

U.S. Department
of Transportation

United States
Coast Guard




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To: Distribution

Subj: PORT STATE CONTROL (PSC) REPORT FOR YEAR ENDING 2001

1. The consolidate Port State Control report for the year ending 2001 is enclosed. An abridged version of this report is also submitted to the IMO, via the Flag State Implementation Subcommittee of the Marine Safety and Marine Environmental Protection Committees.
2. Highlights of the statistics presented in this report are:

a. Continued decline in the number of vessel detained

The total number of distinct vessel arrivals was 7842. The total number of detained ships declined from 193 to 172. Of the 51,345 port calls made by 7842 individual vessels from 93 different flag States, 10,711 exams were conducted.

b. Overall Flag State performance continues to improve

The three-year rolling detention ratio (detentions divided by individual vessels) dropped from 3.6% to 2.70% this year. The Philippines was removed from the targeted flag state list. Vessels registered with targeted flag states will be subject to more frequent exams by USCG Port State Control Officers in 2002.

c. Class-related detentions continue to decline

The overall Classification Society three-year rolling detention ratio also declined dropping from 32 to 19 class related detentions. The classification society targeting methodology was changed and is discussed in the next section of this report.

d. QUALSHIP 21

Vessels from 10 flag states are eligible for enrollment in the program and over 449 are currently enrolled. The number of flag states with a qualifying detention ratio has increased to 16 in 2001 from 14 last year. The primary reason why a flag state with a qualifying detention ratio is not enrolled in the program is that a copy of the flag

state's Self Assessment Form has not been submitted to the IMO and a copy provided to the U.S. Coast Guard in accordance with the Qualship guidelines.

e. Trend Analysis of operational and ISM related deficiencies

Firefighting and lifesaving appliances, and the associated drills, accounted for one third of the overall deficiencies identified on detained vessels. Safety in general remains a major contributor to detentions at 12%, and ISM related deficiencies appear to be climbing. Despite a high rate of compliance with Phase I of the ISM code, vessels continue to arrive in the U.S. that do not have valid Safety Management Systems (SMS). Also, the total number of ISM deficiencies identified aboard these vessels has risen. In the four years since 1998, over 100 vessels have been detained for failing to adequately implement the ISM Code, and the number of ISM deficiencies identified on Phase I vessels has risen to approximately 128 which represents nearly 20% of the overall deficiencies identified on detained vessels.

3. Program changes and initiatives:

a. Classification Society Targeting Methodology

The overall classification society detention ratio average has continually improved over the past six years and dropped to .40% this year. Prior to this report, individual classification society performance, averaged over three years, was evaluated against the three-year rolling average performance for all societies. As the three-year average for all societies improved, the range of performance required to be in the 0 point category continued to shrink. In addition, the level of performance required to meet the standard for the 0 point category was difficult to predict, since the level moved each year.

Recognizing that the current method of comparing individual performance against the average performance was becoming overly restrictive, the performance criteria was changed. Keeping in mind that demonstrated sustained high performance is the goal, the U. S. Coast Guard modified the methodology used to evaluate classification society performance by defining a fixed detention ratio level. The level of performance required to be in the 0 point category is a 3 year average detention ratio less than 0.5%.

The previous system evaluated classification societies with 10 or fewer distinct vessel arrivals differently. The new method holds all classification societies, regardless of size, to the same performance standard. A classification society that has a detention ratio better than 0.5%, will be assigned zero points in the U.S. PSC targeting matrix; between 0.5% and 1.0% will be assigned 3 points; between 1.0% and 2.0% will be assigned 5 points and detention ratios above 2.0% will be assigned a Priority I status.

All other aspects of port State control pertaining to classification societies remain the same including: the calculation of detention ratio using total detentions divided by distinct vessel arrivals, filtering guidelines, and the appeal process.

b. Qualship 21- Flag Administration Performance Requirements

The eligibility criteria for Qualship were evaluated this past year. Flag State performance remains one of the most challenging standards to meet. The current system requires a vessel to be registered with a flag Administration which has a detention ratio better than 1/3 of the 3 year overall average and the flag Administration must have submitted a completed Flag State Performance Self Assessment Form (SAF) to the IMO and make a copy available to the U.S. In 2000, vessels associated with flag Administrations who submitted a SAF, and had a detention ratio less than 1.68%, qualified for the program. For 2001 the qualifying detention ratio would have fallen further to .9%.

