



PORT STATE CONTROL
IN THE
UNITED STATES

ANNUAL REPORT 2002



Department of Homeland Security



United States Coast Guard

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I. Introduction

I am pleased to present to you the 2002 Annual Port State Control Report for the United States. Overall, performance is good, with the flag State's 3-year detention ratio continuing to show improvement. These results demonstrate that concerted Port State Control efforts have improved compliance rates.

Today, the challenges we face in ensuring safe, secure and environmentally friendly shipping have never been greater. Terrorist events around the world emphasize a heightened need for unified efforts. Our mutual commitment to this end is highlighted by the unprecedented cooperation and speed with which the International Ship and Port Facility (ISPS) Code came to fruition. It is a testament to our mutual resolve to effectively address security risks, and I applaud and thank you for your commitment and dedication in getting this adopted at IMO.



The ISPS Code represents a significant advancement in maritime security and will substantially reduce the risk of terrorist activities in the maritime transportation segment. In the United States, 95 percent of U.S. commerce (imports and exports) is transported through seaports and maritime transportation, contributing to over 1 trillion dollars annually to the Gross Domestic Product. The marine transportation system is the most valuable sector globally, which underscores the importance of timely and effective implementation of the provisions of the ISPS Code.

In addition to the ISPS Code, the United States Congress recently passed the Maritime Transportation Security Act (MTSA). The legislation outlined in MTSA is aligned with the elements of the ISPS Code, which means that arriving ships will not face a host of requirements unique to the U.S. We each face multiple challenges in developing the legislative and process framework necessary for effective and accountable implementation of a maritime security framework. The numerous tasks which lie ahead are challenging, given their breadth and the speed with which they must be implemented. My staff is working tirelessly to create the infrastructure necessary to meet the requirements of the MTSA and ISPS Code, both of which become effective on July 1, 2004. In the U.S., arriving vessels can expect to be examined for compliance with the ISPS Code through our Port State Control boarding process. We will pre-screen vessels for both safety and security risk and will increase the randomness with which boardings occur. In addition, we will track, evaluate, and publish the performance of flag Administrations, Recognized Security Organizations, and owners/operators in a manner very similar to that used for safety and environmental compliance performance.

Now more than ever, each Administration must assume full responsibility for ensuring that vessels flying their flag fully comply with all applicable international instruments, particularly, the ISPS Code. Collectively, we are making a difference in the reduction of substandard shipping and we must seize the opportunity before us and continue to press for improved compliance by all segments of the maritime transportation industry.

I have found it professionally and personally satisfying to work with the many members of the maritime community, both domestic and international, in advancing our common goals. Keep up the great work! Fair winds and following seas.

A handwritten signature in black ink, appearing to read "Paul J. Pluta".

REAR ADMIRAL PAUL J. PLUTA
Assistant Commandant for Marine Safety,
Security and Environmental Protection
United States Coast Guard

II. U.S. Port State Control Program

A. Background

The Coast Guard has been inspecting foreign-flagged tank and passenger vessels for over 35 years, however it wasn't until 1994 that foreign-flagged freight ships were brought under closer scrutiny. In 1994, the U.S. Coast Guard was directed to develop a program to eliminate substandard foreign-flagged vessels (all vessel types) from the nation's waters. Since that time, screening, boarding, and enforcement procedures and policies, executed under the Port State Control program, have been effectively addressing risks associated with substandard vessels.

With nearly 7,500 foreign-flagged ships making over 50,000 U.S. port calls each year, it was impossible for the Coast Guard to examine each vessel at every port call. As a result, the Coast Guard developed a risk-based decision tool to identify and manage the risk posed by arriving vessels. The risk-based approach, which utilized targeting procedures, proved to be extremely effective, resulting in a decrease in the number of substandard vessels and an improvement in the performance of classification societies and flag Administrations. Over the past 8 years, the number of detentions on substandard vessels decreased by one-half, flag Administration performance improved by over 50% and class-related detentions dropped to such a low percentage that the benchmark used to evaluate performance was modified.

The events of September of 2001 set in motion a series of changes that will require a significant enhancement to the procedures governing the current port State program. Many changes have already occurred. For example, arriving vessels must report arrival information to a centralized location 96 hours in advance, boardings occur with armed boarding teams, mariner screening increased as well as a myriad of other security measures have been taken.

In November of 2002, the U.S. passed domestic legislation entitled the "Maritime Security Transportation Act of 2002" (MTSA 2002), and more recently, the new International Ship and Port Facility Code (ISPS) was adopted by IMO. MTSA 2002 and the ISPS Code represent a significant expansion of focus for port State activities. To ensure effective and efficient compliance, these requirements will be incorporated into our Port State Control program to the fullest extent possible. The program will be revised to seamlessly incorporate and emphasize compliance with security as well as safety and environmental compliance standards. Foreign-flagged ships arriving in the U.S. who meet the ISPS Code Part A and Part B will be considered in compliance with the provisions of MTSA. Vessels not complying with ISPS and MTSA can expect to be denied entry, detained, or expelled from U.S. ports.

The need to protect the maritime transportation infrastructure as well as the need to ensure smooth efficient commerce will be our primary focus as we move forward implementing our U.S. compliance program for these security standards.

B. Highlights

- *Vessels Detentions Increase*

A total of 7,106 individual vessels, from 81 different flag States, made 53,722 port calls and 10,518 exams were conducted. The total number of ships detained increased from 172 to 179. At the same time, there was a 10% decrease in the number of distinct vessels arriving from 7842 to 7106. This represents a small increase in the percentage of distinct vessels detained, resulting in an increase from 2.2% to 2.5%.

