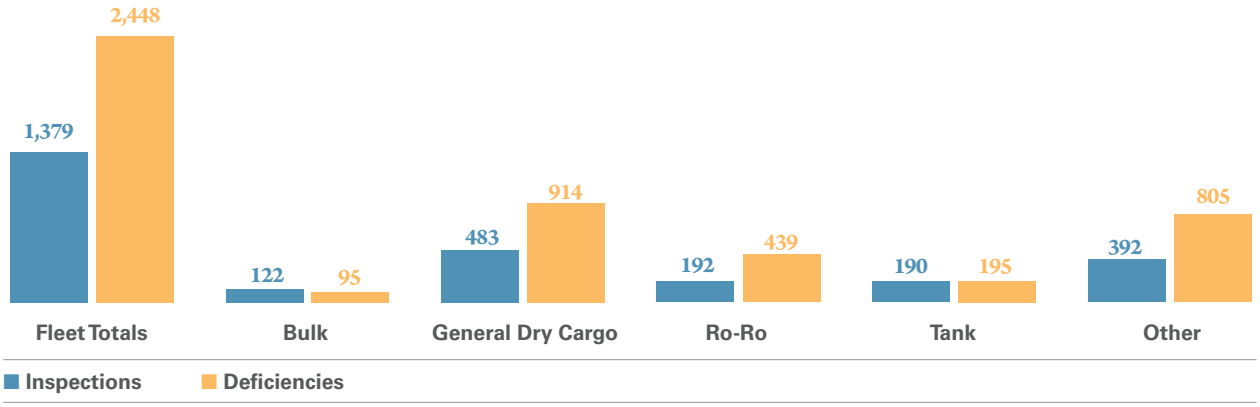


Figure 26 displays the ratio of deficiencies per vessel for each cargo category.

FIGURE 26 | Deficiencies per Vessel (by category)

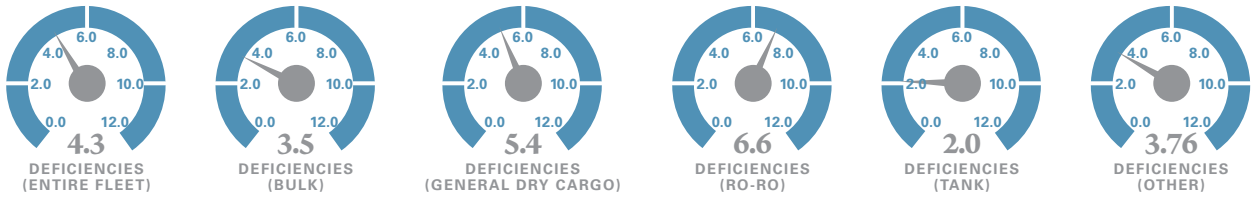
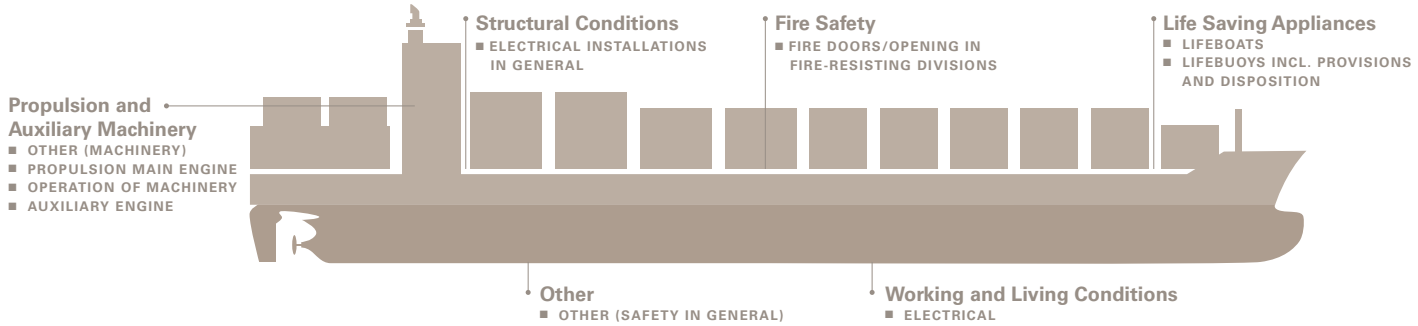


Figure 27 displays the top 10 cargo vessel inspection deficiencies.

FIGURE 27 | Top 10 Most Prevalent Deficiencies



Passenger Vessels Description & Performance

Year in Review

In 2019, the inspected passenger vessel fleet consisted of 6,731 active vessels, which represented 33.6% of the overall fleet. Currently, 39 passenger vessels participate in the Streamlined Inspection Program (SIP), accounting for 0.6% of the fleet.

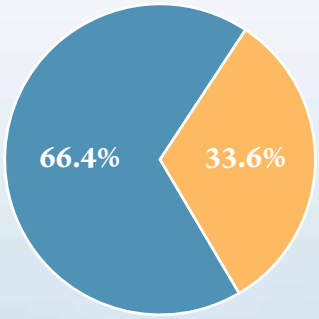
Included in the total number of passenger vessels are those inspected in accordance with 46 CFR Subchapter T (small passenger vessels under 100 gross tons), H (passenger vessels), and K (small passenger vessels carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). Passenger barges are included in this section.

There were 11,763 passenger vessel inspections conducted in 2019, during which 22,705 deficiencies were identified at a ratio of 3.4 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, passenger vessel inspections accounted for 54.8% of the inspections and 71.5% of the deficiencies. Passenger vessels received 49 Flag State detentions, which accounted for 44.1% of total detentions in 2019.