Recognizing that the current detention ratio that a flag state must meet is a moving target, as well as having reached a level commensurate with high quality performance, the detention ratio criterion has been fixed at 1.0%. Vessels who meet the other eligibility criteria and who are associated with a flag state that submits a completed SAF to IMO and to the U.S. Coast Guard, and has a 3 year average detention ratio better than 1.0%, are eligible to participate in Qualship. An enrolled Flag State will not be disenrolled for only one detention over a three year period, if their detention ratio is 1.0% or higher.

c. Charterer Targeting

The Coast Guard has made significant strides towards the targeting of charterers. The Coast Guard is currently collecting information on charterers associated with detained vessels, and this information is being posted on the Port State Control Web site on the Internet. As soon as the final rule is published, we will expand our database on charterers. A charterer associated with a detained vessel will receive written notification that they have been associated with a substandard vessel. This letter will also state that should they be associated with another vessel that has been detained within the next 12 months, they will be added to a list of targeted charterers. We will be revising our targeting matrix to include charterers, and points will be added to a vessel who uses a targeted charterer. Therefore, those vessels that are chartered by companies frequently associated with substandard shipping will be targeted for more PSC examinations.

d. STCW Enforcement

On February 1, 2002, the transitional provisions in regulation I/15 of the International Convention on Standards for Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1995) ended, implementing the remaining provisions of the 1995 amendments to the STCW Convention. Beginning August 1, 2002, vessels flagged by Administrations that are not party to the STCW 95 Convention will be assigned a Priority I boarding status upon arrival at each U.S. port and will be boarded at sea prior to entering the port. Also, vessels flagged by Administrations that are not included on the White List will be assigned a Priority II boarding status upon arrival at each U.S. port and will be boarded at the pier. During these boardings for non-signatory and non-white list countries, an expanded examination will be conducted to evaluate the competency of the crew with regard to the safe navigation and operation of the vessel. The purpose of these examinations will be to determine whether a level of competency equivalent to that established by the STCW 95 Convention has been attained. In those cases where the competencies of the mariners are found to be inadequate, the vessel will be detained until the crewmembers identified as not meeting an equivalent level of competency are replaced.

4. Please take the time to review the appeal procedures outlined in Title 46, Code of Federal Regulations, Subpart 1.03 with your customers. Flag States, Classification Societies and Owner/Operators may appeal any detentions that they are associated with within 30 days of notification.

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Encl: (1) 2001 Port State Control Report

Dist: All Area Offices (Am/Pm)
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, G-MP)

Copy: <http://www.uscg.mil/hq/g-m/pscweb/index.htm>

United States Port State Control Report
(Based on performance for the year ending 2001)

Table 1 - Vessel Detention Statistics

<u>Year</u>	<u>Vessel Detentions</u>	<u>Distinct Vessel Arrivals</u>	<u>Annual Detention Ratio</u>	<u>3 Year Average Detention Ratio</u>
1995	514	7846	6.55%	N/A
1996	476	7608	6.26%	N/A
1997	547	7686	7.12%	6.59%
1998	373	7880	4.73%	6.00%
1999	257	7617	3.37%	5.05%
2000	193	7657	2.52%	3.55%
2001	172	7842	2.21%	2.70%

* Distinct Vessel Arrivals are the number of ships (≥300 GT) that make at least one visit to a U.S. port in 2001. For example: A vessel that makes 12 U.S. port calls in 2001 would be counted as 1 distinct vessel arrival.

