USCG-PVA Quality Partnership Annual Report 2015 - 2017

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 marine inspections involving U.S. Inspected Passenger Vessels. This report covers calendar years 2015, 2016, and 2017 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 CFR Subchapters H, K, or T[1]. As indicated below, there are 6,379 inspected passenger vessels recorded in MISLE. Of those, 6,291 vessels are listed as 'Active' and have a valid Certificate of Inspection (COI).

Table 1 - Passenger Vessels by Inspection Subchapter and Status

Vessel Status	H	K	T	Totals
Active	146	416	5,729	6,291
Inactive			58	58
Laid Up			25	25
Scrapped			1	1
Sunk-Not Recoverable			1	1
Unknown		1	2	3
Total	**146**	**417**	**5,816**	**6,379**

For reference, Appendix I shows the breakdown of Inspected Passenger Vessels by 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.

[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.

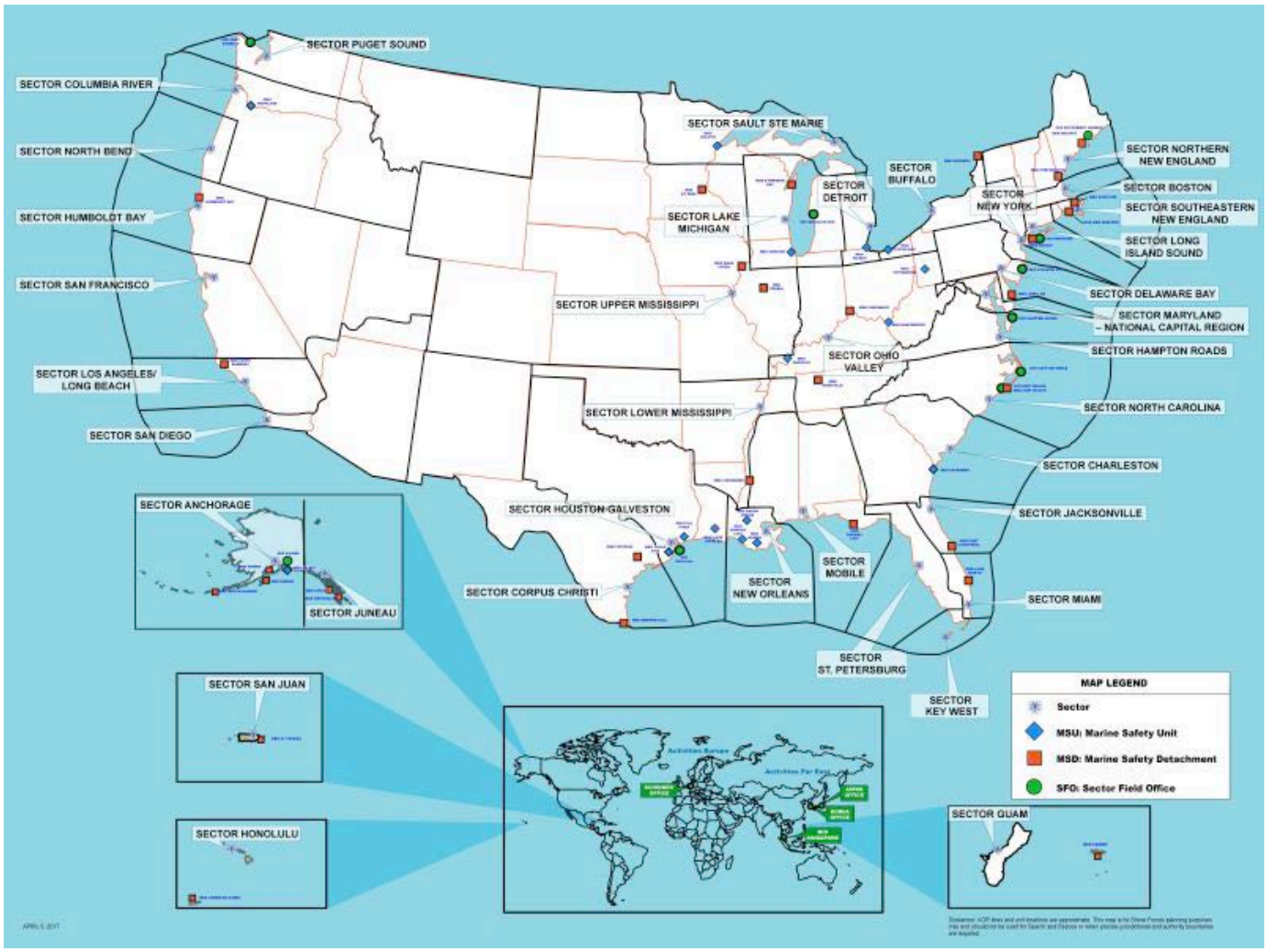
Geographic Distribution of Inspected Passenger Vessels

