



DEPARTMENT OF HOMELAND SECURITY
UNITED STATES COAST GUARD



FLAG STATE CONTROL IN THE UNITED STATES



2018 DOMESTIC ANNUAL REPORT

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UNITED STATES COAST GUARD

I am excited to present you the Coast Guard's 2018 Domestic Annual Report, containing statistics and information regarding inspections and enforcement of regulations on U.S. flagged vessels. As required by the Save Our Seas Act of 2018, this report includes deficiency and detention rates for each type of inspected vessel, as well as performance metrics for Recognized Organizations that perform work on the Coast Guard's behalf.

The data contained in this report was compiled by the Office of Commercial Vessel Compliance (CG-CVC) using information from the Coast Guard's Marine Information Safety and Law Enforcement (MISLE) database system. It does not include findings, deficiencies, or other inspection data associated with vessel surveys conducted by Recognized Organizations or Third Party Organizations acting on behalf of the Coast Guard.



For the first time, we are presenting information reflecting the entire U.S. Flag fleet, including barges, cargo vessels, passenger vessels, vessels operating on the Outer Continental Shelf, research and school ships, fishing vessels, and the newest members of the inspected fleet, towing vessels. With the addition of towing vessels, which started getting inspected under 46 CFR Subchapter M in July of 2018, the size of the U.S. inspected fleet grew by approximately 6,500 vessels to a total fleet size of nearly 20,000 vessels, an increase of 50%.

In 2018, Coast Guard marine inspectors conducted 20,048 inspections on U.S. flagged vessels and identified 25,324 deficiencies. In comparison to last year, which was the first year we published this annual report, the number of vessel inspections increased by 1,624 and the average number of deficiencies identified per inspection increased from 1.17 to 1.26, rising nearly 8%.

We started issuing detainable deficiencies, or "Action Code 30," to U.S. flagged vessels in April of 2018. Detaining a ship is a control action that restricts a vessel's movement because one or more deficiencies are discovered that indicate of a serious failure or lack of effectiveness of the safety management system (SMS). For a vessel that does not have a SMS, a detention will be issued if there is evidence that a serious substandard condition is not being proactively managed. In the last 8 months of 2018, 40 U.S. flagged vessels were detained by the Coast Guard. Our increased focus on the SMS is to promote a proactive safety culture and increase vessel owner and operator accountability.

We will continue to refine and improve this report each year to increase its utility. I hope you find it informative and will use the data to drive change and improve safety.

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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

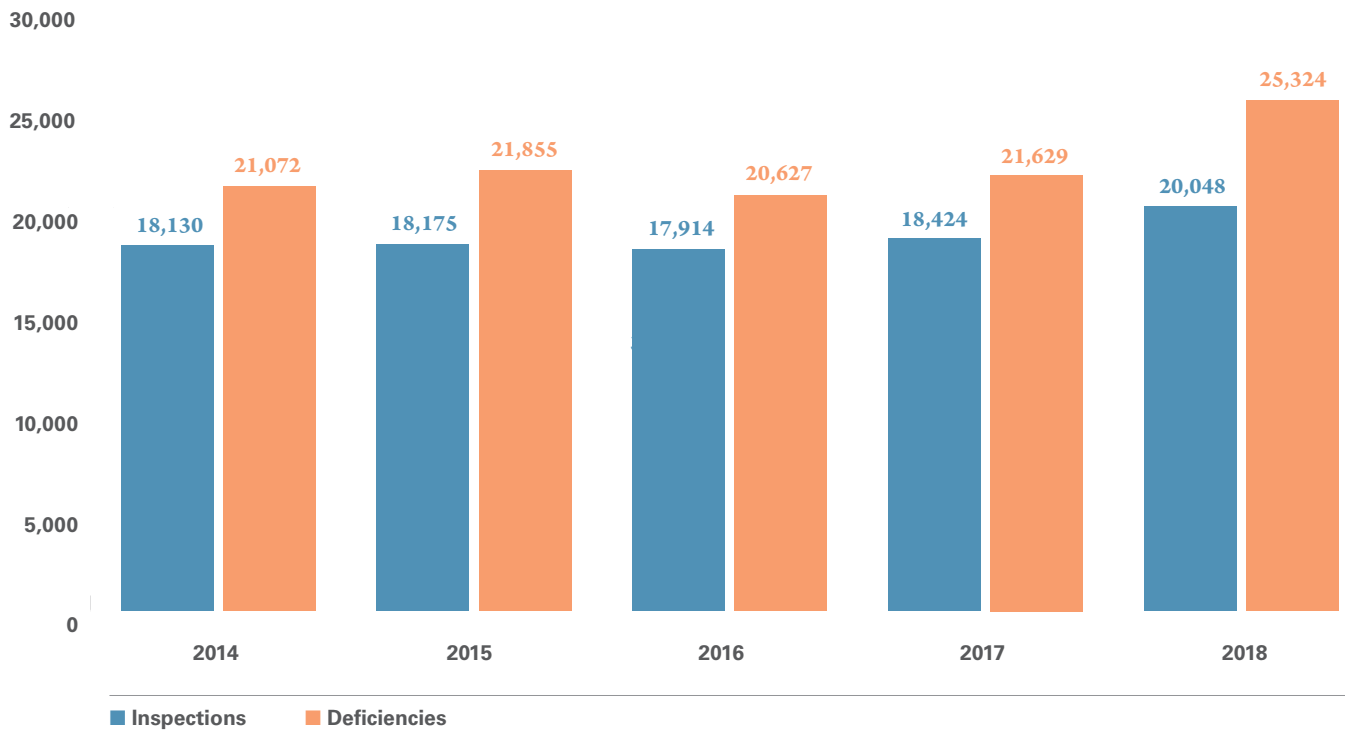
This report collates data from the Coast Guard's Marine Information Safety and Law Enforcement (MISLE) database regarding vessel population, inspections conducted, and deficiencies issued for the 2018 calendar year. The vessel populations used within this document are defined in the definitions appendix on page 28.

In 2018, the U.S. Flag fleet contained 19,679 vessels subject to inspection. Coast Guard Marine Inspectors (MI) conducted 20,048 inspections. As this is the second annual report for the U.S. Flag fleet, 2018 will serve as the first waypoint in trend analysis over the 2017 baseline with respect to key performance indicators and potential issues in the fleet.

Since this report covers the 2018 calendar year and the compliance date for implementation of towing vessels was July 20, 2018, only five months of data for inspected towing vessels is included in this report.

Figure 1 shows the number of inspections conducted and deficiencies issued for the entire U.S. flag fleet over the last 5 years.

FIGURE 1 | Inspections/Deficiencies



Domestic Fleet

Of the 20,048 inspections conducted by MIs in 2018, 25,324 deficiencies were identified on the 19,679 active vessels in the U.S. fleet of responsibility. Passenger vessels account for 72.3% of those deficiencies. However, based on vessel population, Cargo vessels received a higher ratio of deficiencies per vessel, with an average of 4.17.

Figure 2 displays the number of U.S. inspected vessels of each type in calendar year 2018.

FIGURE 2 | Vessel Types

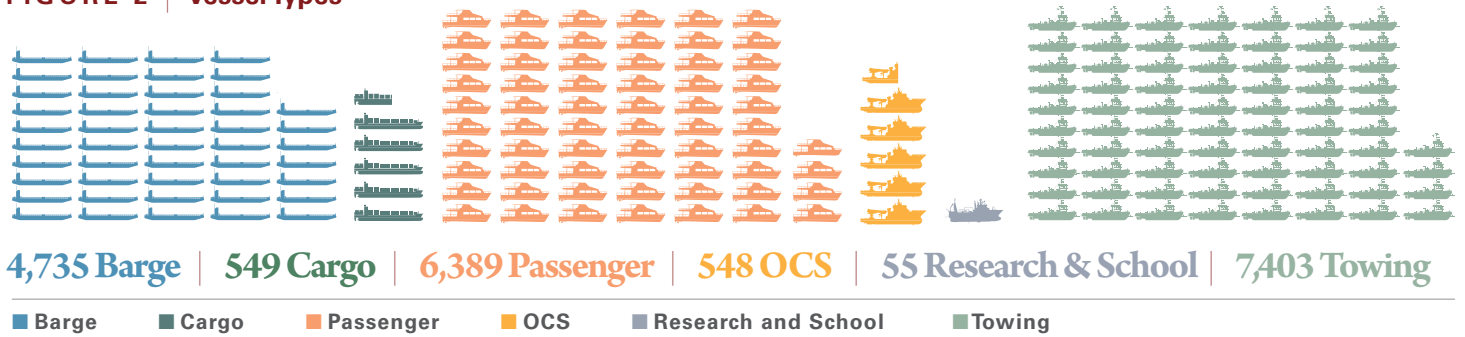


Figure 3 associates the number of inspections with the number of deficiencies for each vessel type.