Of the 2,095 reportable marine casualties in 2019, 585 or 27.9% of these events involved an inspected passenger vessel. The top three reportable marine casualty events involving the inspected passenger vessel fleet were: material failure, personnel casualty (injury or death), and loss/reduction of vessel propulsion/steering. *See figure 8, page 6.*

Figure 28 displays the total number and percentage of passenger vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 28 | Number of Inspected Passenger Vessels



6,731 Total Passenger Vessels

13,333 Total All Other U.S. Inspected Vessels

Passenger Vessels Description & Performance

Figure 29 associates the number of inspections with the number of deficiencies for each passenger vessel category. The "other" category represents passenger vessels whose service is unidentified in MISLE.

FIGURE 29 | Inspections & Deficiencies

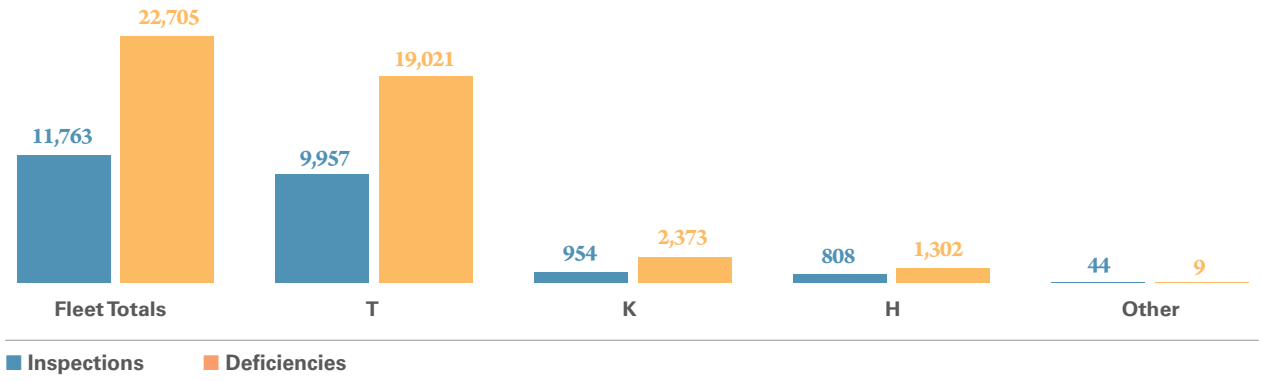
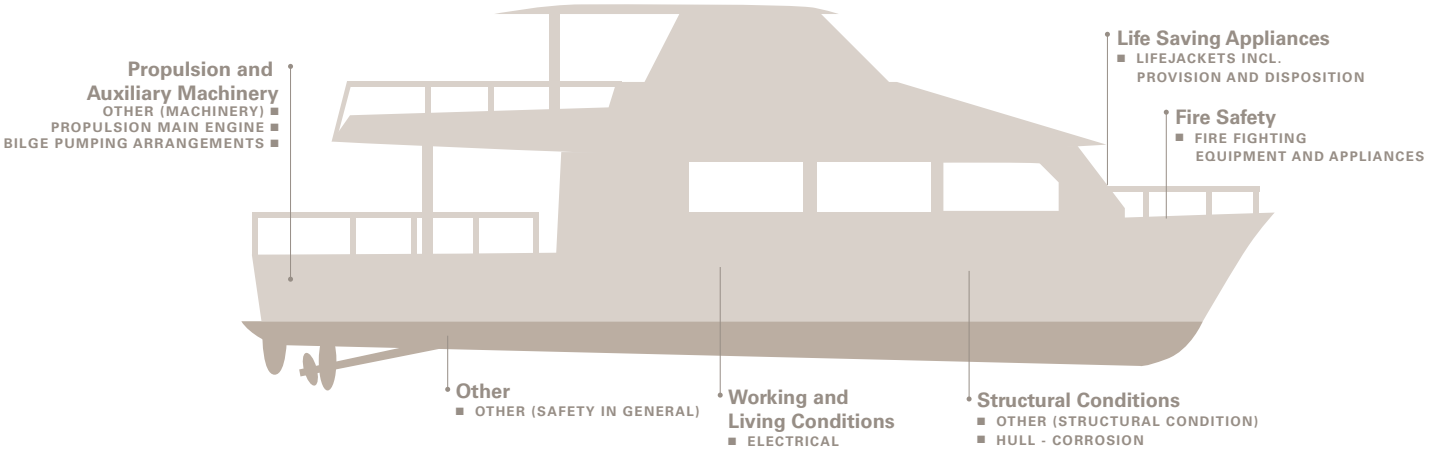


Figure 30 displays the ratio of deficiencies per vessel for each passenger vessel category.

FIGURE 30 | Deficiencies per Vessel (by category)

Figure 31 displays the top 10 passenger vessel inspection deficiencies.

FIGURE 31 | Top 10 Most Prevalent Deficiencies



Outer Continental Shelf Vessels Description & Performance

Year in Review

In 2019, the outer continental shelf (OCS) fleet consisted of 578 active vessels, which represented 2.9% of the overall fleet size. Of this total, 34% (198) are Offshore Supply Vessels (OSV), enrolled in the Alternate Compliance Program (ACP).