- *Flag State Performance Mixed*

Flag State performance for 2002 worsened slightly from the previous year, with the yearly detention ratio increasing from 2.2% to 2.5%. Despite this slight worsening in annual performance, the overall flag State performance, based on the 3-year rolling average, improved again this year with the overall detention ratio dropping from 2.7% to 2.4%. Latvia, Portugal, Russia and Thailand were removed from the Flag Administration targeted list this year.

- *Class-Related Detentions Increased*

Classification society related detentions increased slightly from 19 to 20 this year. Classification society performance continues at an exceptionally high level. Classification societies in the zero point category (3-year average detention ratio less than .5%) accounted for 6,842 distinct vessel arrivals, or 96% of the total.

- *Quality Shipping for the 21st Century (QUALSHIP 21)*

Vessels from 12 flag states are eligible for enrollment in the program and nearly 400 vessels are currently enrolled. The number of flag States with a qualifying 3-year detention ratio (less than 1.0%) has increased to 19 in 2002 from 16 last year. The primary reason why a flag State with a qualifying ratio is not enrolled in the program is that a copy of the flag State's Self Assessment Form (SAF) has not been submitted to the IMO and a copy provided to the U.S. Coast Guard in accordance with the Qualship 21 guidelines.

- *Phase II Implementation of ISM and ISM Related Deficiencies*

Phase II of the International Safety Management Code (ISM) took affect July of 2002. Arriving vessels providing information on ISM compliance indicated a substantial compliance rate prior to the deadline. However, detentions with at least one ISM related deficiency, increased from 47 to a total of 55 detentions for 2002. Phase II vessels accounted for over one-half of those detentions. ISM deficiencies represent 15% of the total deficiencies issued on detained vessels in 2002. The most common ISM deficiencies were related to lack of documentation of non-conformities and failure to conduct scheduled maintenance. Effective implementation of ISM is a proven tool that improves compliance with all applicable standards.

- *STCW Implementation*

Full implementation of the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended, (STCW 95) took effect in August of 2002. Vessels flagged with or manned with crew from nations not party to STCW 95 are targeted as Priority I and are boarded prior to entry. Those vessels and crews associated with nations not on the White List are assigned a Priority II boarding status and are boarded at the pier. Compliance with STCW 95 was good and only 18 detentions occurred. The most common deficiency recorded in relation to STCW was not having a proper flag state endorsement for Officer certificates.

C. Program Changes and Initiatives

- *Charterer Targeting*

The most significant change in Charterer targeting is that vessels are now required to submit their Charterer information as part of the 96-hour Advanced Notice of Arrival. Charterers associated with detained vessels are currently being listed on the U.S. Coast Guard PSC web site: <http://www.uscg.mil/hq/g-m/pscweb/index.htm>.

- *ISPS Code*

The Coast Guard is currently developing the infrastructure and processes necessary to fully implement the ISPS Code, which will occur on July 1, 2004. Actions include the revision of internal policy and guidance on how to expand the Port State Control program to ensure compliance with the Code. Many of the requirements in the ISPS Code will be implemented by building on the successes of the existing program. A Security Targeting Matrix, similar in design to the current safety-focused matrix will be utilized. This Security Targeting Matrix will evaluate different risk factors, including flag State, Recognized Security Organization, ship type, history, and various other factors. This new Security Targeting Matrix, used in conjunction with the safety focused PSC Targeting Matrix, allows the Coast Guard Captain of the Port to make consistent and educated determinations of which vessels to board based on the amount of risk posed by each vessel. The performance of owners/operators/ charterers, flag States, and Recognized Security Organizations will be evaluated and published in a manner similar to that used currently for evaluating compliance with safety and environmental standards.

- *Appeal Process*

One of the strengths of the U.S. PSC program is the appeal process. Any party associated with a PSC detention, that wishes to dispute the validity or their association should follow the appeal procedures outlined in Title 46, Code of Federal Regulations, Subpart 1.03. Associated parties may appeal any detention within 30 days of notification.

III. Statistical Overview of the Port State Control Program

Table 1 Vessel Detention Statistics				
<u>Year</u>	<u>Vessel Detention</u>	<u>Distinct Vessel Arrivals</u>	<u>Annual Detention Ratio</u>	<u>3 year Average Detention Ratio</u>
1995	514	7,846	6.55%	N/A
1996	476	7,608	6.26%	N/A
1997	547	7,686	7.12%	6.64%
1998	373	7,880	4.73%	6.02%
1999	257	7,617	3.37%	5.08%
2000	193	7,657	2.52%	3.55%
2001	172	7,842	2.19%	2.69%
2002	179	7,106	2.52%	2.41%

*** Distinct Vessel Arrivals are the number of ships (≥ 300 GT) that make at least one visit to a U.S. Port in 2002. For example: A vessel that makes 12 U.S. port calls in 2002 would be counted as 1 distinct vessel arrival.**