FIGURE 3 | Inspections and Deficiencies

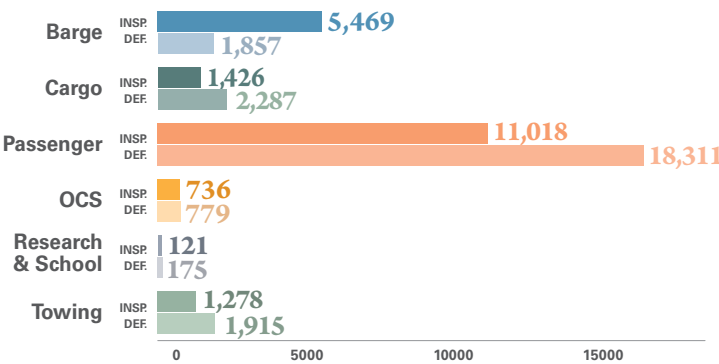


Figure 4 displays the ratio of deficiencies to the number of vessels for each type.

FIGURE 4 | Deficiencies/Vessel

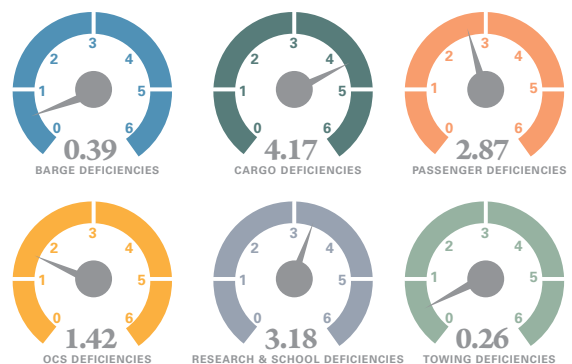


Figure 5 displays the average age of the domestic fleet and for each vessel type.

FIGURE 5 | Average Age of Vessel Fleets



Marine Casualties

There were 1,946 reportable marine casualty investigations in 2018 involving 1,812 vessels.

Figure 6 lists the number of reportable marine casualties for each vessel type and the percentage occurring among each compared to the total for all U.S. inspected vessels.

FIGURE 6 | Marine Casualties per Vessel Type

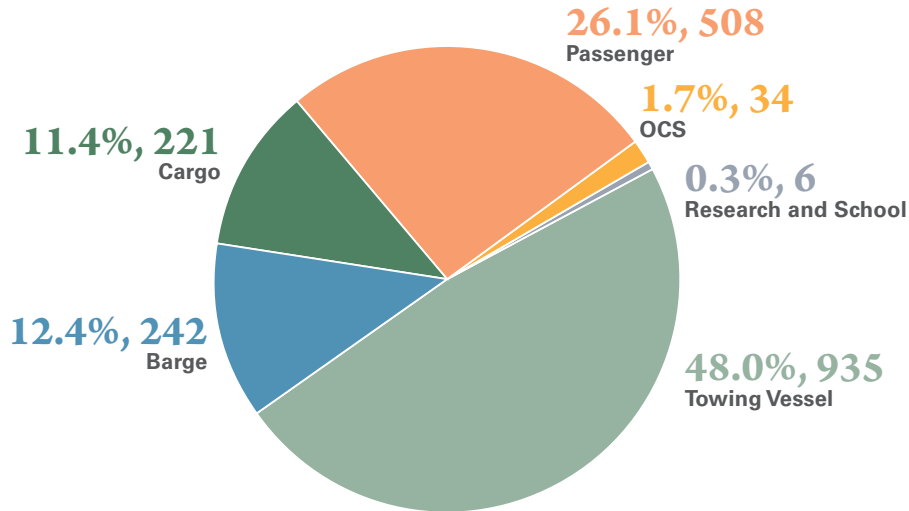


Figure 7 lists the top three reportable marine casualty types for each vessel fleet and the percentage that each represents compared to the marine casualty total for that type. For example, 75.1% of all reportable marine casualties involving a barge were defined as a collision, allision or grounding.

FIGURE 7 | Top Three Casualty Types

BARGE	CARGO	PASSENGER	OCS	RESEARCH AND SCHOOL	TOWING
Collision, Allision or Grounding 75.1%	Material Failure/ Malfunction 53.2%	Material Failure/ Malfunction 35.9%	Material Failure/ Malfunction 38.5%	Material Failure/ Malfunction 50.0%	Collision, Allision or Grounding 33.8%
Personnel Casualty (Injury or Death) 7.2%	Loss/Reduction of Vessel Propulsion/ Steering 15.1%	Personnel Casualty (Injury or Death) 27.2%	Collision, Allision or Grounding 38.5%	Personnel Casualty (Injury or Death) 16.7%	Material Failure/ Malfunction 24.9%
Material Failure/ Malfunction 6.6%	Personnel Casualty (Injury or Death) 10.2%	Collision, Allision or Grounding 14.6%	Personnel Casualty (Injury or Death) 11.5%	Collision, Allision or Grounding 16.7%	Loss/Reduction of Vessel Propulsion/ Steering 20.3%

Flag State Detentions

In 2018 there were 40 valid Flag State Detentions. A total of 43 Flag State Detentions were issued; however, upon administrative review, three detentions were downgraded. 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.

Figure 8 shows the total Number of Flag State Detentions in 2018 broken down by fleet. Note: This data collection began in March 2018, when Office Commercial Vessel Compliance (CVC) enacted Action code “30 – Ship Detained” on the CG-835V form.

FIGURE 8 | Flag State Detentions by Vessel Type

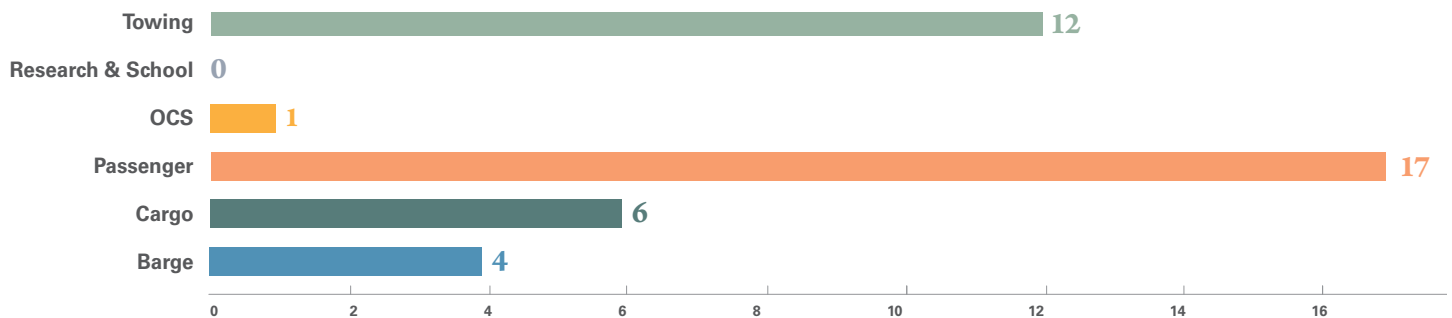
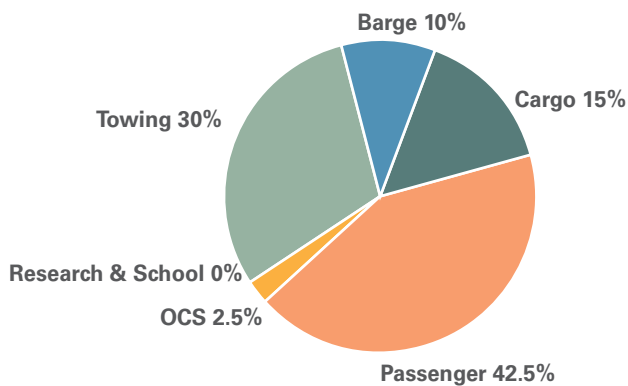


Figure 9 shows the percentage of Flag State Detentions in 2018 broken down by vessel type.

FIGURE 9 | Flag State Detentions by Vessel Type



TOP 5 DETENTION DEFICIENCIES:

- Fire Safety
- Structural Conditions
- Propulsion and Auxiliary Machinery
- Certificates and Documentation
- Firefighting Equipment

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

The Coast Guard established the Flag State Control Division (CG-CVC-4) in July 2018. This new division 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 2018:

- Navigation and Vessel Inspection Circular (NVIC) 2-95, Change 3, The Alternate Compliance Program
- Alternate Compliance Program (ACP) Tactics, Techniques, and Procedures (TTP)
- Work Instruction CVC-WI-003(1), USCG Oversight of Safety Management Systems on U.S. Flag Vessels
- Work Instruction CVC-WI-004(1), U.S. Flag Interpretations on the International Safety Management (ISM) Code
- Work Instruction CVC-WI-005(1), Request For Recognized Organization Internal Quality Management System Review - "Quality Case"
- Updated Form CG-835V, along with internal Coast Guard procedural guidance on documenting deficiencies.



These new policies established the framework for Coast Guard Marine Inspectors to evaluate and leverage safety management and quality management systems while ensuring compliance with international conventions, and U.S. laws and regulations.

