USCG-PVA Quality Partnership Annual Report 2021 - 2023

This document presents information reported to the U.S. Coast Guard, which guides the discussions of the USCG-PVA Quality Partnership. The document provides an overview of the U.S. flag, Inspected Passenger Vessel fleet, and related marine casualty and inspection information. This report covers calendar years 2021 - 2023 and was developed from information contained in the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database.

Summary

We see continued improvement or stability in many of the key metrics in this report relating to the passenger vessel industry. The total number of fatalities has continued its sharp decline and has set another historical low at 55 in the past three years. Although three (3) of those fatalities were found to be operationally-related, that again is a historical low. The number of inspected passenger vessels increased again in 2023 and has now exceeded pre-pandemic levels. One area of continued concern is the high number of significant injuries for crewmembers and passengers caused by falls. This type of casualty continues to be the leading cause of injuries on inspected passenger vessels.

Inspected Passenger Vessel Population

Vessel Status and Types

Inspected passenger vessels are regulated under Title 46, Code of Federal Regulations (CFR) Subchapters H, K, or T[1]. As indicated in the table below, there are 6,694 inspected passenger vessels recorded in MISLE. This is an increase of 75 vessels since the last report and is a positive sign for the industry.

Table 1 - Passenger Vessels by Inspection Subchapter and Status

Vessel Status	H	K	T	Totals	Previous Year Total	Difference
Active	136	428	5,915	6,479	6,414	65
Destroyed	0	0	23	23	6	17
Inactive	2	8	113	123	139	-16
Laid Up	1	2	61	64	54	10
Scrapped	0	0	4	4	6	-2
Sunk-Not Recoverable	0	0	1	1	0	1
Total	**139**	**438**	**6,117**	**6,694**	**6,619**	**75**

[1] H: Vessels of 100 gross tons or greater that carry passengers.
K: Vessels of less than 100 gross tons that carry more than 149 passengers, or have overnight accommodations for more than 49 passengers.
T: Vessels of less than 100 gross tons that carry more than 6 passengers but less than 150 passengers, or have overnight accommodations for 49 or less passengers.

Vessel Status and Types (Continued)

Table 2 shows the breakdown of Inspected Passenger Vessels by their MISLE Vessel Type. The biggest increase was in the "EXCURSION/TOUR VESSEL" category; 123 vessels. After several years of large decreases in the number of passenger vessels categorized as "GENERAL" in our MISLE database, we have seen a plateau in the use of this category. CG-CVC continues to monitor the categorization of vessels in the system and works with local inspectors to find alternatives, where applicable.

The 6,694 inspected passenger vessels from 2023 are classified into the following vessel types:

Table 2 - Passenger Vessel Types

Vessel Type	H	K	T	Total	Previous Year Total	Difference
Amphibious Vessel			68	68	71	-3
Attraction Vessel	2	1	12	15	16	-1
Balloon Support Vessel			2	2	2	0
Charter Fishing Vessel		2	952	954	965	-11
Crew Boat			492	492	502	-10
Cruise Ship Launch/Tender			55	55	71	-16
Diving Vessel (Recreational)			219	219	227	-8
Excursion/Tour Vessel	5	149	2,527	2,681	2,558	123
Ferry	97	178	342	617	615	2
Gaming Vessel	2	3		5	5	0
General	26	1	29	56	57	-1
Harbor Cruise Vessel	3	58	216	277	278	-1
Ocean Cruise Vessel	1	11	17	29	30	-1
Parasailing Vessel			226	226	223	3
Party/Head Boat (other than fish)		6	49	55	48	7
River Cruise Vessel	3	28	108	139	140	-1
Sailing Vessel			289	289	295	-6
Special Purpose Ship			45	45	44	1
Submersible			6	6	6	0
Water Taxi		1	461	462	464	-2
Waterskiing Vessel			2	2	2	0
Total	**139**	**438**	**6,117**	**6,694**	**6,619**	**75**