Table 2 - Examinations by Flag

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2001 Detention Ratio (%)	1999-2001 Detention Ratio (%)
Algeria	18	13	4	30.77%	18.52%
Antigua and Barbuda	333	185	6	3.24%	3.05%
Argentina	0	1	0	0.00%	0.00%
Australia	2	1	0	0.00%	0.00%
Austria	3	3	1	33.33%	25.00%
Bahamas	727	567	16	2.82%	2.07%
Bahrain	5	3	0	0.00%	0.00%
Bangladesh	1	1	0	0.00%	0.00%
Barbados	29	17	0	0.00%	1.82%
Belgium	0	1	0	0.00%	0.00%
Belize	30	20	1	5.00%	23.08%
Bermuda	43	35	0	0.00%	0.00%
Bolivia	5	5	1	20.00%	42.86%
Brazil	15	13	4	30.77%	12.50%
British Virgin Islands	0	13	0	0.00%	0.00%
Bulgaria	11	10	1	10.00%	5.88%
Cambodia	7	6	1	16.67%	30.77%
Canada	55	97	0	0.00%	0.00%
Cape Verde	0	0	0	0.00%	100.00%
Cayman Islands	105	63	2	3.17%	3.03%
Chile	10	10	0	0.00%	0.00%

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2001 Detention Ratio (%)	1999-2001 Detention Ratio (%)
China	82	78	1	1.28%	1.68%
Colombia	0	1	0	0.00%	0.00%
Croatia	21	19	3	15.79%	5.77%
Cyprus	783	516	13	2.52%	3.21%
Czech Republic	0	1	0	0.00%	0.00%
Denmark	133	142	1	0.70%	0.45%
Dominican Republic	0	0	0	0.00%	0.00%
Ecuador	7	7	0	0.00%	5.56%
Egypt	15	15	0	0.00%	2.13%
Equatorial Guinea	0	0	0	0.00%	0.00%
Estonia	1	1	0	0.00%	12.50%
Finland	5	3	0	0.00%	0.00%
France	42	35	0	0.00%	0.00%
Germany	193	162	1	0.62%	0.80%
Gibraltar	15	12	0	0.00%	0.00%
Greece	412	361	4	1.11%	1.32%
Grenada	1	1	0	0.00%	0.00%
Guyana	0	0	0	0.00%	0.00%
Haiti	0	0	0	0.00%	0.00%
Honduras	39	25	1	4.00%	18.18%
Hong Kong	201	170	3	1.76%	1.61%
Hungary	0	0	0	0.00%	0.00%
Iceland	0	0	0	0.00%	0.00%
India	68	46	2	4.35%	7.58%
Indonesia	3	3	0	0.00%	6.67%
Ireland	1	1	0	0.00%	0.00%
Isle of Man	76	68	0	0.00%	0.00%
Israel	19	16	0	0.00%	0.00%
Italy	92	79	0	0.00%	0.92%
Jamaica	0	1	0	0.00%	0.00%
Japan	52	46	0	0.00%	1.20%
Kiribati	1	1	0	0.00%	0.00%
Kuwait	2	2	0	0.00%	0.00%
Latvia	12	7	0	0.00%	11.11%
Lebanon	4	3	0	0.00%	0.00%
Liberia	1220	959	12	1.25%	1.60%
Lithuania	29	11	1	9.09%	6.25%
Luxembourg	21	14	0	0.00%	0.00%
Malaysia	47	47	0	0.00%	0.68%
Malta	644	437	13	2.97%	3.63%
Marshall Islands	160	147	5	3.40%	1.60%

