

U.S. Department
of Transportation

**United States
Coast Guard**



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From: Commandant
To: Distribution

Subj: 1998 PORT STATE CONTROL REPORT

1. The 1998 consolidated Port State Control Report is enclosed. An abridged version of this report is now being submitted annually to the IMO, via the Flag State Implementation Subcommittee of the Marine Safety and Marine Environmental Protection Committees.
2. High-lights of the statistics presented in this report are:

a. Number of detained ships declined

While the total number of vessels visiting U.S. ports increased, the number of detained ships reached the lowest level since 1994. Of the 50,539 port calls made by 7880 individual vessels from 97 different flag States, 12,448 exams were conducted and 373 vessels were detained.

b. Class-related detentions declined

Class society performance has improved dramatically in the last three years, bringing the three year, rolling class-related detention ratio of the sixteen largest class societies to around 1%. The class ranking system has been proven to be a reliable indicator of anticipated risk, and individual Captains of the Port have been able to focus their limited resources on boarding only the highest risk vessels.

c. No significant changes in targeted flag States

Most flag States targeted in 1998, remained targeted in 1999 from performance measured between 1996 and 1998.

d. Operational deficiencies continue to be a problem

Over 25% of the vessel's detained in 1998 were detained because of the crew's poor performance during a fire or abandon ship drill. Despite improved standards that requires basic familiarization training, and the implementation of STCW 95, many vessel crews still have difficulty demonstrating emergency procedures related to ship safety.

e. Quality of shipping is improving

The number of detentions has decreased, class society performance has improved, and the International Safety Management Code has been implemented on Phase 1 vessels with very few problems. This positive trend has continued through the first half of 1999, with the number of detentions decreasing by 20% from 1998. Further development of the Flag State Assessment procedures will lead to improved flag State performance, and we are working on a quality ship incentive program to reward those vessels and vessel owners who operate high quality ships.

B. G. BASEL
By direction

Encl: (1) 1998 Port State Control Report

Dist: All District Offices (m)
All Marine Safety Offices
All Marine Inspection Offices
All Activities
Marine Safety Center
National Maritime Center
Reserve Training Center
Commandant (G-MO, G-MOA, G-MOR, G-MS, G-MW)

Copy: www.uscg.mil/hq/g-m/psc/psc.htm

1998 United States Port State Control Report

Table 1 - Vessel Detention Statistics

<u>Year</u>	<u>Vessel Detentions</u>	<u>Distinct Vessel Arrivals</u>	<u>Ratio</u>
1995	514	7846	6.55%
1996	476	7608	6.26%
1997	547	7686	7.12%
1998	373	7880	4.73%

* Distinct Vessel Arrivals are the number of ships (≥ 300 GT) that make at least one visit to a U.S. port in 1998. For example: A vessel that makes 12 U.S. port calls in 1998 would be counted as 1 distinct vessel arrival.

Table 2 - Examinations by Flag

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1998 Detention Ratio (%)	1996-1998 Detention Ratio (%)
Algeria	17	9	1	11.11	22.22
Antigua and Barbuda	221	114	6	5.26	6.75
Argentina	2	1	1	100.00	25.00
Australia	3	3	0	0.00	0.00
Austria	0	0	0	0.00	0.00
Bahamas	859	559	19	3.40	4.34
Bahrain	2	2	0	0.00	20.00
Barbados	41	16	0	0.00	3.85
Belgium	0	2	0	0.00	0.00
Belize	111	31	17	54.84	58.23
Bermuda	55	40	0	0.00	0.93
Brazil	25	8	0	0.00	7.69
Bulgaria	27	15	0	0.00	2.33
Canada	114	97	0	0.00	0.72
Cape Verde	7	2	2	100.00	50.00
Cayman Islands	59	46	1	2.17	7.14
Chile	22	9	0	0.00	9.68
China	178	114	3	2.63	6.15
Colombia	3	2	0	0.00	7.69
Croatia	26	17	0	0.00	0.00
Cyprus	978	575	50	8.70	9.97
Czech Republic	0	0	0	0.00	0.00
Denmark	244	154	1	0.65	1.38
Dominican Republic	0	1	0	0.00	50.00