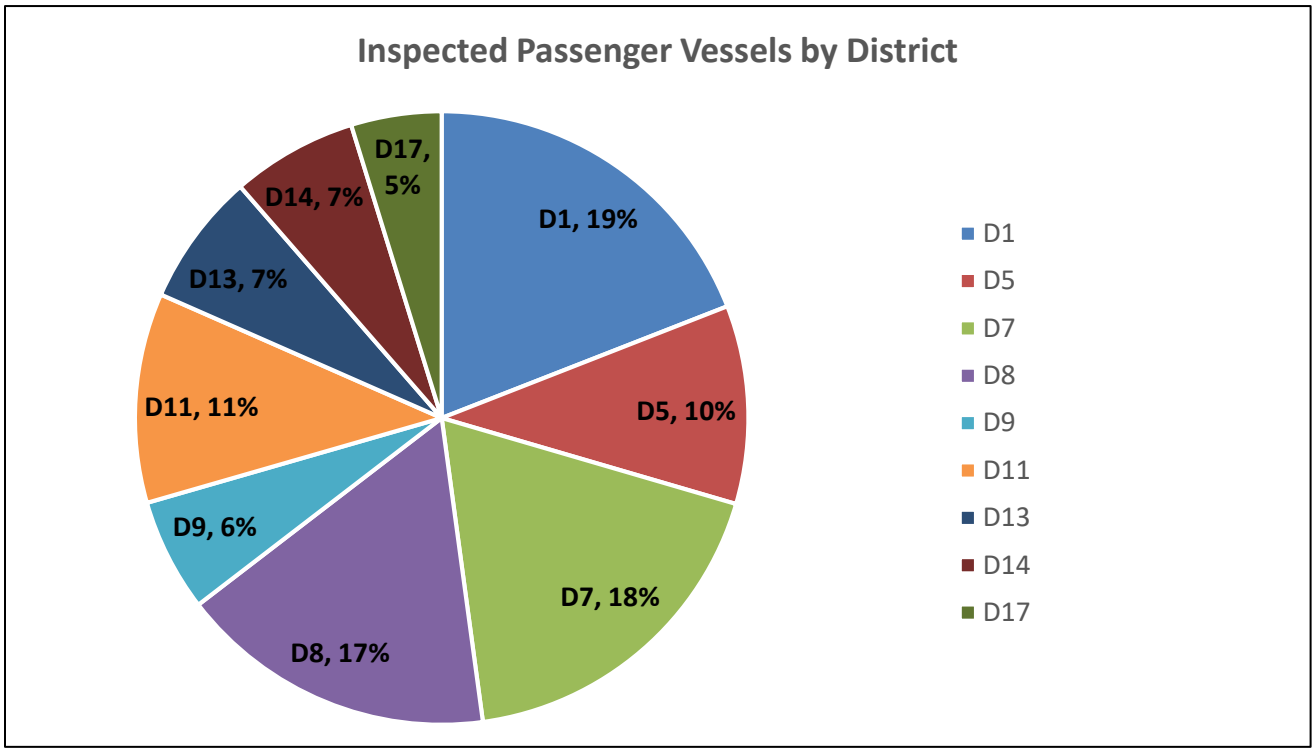
The Fleet of Responsibility to which a vessel is assigned indicates the specific Coast Guard Sector that retains general administrative responsibility for the vessel, such as conducting annual exams, issuing Certificates of Inspection, scheduling hull examinations, etc. This typically correlates to the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

Table 2 - Passenger Vessels by USCG Fleet of Responsibility

ATLANTIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CG ACTIVITIES EUROPE			**1**	**1**
ACT Europe			1	1
CGD ONE	**42**	**156**	**1,018**	**1,216**
Boston		23	198	221
Long Island Sound	8	26	243	277
New York	14	76	196	286
Northern New England	13	13	181	207
SE New England	7	18	200	225
CGD FIVE	**30**	**25**	**612**	**667**
Delaware Bay	3	6	155	164
Hampton Roads	6	2	68	76
Maryland-NCR		15	284	299
North Carolina	21	2	105	128
CGD SEVEN	**3**	**45**	**1,121**	**1,169**
Charleston	1	8	194	203
Jacksonville	2	5	127	134
Key West		1	172	173
Miami		11	205	216
San Juan		13	134	147
St Petersburg		7	289	296
CGD EIGHT	**31**	**31**	**1,005**	**1,067**
Corpus Christi			70	70
Houston-Galveston	8		70	78
Lower Miss River	2	3	17	22
Mobile	1	5	300	306
New Orleans	14		436	450
Ohio Valley	5	9	41	55
Upper Miss River	1	14	71	86
CGD NINE	**3**	**49**	**328**	**380**
Buffalo		8	64	72
Detroit	1	5	72	78
Lake Michigan	1	22	121	144
Sault Ste Marie	1	14	71	86

PACIFIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ELEVEN	**3**	**69**	**633**	**705**
LA - LB		16	276	292
San Diego	1	9	166	176
San Francisco	2	44	191	237
CGD THIRTEEN	**25**	**27**	**395**	**447**
Portland	2	4	189	195
Seattle	12	23	206	252
CGD FOURTEEN	**2**	**3**	**418**	**423**
Guam			77	77
Honolulu	2	3	341	346
CGD SEVENTEEN	**7**	**12**	**285**	**304**
Anchorage	2	7	136	145
Juneau	5	5	149	159
LANT & PAC Total	**146**	**417**	**5,816**	**6,379**


SECTOR PUGET SOUND
SECTOR COLUMBIA RIVER
SECTOR NORTH BEND
SECTOR HUMBOLDT BAY
SECTOR SAN FRANCISCO
SECTOR LOS ANGELES/ LONG BEACH
SECTOR SAN DIEGO
SECTOR ANCHORAGE
SECTOR JUNEAU
SECTOR SAN JUAN
SECTOR HONOLULU
SECTOR SAULT STE MARIE
SECTOR LAKE MICHIGAN
SECTOR DETROIT
SECTOR BUFFALO
SECTOR NEW YORK
SECTOR NORTHERN NEW ENGLAND
SECTOR BOSTON
SECTOR SOUTHEASTERN NEW ENGLAND
SECTOR LONG ISLAND SOUND
SECTOR DELAWARE BAY
SECTOR MARYLAND – NATIONAL CAPITAL REGION
SECTOR HAMPTON ROADS
SECTOR NORTH CAROLINA
SECTOR CHARLESTON
SECTOR JACKSONVILLE
SECTOR MIAMI
SECTOR UPPER MISSISSIPPI
SECTOR OHIO VALLEY
SECTOR LOWER MISSISSIPPI
SECTOR HOUSTON-GALVESTON
SECTOR CORPUS CHRISTI
SECTOR NEW ORLEANS
SECTOR MOBILE
SECTOR ST. PETERSBURG
SECTOR KEY WEST
SECTOR GUAM
MAP LEGEND
Sector
MSU: Marine Safety Unit
MSD: Marine Safety Detachment
SFO: Sector Field Office


Inspected Passenger Vessels by District
D1, 19%
D5, 10%
D7, 18%
D8, 17%
D9, 6%
D11, 11%
D13, 7%
D14, 7%
D17, 5%
D1
D5
D7
D8
D9
D11
D13
D14
D17

Reportable Marine Casualties Involving Inspected Passenger Vessels

Marine Casualties Involving Fatalities

From 2015 through 2017, the Coast Guard received reports of 118 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 3 - Fatalities involving Passenger Vessels (2015-2017)

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury	2		1	3
Diseases- General	2		11	13
Existing Medical Condition Event	5	3	49	57
Overexertion Injury- Existing medical condition			5	5
Contact Injury- Fall into water	1		2	3
Contact Injury- Fall onto surface			1	1
Contact Injury- Other			1	1
Missing			1	1
Noncontact Injury- Asphyxiation			6	6
Noncontact Injury- Diving			21	21
Noncontact Injury- Other			3	3
Other Injury Type			4	4
Total	**10**	**3**	**105**	**118**

In an effort to focus the work of the partnership, the term "vessel-related" was developed by CG 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, diving-related deaths).

As indicated, by **green highlight**, in the table above, 78 of the 118 fatalities were attributed to intentional acts or non-accidental causes. These types of casualties are NOT considered to be "vessel-related".

A review of the remaining 40 casualties involving a fatality revealed that 3 of them were "vessel-related", see Table 4 (below) and incident summaries on the following page. The definition for "vessel-related" casualties, as well as examples is provided in Appendix I.