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2001 Detention Ratio (%)	1999-2001 Detention Ratio (%)
Mauritius	1	2	0	0.00%	0.00%
Mexico	7	8	4	50.00%	12.50%
Morocco	0	0	0	0.00%	100.00%
Myanmar (Burma)	14	10	0	0.00%	0.00%
Netherlands	228	175	1	0.57%	0.20%
Netherlands Antilles	57	55	2	3.64%	2.00%
Nigeria	3	1	0	0.00%	50.00%
Norway	503	376	2	0.53%	0.73%
Pakistan	2	3	0	0.00%	0.00%
Panama	2741	1717	40	2.33%	3.78%
Paraguay	0	2	0	0.00%	0.00%
Peru	2	2	0	0.00%	0.00%
Philippines	172	113	1	0.88%	2.28%
Poland	41	23	0	0.00%	0.00%
Portugal	11	9	1	11.11%	6.67%
Qatar	3	5	0	0.00%	0.00%
Republic of Korea	88	58	4	6.90%	3.43%
Romania	1	1	0	0.00%	25.00%
Russia	106	70	0	0.00%	3.27%
Saint Vincent and the Grenadines	192	124	7	5.65%	6.11%
Samoa	2	2	0	0.00%	0.00%
Saudi Arabia	16	12	0	0.00%	2.86%
Singapore	310	235	2	0.85%	2.52%
Slovakia	2	1	0	0.00%	0.00%
Slovenia	0	0	0	0.00%	0.00%
South Africa	0	1	0	0.00%	0.00%
Spain	7	8	0	0.00%	0.00%
Sri Lanka	0	0	0	0.00%	0.00%
Sweden	31	31	1	3.23%	1.12%
Switzerland	16	15	0	0.00%	0.00%
Taiwan	49	29	1	3.45%	2.06%
Thailand	18	16	0	0.00%	4.69%
Tonga	6	2	0	0.00%	0.00%
Trinidad and Tobago	3	5	0	0.00%	0.00%
Tunisia	0	0	0	0.00%	0.00%
Turkey	127	75	6	8.00%	6.77%
Tuvalu	2	1	0	0.00%	0.00%
Ukraine	11	8	0	0.00%	0.00%
United Arab Emirates	0	2	0	0.00%	0.00%
United Kingdom	83	85	0	0.00%	0.00%

Flag	Examinations	Distinct Vessel Arrivals	Detentions	2001 Detention Ratio (%)	1999-2001 Detention Ratio (%)
Uruguay	0	0	0	0.00%	0.00%
Vanuatu	44	47	1	2.13%	2.19%
Venezuela	12	12	2	16.67%	14.29%
Vietnam	0	0	0	0.00%	0.00%
Yugoslavia	0	0	0	0.00%	0.00%
Total	10,711	7,842	172	2.21%	2.70%

* 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 the previous three years. The detention ratios are based on data from the previous three years (1999, 2000 and 2001). The 3-year overall average for the 2002 evaluation was 2.70%, down from 3.55% in 2001.

Flag State	Detention Ratio	Flag State	Detention Ratio
Algeria*	18.52%	Latvia*	11.11%
Antigua & Barbuda	3.05%	Lithuania*	6.25%
Belize	23.08%	Malta	3.63%
Bolivia	42.86%	Mexico*	12.50%
Brazil*	12.50%	Panama	3.78%
Bulgaria*	5.88%	Portugal*	6.67%
Cambodia	30.77%	Republic of Korea*	3.43%
Cayman Islands*	3.03%	Russia	3.27%
Croatia*	5.77%	Saint Vincent and the Grenadines	6.11%
Cyprus	3.21%	Thailand*	4.69%
Honduras	18.18%	Turkey	6.77%
India	7.58%	Venezuela*	14.29%

* Countries that were not on the list in 2001.

Flag States Removed From the List

The following flag States were on the 2001 Targeted Flag List but are not on the list in 2002.