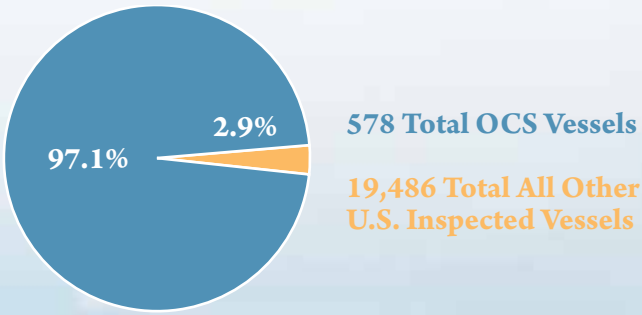
Included in the total number of OCS vessels are vessels inspected under 46 CFR Subchapter L (Offshore Supply Vessels) and Floating Production Systems (FPS). Similar to cargo vessels, vessels in this category have certain statutory services completed by an RO. For this report, only Coast Guard inspections data is presented.

There were 782 OCS inspections conducted in 2019, during which 1,206 deficiencies were identified at a ratio of 2.1 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, OCS inspections accounted for 3.6% of inspections and 3.8% of deficiencies. OCS vessels received five Flag State detentions, which accounted for 4.5% of total detentions in 2019.

Of the 2,095 reportable marine casualties in 2019, 46 or 2.2% of these events involved a member of the OCS fleet. The top three reportable marine casualty events involving the OCS fleet were: material failure/malfunction, collision, allision, or grounding, and personnel casualty (injury or death). *See figure 8, page 6.*

Figure 32 displays the total number and percentage of OCS vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 32 | Number of Inspected Outer Continental Shelf Vessels



Outer Continental Shelf Vessels Description and Performance

Figure 33 associates the number of inspections with the number of deficiencies for each OCS category. The "other" category includes jack-up vessels.

FIGURE 33 | Inspections & Deficiencies

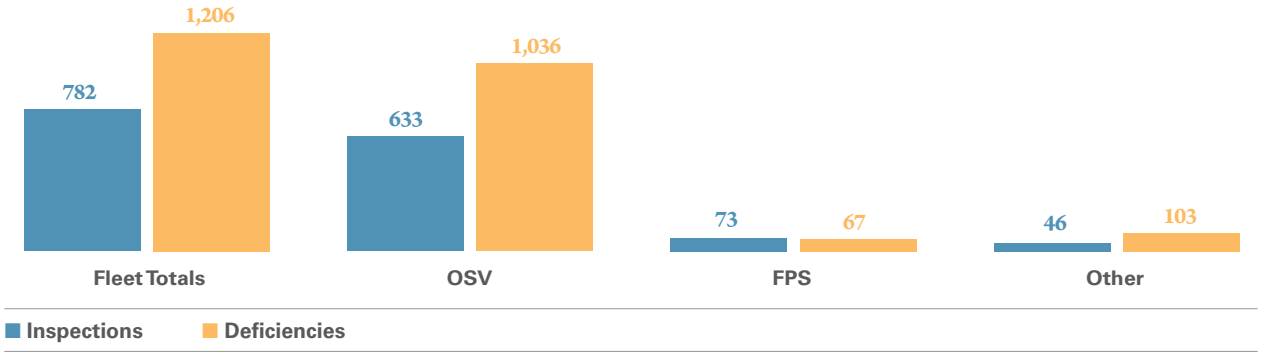
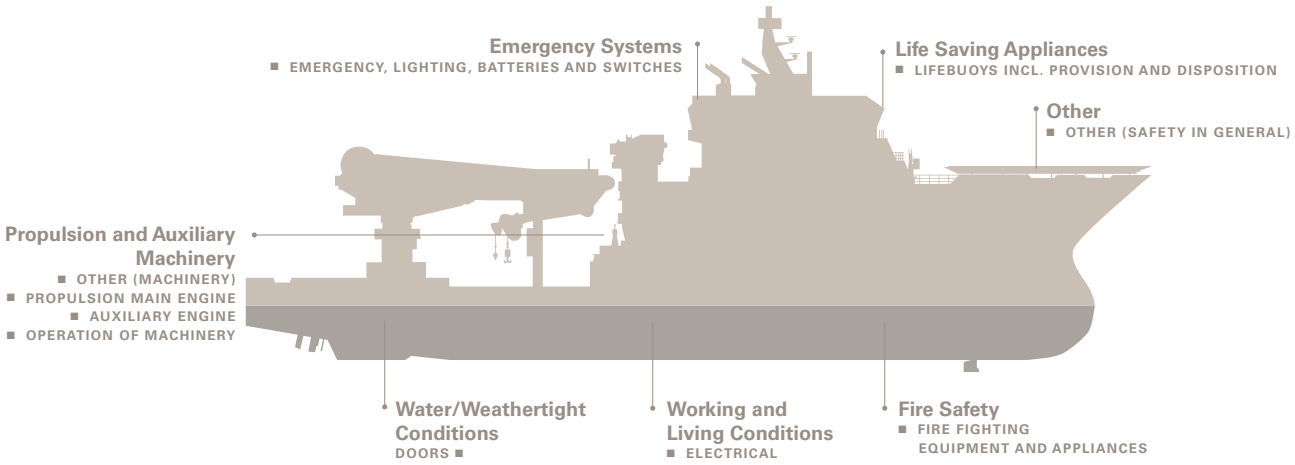


Figure 34 displays the ratio of deficiencies per vessel for each OCS category.

FIGURE 34 | Deficiencies per Vessel (by category)

Figure 35 displays the top 10 OCS inspection deficiencies.