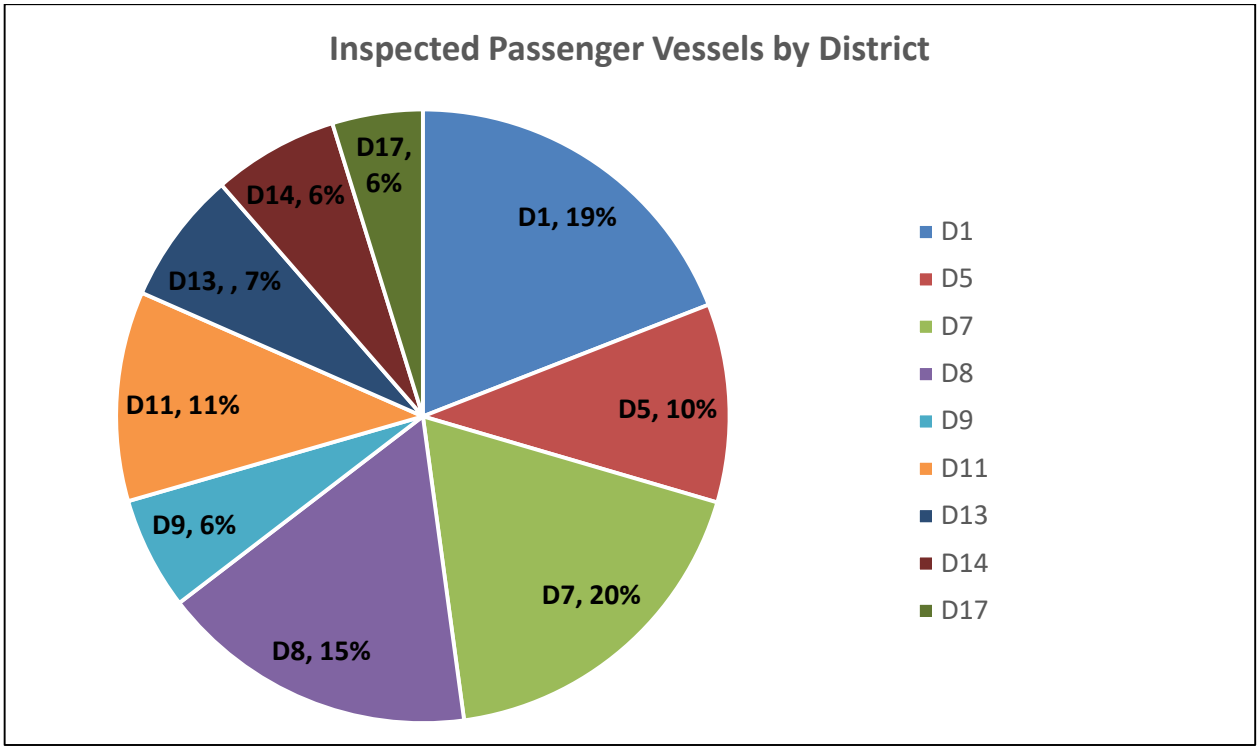
Geographic Distribution of Inspected Passenger Vessels

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

Table 3 - Passenger Vessels by USCG Fleet of Responsibility

ATLANTIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ONE	**38**	**163**	**1,097**	**1,298**
Boston	0	23	205	228
Long Island Sound	8	26	275	309
New York	14	83	215	312
Northern New England	9	14	197	220
SE New England	7	17	205	229
CGD FIVE	**28**	**20**	**605**	**653**
Delaware Bay	3	5	154	162
Maryland-NCR	0	13	285	298
North Carolina	20	0	96	116
Virginia	5	2	70	77
CGD SEVEN	**2**	**44**	**1,318**	**1,364**
Charleston	0	9	243	252
Jacksonville	2	4	154	160
Key West	0	1	178	179
Miami	0	12	242	254
San Juan	0	14	148	162
St Petersburg	0	4	353	357
CGD EIGHT	**32**	**33**	**962**	**1,027**
Corpus Christi	0	0	72	72
Houston-Galveston	8	0	67	75
Lower Miss River	2	2	14	18
Mobile	1	4	321	326
New Orleans	16	5	402	423
Ohio Valley	4	9	34	47
Upper Miss River	1	13	52	66
CGD NINE	**3**	**55**	**340**	**398**
Detroit	1	7	67	75
Lake Michigan	1	23	140	164
Northern Great Lakes	1	17	81	99
SE Great Lakes	0	8	52	60

PACIFIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ELEVEN	**4**	**75**	**612**	**691**
LA - LB	0	20	257	277
San Diego	2	8	160	170
San Francisco	2	47	195	244
CGD THIRTEEN	**23**	**31**	**382**	**436**
Portland	1	7	180	188
Puget Sound	22	24	202	248
CGD FOURTEEN	**1**	**2**	**431**	**434**
Guam	0		53	53
Honolulu	1	2	378	381
CGD SEVENTEEN	**8**	**11**	**358**	**377**
Anchorage	2	6	140	148
Juneau	6	5	218	229
LANT & PAC Total	**139**	**438**	**6,117**	**6,694**



Note: The percentages of the passenger vessel fleet remained primarily the same since the last report. USCG District 13 increased by a single percentage point and USCG District 8 decreased by the same.

Reportable Marine Casualties Involving Inspected Passenger Vessels

Marine Casualties Involving Fatalities

From 2021 through 2023, the Coast Guard received reports of 55 fatalities onboard U.S. flag inspected passenger vessels[2]. The table below provides details on the cause of death or "accident type" as determined by the Coast Guard Investigating Officer.

Table 4 - Fatalities involving Passenger Vessels (2021-2023)

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury	0	1	2	3
Diseases- General	0	0	1	1
Existing Medical Condition Event	2	3	18	23
Overexertion Injury- Existing medical condition	0	0	7	7
Overexertion Injury- Strain or sprain	0	0	1	1
Contact Injury- Collision with Fixed Object	0	0	3	3
Contact Injury- Struck by Moving Object	0	0	1	1
Noncontact Injury- Asphyxiation	0	0	3	3
Noncontact Injury- Diving	0	0	7	7
Noncontact Injury- Other	0	0	2	2
Unknown Injury Type	0	1	3	4
Total	**2**	**5**	**48**	**55**

The 55 fatalities is a decrease of 24 from last year's report (79 fatalities). All 55 fatalities occurred during individual incidents.