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.

Since the policy and procedural updates to capture data on RO and TPO performance were implemented in the middle of 2018, the data for 2018 is incomplete and will not be presented in this report.

There are currently 6 Recognized Organizations (ROs) that have been delegated authority to issue international certificates on behalf of the United States. These ROs are also known as "classification societies" or "class societies". Of the 6 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 9 companies that may serve as TPOs under 46 CFR 139 Subchapter M: Towing Vessels. Furthermore, all 6 ROs may perform functions of a TPO under 46 CFR 139.110.

RECOGNIZED ORGANIZATIONS	THERE ARE CURRENTLY 9 TPOS (LISTED BELOW) THAT ARE APPROVED BY THE COAST GUARD:
American Bureau of Shipping (ABS)	American Global Maritime
DNV-GL	Decatur Marine Audit & Survey
Lloyd's Register (LR)	Engineering Design & Testing (EDT)
Nippon Kaiji Kyokai (Class NK)	Meridian Global Consulting
Bureau Veritas (BV)	Quality Maritime Training
RINA	Sabine Surveyors
	Tompkins Consulting
	Towing Vessel Inspection Bureau
	WaveCrest Offshore Solutions

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/>

In addition to evaluating Coast Guard inspection data, the Flag State Control Division (CG-CVC-4) also considers at the data and information on U.S. flagged ships collected by the Paris Memorandum of Understanding (MOU) and Tokyo MOU Port State Control Regimes. The data from these sources provides some insights into the performance of the U.S. fleet abroad.

Per the Paris MOU 2017 Performance List, effective July 1, 2018, U.S. flag vessels are on the “Grey List”, which indicates average performance.

Excerpt from the Paris MOU 2017 Performance List

FLAG	INSPECTIONS 2015-2017	DETENTIONS 2015-2017
U.S.	203	9

Per the Tokyo MOU 2017 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 (2017), Inspections and Detentions Per Flag Table

CY2017				
INSPECTIONS	INSPECTIONS WITH DEFICIENCIES	DEFICIENCIES	DETENTIONS	DETENTION %
48	30	91	0	0

Excerpt from the Tokyo MOU Annual Report (2017), Port State Control Inspections Per Flag Table

FLAG	NUMBER OF INSPECTIONS				NUMBER OF DETENTIONS				3-YR ROLLING AVERAGE DETENTION %
	2015	2016	2017	TOTAL	2015	2016	2017	TOTAL	
U.S.	51	49	48	148	0	1	0	1	0.68

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

Excerpts of RO data from the Paris MOU and Tokyo MOU, 2017 Annual Reports

Recognized Organization (RO)	RO DATA FROM THE PARIS MOU 2017 ANNUAL REPORT		RO DATA FROM THE TOKYO MOU 2017 ANNUAL REPORT	
	Number of Inspections Involving the RO 2015-2017	Number of Detentions Associated with RO 2015-2017	Number of Inspections Involving the RO 2015-2017	Number of Detentions Associated with RO 2015-2017
American Bureau of Shipping	5866	2	10956	2
Bureau Veritas	11376	23	10916	19
DNV-GL	16014	16	28429	13
Lloyd's Register	12554	9	14297	9
Nippon Kaiji Kyokai	8305	24	32324	42
RINA	4071	10	2843	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/surveys. Vessels enrolled in the ACP must comply with the international conventions, classification society rules, and the U.S. Supplement. There are 423 vessels enrolled in the ACP.

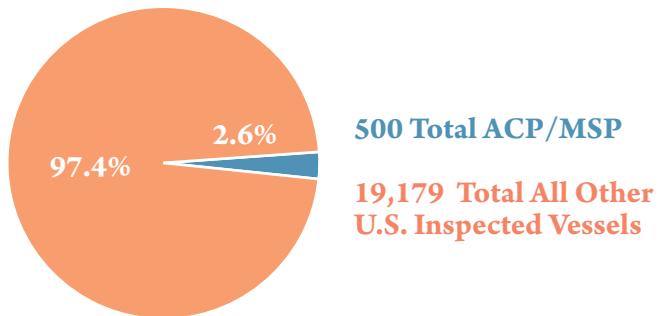
The Maritime Security Program (MSP), established by the Maritime Administration (MARAD), provides a fleet of commercially viable and military useful vessels to meet national defense and other security requirements as well as to maintain a U.S. presence in international commercial shipping. There are 60 vessels enrolled in the MSP Program and an additional 17 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 2018, seven vessels were reflagged into the U.S. fleet under MSP or VISA.

Figure 10 displays the total number and percentage of ACP/MSP vessels in comparison to the rest of the U.S. inspected fleet.

In 2018, the Coast Guard conducted 1,281 inspections of ACP and MSP vessels. 407 of these inspections, involving

194 of these vessels resulted in issuance of 1,489 deficiencies. In addition to the deficiencies issued by Coast Guard Marine Inspectors, the ROs also document “findings” during their surveys of ACP/MSP vessels. RO findings are not captured in the Coast Guard deficiency data.

FIGURE 10 | Number of Inspected ACP/MSP Vessels



In comparison to the overall flag state fleet totals, the ACP/MSP fleet accounted for 6.4% of all inspections and 5.9% of all deficiencies. The ACP/MSP fleet received 5 Flag State detentions, which accounted for 12.5% of the detentions of U.S. flag vessels in 2018.

FIGURE 11 | ACP/MSP Vessels Issued Deficiencies

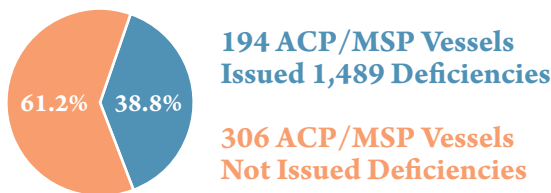
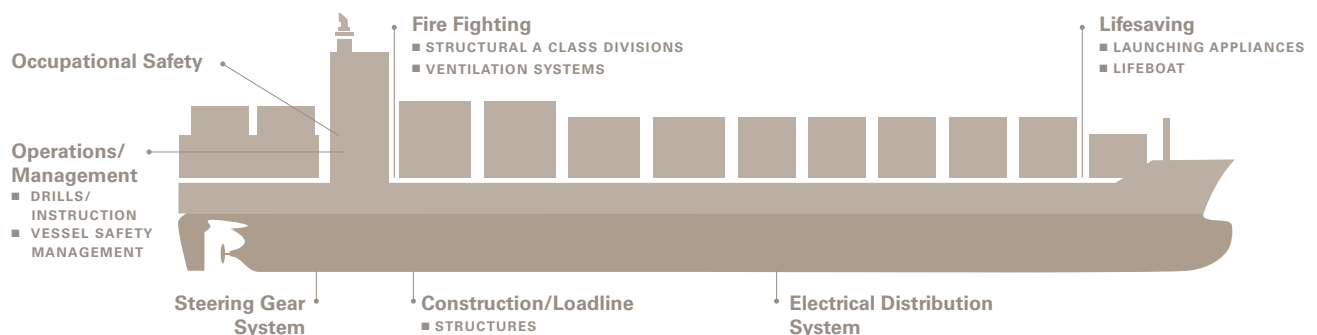


FIGURE 12 | ACP/MSP Vessel Inspections



FIGURE 13 | Top 10 Most Prevalent Deficiencies by Sub-System





CHAPTER

2

Barge Description & Performance

Year in Review

In 2018, the barge fleet consisted of 4,735 active vessels, which represented 24% of the overall U.S. inspected domestic fleet. Of this total, 2,061 barges or 43.5% 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.

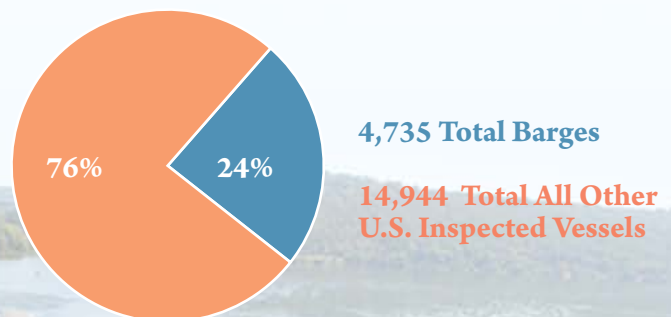
In 2018, 5,469 inspections were conducted on barges, during which 1,857 deficiencies were identified at a ratio of 0.39 deficiencies per vessel. The top 10 most frequently identified

deficiencies are shown on the following page. In comparison to the overall flag state fleet totals, barge inspections accounted for 27.3% of all inspections and 7.3% of all deficiencies. Barges received 4 Flag State detentions, which accounted for 10% of total detentions in 2018.

Of the 1,946 reportable marine casualties in 2018, 242 or 12.4% of these events involved a barge. The top reportable marine casualty events involving the barge fleet were: collision, allision or grounding, personnel casualty (injury or death), and material failure/malfunction. See figure 7, page 5.