Flag State	Detentions in 2001	Detention Ratio (3 yr)
Philippines	1	2.28%

Table 4 - Classification Society Performance Statistics

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

Company	Class Abbr	Distinct Vessel Arrivals				Class-Related Detentions				Ratio	
		1999	2000	2001	Total	1999	2000	2001	Total		
American Bureau of Shipping	ABS	937	941	886	2764	0	3	1	4	0.14%	0 Points
Bulgarski Koraben Registrar	BKR	14	10	7	31	0	0	0	0	0.00%	
Bureau Veritas	BV	620	618	614	1852	1	0	2	3	0.16%	
Croatian Register of Shipping	CRS	29	29	35	93	0	0	0	0	0.00%	
Det Norske Veritas	DNV	1239	1202	1345	3786	1	0	1	2	0.05%	
Germanischer Lloyd	GL	714	742	744	2200	1	0	2	3	0.14%	
Honduras Bureau of Shipping	HBS	<10	<10	0	<20	0	0	0	0	0.00%	
Indian Register of Shipping	IRS	25	37	40	102	0	0	0	0	0.00%	
International Naval Surveys Bureau	INSB	<10	<10	3	<23	0	0	0	0	0.00%	
Lloyd's Register	LR	1439	1527	1340	4306	5	5	2	12	0.28%	
Nippon Kaiji Kvokai	NKK	1705	1671	1683	5059	9	4	1	14	0.28%	
Panama Bureau of Shipping	PBS	<10	<10	2	<22	0	0	0	0	0.00%	
Registro Italiano Navale	RINA	167	158	146	471	0	1	0	1	0.21%	
Turku Lloyd Vafki	TL	<10	<10	0	<20	0	0	0	0	0.00%	
China Classification Society	CCS	124	125	143	392	2	0	0	2	0.51%	3 Points
China Corporation Register of Shipping	CR	39	40	26	105	0	2	0	2	1.90%	5 Points
Korean Register of Shipping	KRS	167	164	158	489	3	2	1	6	1.23%	
Polski Rejestr Statkow	PRS	74	56	53	183	2	0	1	3	1.64%	
Hellenic Register of Shipping	HRS	<10	<10	1	<21	2	1	0	3	>14.29%	Priority 1
Honduras Int'l Naval Survey & Insp Bureau	HINSB	12	29	18	59	0	1	1	2	3.39%	
INCLAMAR	INCLAMAR	<10	<10	1	<21	0	1	1	2	>9.52%	
International Register of Shipping	BSS	42	20	9	71	3	1	0	4	5.63%	
Isthmus Bureau of Shipping	IBS	<10	<10	4	<24	0	0	1	1	>4.17%	
Panama Maritime Documentation Service	PMDS	11	23	15	49	0	1	0	1	2.04%	
Panama Maritime Surveyors Bureau	PMS	<10	<10	3	<23	0	3	0	3	>13.04%	
Panama Register Corporation	PRC	<10	<10	9	<29	0	0	1	1	>3.45%	
Panama Ship Register	PSR	12	11	3	26	2	2	1	5	19.23%	
Register Naval Roman	RNR	<10	<10	1	<21	1	0	0	1	>4.76%	
Russian Maritime Register of Shipping	RS	166	180	137	483	7	4	3	14	2.90%	

* 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.

- 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

NOTE:

- In previous years, the chart above did not capture classification societies with less than 10 distinct arrivals in a year; the smaller societies were listed on a separate page. This year, all societies are listed in the chart. As a result, we do not have exact arrival information available and used "<10" symbols, to indicate the arrival numbers.

Table 5 - Deficiencies on Detained Vessels

Category	Frequency of deficiencies on detained vessels
Accident Prevention	8
Accommodation	5
Alarm Signals	1
Cargo	9
Certificates/Logbooks	20
Crew	20
Fire Fighting Appliances	82
Food and Catering	3
ISM Related Deficiencies	128
Life Saving Appliances	84
Load Lines	51
MARPOL, Annex I	41
MARPOL Related (Operational)	3
Mooring Arrangements	0
Navigation	12
Propulsion and Auxiliary Machinery	61
Radio	3
Safety In General	84
SOLAS Related Operational Deficiencies (Fire and Abandon Ship Drills)	63
Tank Vessel Deficiencies	10
Working Spaces	1

Table 5a – ISM Deficiencies on Detained Vessels

Category	1999		2000		2001	
	#	%	#	%	#	%
ISM related deficiencies (General)	1	3%	1	2%	0	0%
Safety and environmental policy	0	0%	0	0%	8	6%
Company responsibility and authority	0	0%	0	0%	5	4%
Master Responsibility and Authority	4	12%	7	12%	18	14%
Resources and Personnel	10	29%	16	27%	12	9%
Development of plans for shipboard operation	2	6%	0	0%	12	9%
Emergency preparedness	0	0%	2	3%	5	4%
Reports/analysis of non-conformities	4	12%	12	20%	20	16%
Maintenance of ship and equipment	10	29%	14	23%	36	28%
Documentation	1	30%	4	7%	7	5%
Company verification, review and evaluation	0	0%	4	7%	4	3%
Certification, verification and control	2	6%	0	0%	1	1%