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1998 Detention Ratio (%)	1996-1998 Detention Ratio (%)
Ecuador	2	3	0	0.00	30.00
Egypt	27	18	1	5.56	11.32
Equatorial Guinea	13	6	3	50.00	40.00
Estonia	24	8	0	0.00	4.76
Finland	5	3	0	0.00	0.00
France	51	39	1	2.56	2.00
Germany	323	204	7	3.43	2.62
Gibraltar	7	2	0	0.00	0.00
Greece	578	416	8	1.92	3.44
Grenada	1	1	0	0.00	0.00
Guyana	0	1	0	0.00	0.00
Honduras	69	13	6	46.15	58.84
Hong Kong	113	95	2	2.11	1.91
Hungary	6	3	0	0.00	10.53
Iceland	0	0	0	0.00	33.33
India	73	41	1	2.44	8.53
Indonesia	7	4	0	0.00	0.00
Ireland	2	2	0	0.00	33.33
Isle of Man	6	5	0	0.00	14.29
Israel	17	16	0	0.00	0.00
Italy	62	45	1	2.22	3.52
Jamaica	4	2	0	0.00	0.00
Japan	85	80	4	5.00	4.12
Kiribati	3	2	0	0.00	0.00
Kuwait	7	7	0	0.00	11.76
Latvia	13	7	0	0.00	11.90
Liberia	1551	1025	26	2.54	3.19
Lithuania	34	12	1	8.33	11.90
Luxembourg	18	11	0	0.00	0.00
Malaysia	71	50	4	8.00	4.35
Malta	651	418	26	6.22	8.84
Marshall Islands	119	83	0	0.00	1.95
Mauritius	1	2	0	0.00	0.00
Mexico	28	17	2	11.76	13.04
Morocco	0	1	0	0.00	66.67
Myanmar (Burma)	21	15	0	0.00	1.47
Netherlands	199	147	3	2.04	1.79
Netherlands Antilles	57	40	2	5.00	7.41
New Zealand	0	0	0	0.00	0.00
Nigeria	1	1	0	0.00	33.33

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1998 Detention Ratio (%)	1996-1998 Detention Ratio (%)
Norway	609	376	5	1.33	1.25
Pakistan	10	3	3	100.00	33.33
Panama	2628	1598	103	6.45	7.47
Peru	2	2	0	0.00	28.57
Philippines	267	191	9	4.71	5.70
Poland	85	50	0	0.00	2.12
Portugal	15	14	1	7.14	8.57
Qatar	9	6	0	0.00	5.00
Romania	14	8	2	25.00	22.00
Russia	191	127	7	5.51	6.70
Saint Vincent and the Grenadines	242	120	15	12.50	12.91
Samoa	4	3	1	33.33	33.33
Saudi Arabia	26	11	0	0.00	5.71
Singapore	332	230	5	2.17	4.37
Slovenia	0	1	0	0.00	0.00
South Korea	103	66	1	1.52	2.88
Spain	1	3	0	0.00	0.00
Sri Lanka	13	6	0	0.00	0.00
Sweden	50	29	0	0.00	0.99
Switzerland	13	12	0	0.00	0.00
Taiwan	72	40	2	5.00	6.10
Thailand	44	31	2	6.45	5.19
Tonga	4	2	1	50.00	20.00
Trinidad and Tobago	0	1	0	0.00	66.67
Tunisia	2	1	0	0.00	0.00
Turkey	180	100	9	9.00	16.25
Ukraine	51	27	3	11.11	20.56
United Arab Emirates	2	2	0	0.00	0.00
United Kingdom	114	88	0	0.00	0.41
Uruguay	0	1	0	0.00	0.00
Vanuatu	88	52	3	5.77	10.30
Venezuela	33	16	2	12.50	11.63
Yugoslavia	1	1	0	0.00	0.00
Total	12448	7880	373	4.73	6.00

* Detention ratios were determined by dividing detentions by distinct vessel arrivals

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 1998. The detention ratios are based on data from the previous three years (1996, 1997 and 1998). The 3-year overall average for the 1999 evaluation was 6.00%, down 0.60% from the 3-year overall average from last year.

Flag State	Detention Ratio	Flag State	Detention Ratio
Antigua & Barbuda	6.75%	Pakistan*	33.33%
Belize	58.23%	Panama	7.47%
Cape Verde*	50.00%	Romania*	22.00%
China	6.15%	Russia	6.70%
Cyprus	9.97%	Saint Vincent and the Grenadines	12.91%
Equatorial Guinea*	40.00%	Taiwan	6.10%
Honduras	58.54%	Turkey	16.25%
Malta	8.84%	Ukraine	20.56%
Mexico	13.04%	Vanuatu	10.30%
Netherlands Antilles*	7.41%	Venezuela	11.63%

* Countries that were not on the list in 1998.

Flag States Removed From the List

The following flag States were on the 1998 Targeted Flag List but are not on the list in 1999. None had a detention ratio below the 3-year overall average; however, all six were removed from the list in 1999 because they were associated with less than two detentions in 1998.

Flag State	Detentions in 1998	Detention Ratio	Flag State	Detentions in 1998	Detention Ratio
Algeria	1	22.22%	Egypt	1	11.32%
Brazil	0	7.69%	India	1	8.53%
Chile	0	9.615%	Lithuania	1	11.90%

Table 4 - Classification Society Performance Statistics

The following spreadsheet provides a breakdown of distinct arrivals and detentions for those classification societies with ten or more arrivals in 1998.