Figure 14 displays the total number and percentage of barges in comparison to the rest of the U.S. inspected fleet.

FIGURE 14 | Number of Inspected Barges



Barge Description & Performance

Figure 15 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 15 | Inspections & Deficiencies

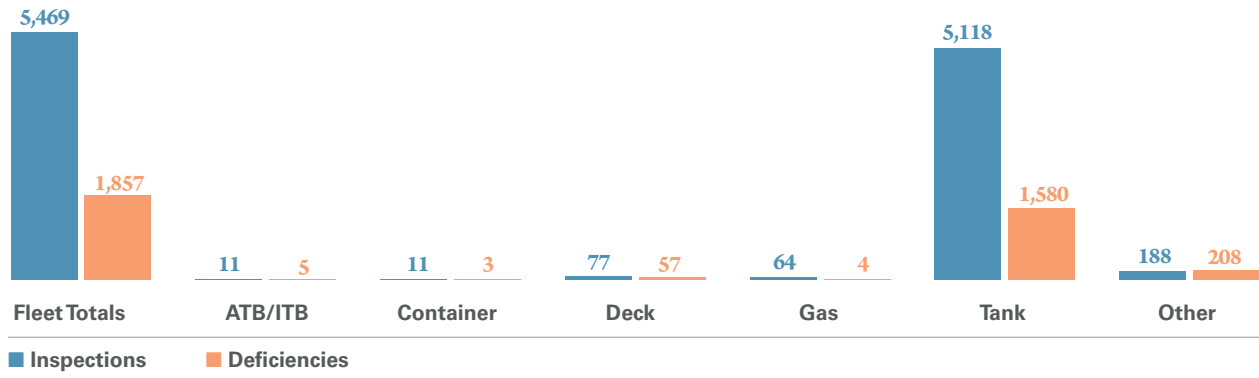


Figure 16 displays the ratio of deficiencies per vessel for each barge category.

FIGURE 16 | Deficiencies per Vessel (by category)

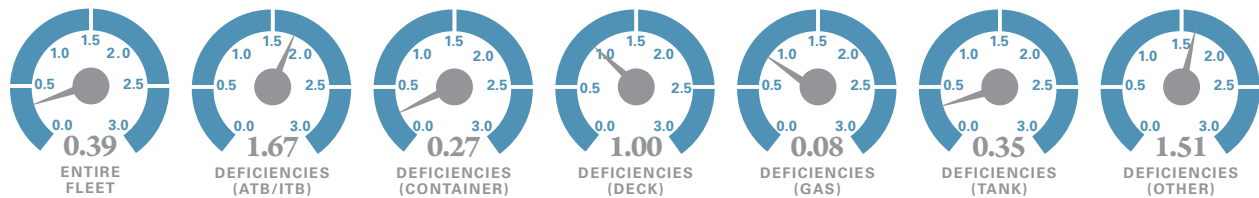
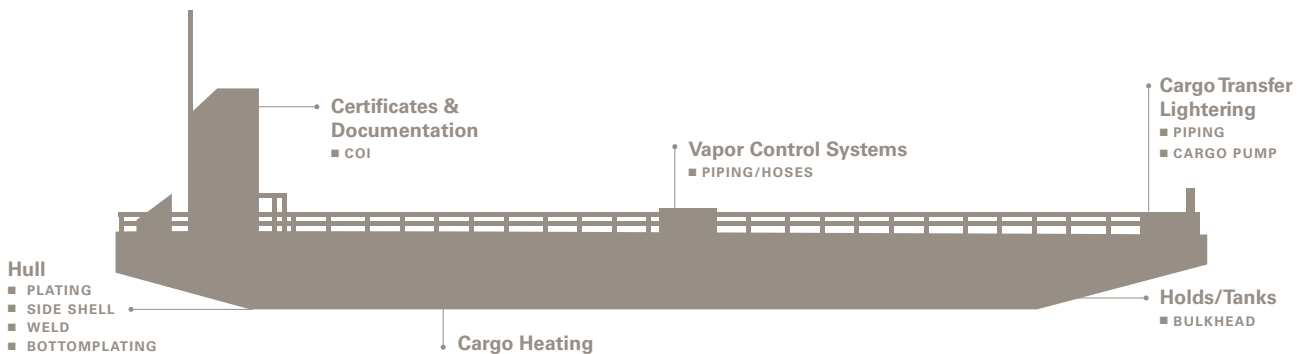


Figure 17 displays the top 10 barge inspection deficiencies by sub-system.

FIGURE 17 | Top 10 Most Prevalent Deficiencies by Sub-System



Cargo Vessels Description & Performance

Year in Review

In 2018, the cargo vessel fleet consisted of 549 active vessels, which represented 2.7% of the overall fleet size. Of this total, 45% (246) are enrolled in the Alternate Compliance Program (ACP) and 14% (77) are enrolled in the Maritime Security Program (MSP).

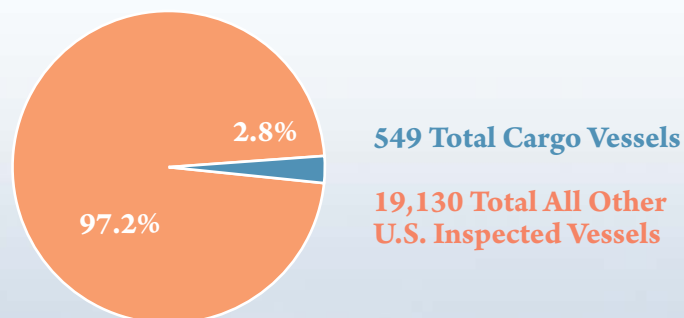
Included in the total number of cargo vessels are ships inspected under 46 CFR Subchapters I, D, and O. Subchapter I vessels consisted primarily of industrial vessels carrying freight bulk cargoes, general dry cargo, roll-on roll-off cargo vessels, and miscellaneous vessels such as cutter head dredges and saturation dive vessels. Those inspected under Subchapter D and O were 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 1,485 inspections in 2018, during which 2,287 deficiencies were identified at a ratio of 4.17 deficiencies per vessel. The top 10 most frequently

identified deficiencies are shown on the following page. Cargo vessel inspections accounted for 7.1% of the total inspections and 9.0% of the overall Coast Guard issued deficiencies. Cargo vessels received 6 Flag State detentions, which accounted for 15% of total detentions in 2018.

Of the 1,946 reportable marine casualties in 2018, 221 or 11.4% 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 7, page 5.

FIGURE 18 | Number of Inspected Cargo Vessels



Cargo Vessels Description & Performance

Figure 19 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 19 | Inspections & Deficiencies

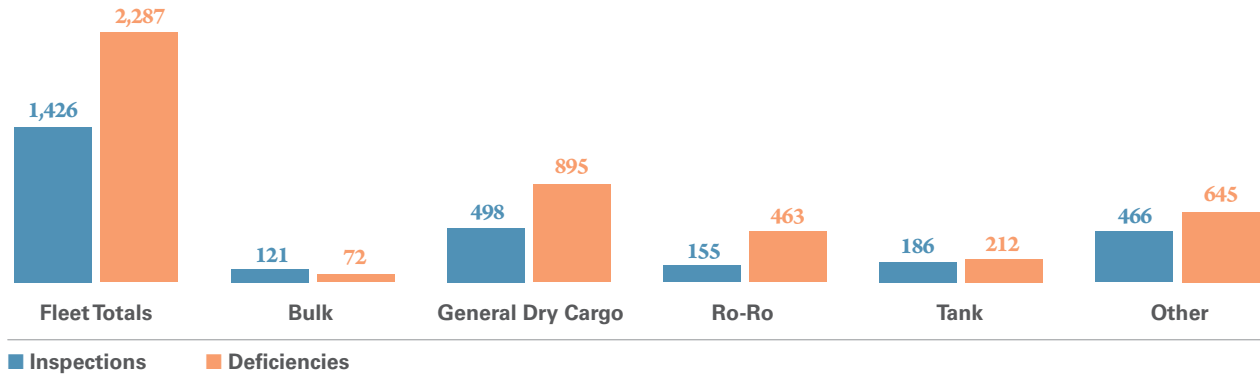


Figure 20 displays the ratio of deficiencies per vessel for each cargo category.