FIGURE 35 | Top 10 Most Prevalent Deficiencies



Research Vessels and School Ships Description and Performance

Year in Review

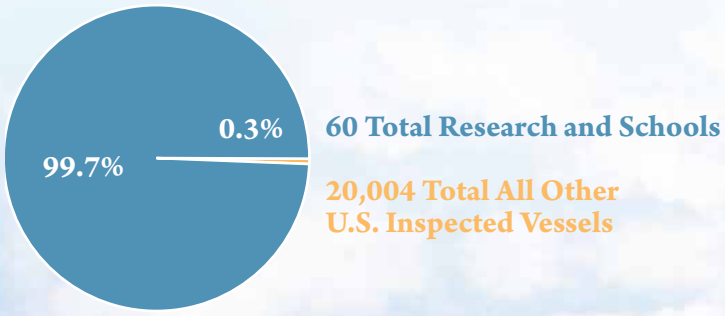
In 2019, this fleet consisted of 60 active vessels, which represented 0.3% of the overall fleet size. Included in the total number of vessels are those inspected under 46 CFR Subchapters U (research vessels) and R (school ships).

There were 112 inspections conducted in 2019, during which 290 deficiencies were identified at a ratio of 4.83 deficiencies per vessel. The top 10 most frequently identified deficiencies are listed in order on the following page. In comparison to the overall Flag State fleet totals, Research and School Ship inspections accounted for 0.5% of inspections and 0.9% of deficiencies. Research vessels and School Ships received one Flag State detention, which accounted for 0.9% of total detentions in 2019.

Of the 2,095 reportable marine casualties in 2019, 10 or 0.5% of these events involved a Research or School Ship. The top reportable marine casualty events involving this fleet were: material failure/malfunction, loss/ reduction of vessel propulsion/steering, and collision, allision or grounding. *See figure 8, page 6.*

Figure 36 displays the total number and percentage of Research vessels and School Ships in comparison to the rest of the U.S. inspected fleet.

FIGURE 36 | Number of Inspected Research Vessels and School Ships



Research Vessels and School Ships Description and Performance

Figure 37 associates the number of inspections with the number of deficiencies for Research and School Ships.

FIGURE 37 | Inspections & Deficiencies

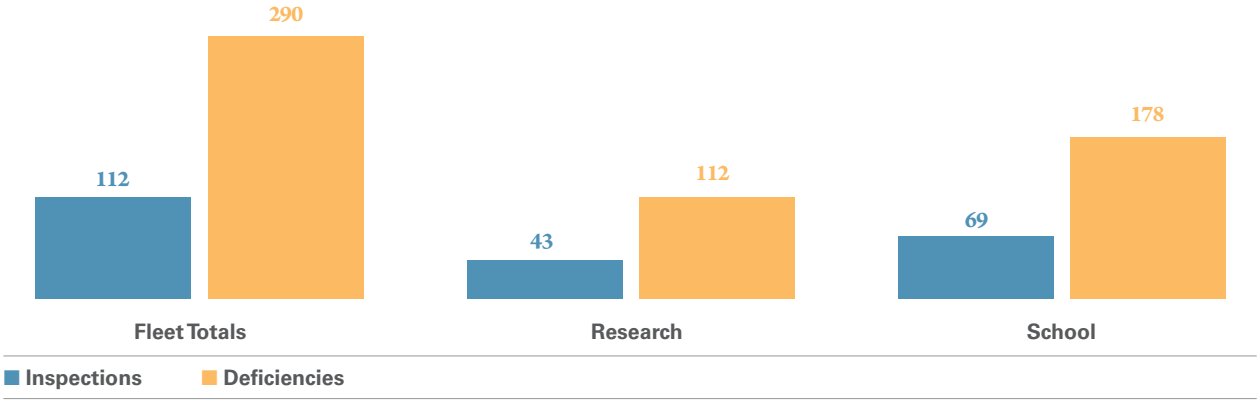


Figure 38 displays the ratio of deficiencies to the number of inspections for each Research and School Ship.

FIGURE 38 | Deficiencies per Vessel

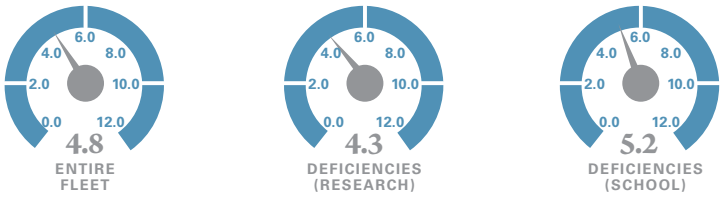
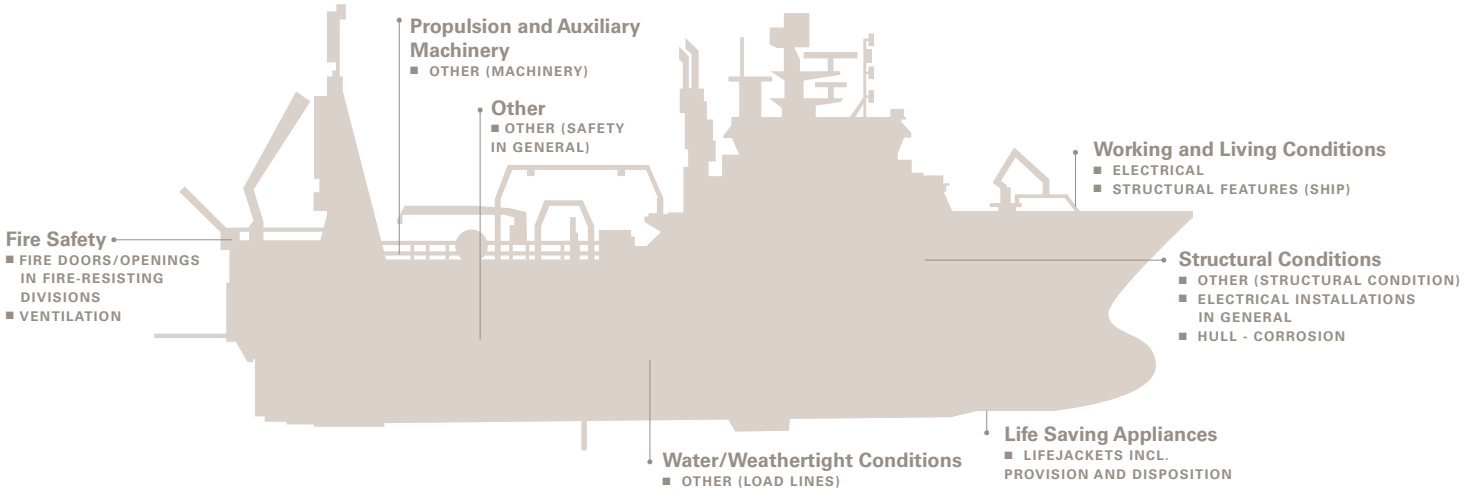