Table 4 - Passenger Vessel Fatalities that are "Vessel-Related"

Inspection Subchapter of Involved Passenger Vessel	Fatalities "Vessel-Related"	Fatalities NOT "Vessel-Related"	Total
H		10	10
K		3	3
T	3	102	105
Total	**3**	**115**	**118**

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

The following is a summary of the three "vessel-related" casualties identified in Table 3:

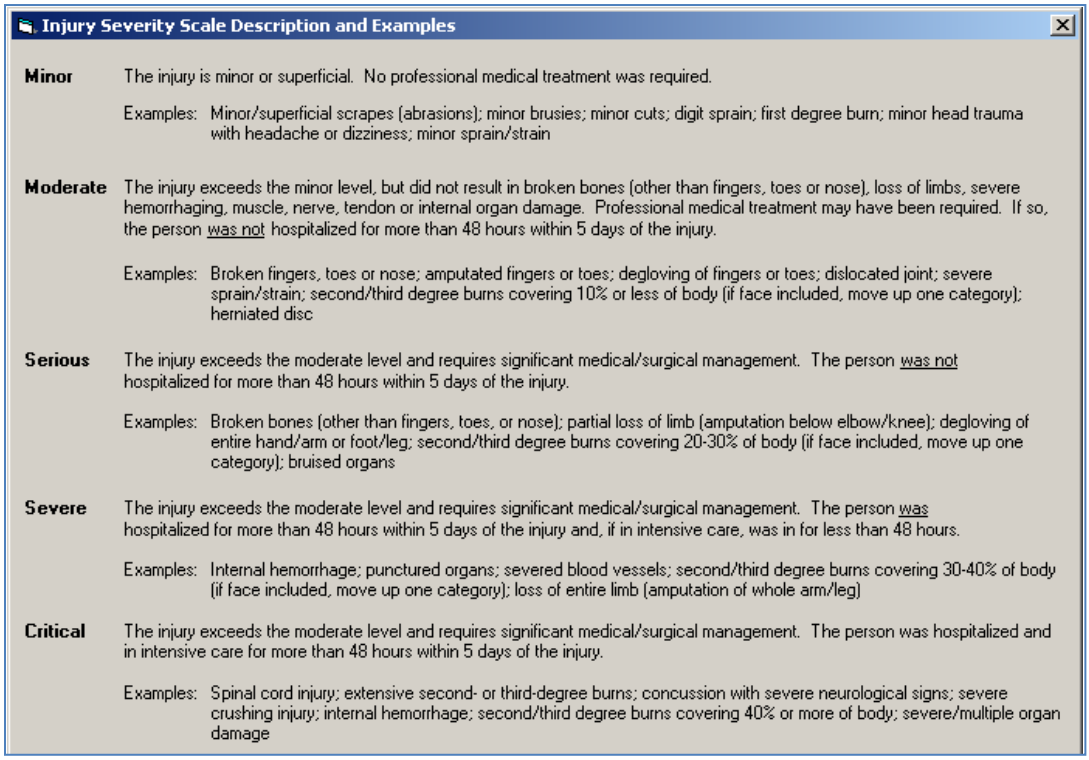
1. (T): On July 17, 2016, a passenger lost his footing while attempting to disemabark the MISS RACHEL and fell overboard. The passenger drifted past the stern of the MISS RACHEL. Another passenger on the MISS RACHEL was unable to free the life ring from its mount on the vessel's handrail. The body of the overboard passenger sank beneath the water's surface and was recovered two days later.

2. (T): On April 11, 2016, an 87-year old woman tripped and fell while transiting from the main weather deck into the main cabin on board the ISLAND LADY. As a result of the fall, the passenger suffered a broken right hip. The vessel returned to the dock, and EMS transported the passenger to a hospital where she had surgery on the broken hip. On April 14th, the passenger died in the hospital.

3. (T): On September 4, 2015, an adult male passenger fell overboard from the PAPAGALLO II, due to unknown reasons. The passenger was recovered, unresponsive and motionless, and transported to the hospital. The passenger later died as a result of injuries sustained as a result of a near drowning. The height of the deck rails may have contriburted to this casualty: they were 3" lower than the 39.5" requirement.

Marine Casualties Involving Serious, Severe, or Critical Injuries

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



From 2015 through 2017, there were 188 incidents which resulted in 184 Serious, Severe, or Critical injuries; 53.8% (99/184) of these injuries were the result of falls onboard the vessel.