FIGURE 20 | Deficiencies per Vessel (by category)

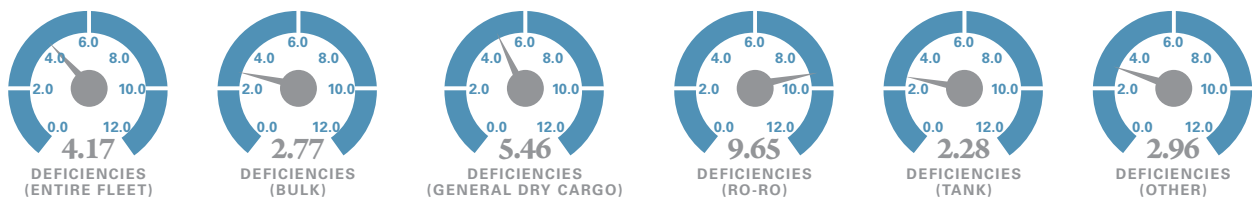
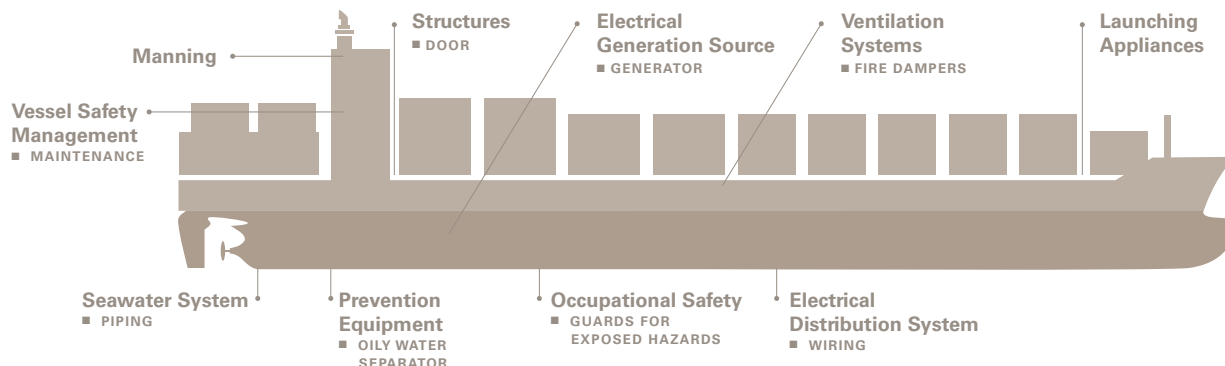


Figure 21 displays the top 10 cargo vessel inspection deficiencies by sub-system.

FIGURE 21 | Top 10 Most Prevalent Deficiencies by Sub-System



Passenger Vessels Description & Performance

Year in Review

In 2018, the inspected passenger vessel fleet consisted of 6,389 active vessels, which represented 32.4% of the overall fleet. Currently, 25 passenger vessels participate in the Streamlined Inspection Program (SIP), accounting for 0.4% of the fleet.

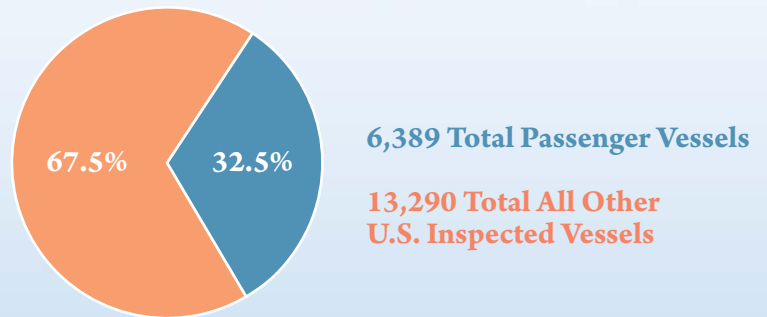
Included in the total number of passenger vessels are those inspected in accordance with 46 CFR Subchapter T (small passenger vessels under 100 gross tons), H (passenger vessels), and K (small passenger vessels carrying more than 150 passengers or with overnight accommodations for more than 49 passengers).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

There were 11,018 passenger vessel inspections conducted in 2018, during which 18,311 deficiencies were identified at a ratio of 2.87 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 55% of the inspections and 72.3% of the deficiencies. Passenger vessels received 17 Flag State detentions, which accounted for 42.5% of total detentions in 2018.

Of the 1,946 reportable marine casualties in 2018, 508 or 26.1% 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 collision, allision, or grounding. *See figure 7, page 5.*

Figure 22 displays the total number and percentage of passenger vessels in comparison to the rest of the U.S. inspected fleet.

FIGURE 22 | Number of Inspected Passenger Vessels



Passenger Vessels Description & Performance

Figure 23 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 23 | Inspections & Deficiencies

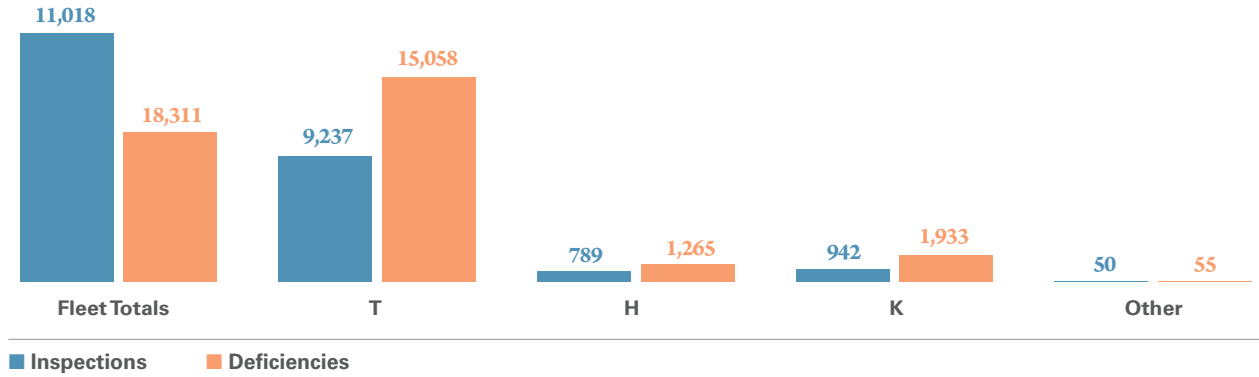


Figure 24 displays the ratio of deficiencies per vessel for each passenger vessel category.

FIGURE 24 | Deficiencies per Vessel (by category)

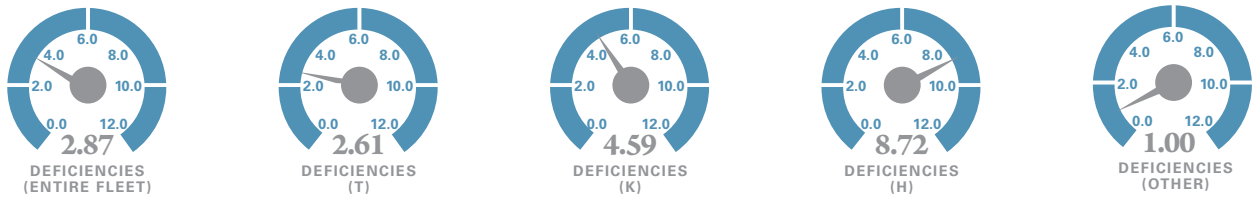
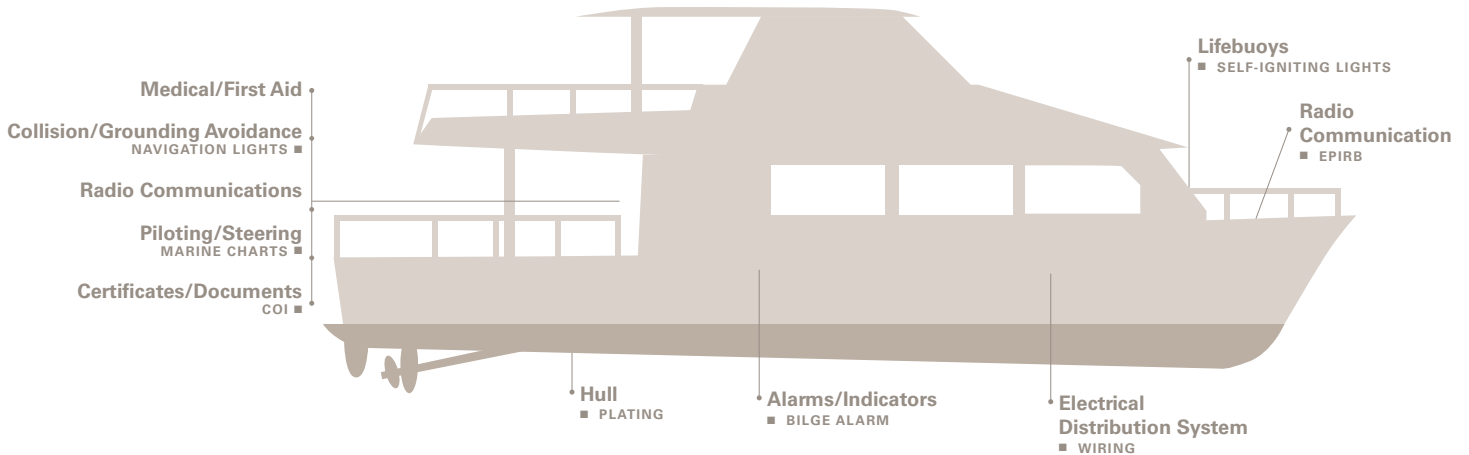


Figure 25 displays the top 10 passenger vessel inspection deficiencies.