Company	Class Abbr	Distinct Vessel Arrivals				Class-Related Detentions				
		1996	1997	1998	Total	1996	1997	1998	Total	Ratio
<u>International Register of Shipping</u>	<u>BSS</u>			<u>31</u>	<u>31</u>			<u>5</u>	<u>5</u>	<u>16%</u>
<u>Maritime Register of Shipping</u>	<u>RS</u>	<u>261</u>	<u>237</u>	<u>241</u>	<u>739</u>	<u>26</u>	<u>13</u>	<u>4</u>	<u>43</u>	<u>5.82%</u>
<u>Polski Rejestr Statkow</u>	<u>PRS</u>	<u>85</u>	<u>100</u>	<u>94</u>	<u>279</u>	<u>4</u>	<u>6</u>	<u>2</u>	<u>12</u>	<u>4.30%</u>
<u>China Classification Society</u>	<u>CCS</u>	<u>164</u>	<u>133</u>	<u>136</u>	<u>433</u>	<u>12</u>	<u>3</u>	<u>2</u>	<u>17</u>	<u>3.93%</u>
<u>Croatian Register of Shipping</u>	<u>CRS</u>	<u>19</u>	<u>50</u>	<u>40</u>	<u>109</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>4</u>	<u>3.67%</u>
<u>China Corporation Register of Shipping</u>	<u>CR</u>	<u>27</u>	<u>44</u>	<u>42</u>	<u>113</u>	<u>2</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>2.65%</u>
<u>Bulgarski Koraben Registar</u>	<u>BKR</u>	<u>14</u>	<u>11</u>	<u>17</u>	<u>42</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2.38%</u>
<u>Korean Register of Shipping</u>	<u>KRS</u>	<u>184</u>	<u>192</u>	<u>165</u>	<u>541</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>8</u>	<u>1.48%</u>
<u>Bureau Veritas</u>	<u>BV</u>	<u>623</u>	<u>620</u>	<u>622</u>	<u>1865</u>	<u>12</u>	<u>8</u>	<u>4</u>	<u>24</u>	<u>1.29%</u>
<u>Lloyd's Register</u>	<u>LR</u>	<u>1559</u>	<u>1578</u>	<u>1563</u>	<u>4700</u>	<u>22</u>	<u>16</u>	<u>6</u>	<u>44</u>	<u>0.94%</u>
<u>Registro Italiano Navale</u>	<u>RINA</u>	<u>146</u>	<u>158</u>	<u>182</u>	<u>486</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>4</u>	<u>0.82%</u>
<u>Germanischer Lloyd</u>	<u>GL</u>	<u>506</u>	<u>628</u>	<u>685</u>	<u>1819</u>	<u>10</u>	<u>2</u>	<u>2</u>	<u>14</u>	<u>0.77%</u>
<u>Nippon Kaiji Kvokai</u>	<u>NKK</u>	<u>1539</u>	<u>1586</u>	<u>1704</u>	<u>4829</u>	<u>18</u>	<u>14</u>	<u>3</u>	<u>35</u>	<u>0.72%</u>
<u>Det Norske Veritas</u>	<u>DNV</u>	<u>1191</u>	<u>1186</u>	<u>1269</u>	<u>3646</u>	<u>16</u>	<u>5</u>	<u>5</u>	<u>26</u>	<u>0.71%</u>
<u>American Bureau of Shipping</u>	<u>ABS</u>	<u>970</u>	<u>989</u>	<u>968</u>	<u>2927</u>	<u>6</u>	<u>4</u>	<u>3</u>	<u>13</u>	<u>0.44%</u>
<u>Indian Register of Shipping</u>	<u>IRS</u>			<u>14</u>	<u>14</u>			<u>0</u>	<u>0</u>	<u>0.00%</u>
				<u>Total</u>	<u>22573</u>			<u>Total</u>	<u>253</u>	<u>1.12%</u>

* 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.

List of Targeted Class Societies

There were sixteen classification societies with at least ten distinct arrivals in 1998. The average detention ration over the period 1996 – 1998 is 1.12%. The following points, or boarding status, are assigned to each class society:

A. The following class societies are assigned **Priority 1** status:

Hellenic Register of Shipping	HRS
Honduras Bureau of Shipping	HBS
Honduras International Naval Surveying & Insp. Bureau	HINSB
International Naval Surveys Bureau	INSB
International Register of Shipping	BSS
Isthmus Bureau of Shipping, S.A.	IBS
Maritime Inspection Corporation	MIC
Panama Bureau of Shipping	PBS
Panama Maritime Documentation Service	PMDS
Panama Maritime Surveyors Bureau, Inc.	PMS
Panama Register Corporation	PRC
Panama Shipping Register	PSR
Registrul Naval Roman	RNR
Russian Maritime Register of Shipping	RS
Turku Lloyd Vafki	TL