In an effort to focus the work of the partnership, the term "vessel-related" was developed by the USCG and PVA staff so that non-accidental incidents and events occurring off the vessel would be excluded from the data analysis (i.e. murder, suicide, medical condition, and diving-related fatalities). However, after several years of use, it was determined that "operationally-related" was more appropriate; as all of these incidents occur on or near a vessel. The new term was implemented in the 2020-2022 report.

As **highlighted in green** in the table above, 35 of the 55 fatalities were attributed to intentional acts or non-accidental causes. These types of incidents are automatically NOT considered "operationally-related".

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

A detailed review of the remaining incidents involving a fatality revealed that three (3) incidents, resulting in three (3) fatalities, were "operationally-related"; see Table 5 and the incident summaries provided below. The definition for "operationally-related" casualties, as well as examples are provided in Appendix I.

Table 5 - Passenger Vessel Fatalities that are "Operationally-Related"

Inspection Subchapter of Involved Passenger Vessel	Fatalities "Operationally-Related"	Fatalities NOT "Operationally-Related"	Total
H	0	2	2
K	0	5	5
T	3	45	48
Total	**3**	**52**	**55**

The following is a summary of the three (3) "operationally-related" casualties identified from Table 5:

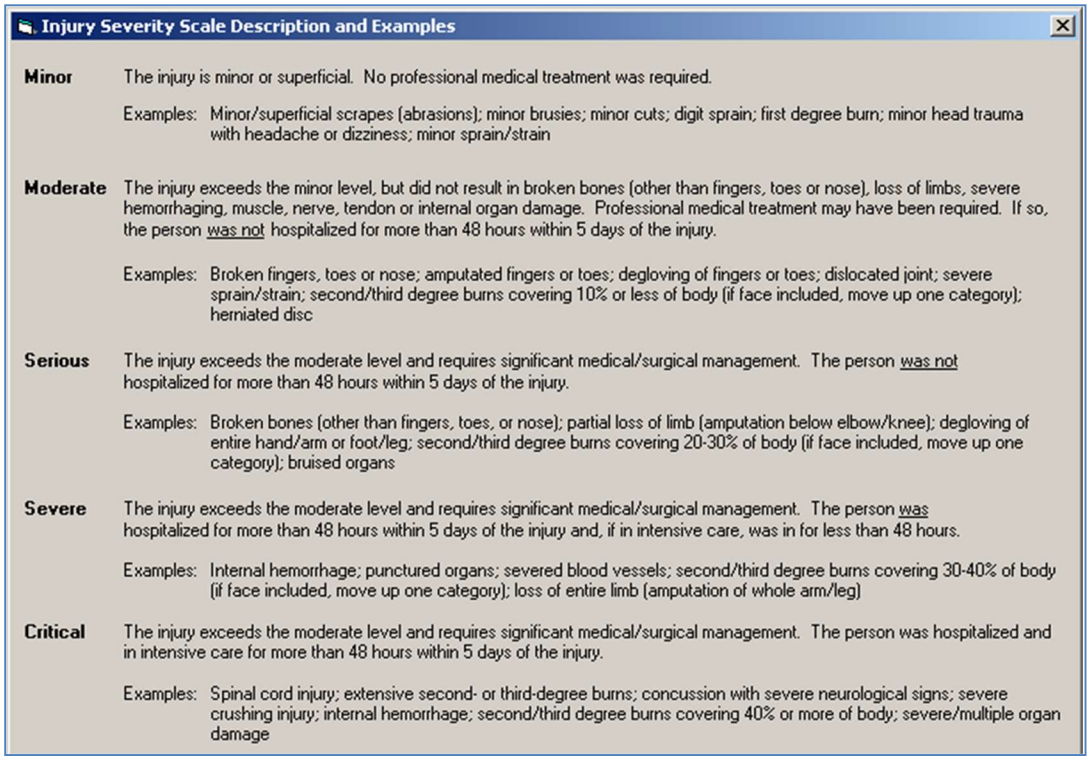
1. (T): On July 28, 2023, the airboat WILDERNESS I (State Number LA8393GG) struck a tree while conducting engine break in trials on Bayou Segnette in Westwego, Louisiana resulting in a death. The vessel was being navigated by a mechanic after engine repairs had been completed by a local servicing facility. The individual got underway and a short time later allided the vessel's starboard hull with a tree. There was a large branch overhanging the waterway at the operator chair height that the individual struck. Two witnesses saw the allision, met the WILDERNESS I and attempted to provide first aid. The mechanic was unresponsive with no pulse and the witnesses called 911 for assistance. Local EMS responded to the scene and transported the mechanic to the nearest hospital where he succumbed to the injuries sustained from the blunt force trauma of the crash.