Figure 39 displays the top Research and School Ship inspection deficiencies.

FIGURE 39 | Top 10 Most Prevalent Deficiencies



Towing Vessel Description and Performance

Year in Review

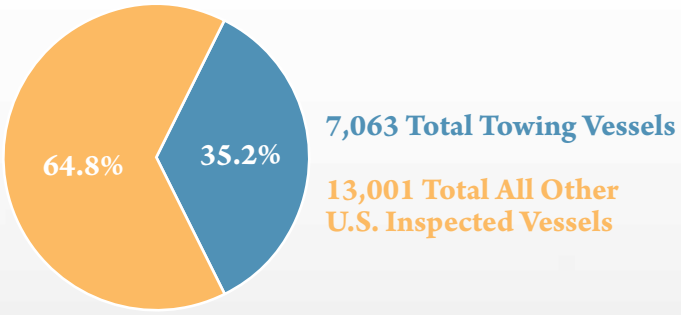
In 2019, this fleet consisted of 7,063 active vessels, which represented 35.2% of the overall fleet size. Included in the total number of vessels are those towing vessels falling under inspection Subchapters I, M, and C. The domestic annual report will collect and report data for all towing vessels, both inspected and uninspected, until completion of the regulatory phase-in for Subchapter M.

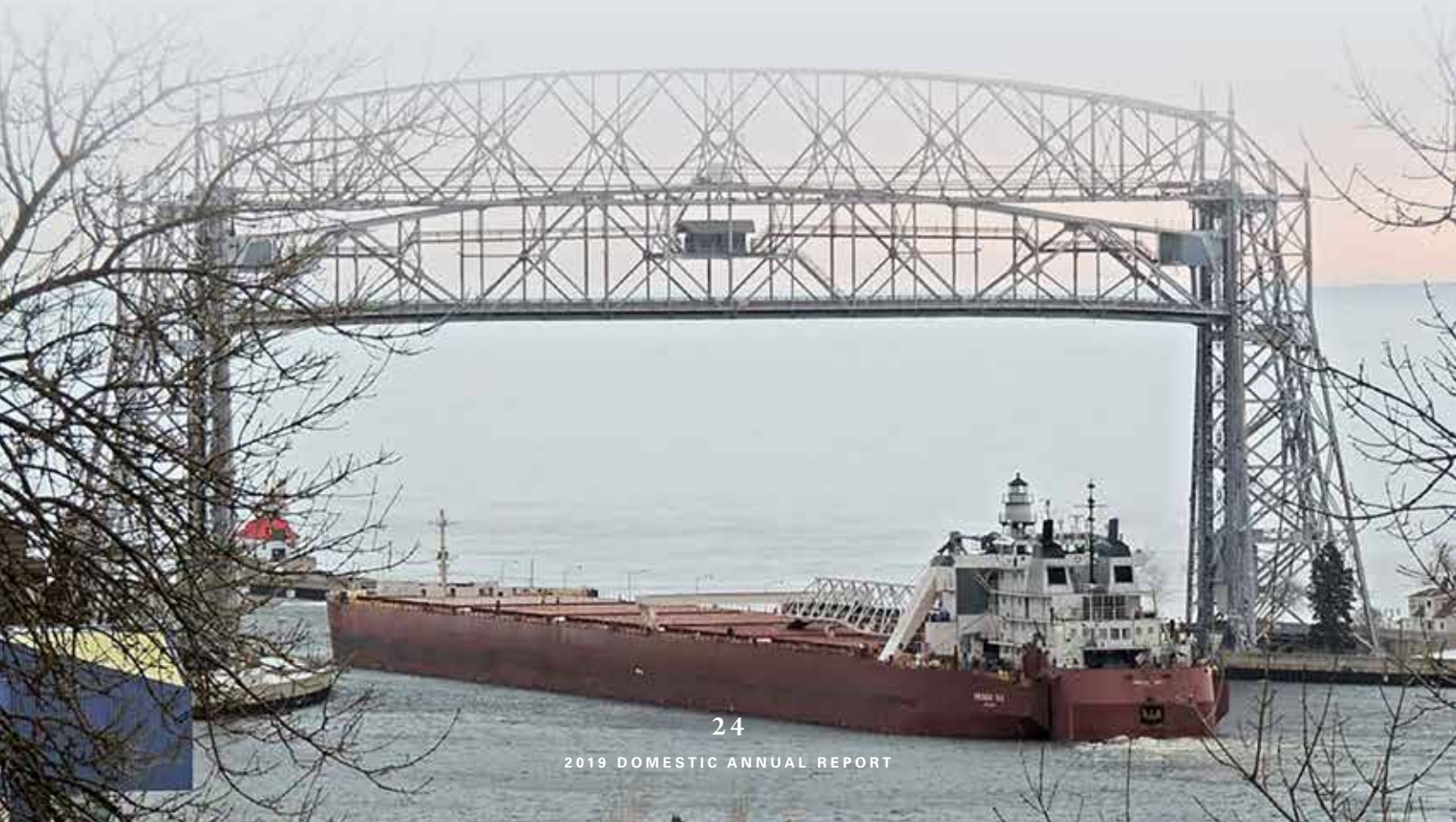
There were 2,636 inspections conducted in 2019, during which 3,363 deficiencies were identified at a ratio of 0.48 deficiencies per vessel. The top 10 most frequently identified deficiencies are shown on the following page. In comparison to the overall Flag State fleet totals, towing vessel inspections accounted for 12.3% of inspections and 10.6% of deficiencies. Towing vessels received 41 Flag State detentions in 2019, accounting for 36.9% of all Flag State detentions.