B. The following class societies are assigned **5 points** on the targeting matrix:

China Classification Society	CCS
Croatian Register of Shipping	CRS
Polski Rejestr Statkow	PRS

C. The following class societies are assigned **3 points** on the targeting matrix:

Bulgarski Koraben Registrar	BKR
China Corporation Register of Shipping	CR

D. The following class societies are assigned **1 point** on the targeting matrix:

Bureau Veritas	BV
Korean Register of Shipping	KRS

E. The following class societies are assigned **0 points** on the targeting matrix:

American Bureau of Shipping	ABS
Det Norske Veritas	DNV
Germanischer Lloyd	GL
Indian Register of Shipping	IRS
Lloyd's Register	LR
Nippon Kaiji Kyokai	NKK
Registro Italiano Navale	RINA

Classification Society Targeting Methodology

Classification Societies are evaluated on their performance over the previous three years.

Classification Societies with less than ten distinct arrivals in the previous year are filtered out. If they have been associated with any detentions in the previous three years, they receive Priority 1 Status. If they haven't been associated with any detentions in the previous three years, they receive zero points.

Class societies with more than ten distinct vessel arrivals are evaluated on their performance over the previous three years. Their performance is based on the ratio of class-related detentions and the number of distinct vessel arrivals. This ratio is then compared to the average detention ratio, and assigned points in the risk based vessel targeting matrix as follows:

- Below the average detention ratio = 0 points
- Between the average ratio and two times the average ratio = 1 point
- Between two and three times the average ratio = 3 points
- Between three and four times the average ratio = 5 points
- More than four times the average ratio = Priority 1

Table 5 - Examinations and Detentions by Ship Type

Vessel Type	Examinations	Detentions
Dry Cargo	8216	325
• Bulk Carrier	3859	108
• General Cargo	1743	177
• Container	1867	18
• Offshore Supply Vessel	50	5
• Roll-on/Roll-off	697	17
Tank Vessels	3858	31
• Gas Carrier	373	2
• Chemical Carrier	996	4
• Ore – Bulk Oil	249	0
• Oil and Products	2240	25
Passenger	249	7
Other	125	10

Table 6 - Deficiencies on Detained Vessels

Category	Frequency of deficiencies on detained vessels
Certificates/Logbooks	19
Crew	24
Accommodation	10
Food and Catering	1
Working Spaces	2
Life Saving Appliances	136
Fire Fighting Appliances	142
Accident Prevention	1
Safety In General	125
Alarm Signals	2
Cargo	1
Load Lines	38
Mooring Arrangements	2
Propulsion and Auxiliary Machinery	46
Navigation	13
Radio	2
MARPOL, Annex I	36
Tankers	6
SOLAS Related Operational Deficiencies (Fire and Abandon Ship Drills)	205
ISM Related Deficiencies	16
All Other Deficiencies (clearly hazardous)	3

Table 7 - Examinations and Detentions by Port

Port	Coast Guard District	Examinations	Detentions
Anchorage, Alaska	17	131	6
Baltimore, Maryland	5	342	10
Boston, Massachusetts	1	155	6
Buffalo, New York	9	395	0
Charleston, South Carolina	7	189	4
Chicago, Illinois	9	13	0
Cleveland, Ohio	9	63	0
Corpus Christi, Texas	8	380	10
Detroit, Michigan	9	54	0
Duluth, Minnesota	9	57	0
Guam	14	176	9
Hampton Roads, Virginia	5	366	6
Honolulu, Hawaii	14	248	16
Houston, Texas	8	1484	24
Jacksonville, Florida	7	380	12
Juneau, Alaska	17	37	1
Long Island, New York	1	213	4
Los Angeles, California	11	961	55
Miami, Florida	7	409	43
Milwaukee, Wisconsin	9	4	0
Mobile, Alabama	8	418	29
Morgan City, Louisiana	8	110	3
New Orleans, Louisiana	8	1283	31
New York, New York	1	773	8
Philadelphia, Pennsylvania	5	518	12
Port Arthur, Texas	8	332	1
Portland, Maine	1	154	5
Portland, Oregon	13	463	7
Providence, Rhode Island	1	65	0
Puget Sound, Washington	13	425	18
San Diego, California	11	68	1
San Francisco, California	11	408	7
San Juan, Puerto Rico	7	581	14
Sault Ste Marie, Michigan	9	1	0
Savannah, Georgia	7	268	6
Tampa, Florida	7	272	23
Toledo, Ohio	9	104	1
Valdez, Alaska	17	11	0
Wilmington, North Carolina	5	137	1