2. (T): On May 30, 2022, the AIRBORNE (O.N. 1218854) got underway with a Master, a Mate, and 12 passengers for a parasailing excursion. When the vessel arrived at the operating area the first group of three were sent aloft and returned without incident. The crew noticed clouds in the distance prior to sending the next group aloft. They continued with operations but closely monitored the weather. After 10 minutes clouds moved in quickly and wind gusts increased to approximately 30 mph. The Master fully engaged the parasail winch, but the force of the wind overcame the winch and he could no longer bring in the passengers. The force of the wind on the parasail began to pull the vessel sideways and the Master made the decision to sever the tow line. He sounded the air horn to signal the parasailers to release the chute wrangler, which is designed to deploy a weighted sea anchor to stop a runaway parasail in the event of a tow line separation. The passengers aloft did not engage the chute wrangler and were quickly dragged away from the vessel through the water at a high rate of speed. The Master chased alongside the runaway chute, as he and the Mate attempted to snare the chute. They were not successful, and the chute eventually became tangled in a local bridge. Another vessel arrived on scene to retrieve the parasailers from the parasail equipment. All three were brought onboard and transported to local EMS. One was pronounced dead on scene and the other two were transported to a local hospital for further treatment.

3. (T): On April 4, 2022, the UHANE NUI O NAI'A (O.N. 1093380) was engaged in a night manta ray snorkel excursion with one master, two crewmembers, and 13 passengers. Upon arriving at their mooring site, the Master announced, “the pool is open”, signaling that the vessel’s engine is in neutral, and it was safe to enter the water. One of the crewmembers entered the water from the stern of the vessel to secure an anchor line to a subsurface mooring. However, the vessel’s engine throttles were engaged in reverse which caused the crewmember to be drawn into and struck by the vessel’s propellers. The crewmember was recovered from the water and found to have significant injuries. Despite the actions of the ship's crew and medical professionals onboard as passengers, the crewmember died due to exsanguination by extreme blood loss.

Marine Casualties Involving Serious, Severe, or Critical Injuries

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



From 2021 through 2023, there were 79 incidents that resulted in 91 Serious, Severe, or Critical injuries; 53% (48/91) of these injuries were the result of Accident Type: 'Contact Injury- Fall onto surface'. The percentage of the leading cause of injuries has remained primarily the same for several years.

Table 6 - Serious, Severe, or Critical Injuries Occurring Onboard Inspected Passenger Vessels

Accident Type	2021	2022	2023	Total
Contact Injury- Fall onto surface	17	22	9	48
Noncontact Injury- Diving	4	3	0	7
Contact Injury- Other	4	1	2	7
Contact Injury- Fall into water	2	1	3	6
Contact Injury- Crushed between objects	2	1	2	5
Contact Injury- Collision with Fixed Object	3	2	0	5
Contact Injury- Struck by Moving Object	1	3	0	4
Overexertion Injury- Strain or sprain	2	0	1	3
Contact Injury- Line handling/caught in lines	2	0	0	2
Other Injury Type	1	0	0	1
Noncontact Injury- Other	0	1	0	1
Noncontact Injury- Asphyxiation	1	0	0	1
Total	**39**	**34**	**18**	**91**

As indicated in Table 7, passengers were involved in 70 of the 91 (76.9%) of the personnel casualties that resulted in Serious, Severe, or Critical injuries. The majority of the passenger injuries continue to be the result of Accident Type: 'Contact Injury- Fall onto surface'; 54.3% (38/70). Similar to passenger injuries, the highest percentage of crewmember injuries is due to Accident Type: 'Contact Injury- Fall onto surface'; 47.6% (10/21).

Table 7 - Party Relationship & Accident Type for Persons Injured on Inspected Passenger Vessels

Accident Type by Party-Subject Type	2021	2022	2023	Total
Contractor Employee	**0**	**0**	**0**	**0**
None				
Crewmember (includes Master, Employee, Operator, Owner)	**8**	**7**	**6**	**21**
Contact Injury- Fall onto surface	1	5	4	10
Contact Injury- Crushed between objects	2		1	3
Contact Injury- Line handling/caught in lines	2			2
Overexertion Injury- Strain or sprain	1		1	2
Contact Injury- Fall into water	1			1
Contact Injury- Other	1			1
Contact Injury- Struck by Moving Object		1		1
Noncontact Injury- Other		1		1
External Victim (Pilots, Visitors)	**0**	**0**	**0**	**0**
None				
Passenger	**31**	**27**	**12**	**70**
Contact Injury- Fall onto surface	16	17	5	38
Noncontact Injury- Diving	4	3		7
Contact Injury- Other	3	1	2	6
Contact Injury- Collision with Fixed Object	3	2		5
Contact Injury- Fall into water	1	1	3	5
Contact Injury- Struck by Moving Object	1	2		3
Contact Injury- Crushed between objects		1	1	2
Diseases- General			1	1
Noncontact Injury- Asphyxiation	1			1
Other Injury Type	1			1
Overexertion Injury- Strain or sprain	1			1
Total	**39**	**34**	**18**	**91**

Marine Casualties and Events

As indicated in Table 8, inspected passenger vessels were involved in 1,625 reportable marine casualties from 2021 through 2023. Of those, 21.6% (351 of 1,625) of these casualties were classified as 'Serious Marine Incidents'[3] (SMI).