Of the total number of 2,095 reportable marine casualties in 2019, 1309 or 62.5% of these events involved a towing vessel. The top three reportable marine casualty events involving the towing vessel fleet were: collision, allision, or grounding, material failure/malfunction, and loss/reduction of propulsion/steering. *See figure 8, page 6.*

Figure 40 displays the total number and percentage of towing vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 40 | Number of Inspected Towing Vessels





Towing Vessel Description and Performance

Figure 41 associates the number of inspections with the number of deficiencies for Towing Vessels.

FIGURE 41 | Inspections & Deficiencies

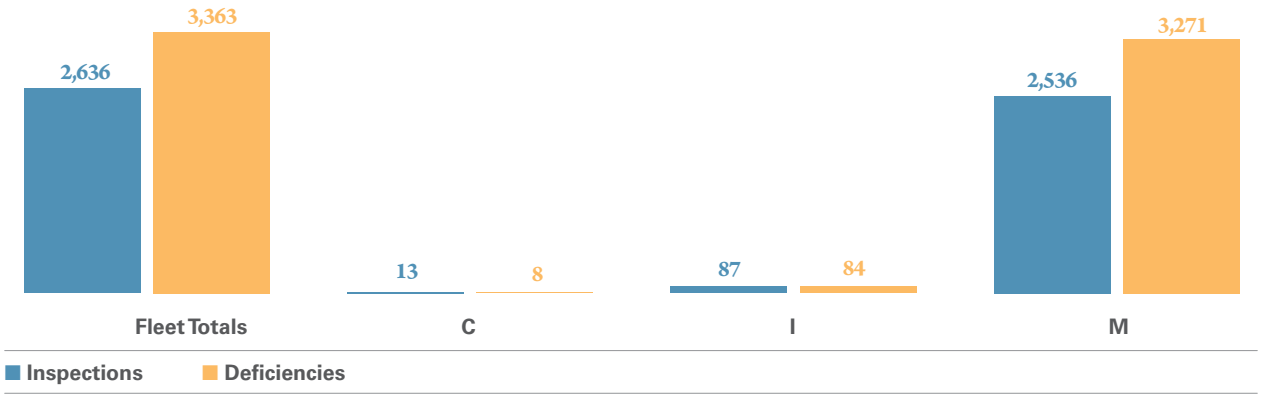


Figure 42 displays the ratio of deficiencies per vessel for each Towing Vessel subchapter.

FIGURE 42 | Deficiencies per Vessel (by subchapter)

Figure 43 displays the top 10 Towing Vessel deficiencies.

FIGURE 43 | Top 10 Most Prevalent Deficiencies

Fishing Vessel Description and Performance

The Coast Guard estimates that there are nearly 58,000 commercial fishing vessels in domestic service. As the Coast Guard only maintains totals for vessels which are enrolled in the decal examination program, these numbers are based on a combination of state and federal sources. Included in the Commercial Fishing Vessel population are Fishing Vessels, Fish Processing Vessels, and Fish Tender Vessels.

	Initial Dockside Exam	Dockside Renewal Exam	*CFVS Decals Issued	Exam Deficiencies Issued
Fish Catching Vessel	1,130	3,424	3,688	9,920
Fish Catching/Processing	2	35	57	168
Fishing Support Vessel/Tender	10	41	60	190
Total	1,142	3,500	3,805	10,178

** Includes CFVS Decals issued under ALL types of CFVS exams.*

FIGURE 44 | Federally Documented & State Registered "Operational" Commercial Fishing Vessel Casualty Statistics