Table 8 – Regional Statistics

Coast Guard District

	1st	5th	7th	8th	9th	11th	13th	14th	17th	Total
Ship Visits	2,866	4,835	17,276	13,400	1,438	5,489	3,422	1,106	707	50,539
Number of Examinations	1,360	1,363	2,099	4,007	691	1,437	888	424	179	12,448
Number of Detentions	23	29	102	98	1	63	25	25	7	373
Priority 1	2	4	11	5	0	1	5	0	1	29
Priority 2	19	11	79	80	0	40	14	23	5	271
Priority 3	2	14	12	11	1	21	6	2	1	70
Priority 4	0	0	0	2	0	1	0	0	0	3
Civil Penalties (U.S. \$)	28,650	164,300	93,350	193,138	16,700	155,650	34,000	0	14,000	699,788

Figure 1 - Distinct Vessel Arrivals

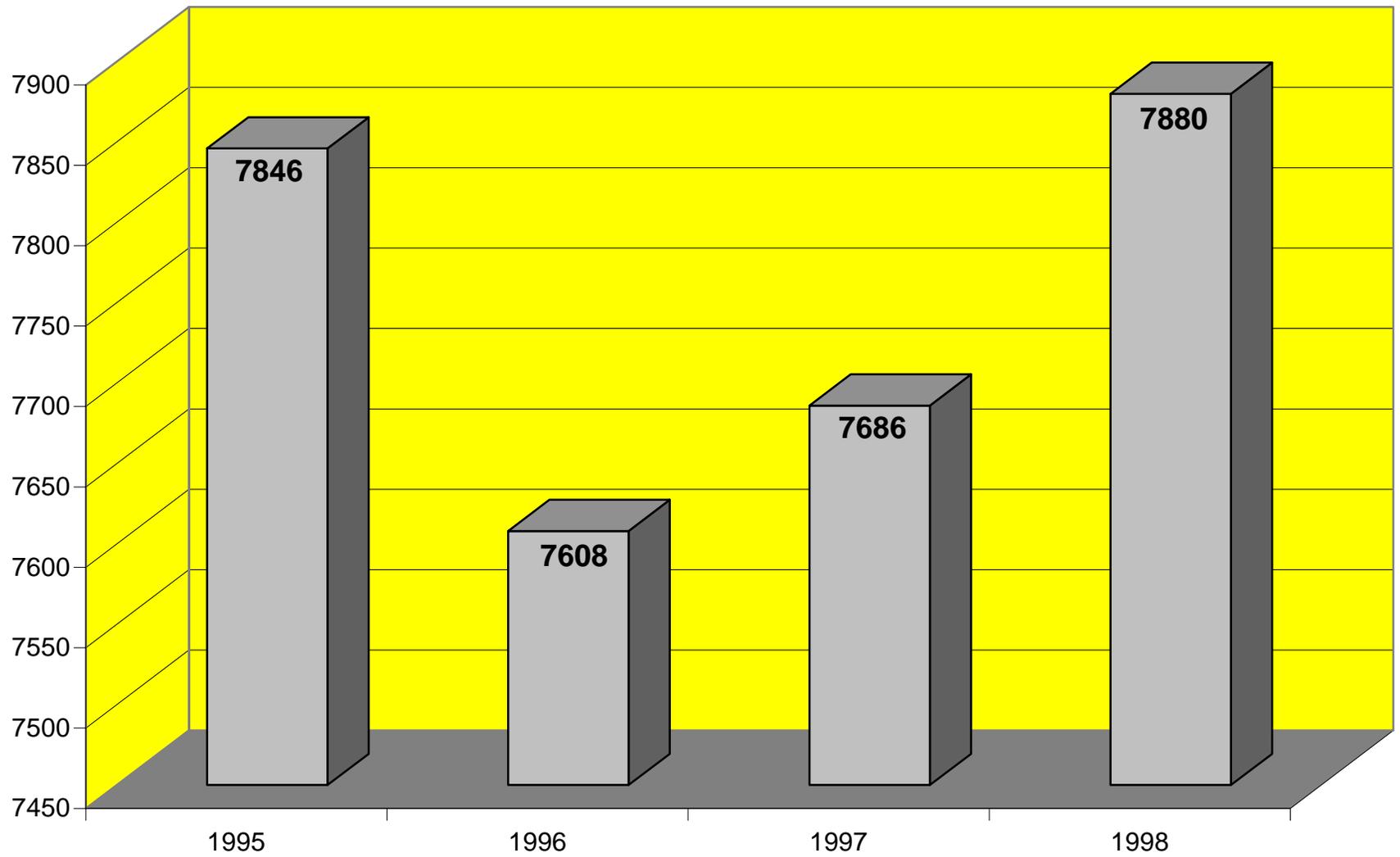


Figure 2 - Frequency of Deficiencies on Detained Vessels

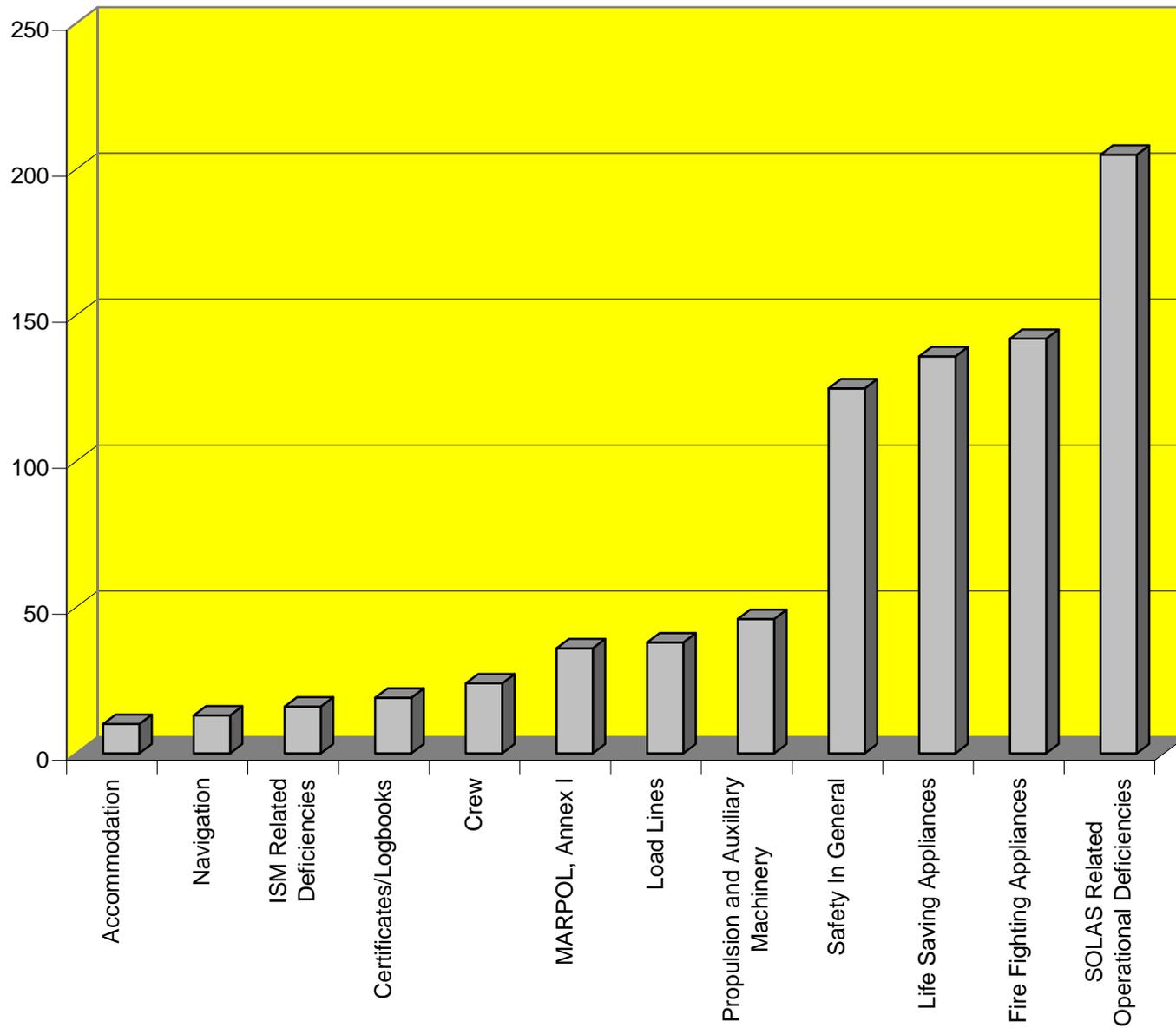


Figure 3 - Ratio of Detentions to Distinct Arrivals

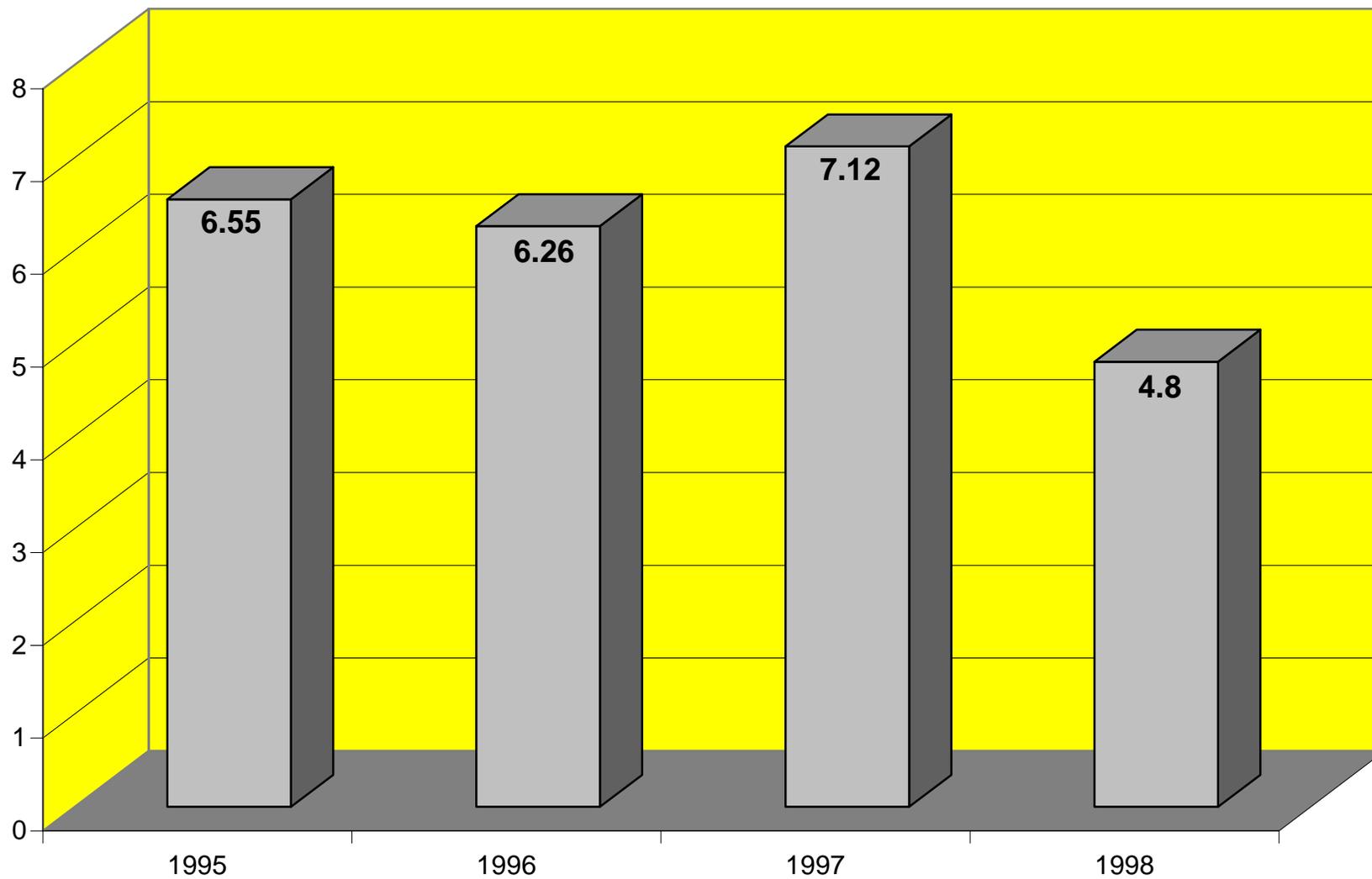
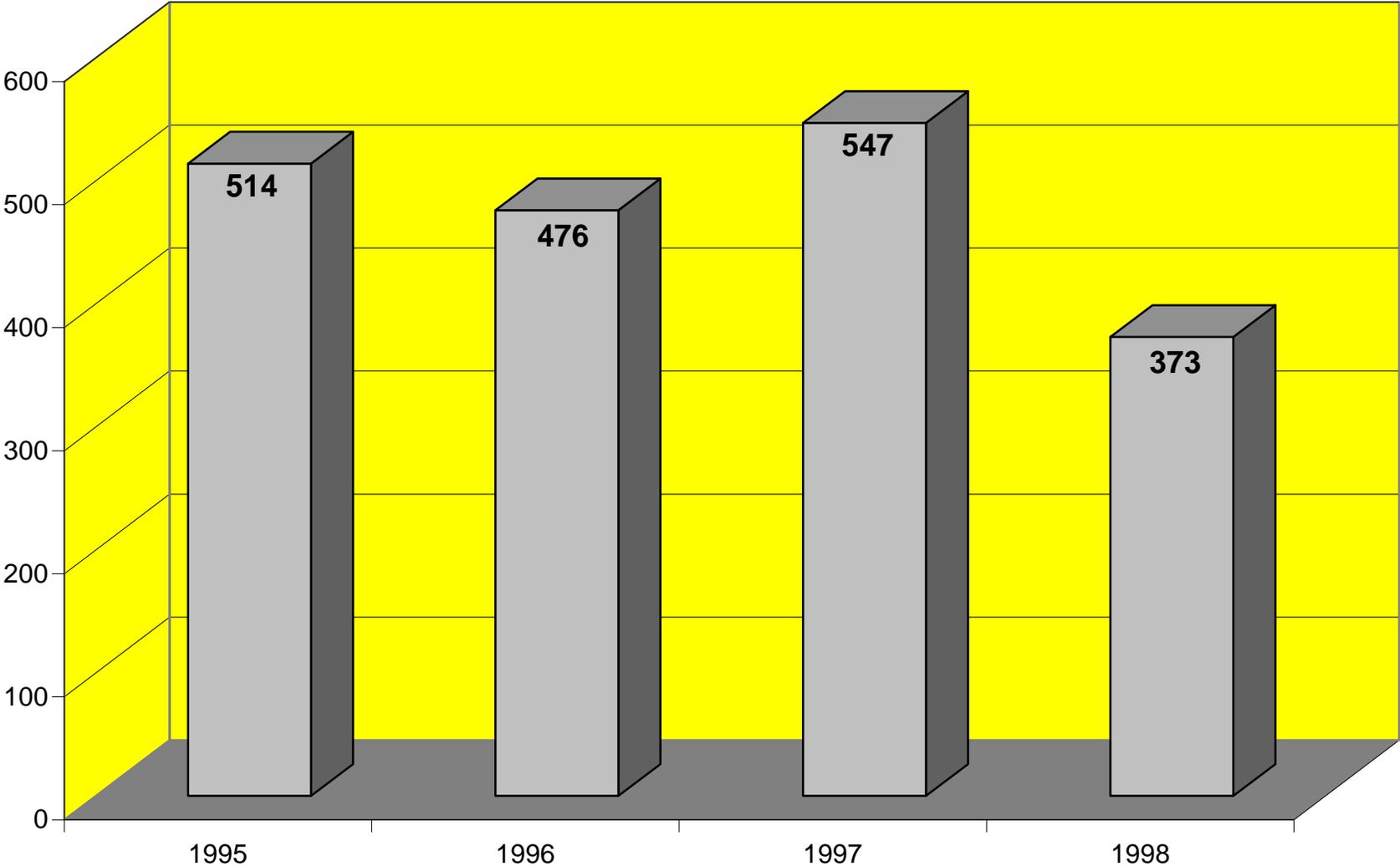