Table 8 - Reportable Marine Casualties Involving Inspected Passenger Vessels

Inspection Subchapter	2021	2022	2023	Total
H Boats	**99**	**106**	**72**	**277**
Non-SMI	84	83	59	226
SMI	15	23	13	51
K Boats	**68**	**75**	**93**	**236**
Non-SMI	53	63	85	201
SMI	15	12	8	35
T Boats	**382**	**383**	**346**	**1,111**
Non-SMI	273	302	271	846
SMI	109	81	75	265
Total	**549**	**564**	**512**	**1,625**

[3] Serious Marine Incident is defined in 46 CFR 4.03-2

Most marine casualties are described as a series of events: a mechanical failure, followed by a loss of propulsion, grounding, and ending with a discharge of oil. In this example, the mechanical failure is the initiating event. The Initiating Event is simply the first unwanted or negative outcome in the timeline. The two most common ***initiating events*** recorded for passenger vessel marine casualties were 'Material Failure/Malfunction' (40.8%) and 'Personnel Casualty - Injury' (14.3%).

Table 9 - Initiating Events for Marine Casualties Involving Inspected Passenger Vessels

Initial Event	2021				2022				2023				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	62	36	118	**216**	47	44	127	**218**	35	54	139	**229**	**663**
Personnel Casualty - Injury	19	6	77	**102**	22	7	53	**82**	11	6	31	**48**	**232**
Loss/Reduction Propulsion/Steering	9	9	55	**73**	11	4	39	**54**	9	13	44	**66**	**193**
Grounding	3	4	36	**43**	4	1	28	**33**	6	2	19	**27**	**103**
UNSPECIFIED	2	1	10	**13**	4	3	48	**55**	7	3	20	**30**	**98**
Allision	0	3	21	**24**	8	7	21	**36**	2	6	18	**26**	**86**
Personnel Casualty - Death	0	0	18	**18**	2	4	22	**28**	0	0	3	**3**	**49**
Fire - Initial	0	1	3	**4**	1	0	2	**3**	0	2	24	**26**	**33**
Collision	0	2	7	**9**	1	0	6	**7**	0	0	15	**15**	**31**
Loss of Electrical Power	1	0	9	**10**	3	1	7	**11**	0	3	3	**6**	**27**
Fouling	1	2	3	**6**	0	2	5	**7**	0	1	9	**10**	**23**
Vessel Manuever	0	0	3	**3**	3	0	6	**9**	0	1	5	**6**	**18**
Wave(s) Strikes/Impacts	0	0	3	**3**	0	0	5	**5**	0	0	6	**6**	**14**
Flooding - Initial	0	1	4	**5**	0	1	4	**5**	1	1	0	**2**	**12**
Personnel Entering Water (not Falling)	1	1	2	**4**	0	0	4	**4**	0	0	2	**2**	**10**
Set Adrift	1	0	6	**7**	0	0	0	**0**	0	0	2	**2**	**9**
Personnel Fall into Water	0	0	4	**4**	0	0	0	**0**	0	1	4	**5**	**9**
Vessel Yawl/Pitch/Roll/Heel	0	2	1	**3**	0	0	0	**0**	0	0	1	**1**	**4**
Discharge/Release - Pollution	0	0	1	**1**	0	0	1	**1**	1	0	0	**1**	**3**
Capsize	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	**2**
Personnel Casualty - Exposure	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Sinking	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Other	0	0	1	**1**	0	0	3	**3**	0	0	0	**0**	**4**
Total	**99**	**68**	**382**	**549**	**106**	**75**	**383**	**564**	**72**	**93**	**346**	**512**	**1,625**

Table 10 shows the initiating events associated with the 351 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels from 2021 to 2023. The most common ***initiating event*** recorded for passenger vessel SMIs was 'Personnel Casualty - Injury' (53%).

Table 10 - Initiating Events for Serious Marine Incidents Involving Inspected Passenger Vessels