Table 5 - Serious, Severe, or Critical Injuries Occurring Onboard Inspected Passenger Vessels

Accident Type	2015	2016	2017	Total
Contact Injury- Fall onto surface	38	34	27	99
Contact Injury- Struck by Moving Object	4	4	13	21
Noncontact Injury- Diving	5	2	8	15
Contact Injury- Collision with Fixed Object	5	5	3	13
Contact Injury- Crushed between objects	3		6	9
Contact Injury- Other	2	3	2	7
Noncontact Injury- Asphyxiation	3	3		6
Contact Injury- Line handling/caught in lines	3	1	1	5
Contact Injury- Fall into water	1		1	2
Noncontact Injury- Other	1		1	2
Assault, Homicide, Suicide, or Self-Inflicted Injury		1		1
Noncontact Injury- Electric Shock	1			1
Other Injury Type			1	1
Overexertion Injury- Strain or sprain			1	1
Pre-Existing Medical Condition	7			
Total	**67**	**53**	**64**	**184**

As indicated in Table 6, passengers were involved in 142 of the 184 (77.2%) of the personnel casualties that resulted in serious, severe, or critical injuries. In addition, 57.0% (81/142) of the passenger injuries were the result of falls onboard the vessel. With respect to crewmembers, 41.5% (17/41) of the crewmember injuries were also the result of falls onboard the vessel.

Table 6 - Party Relationship & Accident Type for Persons Injured on Inspected Passenger Vessels

Accident Type by Party-Subject Type	2015	2016	2017	Total
Contractor Employee		**1**		**1**
Contact Injury- Fall onto surface		1		1
Crewmember (includes Master, Employee, Operator, Owner)	**18**	**6**	**16**	**41**
Contact Injury- Fall onto surface	9	3	5	17
Contact Injury- Struck by Moving Object	2	1	5	8
Contact Injury- Crushed between objects	2		3	5
Contact Injury- Line handling/caught in lines	3		1	4
Contact Injury- Collision with Fixed Object		1		1
Contact Injury- Fall into water	1			1
Contact Injury- Other		1		1
Noncontact Injury- Diving	1			1
Noncontact Injury- Other			1	1
Other Injury Type			1	1
External Victim (Pilots, Visitors)	**1**	**0**	**0**	**1**
Noncontact Injury- Electric Shock	1			1
Passenger	**48**	**46**	**48**	**142**
Contact Injury- Fall onto surface	29	30	22	81
Noncontact Injury- Diving	4	2	8	14
Contact Injury- Struck by Moving Object	2	3	8	13
Contact Injury- Collision with Fixed Object	5	4	3	12
Contact Injury- Other	2	2	2	6
Noncontact Injury- Asphyxiation	3	3		6
Contact Injury- Crushed between objects	1		3	4
Pre-Existing Medical Condition	1		1	2
Assault, Homicide, Suicide, or Self-Inflicted Injury		1		1
Contact Injury- Fall into water			1	1
Contact Injury- Line handling/caught in lines		1		1
Noncontact Injury- Other	1			1
Total	**67**	**53**	**64**	**184**

Marine Casualties & Events

As indicated in Table 7, from 2015 through 2017, Inspected Passenger Vessels were involved in 1,425 reportable marine casualties. Of those, 6.5% (93 of 1,425) of these casualties were classified as "Serious Marine Incidents"[3].

Table 7 - Reportable Marine Casualties Involving Inspected Passenger Vessels

Inspection Subchapter	2015	2016	2017	Total
H Boats	**156**	**49**	**51**	**256**
Non-SMI	150	45	46	241
SMI	6	4	5	15
K Boats	**95**	**52**	**55**	**202**
Non-SMI	93	49	50	192
SMI	2	3	5	10
T Boats	**393**	**275**	**299**	**967**
Non-SMI	376	254	269	899
SMI	17	21	30	68
Total	**644**	**376**	**405**	**1,425**

[3] Serious Marine Incident is defined in Title 46, Code of Federal Regulations, Part 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 initiaing event. The two most common ***initiating event***s recorded for passenger vessels was "Material Failure/Malfunction" (57.8%) and "Loss/Reduction of Vessel Propulsion/Steering" (10.0%).