FIGURE 25 | Top 10 Most Prevalent Deficiencies by Sub-System



Outer Continental Shelf Vessels Description & Performance

Year in Review

In 2018, the outer continental shelf (OCS) fleet consisted of 548 active vessels, which represented 2.8% of the overall fleet size. Of this total, 32% (177) are Offshore Supply Vessels (OSV), which are enrolled in the Alternate Compliance Program (ACP).

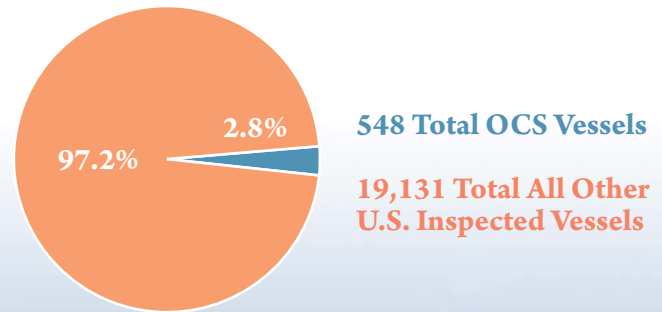
Included in the total number of OCS vessels are vessels inspected under 46 CFR Subchapter L (Offshore Supply Vessels) and Floating Production Systems (FPS). Similar to cargo vessels, vessels in this category have certain statutory services completed by an RO. For this report, only Coast Guard inspections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

There were 736 OCS inspections conducted in 2018, during which 779 deficiencies were identified at a ratio of 1.42 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 3.7% of inspections and 3.1% of deficiencies.

OCS vessels received one Flag State detention, which accounted for 2.5% of total detentions in 2018.

Of the 1,946 reportable marine casualties in 2018, 34 or 1.7% 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 7, page 5.

FIGURE 26 | Number of Inspected Outer Continental Shelf Vessels



548 Total OCS Vessels

19,131 Total All Other U.S. Inspected Vessels



Outer Continental Shelf Vessels Description and Performance

Figure 27 associates the number of inspections with the number of deficiencies for each OCS category. The “other” category includes jack-up vessels.

FIGURE 27 | Inspections & Deficiencies

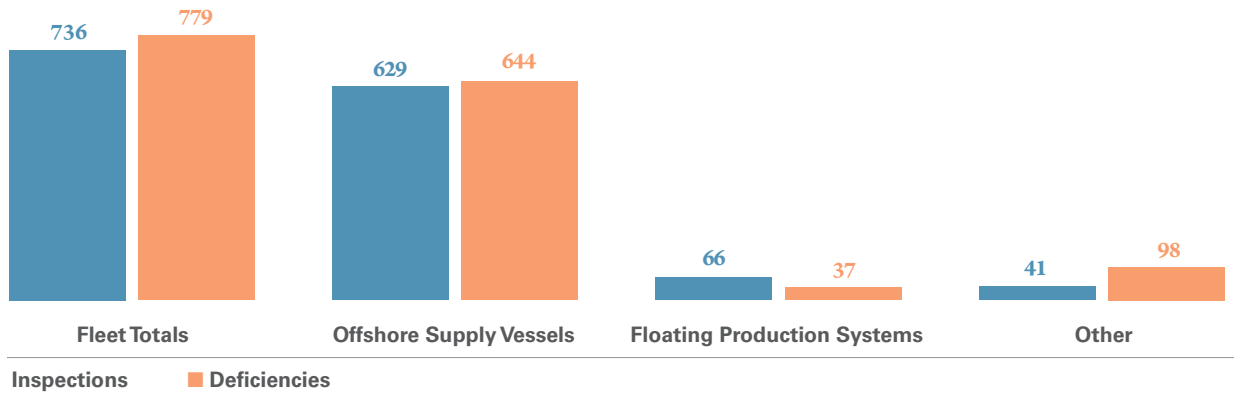


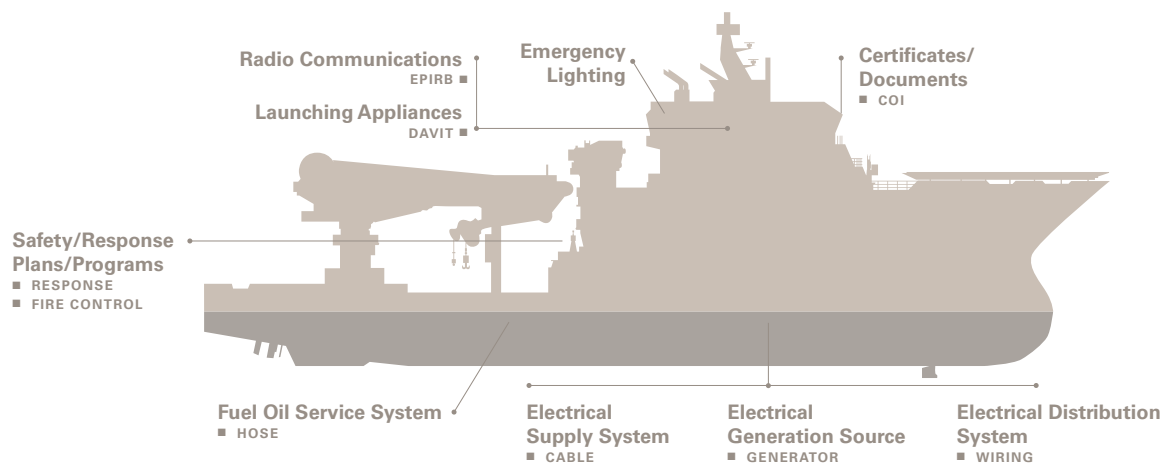
Figure 28 displays the ratio of deficiencies per vessel for each OCS category.

FIGURE 28 | Deficiencies per Vessel (by category)



Figure 29 displays the top 10 OCS inspection deficiencies by sub-system.

FIGURE 29 | Top 10 Most Prevalent Deficiencies by Sub-System



Research Vessels and School Ships Description and Performance

Year in Review

In 2018, this fleet consisted of 55 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).

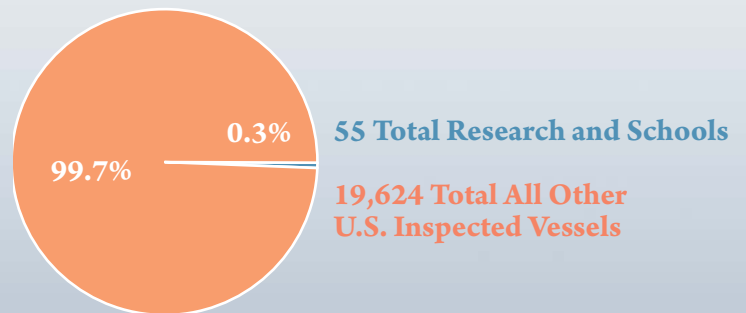
There were 121 inspections conducted in 2018, during which 175 deficiencies were identified at a ratio of 3.18 deficiencies per vessel. The top 10 most frequently identified deficiencies are listed in order on the following page. In comparison to the overall flag state fleet totals, Research and School Ship inspections accounted for 0.6% of inspections and 0.7% of deficiencies. Research vessels and School Ships received no Flag State detentions in 2018.

Of the 1,946 reportable marine casualties in 2018, 6 or 0.3% of these events involved a Research or School Ship. The top reportable marine casualty events involving the miscellaneous fleet were: material failure/malfunction,

personnel casualty (injury or death), collision, allision or grounding, loss/reduction of vessel propulsion/steering. See figure 7, page 5.

Figure 30 displays the total number and percentage of Research vessels and School Ships in comparison to the rest of the U.S. inspected fleet.

FIGURE 30 | Number of Inspected Research Vessels and School Ships



Research Vessels and School Ships Description and Performance

Figure 31 associates the number of inspections with the number of deficiencies for Research and School Ships.

FIGURE 31 | Inspections & Deficiencies

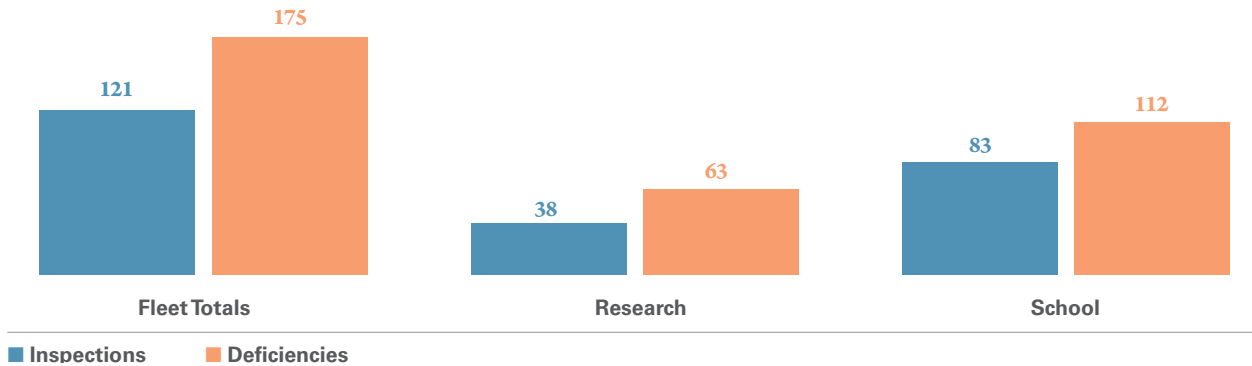


Figure 32 displays the ratio of deficiencies to the number of inspections for each Research and School Ship.