Initial Event Type	2021				2022				2023				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Personnel Casualty - Injury	13	6	63	**82**	17	6	44	**67**	9	4	24	**37**	**186**
Personnel Casualty - Death	0	0	15	**15**	1	3	21	**25**	0	0	2	**2**	**42**
Fire - Initial	0	0	0	**0**	0	0	0	**0**	0	1	22	**23**	**23**
Material Failure/Malfunction	1	2	12	**15**	1	0	1	**2**	1	1	1	**3**	**20**
UNSPECIFIED	0	1	4	**5**	1	1	5	**7**	2	0	4	**6**	**18**
Collision	0	0	4	**4**	0	0	2	**2**	0	0	5	**5**	**11**
Allision	0	2	2	**4**	1	1	1	**3**	0	0	2	**2**	**9**
Personnel Entering Water (not Falling)	1	1	2	**4**	0	0	2	**2**	0	0	2	**2**	**8**
Wave(s) Strikes/Impacts	0	0	1	**1**	0	0	2	**2**	0	0	4	**4**	**7**
Personnel Fall into Water	0	0	2	**2**	0	0	0	**0**	0	1	3	**4**	**6**
Grounding	0	1	0	**1**	0	0	1	**1**	1	1	1	**3**	**5**
Vessel Manuever	0	0	0	**0**	1	0	1	**2**	0	0	2	**2**	**4**
Vessel Yawl/Pitch/Roll/Heel	0	2	1	**3**	0	0	0	**0**	0	0	0	**0**	**3**
Loss of Electrical Power	0	0	0	**0**	1	0	0	**1**	0	0	1	**1**	**2**
Personnel Casualty - Exposure	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Loss/Reduction of Propulsion/Steering	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Flooding - Initial	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Discharge/Release - Pollution	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Set Adrift	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**1**
Capsize	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**1**
Personnel Casualty - Missing	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
	15	**15**	**109**	**139**	**23**	**12**	**81**	**116**	**13**	**8**	**75**	**96**	**351**

Vessel Inspections, Deficiencies, and Appeals

Vessel Inspections and Deficiencies

The majority of the passenger vessel inspections and deficiencies issued involved T-boats due to the size of that fleet. Per the request from PVA, "worklist items" are now broken out from the total deficiencies issued for each calendar year.

Table 11 - Deficiencies Issued to Inspected Passenger Vessels

CY	Inspection Activities	Inspection Activities with a Deficiency Issued	% of Inspection Activities with a Deficiency Issued	Deficiencies Issued	Worklist Items Issued
H-Boats					
2021	841	321	38.2	1,033	252
2022	874	371	42.4	908	267
2023	767	262	34.2	694	372
K-Boats					
2021	1,067	367	34.4	1,364	684
2022	1,092	394	36.1	1,345	541
2023	1,228	434	35.3	1,456	582
T-Boats					
2021	10,006	3,740	37.4	13,585	3,760
2022	10,361	3,760	36.3	13,323	3,373
2023	10,587	3,616	34.2	12,471	3,496

Table 12 contains the top 10 systems, where deficiencies were identified and issued to inspected passenger vessels. The table includes the System and Component levels, with associated counts, to provide the greatest clarity in the issued deficiencies.

The use of "Other" deficiency categories, at the Component level, continues to be an issue. The use of "Other" categories does not provide the necessary specificity to appropriately identify and target areas of concern. The Coast Guard will continue to emphasize this issue with inspectors in an effort to reduce the usage of these options in our data system.

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component

Vessel Deficiencies by System/Component	2021	2022	2023	TOTAL
02 - Structural Conditions	**3,650**	**3,437**	**3,613**	**10,700**
02199 - Other (Structural condition)	1,034	905	1,021	2,960
02112 - Hull - corrosion	466	452	475	1,393
02108 - Electrical installations in general	408	402	383	1,193
02106 - Hull damage impairing seaworthiness	337	334	318	989
02113 - Hull - cracking	261	262	302	825
02111 - Beams, frames, floors-corrosion	226	189	273	688
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
13 - Propulsion and Auxiliary Machinery	**3,047**	**2,972**	**2,776**	**8,795**
13199 - Other (machinery)	1,141	1,192	1,108	3,441
13101 - Propulsion main engine	781	721	680	2,182
13104 - Bilge pumping arrangements	656	624	582	1,862
13108 - Operation of machinery	199	170	171	540
13102 - Auxiliary engine	167	175	143	485
13103 - Gauges, thermometers, etc	96	84	86	266
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
11 - Life Saving Appliances	**2,991**	**2,886**	**2,575**	**8,452**
11117 - Lifebuoys incl. provision and disposition	862	776	776	2,414
11118 - Lifejackets incl. provision and disposition	792	727	639	2,158
11116 - Distress flares	208	242	229	679
11199 - Other (life saving)	234	216	226	676
11135 - Maintenance of Life Saving Appliances	138	164	114	416
11129 - Operational readiness of lifesaving appliances	127	140	119	386
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
07 - Fire Safety	**2,409**	**2,298**	**2,602**	**7,309**
07110 - Fire fighting equipment and appliances	552	556	569	1,677
07199 - Other (fire safety)	415	369	426	1,210
07109 - Fixed fire extinguishing installation	297	256	266	819
07113 - Fire pumps and its pipes	153	134	139	426
07106 - Fire detection and alarm system	87	121	194	402
07116 - Ventilation	111	127	115	353