Table 8 - Initiating Events for Marine Casualties Involving Inspected Passenger Vessels

Initial Event	2015				2016				2017				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	112	60	249	421	28	29	141	198	29	27	148	204	**823**
Loss/Reduction of Vessel Propulsion/Steering	9	8	27	44	5	4	38	47	6	6	39	51	**142**
Grounding	22	6	37	65	1	2	22	25	4		31	35	**125**
Allision	1	13	14	28	5	4	10	19	5	9	19	33	**80**
Vessel Maneuver		2	12	14	2	2	10	14	3	3	16	22	**50**
Loss of Electrical Power	10	2	6	18	3	6	9	18	2	2	3	7	**43**
Discharge/Release - Pollution	2	3	15	20	2	1	5	8		2	4	6	**34**
Collision			5	5	1	1	14	16	1	1	9	11	**32**
Fouling			12	12		1	7	8			6	6	**26**
Wave(s) Strikes/Impacts				0			5	5		1	10	11	**16**
Flooding - Initial			5	5			3	3		1	4	5	**13**
Fire - Initial		1	3	4	1		3	4			4	4	**12**
Vessel Yawl/Pitch/Roll/Heel				0		2	1	3	1	2	2	5	**8**
Set Adrift			3	3			2	2			1	1	**6**
Personnel Casualty - Injury			3	3			1	1				0	**4**
Cargo/Fuel Transfer/Shift				0	1		1	2			1	1	**3**
Flooding - Progressive			1	1			1	1			1	1	**3**
Sinking				0			1	1			1	1	**2**
Explosion				0			1	1				0	**1**
Fire - Reflash				0				0		1		1	**1**
Loss of Stability			1	1				0				0	**1**
Total	**156**	**95**	**393**	**644**	**49**	**52**	**275**	**376**	**51**	**55**	**299**	**405**	**1,425**

Table 9 shows the initiating events associated with the 93 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels. "Material Failure/Malfunction" was the most common (26.3%) initiating event associated with SMIs.

Table 9 - Initiating Events for Serious Marine Incidents Involving Inspected Passenger Vessels

Initial Event Type	2015				2016				2017				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	4	1	3	8	1		6	7	1	1	9	11	**26**
Vessel Maneuver			5	5				0	2	2	4	8	**13**
Allision	1	1	2	4	3	1	1	5		1	2	3	**12**
Collision			1	1			5	5	1		4	5	**11**
Grounding	1		2	3		1	2	3			3	3	**9**
Wave(s) Strikes/Impacts				0			4	4			4	4	**8**
Vessel Yawl/Pitch/Roll/Heel				0		1	1	2	1	1	2	4	**6**
Fire - Initial			1	1			1	1			1	1	**3**
Personnel Casualty - Injury			1	1			1	1				0	**2**
Loss/Reduction of Vessel Propulsion/Steering				0				0			1	1	**1**
Loss of Electrical Power			1	1				0				0	**1**
Fouling			1	1				0				0	**1**
Annual Totals	**6**	**2**	**17**	**25**	**4**	**3**	**21**	**28**	**5**	**5**	**30**	**40**	**93**

Vessel Inspections, Deficiencies, and Appeals

Vessel Inspections and Deficiencies

Per Table 10, a majority of the vessel inspections involved T-boats. From 2015 to 2017, there was a slight decline in the number of deficiencies issued from year to year. The percentage of inspection activities resulting in deficiencies is increasing from year to year.

Table 10 - Deficiencies Issued to Inspected Passenger Vessels

CY	Inspection Activities	Inspection Activities with a deficiency issued	% of Inspection Activities with a deficiency issued	Total Number of deficiencies issued
H-Boats				
2015	1,170	384	32.8%	1,199
2016	972	340	35.0%	920
2017	851	306	36.0%	942
K-Boats				
2015	1,404	468	33.3%	1,965
2016	1,232	394	32.0%	1,598
2017	985	465	47.2%	1,621
T-boats				
2015	11,262	4,213	37.4%	15,712
2016	10,674	3,896	36.5%	15,086
2017	9,791	4,003	40.9%	14,949

Vessel inspection deficiencies are categorized by the associated vessel system, subsystem, and component. Tables 11, 12, and 13 show the vessel deficiencies issued to Inspected Passenger Vessels by System, Subsystem and Component. This data is most meaningful at the subsystem and component level. Please note that due to a transition to new deficiency codes in MISLE, there are a larger number of deficiencies labels in each category. This will normalize after the legacy coding categories are removed from the report in 2020.