Table 2**Examinations by Flag**

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2002 Detention Ratio %	2000-2002 Detention Ratio %
Algeria	5	5	1	20.00%	21.74%
Antigua and Barbuda	310	178	4	2.25%	2.81%
Argentina	0	0	0	0.00%	0.00%
Australia	0	0	0	0.00%	0.00%
Austria	2	1	0	0.00%	20.00%
Bahamas	799	548	9	1.64%	1.85%
Bahrain	2	2	0	0.00%	0.00%
Bangladesh	0	0	0	0.00%	0.00%
Barbados	23	15	0	0.00%	0.00%
Belgium	0	1	0	0.00%	0.00%
Belize	29	10	3	30.00%	16.67%
Bermuda	33	28	1	3.57%	1.03%
Bolivia	4	1	0	0.00%	37.50%
Brazil	22	15	2	13.33%	16.22%
British Virgin Islands	0	2	0	0.00%	0.00%
Bulgaria	11	6	0	0.00%	7.41%
Cambodia	13	2	2	100.00%	46.15%
Canada	46	76	1	1.32%	0.37%
Cape Verde	4	1	1	100.00%	100.00%
Cayman Islands	85	60	3	5.00%	3.95%
Chile	14	8	0	0.00%	0.00%
China	114	94	0	0.00%	0.42%
Colombia	1	1	0	0.00%	0.00%
Croatia	36	22	0	0.00%	5.26%
Cyprus	754	429	17	3.96%	2.97%
Czech Republic	0	0	0	0.00%	0.00%
Denmark	120	115	1	0.87%	0.74%
Ecuador	8	5	0	0.00%	5.26%
Egypt	11	12	1	8.33%	2.27%
Equatorial Guinea	0	0	0	0.00%	0.00%
Estonia	4	3	0	0.00%	0.00%
Finland	3	3	0	0.00%	0.00%
France	48	29	0	0.00%	0.00%
Germany	147	119	0	0.00%	0.67%
Gibraltar	16	14	0	0.00%	0.00%
Greece	390	357	4	1.12%	1.22%
Grenada	0	1	0	0.00%	0.00%

Table 2

Examinations by Flag - continued

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2002 Detention Ratio %	2000-2002 Detention Ratio %
Honduras	28	7	1	14.29%	10.39%
Hong Kong	268	213	2	0.94%	1.48%
Hungary	0	0	0	0.00%	0.00%
India	62	35	1	2.86%	5.56%
Indonesia	1	1	0	0.00%	0.00%
Ireland	2	1	0	0.00%	0.00%
Isle of Man	79	71	0	0.00%	0.00%
Israel	21	16	0	0.00%	0.00%
Italy	107	86	1	1.16%	0.84%
Jamaica	2	2	0	0.00%	0.00%
Japan	60	49	0	0.00%	0.67%
Kiribati	0	0	0	0.00%	0.00%
Kuwait	0	0	0	0.00%	0.00%
Latvia	0	0	0	0.00%	7.14%
Lebanon	0	0	0	0.00%	0.00%
Liberia	1008	820	13	1.59%	1.21%
Lithuania	24	13	1	7.69%	8.82%
Luxembourg	15	12	0	0.00%	0.00%
Malawi	1	0	0	0.00%	0.00%
Malaysia	53	45	1	2.22%	0.70%
Malta	606	390	17	4.36%	3.85%
Marshall Islands	222	162	3	1.85%	2.04%
Mauritius	1	1	0	0.00%	0.00%
Mexico	9	10	0	0.00%	13.79%
Myanmar (Burma)	10	8	0	0.00%	0.00%
Netherlands	220	162	1	0.62%	0.40%
Netherlands Antilles	48	47	2	4.26%	3.27%
Norway	370	332	2	0.60%	0.84%
Pakistan	0	0	0	0.00%	0.00%
Panama	2959	1601	58	3.62%	3.30%
Paraguay	0	0	0	0.00%	0.00%
Peru	1	2	0	0.00%	0.00%
Philippines	117	97	1	1.03%	1.17%
Poland	16	10	0	0.00%	0.00%

Table 2 Examinations by Flag - continued

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2002 Detention Ratio %	2000-2002 Detention Ratio %
Portugal	9	5	0	0.00%	4.17%
Qatar	4	3	0	0.00%	0.00%
Republic of Korea	92	53	1	1.89%	2.99%
Russia	99	48	0	0.00%	1.10%
Saint Vincent and the Grenadines	165	93	13	13.98%	8.38%
Samoa	10	3	0	0.00%	0.00%
Saudi Arabia	11	6	1	16.67%	3.70%
Singapore	285	236	3	1.27%	2.13%
Slovakia	0	0	0	0.00%	0.00%
Slovenia	5	2	0	0.00%	0.00%
South Africa	0	0	0	0.00%	0.00%
Spain	9	6	0	0.00%	0.00%
Sweden	31	28	0	0.00%	1.15%
Switzerland	13	11	0	0.00%	0.00%
Taiwan	33	25	0	0.00%	2.35%
Thailand	23	15	0	0.00%	1.89%
Tonga	3	2	1	50.00%	20.00%
Trinidad and Tobago	4	2	0	0.00%	0.00%
Turkey	116	69	5	7.25%	7.20%
Tuvalu	1	1	0	0.00%	0.00%
Ukraine	16	8	0	0.00%	0.00%
United Arab Emirates	1	1	0	0.00%	0.00%
United Kingdom	144	87	0	0.00%	0.00%
Uruguay	0	0	0	0.00%	0.00%
Vanuatu	65	40	0	0.00%	0.76%
Venezuela	15	6	1	16.67%	12.90%
Vietnam	0	0	0	0.00%	0.00%
Total	10,518	7,106	179	2.52%	2.41%

* The 3 year detention ratios are determined by dividing total detentions by the total distinct vessel arrivals over the past 3 years.

Table 3 List of Targeted Flag States

The following Flag State Administrations were identified as having a detention ratio higher than the overall average and were associated with more than one detention in the previous three years. The detention ratios are based on data from the previous three years (2000, 2001, and 2002). The 3-year overall average for the 2003 evaluation was 2.41% down from 2.69% in 2002.