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

Vessel Deficiencies by System/Component	2021	2022	2023	TOTAL
09 - Working and Living Conditions	**2,144**	**2,051**	**1,843**	**6,038**
09209 - Electrical	905	867	773	2,545
09112 - Medical Equipment	288	300	247	835
09298 - Other (accident prevention)	177	173	160	510
09203 - Lighting (Working spaces)	96	67	72	235
09210 - Machinery	111	48	58	217
09233 - Guards - fencing around dangerous machinery	48	60	48	156
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
01 - Certificates & Documentation	**1,374**	**1,383**	**1,304**	**4,061**
CG001 - Certificate of Inspection (COI)	349	342	346	1,037
01199 - Other (certificates)	334	316	302	952
01305 - Log-books/compulsory entries	176	151	154	481
CG003 - USCG Certificate of Documentation (COD)	110	150	96	356
01104 - Cargo Ship Safety Radio (including exemption)	84	76	71	231
01201 - Certificates for master and officers	56	66	40	162
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
03 - Water/Weathertight Conditions	1,078	992	1,071	3,141
03199 - Other (load lines)	192	187	262	641
03109 - Machinery space openings	147	114	118	379
03103 - Railing, gangway, means for safe passage	114	137	124	375
03110 - Manholes/flush scuttles	145	119	95	359
03105 - Covers (hatchway-, portable-, tarpaulins, etc.)	137	111	108	356
03112 - Scuppers, inlets and discharges	111	107	119	337
Vessel Deficiencies by System/Component	**2021**	**2022**	**2023**	**TOTAL**
10 - Safety of Navigation	**1,046**	**939**	**762**	**2,747**
10109 - Lights, shapes, sound-signals	366	348	324	1,038
10111 - Charts	247	207	133	587
10116 - Nautical publications	188	144	119	451
10105 - Magnetic compass	74	78	45	197
10199 - Other (navigation)	70	65	45	180
10113 - Automatic Identification System (AIS)	16	19	13	48

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

Vessel Deficiencies by System/Component	2021	2022	2023	TOTAL
99 - Other	**1,024**	**933**	**759**	**2,716**
99101 - Other (Safety in general)	1,013	924	750	2,687
99103 - Other (MARPOL operational)	8	9	7	24
99102 - Other (SOLAS operational)	3	0	2	5

Vessel Deficiencies by System/Component	2021	2022	2023	TOTAL
04 - Emergency Systems	**611**	**609**	**628**	**1,848**
04103 - Emergency, lighting, batteries and switches	176	136	139	451
04109 - Fire drills	96	78	94	268
CG004 - Man Overboard Drill (MOB)	66	79	86	231
04113 - Water level indicator	76	66	83	225
04108 - Muster list	44	48	58	150
04101 - Public address system	42	46	47	135

Flag State Detentions involving Inspected Passenger Vessels

Table 13 – Flag State Detentions

Subchapter	CY	Detentions	Population	Detention Percentage
H	2021	1	140	0.71%
	2022	0	140	0.00%
	2023	1	139	0.72%
K	2021	2	449	0.46%
	2022	2	442	0.45%
	2023	0	438	0.00%
T	2021	16	5,959	0.27%
	2022	15	6,037	0.25%
	2023	7	6,117	0.11%

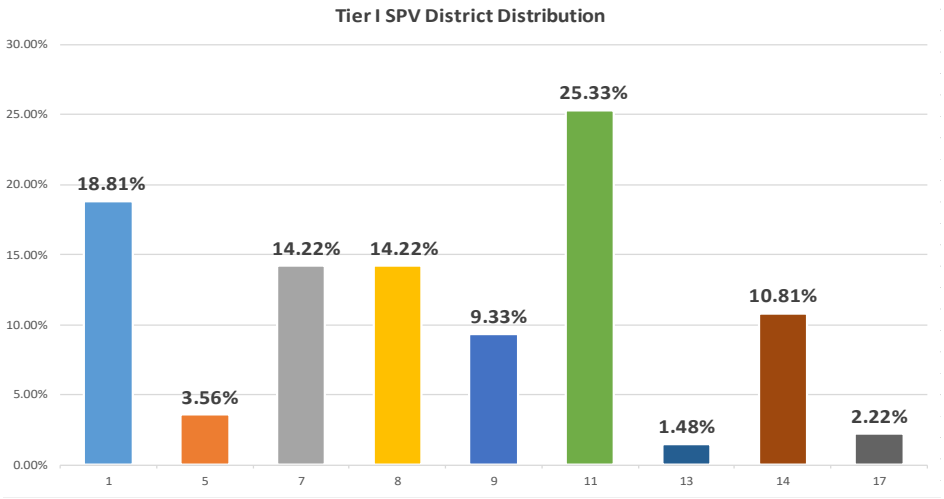
Detentions by Tier Inspections

The following table shows flag state detentions categorized by the Risk Based Inspection Tier of the small passenger vessel detained.

Table 14 – SPV Flag State Detentions by Tier

Subchapter	CY	Detentions	Tier I	Tier II	Tier III
K	2021	2	1	1	0
K	2022	2	2	0	0
K	2023	0	0	0	0
T	2021	16	5	7	4
T	2022	15	3	12	0
T	2023	7	3	3	1

The following chart shows the geographic distribution of Tier I small passenger vessels across USCG Districts in 2023.