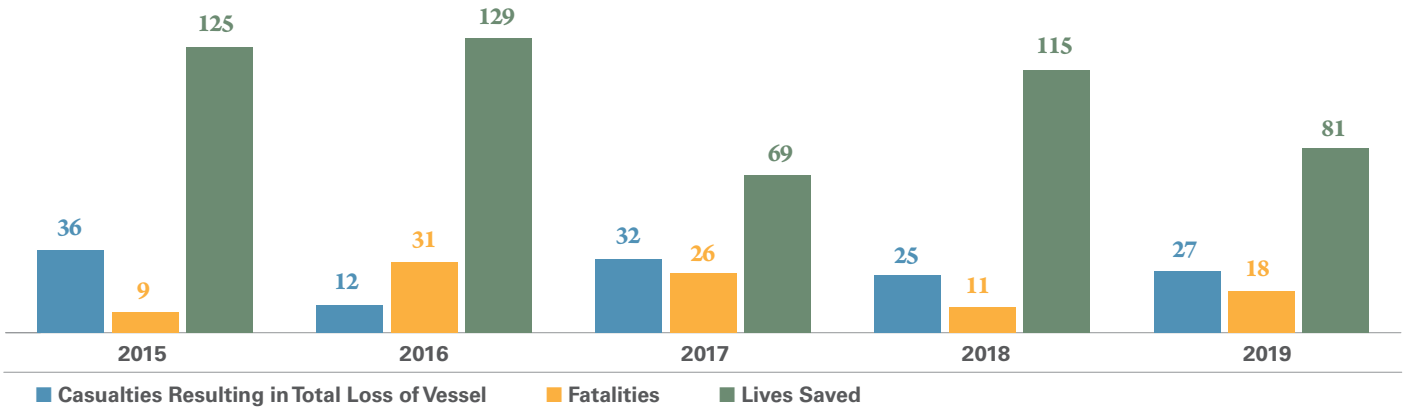
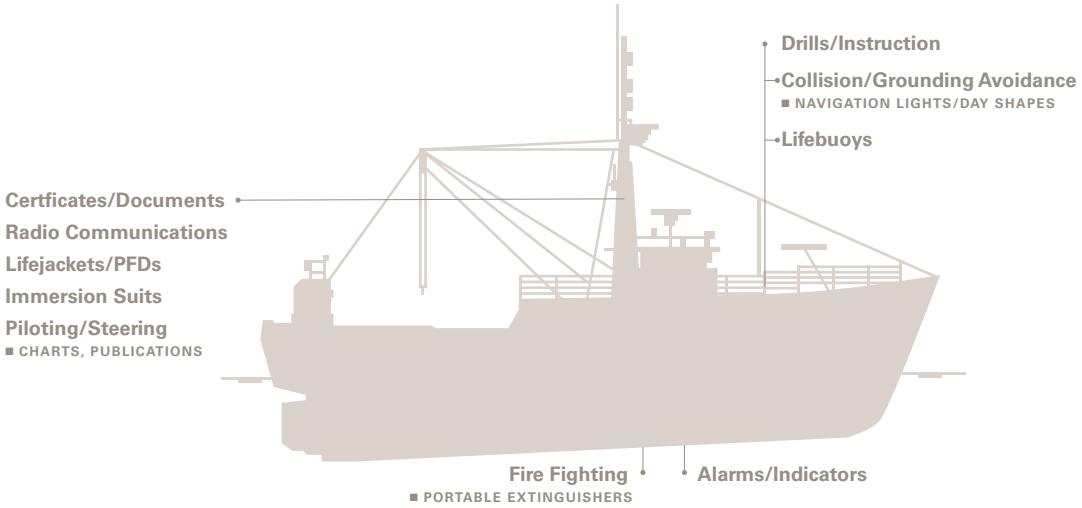


Figure 45 displays the top 10 fishing vessel inspection deficiencies.

FIGURE 45 | Top 10 Most Prevalent Deficiencies



CHAPTER 3

Definitions

Barges: Non-self-propelled vessels inspected under 46 Code of Federal Regulations (CFR) Subchapters D (Tank Barges), I (Freight/Industrial Barges), and O (Certain Bulk Dangerous Cargo Barges).

Cargo Vessels: Vessels inspected under Subchapter I (Freight/Industrial), Subchapter D (Tank), and Subchapter O (Certain Bulk Dangerous Cargo) and public vessels that are not covered by any other category.

Passenger Vessels: Vessels carrying passengers in accordance with 46 CFR Subchapter T (passenger vessels under 100 gross tons), H (passenger vessels greater than 100 gross tons), or K (passenger vessels under 100 gross tons carrying more than 150 passengers or with overnight accommodations for more than 49 passengers). For the purpose of this report, passenger barges are also included in the passenger vessel statistics.

Outer Continental Shelf (OCS): Offshore Supply Vessels (OSV) inspected under 46 CFR Subchapter L and Floating Production Systems (FPS).

Research Vessels and School Ships: Research vessels inspected under 46 CFR Subchapter U and School ships inspected under 46 CFR Subchapter R.

Towing Vessels: Vessels whose primary service is towing and are inspected under 46 CFR Subchapters M and I or uninspected under Subchapter C.

Fishing Vessels: Vessels examined under 46 CFR Part 28 that are commercial fishing, fishing processing, or fish tender vessels. A Fishing Vessel is defined under 46 USC Subchapter 2101 (11a) as a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching taking or harvesting of fish. Fish Processing Vessels are defined under 46 USC Subchapter 2101 (11b) as a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling. Fish Tender Vessels are defined under 46 USC Subchapter 2101 (11c) as a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

Inspection: All vessel inspection activities recorded in MISLE which require physical attendance onboard by a Marine Inspector. For example, a Certificate of Inspection (COI) activity may include multiple sub-activities, but would be counted as one inspection in this report. For consistency, administrative activities that do not require a vessel visit are excluded from this report.