Table 11 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System

Deficiency by Vessel System	2015	2016	2017	Total
Engineering	3,510	2,925	2,748	9,183
Lifesaving	2,622	2,508	2,654	7,784
Fire Fighting	1,919	1,691	1,844	5,454
Electrical	1,896	1,649	1,509	5,054
Construction/Loadline	1,716	1,690	1,487	4,893
Documentation	1,598	1,635	1,572	4,805
Operations/Management	1,615	1,442	1,468	4,525
Communications	839	1,135	1,205	3,179
Accommodation/Occupational Safety	1,176	1,029	941	3,146
Navigation	935	877	964	2,776
Stability	440	449	392	1,281
Personnel	183	165	189	537
Deck/Cargo	178	141	121	440
Sail Rigging	118	124	131	373
Pollution Prevention/Response	127	113	131	371
02 - Structural Conditions			63	63
13 - Propulsion and Auxiliary Machinery			23	23
Unknown	2	18		20
99 - Other			19	19
09 - Working and Living Conditions			13	13
10 - Safety of Navigation			10	10
Security	1	7		8
Fisheries	1	6		7
11 - Life Saving Appliances			6	6
07 - Fire Safety			5	5
03 - Water/Weathertight Conditions			4	4
08 - Alarms			4	4
04 - Emergency Systems			3	3
01 - Certificates & Documentation			3	3
05 - Radio Communications			1	1
14 - Pollution Prevention			1	1
15 - Safety Management Systems (ISM)			1	1
Total	**18,876**	**17,604**	**17,512**	**53,992**

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by Subsystem

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Engineering	**3,418**	**2,882**	**2,748**	**9,048**
Bilge Water Management System	795	631	677	2,103
Fuel Oil Service System	463	382	378	1,223
Steering Gear System	347	313	296	956
Diesel Engine (propulsion-reduction gear)	365	324	247	936
Fuel Oil Storage/Transfer System	223	188	169	580
Shafting/Propeller Arrangements	195	185	174	554
Sea-water System (primary cooling)	156	151	145	452
Diesel Engine (propulsion-direct drive)	194	116	113	423
Freshwater System (jacketwater cooling)	96	63	52	211
Other	584	529	497	1,610

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Lifesaving	**2,605**	**2,498**	**2,654**	**7,757**
Lifebuoys	809	740	834	2,383
Lifefloat	489	517	537	1,543
Lifejacket/PFD (Type I)	350	385	418	1,153
Lifejacket/PFD (General)	421	329	356	1,106
Hand Flares	186	166	172	524
Buoyant Apparatus	82	61	50	193
Inflatable Buoyant Apparatus	48	62	75	185
Visual Distress Signals (General)	45	53	59	157
Inflatable Liferafts	48	43	32	123
Other	127	142	121	390

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Fire Fighting	**1,854**	**1,670**	**1,844**	**5,368**
Fixed CO2 Fire Extinguishing System	207	201	185	593
Portable Dry Chemical Fire Extinguisher	176	187	209	572
Portable CO2 Fire Extinguisher	172	142	160	474
Fixed Gas Fire Extinguishing System	121	121	169	411
Fire Bucket	130	143	140	413
Ventilation Systems	163	113	139	415
Fire Pumps	136	93	115	344
Remote Fuel Shutoff	113	92	102	307
Fixed Fire Detection System	91	94	93	278
Other	545	484	532	1,561

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

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Electrical	**1,691**	**1,563**	**1,509**	**4,763**
Electrical Distribution System (service)	849	778	754	2,381
Electric Supply System (service)	320	271	303	894
Electric Generation Source (service)	205	203	169	577
Lighting (service)	151	158	141	450
Lighting (emergency)	117	111	104	332
Electric Generation Source (emergency)	26	19	20	65
Electrical Distribution System (emergency)	22	21	15	58
Mast	1	2	3	6

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Documentation	**1,427**	**1,557**	**1,572**	**4,556**
Certificates/Documents	863	918	869	2,650
Markings/Placards	198	196	235	629
Logs/Records	196	190	199	585
Manuals/Policy Documentation	62	118	112	292
Safety/Response Plans/Programs	26	51	57	134
Security Plan/Alternate Security Program	37	35	42	114
Manifests/Lists	25	33	40	98
Safety Management System	20	15	18	53
Certificates/Documents/Licenses		1		1

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Construction/Loadline	**1,499**	**1,554**	**1,487**	**4,540**
Hull	841	895	855	2,591
Structures	483	459	452	1,394
Penetrations	133	137	135	405
Markings	42	63	45	150

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Operations/Management	**1,441**	**1,385**	**1,468**	**4,294**
Drug and Alcohol Testing	583	546	549	1,678
Drills/Instruction	329	346	347	1,022
Navigation Safety	141	111	82	334
Bilge/Bilge System Management	99	87	104	290
Equipment Service/Testing	70	46	68	184
Vessel Safety Management	56	51	75	182
Vessel Activity	6	53	95	154
Security	57	32	45	134
Lifesaving	36	42	40	118
Other	64	71	63	198