Flag State	Detention Ratio	Flag State	Detention Ratio
Algeria	21.74%	India	5.56%
Antigua & Barbuda	2.81%	Lithuania	8.82%
Belize	16.67%	Malta	3.85%
Bolivia	37.50%	Mexico	13.79%
Brazil	16.22%	Netherlands Antilles *	3.27%
Bulgaria	7.41%	Panama	3.30%
Cambodia	46.15%	Republic of Korea	2.99%
Cayman Islands	3.95%	Saint Vincent and the Grenadines	8.38%
Croatia	5.26%	Turkey	7.20%
Cyprus	2.97%	Venezuela	12.90%
Honduras	10.39%		

* Countries that were not on the list in 2002

Flag States Removed From the List in 2002		
Flag State	Number of Detentions 2000-2002	2000-2002 Detention Ratio
*Latvia	1	7.14%
*Portugal	1	4.17%
Russia	2	1.10%
Thailand	1	1.89%

* Countries that only had one detention in previous 3 years, and therefore, are removed from the list

Table 4

Classification Society Performance Statistics

The following spreadsheet provides a breakdown of distinct arrivals and detentions for all classification societies associated with vessel arrivals in the United States.

Company	Class Abbr	Distinct Vessel Arrivals				Class-Related Detentions					Ratio	
		2000	2001	2002	Total	2000	2001	2002	Total			
<u>American Bureau of Shipping</u>	<u>ABS</u>	941	886	1,112	2,939	3	1	0	4	0.14%	0 Points	
<u>Bulgarski Koraben Registar</u>	<u>BKR</u>	10	7	6	23	0	0	0	0	0.00%		
<u>Bureau Veritas</u>	<u>BV</u>	618	614	605	1,837	0	2	2	4	0.22%		
<u>China Classification Society</u>	<u>CCS</u>	125	143	154	422	0	0	0	0	0.00%		
<u>Croatian Register of Shipping</u>	<u>CRS</u>	29	35	22	86	0	0	0	0	0.00%		
<u>Det Norske Veritas</u>	<u>DNV</u>	1,202	1,345	1,211	3,758	0	1	1	2	0.05%		
<u>Germanischer Lloyd</u>	<u>GL</u>	742	744	746	2,232	0	2	2	4	0.18%		
<u>Honduras Bureau of Shipping</u>	<u>HBS</u>	<10	0	0	<10	0	0	0	0	0.00%		
<u>Indian Register of Shipping</u>	<u>IRS</u>	37	40	22	99	0	0	0	0	0.00%		
<u>International Naval Surveys Bureau</u>	<u>INSB</u>	<10	3	0	<13	0	0	0	0	0.00%		
<u>Lloyd's Register</u>	<u>LR</u>	1,527	1,340	1,261	4,128	5	2	2	9	0.22%		
<u>Nippon Kaiji Kyokai</u>	<u>NKK</u>	1,671	1,683	1,653	5,007	4	1	0	5	0.10%		
<u>Panama Bureau of Shipping</u>	<u>PBS</u>	<10	2	0	<12	0	0	0	0	0.00%		
<u>Registro Italiano Navale</u>	<u>RINA</u>	158	146	114	418	1	0	0	1	0.24%		
<u>Romanian Naval Authority</u>	<u>ANR</u>	<10	1	0	<11	0	0	0	0	0.00%		
<u>Turku Lloyd Vafki</u>	<u>TL</u>	<10	0	0	<10	0	0	0	0	0.00%		
<u>Korean Register of Shipping</u>	<u>KRS</u>	164	158	147	469	2	1	0	3	0.64%	3 Points	
<u>Polski Rejestr Statkow</u>	<u>PRS</u>	56	53	33	142	0	1	1	2	1.41%	5 Points	
<u>Russian Maritime Register of Shipping</u>	<u>RS</u>	180	137	118	435	4	3	1	8	1.84%		
<u>China Corporation Register of Shipping</u>	<u>CR</u>	40	26	28	94	2	0	0	2	2.13%	Priority 1	
<u>Hellenic Register of Shipping</u>	<u>HRS</u>	<10	1	8	<19	1	0	0	1	5.26%		
<u>Honduras Int'l Naval Survey & Insp Bureau</u>	<u>HINSB</u>	29	18	3	50	1	1	3	5	10.00%		
<u>INCLAMAR</u>	<u>INCLAMAR</u>	<10	1	1	<12	1	1	1	3	25.00%		
<u>International Register of Shipping</u>	<u>IROS</u>	20	9	7	36	1	0	0	1	2.78%		
<u>Isthmus Bureau of Shipping</u>	<u>IBS</u>	<10	4	4	<18	0	1	1	2	11.11%		
<u>Panama Maritime Documentation Service</u>	<u>PMDS</u>	23	15	10	48	1	0	3	4	8.33%		
<u>Panama Maritime Surveyors Bureau</u>	<u>PMS</u>	<10	3	0	<13	3	0	0	3	23.08%		
<u>Panama Register Corporation</u>	<u>PRC</u>	<10	9	2	<21	0	1	0	1	4.76%		
<u>Panama Ship Register</u>	<u>PSR</u>	11	3	3	17	2	1	2	5	29.41%		
<u>Phoenix Register of Shipping</u>	<u>PHRS</u>	0	0	2	2	0	0	1	1	50.00%		

* Class-Related detentions are those detentions that were determined to have been related to class society activities.

This determination was made by headquarters personnel, using broad guidelines described in Appendix 1.

The following spreadsheet provides a breakdown of distinct arrivals and detentions for all classification societies.