Reportable Marine Casualty: Any marine casualty consisting of a grounding, allision, or collision; loss of main propulsion; occurrence materially and adversely affecting the vessel's seaworthiness; a loss of life; an injury to a person which requires professional medical treatment; damage to property in excess of $75,000; or a discharge or release of a reportable quantity of a hazardous substance into the navigable waters. 46 CFR Subpart 4.05-1.

Streamlined Inspection Program (SIP): A voluntary alternative inspection program, outlined in 46 CFR Part 8, for U.S. documented or registered vessels required to maintain a valid certificate of inspection (COI). Navigation and Vessel Inspection Circular (NVIC) 2-99 offers further SIP guidance. Instead of the traditional Coast Guard inspection by a Marine Inspector, the SIP allows onboard and shore side vessel operating personnel to conduct the majority of inspections required by the CFRs, and to have the adequacy of these inspections verified by Coast Guard Marine Inspectors on a regular basis.

Recognized Organization (RO): An organization that has been assessed by a Flag State, and found to comply with the RO Code. The RO Code applies to all organizations being considered for recognition or that are recognized by a Flag State to perform, on its behalf, statutory certification and services under mandatory IMO instruments and national legislation.

Third-party Organization (TPO): An organization approved by the Coast Guard to conduct independent verifications to assess whether towing vessels or their Towing Safety Management Systems comply with applicable requirements contained in 46 CFR Subchapter M.

UNITED STATES DOMESTIC VESSEL COMPLIANCE CONTACT INFORMATION

Captain Matt Edwards
Chief, Office of Commercial Vessel Compliance (CG-CVC)

CG-CVC-1

CDR Jennifer L. Hnatow
Chief, Domestic Vessel and Offshore Compliance Division (CG-CVC-1)

Mr. Scott Kuhaneck
Maritime Transportation Specialist – Domestic Vessels

Mr. Michael Rand
Ballast Water Management Coordinator

Mr. Quentin Kent
Maritime Transportation Specialist – Outer Continental Shelf

Mr. Erik Johnson
National Towing Vessel Coordinator

LCDR Stephanie Hodgdon
MISLE/Data Coordinator

LCDR Peter Bizzaro
Passenger Vessel Coordinator

LCDR Michel Metz
Outer Continental Shelf Coordinator

LCDR Matthew Winland
Offshore Supply Vessel Coordinator

LT Benjamin Aaronson
Barge Coordinator

CG-CVC-3

Mr. Joseph D. Myers
Chief, Fishing Vessel Safety Division (CG-CVC-3)

Mr. Jonathan G. Wendland
NOAA/NMFS Liaison

Mr. Troy T. Luna
FV Training & MISLE/ CGBI Data Manager

Ms. Angel L. Calderon
Citizenship Waivers Manager (H2B Visa)

CG-CVC-4

CDR Elizabeth Massimi
Chief, Flag State Control Division (CG-CVC-4)

Mr. John Hannon
Military Sealift Command & MARAD Liaison

Mr. David McCusker
Alternative Compliance Program & Class NK Liaison

Mr. Gary Strebe
Maritime Security Program & DNV-GL Liaison

LCDR Morgan Kelly
MISLE, MLC, NVDC & ISM

LCDR Bryana Nicholas
UWILD, SIP/TBSIP & American Bureau of Shipping Liaison

LT Patrick Frain
Quality Case Coordinator & Lloyd's Register Liaison

LT Brian Bonomi
Polar Code & Indian Register of Shipping Liaison

MAIN OFFICES

U.S. Coast Guard Headquarters
U.S. Coast Guard STOP 7501
2703 Martin Luther King Jr Ave S.E.
Washington, D.C. 20593-7501
PH (202) 372-1251
CG-CVC@uscg.mil
www.uscg.mil/cgcvc

Atlantic Area
Atlantic Area Commander
431 Crawford St.
Portsmouth, VA 23704-5004
PH (757) 398-6565
LantPrevention@uscg.mil
http://www.uscg.mil/lantarea/

Pacific Area
Pacific Area Commander
Coast Guard Island, Bldg 50-1
Alameda, CA 94501-5100
PH (510) 437-5839
FAX (510) 437-5819
http://www.uscg.mil/pacarea/

DISTRICT OFFICES

1st
408 Atlantic Ave
Boston, MA 02110
PH (617) 223-8555
FAX (617) 223-8117

5th
431 Crawford St.
Portsmouth, VA 23704-5004
PH (757) 398-6389
FAX (757) 391-8149

7th
909 S.E. First Ave.
Miami, FL 33131-3050
PH (305) 415-6860/1
FAX (305) 415-6875

8th
Hale Boggs Federal Building
500 Poydras Street
New Orleans, LA 70130
PH (504) 589-2105
FAX (504) 671-2269

9th
1240 E. 9 St.
Cleveland, OH 44199-2060
PH (216) 902-6047
FAX (216) 902-6059

11th
Coast Guard Island, Bldg 50-6
Alameda, CA 94501-5100
PH (510) 437-2945
FAX (510) 437-3223

13th
915 Second Ave, Suite
3506 Seattle, WA 98174-1067
PH (206) 220-7210
FAX (206) 220-7225

14th
300 Ala Moana Blvd. Room 9-212
Honolulu, HI 96850-4982
PH (808) 535-3421
FAX (808) 535-3404

17th
709 West 9th Street
Juneau, AK 99802-5517
PH (907) 463-2802
FAX (907) 463-2216

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