Figure 4 - Number of Ships Detained



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

The identification of a class society on a vessel detention report does not mean that the detention was related to activities conducted by that organization. A separate review of each vessel detention report is undertaken to determine if the detention was related to class society activities. That data is calculated annually, and is reported on the class society performance statistics page. The following guidelines are used to determine if a vessel detention is "class-related":

1. Voyage damage will not be class-related, unless other class-related deficiencies are noted during the course of the damage survey.
2. Equipment deficiencies will be class-related, if that equipment is covered by a survey conducted by that class society within the previous 90 days (unless the deficiency was apparently long standing).
3. When multiple deficiencies are identified during a vessel boarding, only the detainable deficiencies will be evaluated to determine if the detention is class-related.
4. Outdated equipment, or equipment that has not been serviced within the proper time interval, will not be class-related, unless the equipment was outdated or not serviced at the time of the last class survey.
5. Absence of highly pilferable equipment, such as fire hose nozzles or fire extinguishers, will not be class-related, unless a large amount of equipment was missing, and the detention was within 90 days of the last class survey.
6. Expired certificates will not be class-related, unless the certificates were not issued or endorsed properly.
7. Serious wastage or other structural deficiencies not caused by voyage damage will be class-related.

Appendix 2 - Boarding Priority Matrix

OWNER	FLAG	CLASS	HISTORY	SHIP TYPE
5 Points	7 Points	Priority 1	5 Points Each	1 Point
Listed Owner or Operator	Listed Flag State	<p>≥10 arrivals with detention ratio more than 4 times the average OR <10 arrivals and involved with at least one detention in the previous 3 years.</p> <p style="text-align: center;">5 Points</p> <p>≥10 arrivals with a detention ratio between 3 & 4 times the average.</p> <p style="text-align: center;">3 Points</p> <p>≥10 arrivals with a detention ratio between 2 & 3 times the average.</p> <p style="text-align: center;">1 Point</p> <p>≥10 arrivals with a detention ratio between the average and twice the average.</p> <p style="text-align: center;">0 Points</p> <p>≥10 arrivals with a detention ratio below the average OR <10 arrivals with no detentions in the previous 3 years.</p>	<p>Detention within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Other operational control within the previous 12 months</p> <p style="text-align: center;">1 Point Each</p> <p>Casualty within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Violation within the previous 12 months.</p> <p style="text-align: center;">1 Point Each</p> <p>Not boarded within the previous 6 months.</p>	<p>Oil or chemical Tanker</p> <p style="text-align: center;">1 Point</p> <p>Gas Carrier</p> <p style="text-align: center;">2 Points</p> <p>Bulk Freighter over 10 years old.</p> <p style="text-align: center;">1 Point</p> <p>Passenger Ship</p> <p style="text-align: center;">2 Points</p> <p>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 ten or more arrivals the previous year and a detention ratio more than four times the average, or
- ships whose classification society has less than ten arrivals the previous year and have been associated with at least one detention.
- 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.