FIGURE 32 | Deficiencies per Vessel

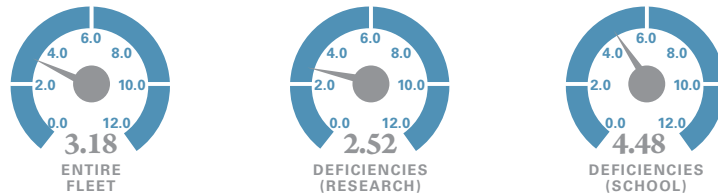
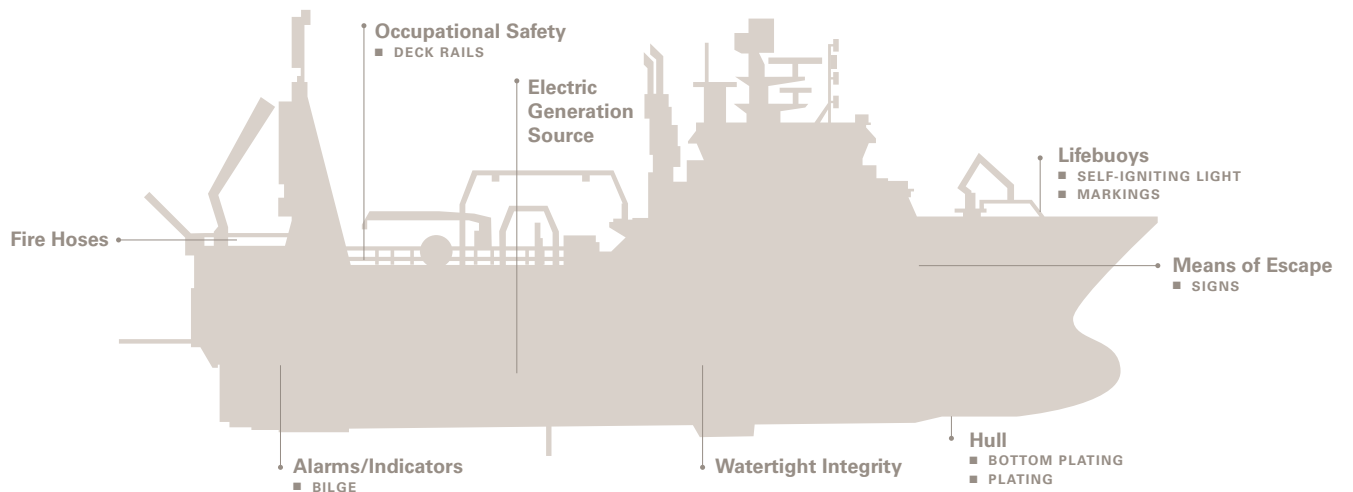


Figure 33 displays the top Research and School Ship inspection deficiencies by sub-system.

FIGURE 33 | Top 10 Most Prevalent Deficiencies by Sub-System



Towing Vessel Description and Performance

Year in Review

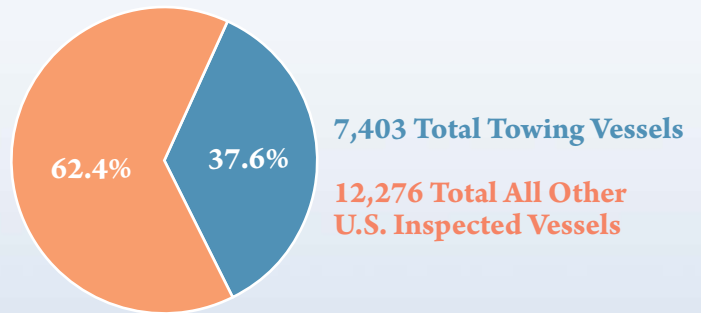
The compliance date for implementation of 46 CFR Subchapter M was July 20, 2018. As such, only five months of data for inspected towing vessels is included in this report. In 2018, this fleet consisted of 7,403 active vessels, which represented 37.6% of the overall fleet size. Included in the total number 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 1,278 inspections conducted in 2018, during which 1,915 deficiencies were identified at a ratio of 0.26 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 6.4% of inspections and 7.6% of deficiencies.

Towing vessels received 12 Flag State detentions in 2018, accounting for 30% of all Flag State detentions.

Of the total number of 1,946 reportable marine casualties in 2018, 935 or 48% 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 7, page 5.

FIGURE 34 | Number of Inspected Towing Vessels



Towing Vessel Description and Performance

Figure 35 associates the number of inspections with the number of deficiencies for Towing Vessels.

FIGURE 35 | Inspections & Deficiencies

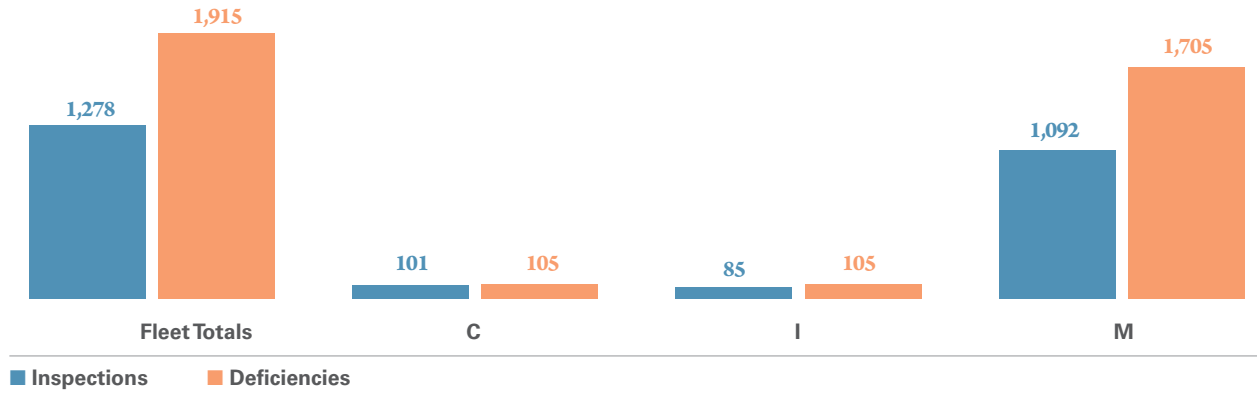


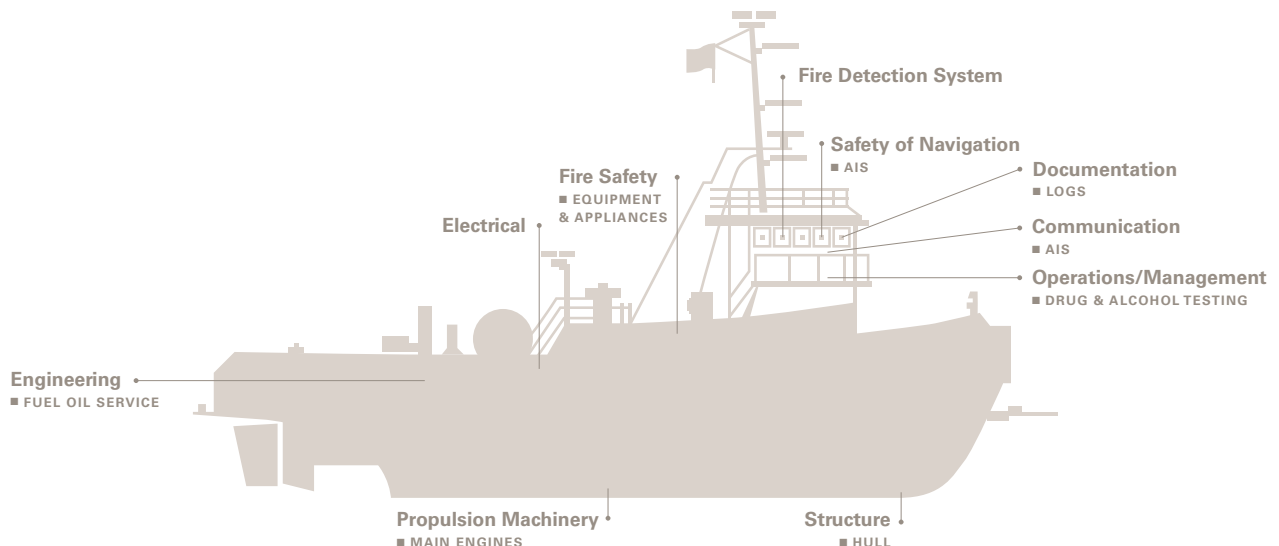
Figure 36 displays the ratio of deficiencies per vessel for each Towing Vessel subchapter.