CG-CVC Appeals involving Inspected Passenger Vessels

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

Table 15 - Appeals to Commandant

CY	Received	Granted	Denied	Other
2021	4	0	2	2
2022	1	0	0	1
2023	2	0	1	1

Passenger Vessels Taking Part in the Streamlined Inspection Program (SIP)

Table 16 – SIP Enrolled Vessels by USCG Unit

Unit	Number of SIP Vessels	Total Population	SIP Enrollment Percentage
Marine Safety Unit Duluth	5	22	22.73%
MSD Cincinnati	2	9	22.22%
MSD Coram	9	192	4.69%
Sector Honolulu	1	380	0.26%
Sector San Francisco	3	235	1.28%
All Units	20	6694	0.30%

Enforcement Actions Resulting from Illegal Passenger Vessel Operations

Table 17 – Enforcement Actions By Type

Calendar Year	Sanction Type	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2021	Civil Penalty	100	157	$139,750.00
2021	Notice Of Violation (NOV)	13	22	$26,000.00
2021	Warning	1	1	---
2021	**Totals**	**114**	**180**	**$165,750.00**
2022	Civil Penalty	104	160	$205,395.00
2022	Notice Of Violation (NOV)	20	34	$50,400.00
2022	Warning	1	2	---
2022	**Totals**	**125**	**196**	**$255,795.00**
2023	Civil Penalty	39	58	$140,999.00
2023	Notice Of Violation (NOV)	17	22	$28,900.00
2023	Warning	0	0	---
2023	**Totals**	**56**	**80**	**$169,899.00**

Table 18 – Enforcement Actions By USCG District

Calendar Year	Originating District	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2021	CGD FIVE (000304)	1	2	$2,250.00
2021	CGD SEVEN (000264)	95	149	$125,250.00
2021	CGD EIGHT (000483)	4	7	$15,000.00
2021	CGD NINE (000169)	5	7	$6,000.00
2021	CGD ELEVEN (000145)	2	3	$10,000.00
2021	CGD THIRTEEN (000123)	6	11	$6,500.00
2021	CGD FOURTEEN (000456)	1	1	$750.00
2022	CGD FIVE (000304)	4	7	$9,000.00
2022	CGD SEVEN (000264)	97	153	$188,281.00
2022	CGD EIGHT (000483)	8	11	$26,564.00
2022	CGD NINE (000169)	2	2	$3,500.00
2022	CGD ELEVEN (000145)	8	14	$13,000.00
2022	CGD THIRTEEN (000123)	2	4	$1,950.00
2022	CGD FOURTEEN (000456)	4	5	$13,500.00
2023	CGD FIVE (000304)	4	4	$4,150.00
2023	CGD SEVEN (000264)	35	58	$140,799.00
2023	CGD EIGHT (000483)	7	7	$8,500.00
2023	CGD NINE (000169)	5	5	$4,750.00
2023	CGD ELEVEN (000145)	4	5	$10,700.00
2023	CGD THIRTEEN (000123)	1	1	$1,000.00

Appendix I

Definition of "Operationally-Related" Marine Casualties

To focus the efforts of the USCG-PVA Quality Partnership, the following guidance is provided to determine which incidents are classified as either 'operationally-related' or 'not operationally - related'. This distinction is made to assist in identifying the incidents that are within the control of the operator.

NOT OPERATIONALLY-RELATED

- Death due to Intentional Acts, especially those of a criminal nature (i.e. suicide or homicide).
- Death resulting from the intentional act of another person (i.e. pushing someone overboard, regardless of intent).
- Death resulting from an intentional jump overboard.
- Death due to Pre-Existing Medical Condition(s) or Disease.
- Death that occurs onboard a vessel and is attributed to an overdose of medication or use of a drug, regardless of when the drugs were taken. The only exception is when the death is due to medicine distributed by medical staff attached to a vessel.
- Death that results from choking while eating onboard a vessel.
- Death that did not occur onboard a vessel or deaths that did not result from activities on the vessel. Examples include:
    - While swimming, snorkeling, or diving, a passenger or crewmember dies in the water.
    - While swimming, snorkeling, or diving, a passenger or crewmember goes into distress and is recovered from the water, then subsequently dies onboard the vessel.
    - A missing diver/snorkeler.
    - Passengers or crewmembers that disembark the vessel to use a personal watercraft (PWC), Jet Ski, kayak, stand-up paddleboard (SUP) or something similar, which are not tethered to the vessel and sustain injuries resulting in death.
- Shark bites, stingray strikes, etc.

OPERATIONALLY-RELATED

Everything else is considered "Operationally-Related", specifically including:

- All parasail accidents.
- All accidents occurring on any apparatus tethered to the passenger vessel (i.e. jetlev, banana boat, water skiing, etc.).
- All accidental falls onboard a vessel, regardless of the circumstance(s).
- If a person enters the water due to a vessel collision, capsizing, sinking, grounding, allision, etc., then dies as a result.
- If a person is in the water and is run over by a vessel - even if the person was not a passenger or crewmember aboard the vessel.