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

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Communications	**771**	**1,084**	**1,205**	**3,060**
Radio Communications	318	563	560	1,441
Alarms/Indicators	304	343	407	1,054
Automatic Identification System (AIS)	14	56	135	205
Public Address System	58	52	37	147
Audible Communications	51	49	42	142
Visual Communication	12	10	11	33
Internal Communications System	11	11	9	31
Security	3		3	6
Long Range Identification and Tracking (LRIT)			1	1

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Accommodation/Occupational Safety	**1,058**	**1,016**	**941**	**3,015**
Occupational Safety	485	478	450	1,413
Medical/First Aid	373	369	364	1,106
Other Accommodation Spaces	61	36	41	138
Ventilation	24	51	24	99
Potable Water System	39	17	17	73
Washroom/Toilet	20	19	12	51
Sleeping Accommodations	12	13	8	33
Heating	11	7	11	29
Cooking Systems	13	7	4	24
Other	20	19	10	49

Vessel Deficiencies by System/Subsystem	2015	2016	2017	TOTAL
Navigation	**820**	**810**	**964**	**2,594**
Piloting/Steering	497	520	628	1,645
Collision/Grounding Avoidance	310	275	323	908
Electronic Positioning	6	9	8	23
Emergency Steering	5	5	4	14
Voyage Data Recorder	2		1	3
Hydrodynamic Effects		1		1

Table 13 provides a drill through of the deficiencies by component only. This data shows specific equipment that has been cited by inspectors, and would be meaningful for operators.

Table 13 - Vessel Deficiencies Issued to Inspected Passenger Vessels by Component

Deficiencies by Involved Component (Top 20 Components)	2015	2016	2017	Total
General	596	530	463	1,589
Piping	456	394	353	1,203
Wiring	423	418	337	1,178
Medicine Chest	401	384	364	1,149
Condition	341	280	335	956
Serviceable	302	317	329	948
EPIRB	306	293	321	920
Quantity	295	285	298	878
Navigation Lights	321	276	275	872
Hull Plating	267	292	262	821
Valve	341	240	239	820
Self-igniting Lights	249	251	253	753
Certificate of Inspection	253	263	219	735
Pump	262	201	246	709
Marine Charts	196	239	259	694
Storage	236	213	233	682
Hose	298	197	178	673
FCC Safety Radiotelephony Certificate	236	209	225	670
Cable	274	190	205	669
VHF Radiotelephone	80	283	280	643

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 policy letter along with the inspection tiers. This data was pulled from MISLE in September 2018.

Table 14 - RBDM for Small Passenger Vessels in 2017

Unit	Tier 1	Tier 2	Tier 3	Total Inspections	Fleet Size	Percentage of Fleet
SECTOR GUAM	2	1		3	77	3.9%
SECTOR MARYLAND-NCR	4	28	93	125	299	41.8%
SECTOR SAN DIEGO		7	3	10	176	5.7%

CG-CVC Appeals involving Inspected Passenger Vessels

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

Table 25 - Appeals to Commandant

CY	Received	Granted	Denied	Other
2015	7	3	2	2
2016	5	1	4	0
2017	0	0	0	0

Appendix I

Inspected Passenger Vessels by Type

The 6,379 inspected passenger vessels are classified into the following vessel types:

Table 16 - Passenger Vessel Types

Vessel Type	H	K	T	Total
Amphibious Vessel			118	118
Amphibious Vessel (DUKW, etc.)			7	7
Attraction Vessel	4	3	11	18
Charter Fishing Vessel		1	427	428
Crew Boat			159	159
Cruise Ship Launch/Tender			50	50
Diving Vessel (Recreational)			171	171
Excursion/Tour Vessel	6	56	871	933
Ferry	75	66	158	299
Gaming Vessel	3	3		6
General	56	262	3,230	3,548
Harbor Cruise Vessel		16	53	69
Ocean Cruise Vessel	1	3	1	5
Parasailing Vessel			152	152
Party/Head Boat (other than fish)			12	12
River Cruise Vessel	1	6	26	33
Sailing Vessel			132	132
Special Purpose Ship			15	15
Submersible			2	2
Water Taxi		1	221	222
Total	**146**	**417**	**5,816**	**6,379**

There is a lack of general guidance on entry of vessel type which has resulted in the over use of the GENERAL category. As such, the utility of the Vessel Type field is limited for broader analysis.

Appendix II

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 which 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 which 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 PWC (Jet Ski), kayak, and stand-up paddle board (SUP), which are not tethered to the vessel and sustain injuries resulting in death.
- Shark bites, sting ray 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, 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 of the entry into water.
- If a person is in the water and is run over by a vessel - even if the PIW was not a passenger or crewmember aboard the vessel.