- A detention ratio less than 0.5% = 0 points
- A detention ratio equal to 0.5% or less than 1% = 3 points
- A detention ratio equal to 1% or less than 2% = 5 points
- A detention ratio equal to or greater than 2% = Priority 1

Table 5

Examinations and Detentions by Port

Port	Coast Guard District	Examinations	Detentions
Anchorage, Alaska	17	219	6
Baltimore, Maryland	5	259	8
Boston, Massachusetts	1	73	0
Buffalo, New York	9	248	0
Charleston, South Carolina	7	207	11
Chicago, Illinois	9	11	0
Cleveland, Ohio	9	33	0
Corpus Christi, Texas	8	365	5
Detroit, Michigan	9	17	0
Duluth, Minnesota	9	39	1
Guam	14	145	2
Hampton Roads, Virginia	5	281	6
Honolulu, Hawaii	14	197	1
Houston, Texas	8	807	9
Jacksonville, Florida	7	294	20
Juneau, Alaska	17	54	0
Long Island, New York	1	4	1
Los Angeles, California	11	744	7
Miami, Florida	7	381	21
Milwaukee, Wisconsin	9	17	1
Mobile, Alabama	8	278	12
Morgan City, Louisiana	8	106	0
New Orleans, Louisiana	8	1,018	22
New York, New York	1	628	7
Philadelphia, Pennsylvania	5	571	5
Port Arthur, Texas	8	246	1
Portland, Maine	1	43	1
Portland, Oregon	13	805	3
Providence, Rhode Island	1	71	3
Puget Sound, Washington	13	817	2
San Diego, California	11	38	1
San Francisco, California	11	262	2
San Juan, Puerto Rico	7	617	12
Sault Ste Marie, Michigan	9	3	0
Savannah, Georgia	7	171	6
Tampa, Florida	7	361	2
Toledo, Ohio	9	7	0
Valdez, Alaska	17	4	0
Wilmington, North Carolina	5	77	1
Total		10,518	179

Table 6**Regional Statistics****U. S. Coast Guard Districts**

	1st	5th	7th	8th	9th
Ship Visits	5,113	7,140	9,693	18,685	854
Number of Examinations	852	1,188	2,031	2,820	375
Number of Detentions	12	20	72	49	2
Priority 1	2	0	19	6	0
Priority 2	9	18	47	39	2
Priority 3	1	1	5	2	0
Priority 4	0	1	1	2	0

U. S. Coast Guard Districts

	11th	13th	14th	17th	Total
Ship Visits	6,993	3,439	742	1,063	53,722
Number of Examinations	1,044	1,589	342	277	10,518
Number of Detentions	10	5	3	6	179
Priority 1	0	0	1	0	28
Priority 2	7	4	2	5	133
Priority 3	3	1	0	1	14
Priority 4	0	0	0	0	4