FIGURE 36 | Deficiencies per Vessel (by subchapter)



Figure 37 displays the top 10 Towing Vessel deficiencies by system and sub-system.

FIGURE 37 | Top 10 Most Prevalent Deficiencies by Sub-System



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	CFV Decals Issued	Exam Deficiencies Issued
Fish Catching Vessel	6,687	3,824	3,623	7,759
Fish Catching/Processing	134	38	38	188
Fishing Support Vessel/Tender	60	38	38	114
Total	6,881	3,900	3,691	8,061

FIGURE 38 | Federally Documented & State Registered “Operational” Commercial Fishing Vessel Casualty Statistics

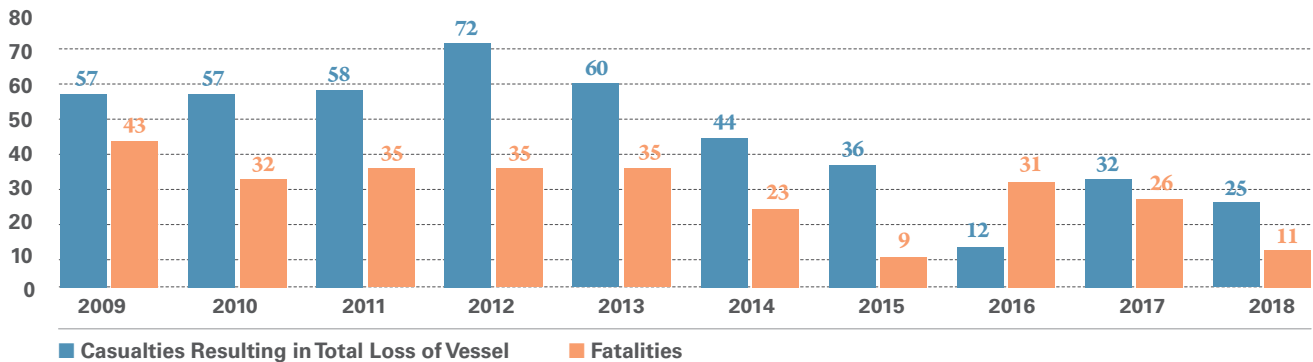
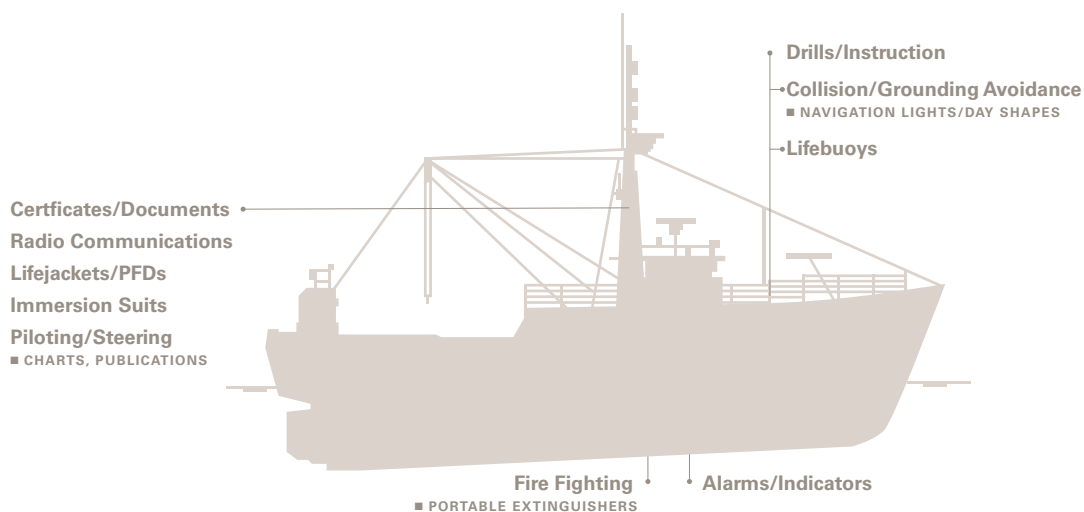


Figure 39 displays the top 10 fishing vessel inspection deficiencies.

FIGURE 39 | Top 10 Most Prevalent Deficiencies by Sub-System





CHAPTER

3

Coast Guard Maritime Commons: The Coast Guard Blog for Maritime Professionals

The Maritime Commons blog is the Coast Guard's primary newsfeed for sharing information with all segments of the global maritime industry, direct from Coast Guard leaders and decision makers. Since launching in 2014, the blog has grown to be a trusted online source for plain-language, real time updates on Coast Guard regulatory actions, policies, guidance, lessons learned, trends, safety alerts/advisories, and federal advisory committee actions. In addition, the blog highlights Coast Guard industry awards, staff presentations, and remarks at industry events, conferences, and partnership meetings. Maritime Commons is also supported by a Twitter feed, @maritimecommons, and a LinkedIn profile.

In 2018 alone, more than 1.1 million readers visited Maritime Commons and the blog published 332 articles, covering topics ranging from Bridges and Waterways Policy to Vessel Documentation and Cyber Awareness. Listed below are the top 10 most viewed articles related to Commercial Vessel Compliance initiatives.

- [Recap of Coast Guard remarks during Korea Maritime Week](#)
- [Summary of Congressional testimony regarding El Faro investigation](#)
- [First Certificate of Inspection issued under Sub M](#)
- [New Form CG-835V Vessel Inspection Requirements](#)
- [*Closer look at NVIC 01-18 & BWMS compliance date extensions](#)
- [New policy letter regarding inoperable BWMS](#)
- [Nadeau hosts Benkert award recipients in New Orleans](#)
- [Sub M and marine firefighting – A discussion from two perspectives](#)
- [Posidonia – Role of SMS in the next chapter of shipping](#)
- [Updated Subchapter M Frequently Asked Questions](#)

** This article was superseded on March 11, 2019. See the following article: <https://mariners.coastguard.dodlive.mil/2019/03/11/3-11-2019-ballast-water-compliance-date-extensions-next-scheduled-drydock/>*

Maritime Commons is not a replacement or substitute for the formal posting of regulations and updates or existing processes for receiving formal feedback of the same. Links provided will direct the reader to official source documents, such as the Federal Register, Homeport and the Code of Federal Regulations. These documents remain the official source for regulatory information published by the Coast Guard.

For more information on these and other articles, please go to <http://mariners.coastguard.dodlive.mil/>



COAST GUARD MARITIME COMMONS
THE COAST GUARD BLOG FOR MARITIME PROFESSIONALS



USCG Maritime Information Exchange Port State Information Exchange

The Port State Information eXchange (PSIX) is an underutilized tool available to marine operators. If owners or operators have vessel specific questions the Coast Guard encourages the use of PSIX. This unique system contains vessel specific information derived from the United States Coast Guard's Marine Information Safety and Law Enforcement System (MISLE). The information contained in PSIX represents a weekly snapshot of Freedom of Information Act (FOIA) data on U.S. flag vessels and foreign vessels operating in U.S. waters, and Coast Guard contacts with those vessels. Information on unclosed cases or cases pending further action is not displayed in the PSIX system. For individuals that would like to link information directly from PSIX to their respective websites, PSIX supports eXtensible Markup Language (XML). Information concerning PSIX XML functionality can be found at: <https://cgmix.uscg.mil/xml/Default.aspx>. PSIX also contains information about Coast Guard approved equipment, accepted laboratories, and liferaft servicing facilities via a direct link to the Coast Guard Maritime Information Exchange (CGMIX) website. <https://cgmix.uscg.mil/PSIX/>

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- PSIX Home
- PSIX Vessel Search
- PSIX Vessel Contact Search

Welcome to the United States Coast Guard Port State Information Exchange

The Port State Information eXchange (PSIX) system contains vessel specific information derived from the United States Coast Guard's Marine Information Safety and Law Enforcement System (MISLE). The information contained in PSIX represents a **weekly** snapshot of Freedom of Information Act (FOIA) data on U.S. flag vessels, foreign vessels operating in U.S. waters, and Coast Guard contacts with those vessels. Information on unclosed cases or cases pending further action is considered privileged information and is precluded from the PSIX system. For more information on the data returned through PSIX, please [click here](#).

Disclaimer

The U.S. Coast Guard and the United States is not liable for any loss, damage, or harm resulting from the use of information contained in this database, or for any reliance on its accuracy, completeness, or timeliness.

Unauthorized attempts to upload or change information on this web site are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and the National Information Infrastructure Protection Act.

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PSIX VESSEL SEARCH

Vessel Name:

Primary Vessel Number:

Hull Identification Number (HIN):

Vessel Call Sign:

Vessel Flag:

Vessel Service:

Vessel Build Year:

Out of Service:

Last Update:
Friday, December 14, 2018

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.

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