Figure 1 Deficiencies Found on Detained Vessels by Category

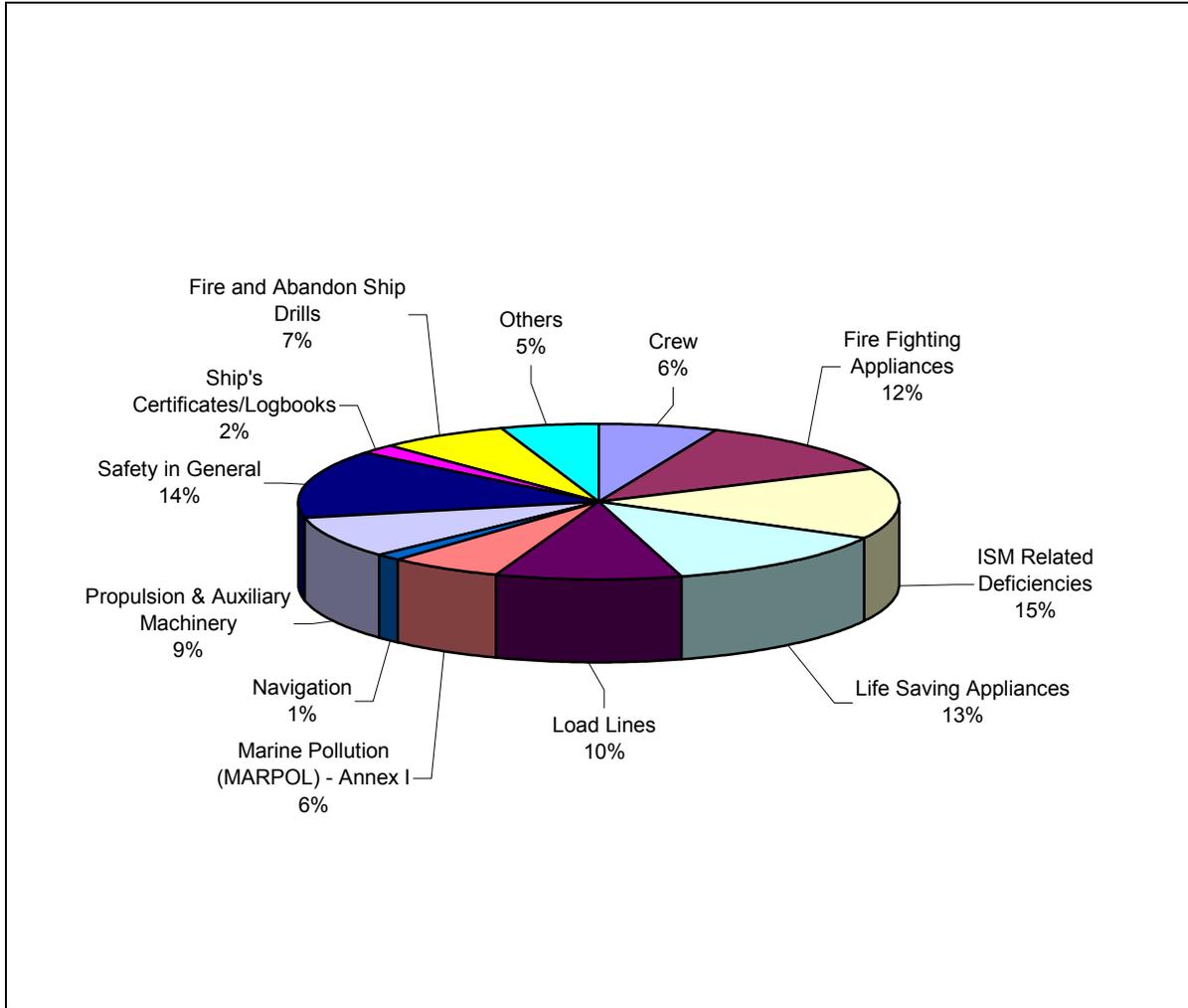


Figure 2 Deficiencies Representing the Highest Frequency of Detention

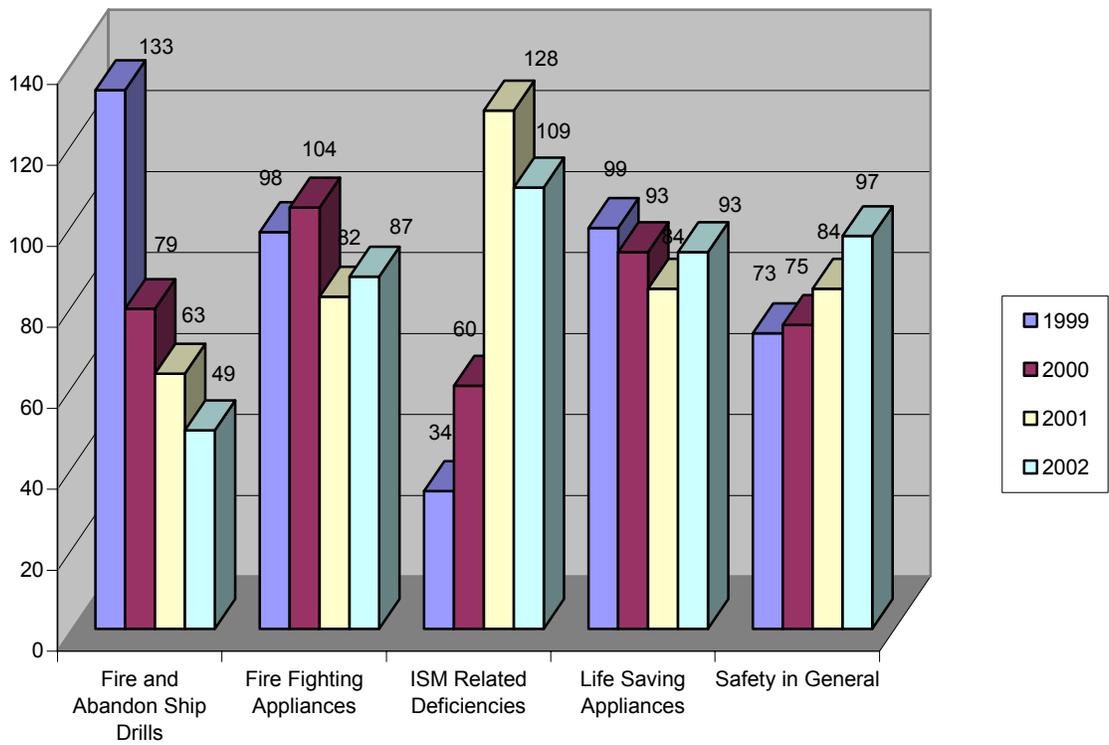


Figure 3

ISM Deficiencies by Type and Frequency

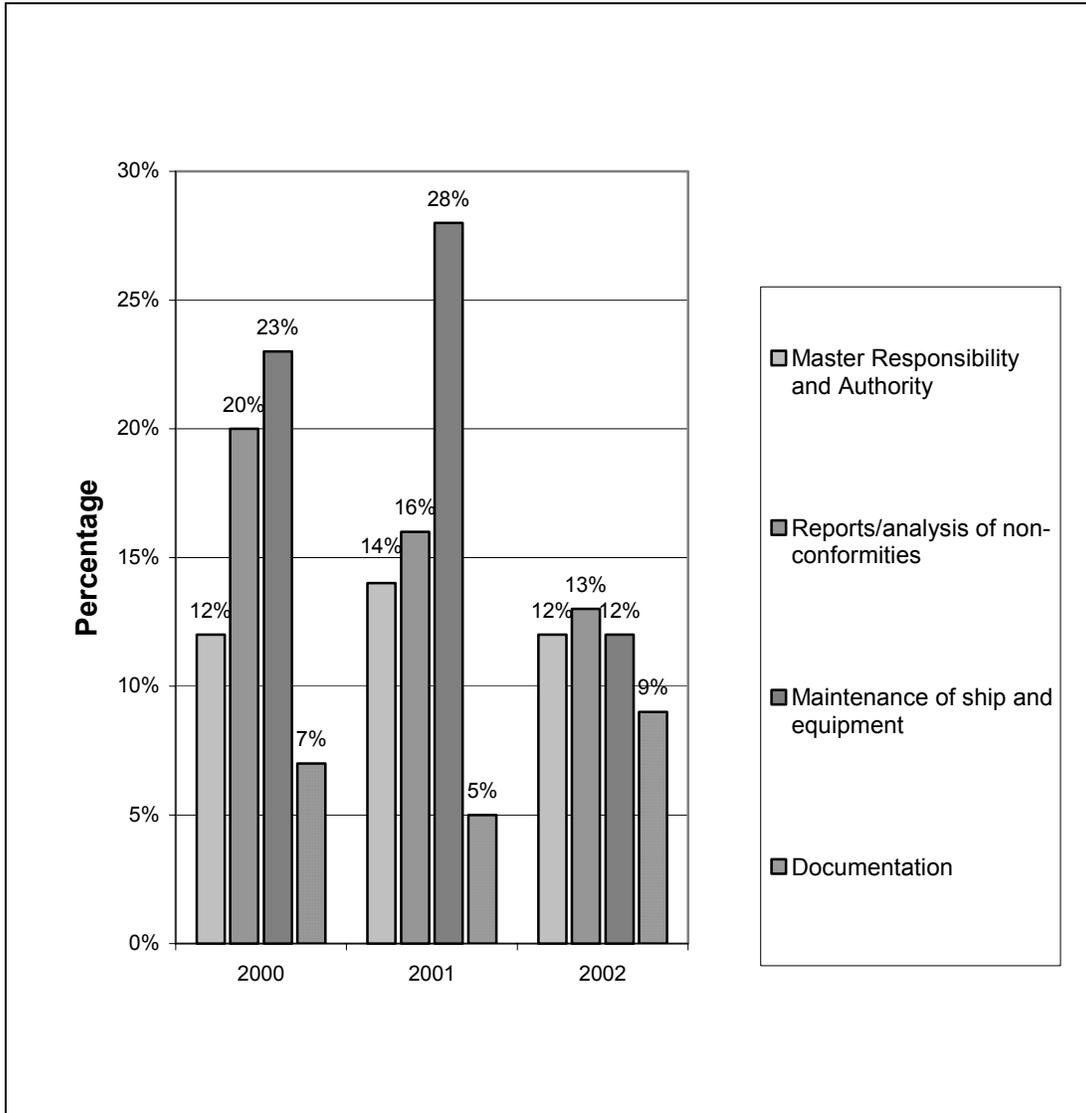


Figure 4

Detentions by Vessel Type

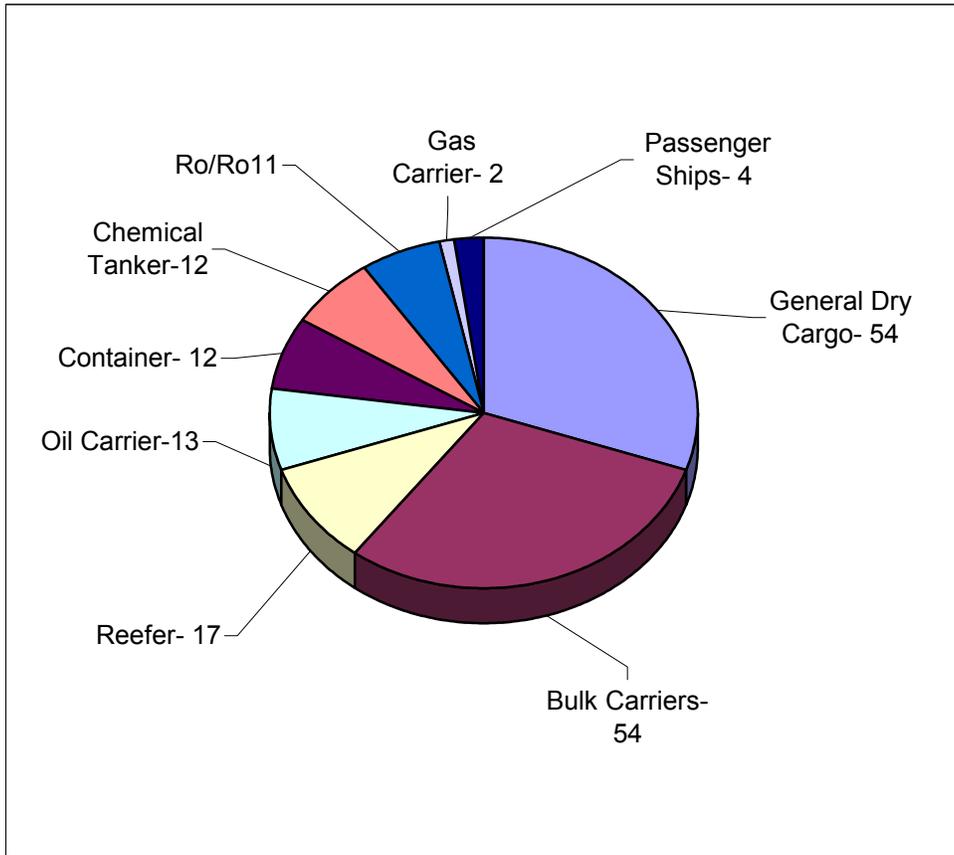
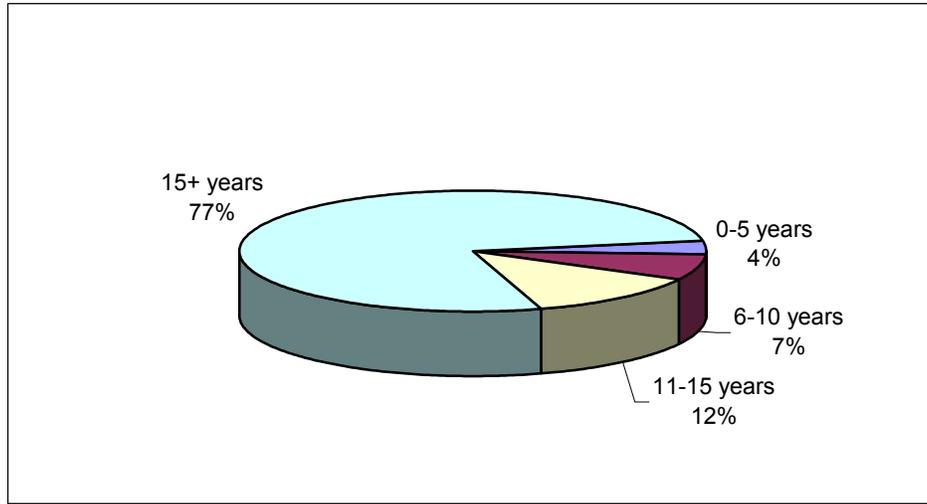


Figure 5

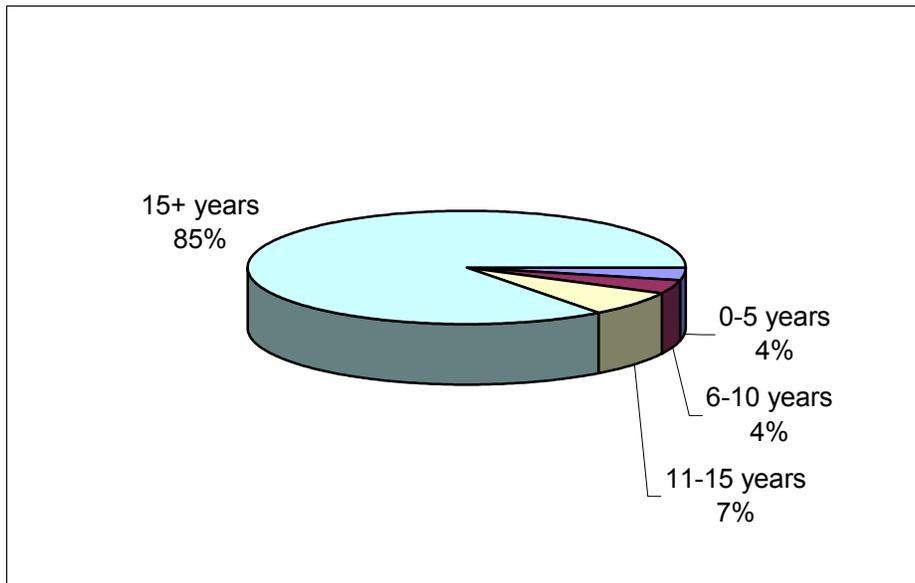
Detentions on Freight Ships by Age



Total Number of Freight Ship Detentions = 148

Figure 6

Detentions on Tank Ships by Age



Total Number of Tank Ship Detentions = 27

IV. Appendices

Appendix 1 U. S. Coast Guard Class Society Filtering Guidelines

All non-U.S. flagged vessel detention reports are sent to Coast Guard Headquarters for review and forwarding to the International Maritime Organization (IMO). During the review process, a decision is made as to whether the detention was related to statutory activities conducted by the class society on behalf of the vessel's Flag State. At the end of each calendar year, the performance of each class society is evaluated by determining their class-related detention ratio. The following guidelines are used to determine if a vessel detention is class related:

1. If the vessel was detained within 90 days of an applicable survey (or, initial, intermediate, periodic or renewal verification for ISM) performed by a class society (or, recognized organization for ISM), the following detainable deficiencies or ISM Code non-conformities will be considered class-related:
 - a. Equipment deficiencies (e.g., missing or improperly maintained equipment)
 - b. Serious wastage or structural deficiencies
 - c. Lack of effective and systematic implementation of a requirement of the ISM Code
2. The following detainable deficiencies will be considered class-related regardless of the elapsed time from the last applicable survey:
 - a. Equipment that was outdated or not serviced at the time of the last class survey (e.g., expired flares, not serviced fire extinguishing systems)
 - b. Long standing, serious wastage or structural deficiencies

The following deficiencies will not be considered class-related:

1. Voyage damage, unless other class-related deficiencies are noted during the course of the damage survey
2. Missing a small quantity of highly pilferable equipment, such as fire hose nozzles or fire extinguishers
3. Expired Certificates, unless the certificates were not issued or endorsed properly
4. Manning issues
5. Failure of human factor issues, such as operational drills and tests

The class society, or recognized organization, shall be notified in writing of each class-related detention, and informed of their appeal rights. When determining elapsed time between detention and survey, the actual date of class survey shall be used instead of the date the Certificate was issued.

Appendix 2

Boarding Priority Matrix

OWNER	FLAG	CLASS	HISTORY	SHIP TYPE
5 Points Listed Owner or Operators	7 Points Listed Flag State	<p>Priority 1 A detention ratio equal to or greater than 2%</p> <p>5 Points A detention ratio equal to 1% or less than 2%</p> <p>3 Points A detention ratio equal to 0.5% or less than 1%</p> <p>0 Points A detention ratio less than 0.5%</p>	<p>5 Points Detention within the previous 12 months 1 Point Each</p> <p>Other Operational control within the previous 12 months 1 Point Each</p> <p>Casualty within the previous 12 months 1 Point Each</p> <p>Violation within the previous 12 months 1 Point Each</p> <p>Not boarded within the previous 6 months</p>	<p>1 Point Oil or chemical Tanker</p> <p>1 Point Gas Carrier</p> <p>2 Points Bulk Freighter over 10 years old</p> <p>1 Point Passenger Ship</p> <p>2 Points Carrying low value commodities in bulk.</p>

Priority I vessels:

- 17 or more points on the Matrix, or
- ships involved in a marine casualty that may have affected seaworthiness, or
- USCG Captain of the Port determines a vessel to be a potential hazard to the port or the environment, or
- ships whose classification society has a detention ratio equal to or greater than 2%.
- Port entry may be restricted until vessel is examined by the Coast Guard.

Priority II vessels:

- 7 to 16 points on the Matrix, or
- outstanding requirements from a previous boarding in this or another U.S. port, or the vessel is overdue for an annual tank or passenger exam.
- Cargo operations may be restricted until vessel is examined by the Coast Guard.

Priority III vessels:

- 4 to 6 points on the Matrix, or
- alleged deficiencies reported, or
- the vessel is overdue for an annual freight examination, or quarterly passenger vessel re-exam.
- No operational restrictions imposed; vessel will most likely be examined at dock.

Priority IV vessels:

- 3 or fewer points on the Matrix.
- Vessel is a low risk, and will probably not be boarded.



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