Figure 1 - Deficiencies By Category

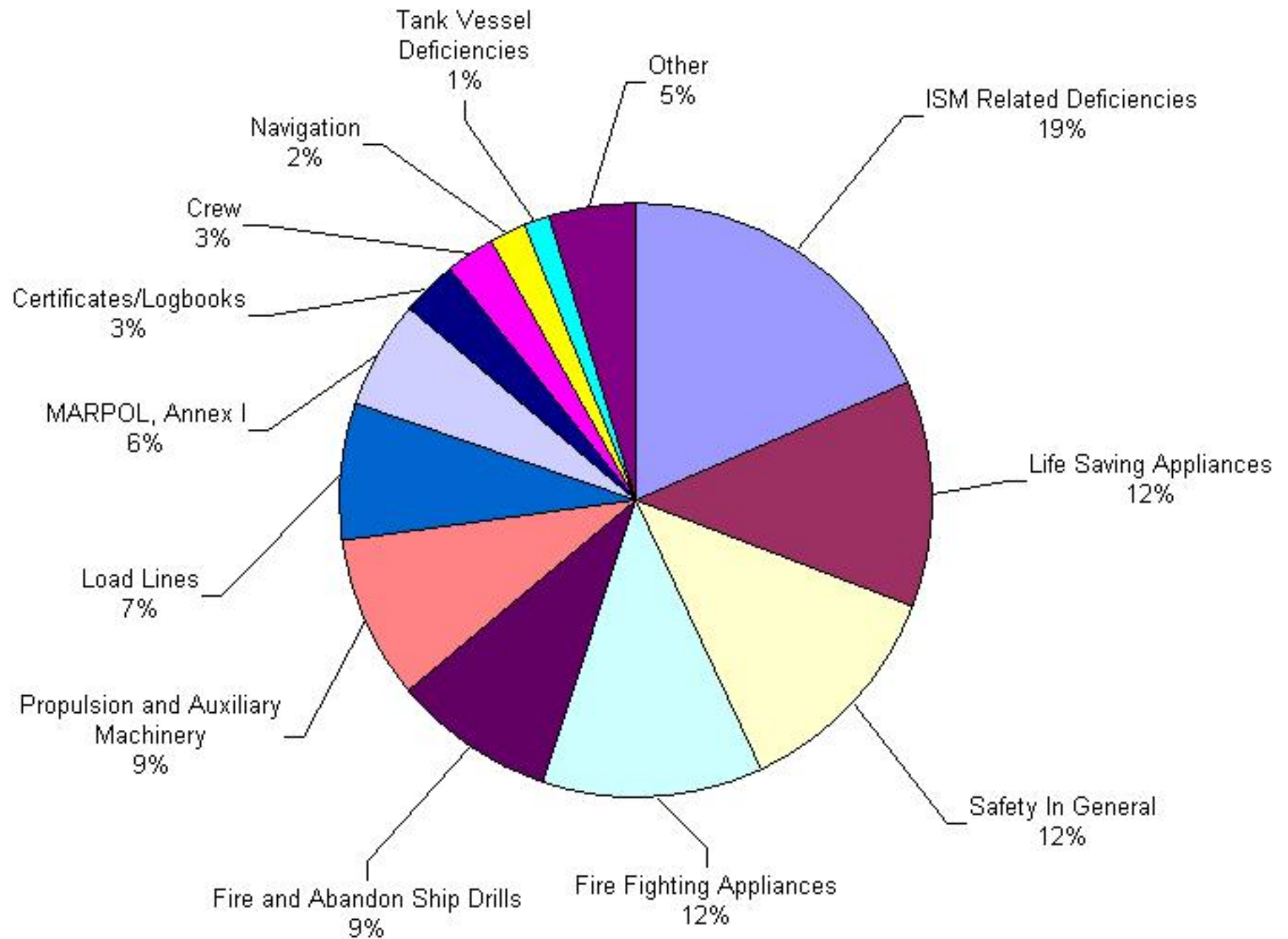


Figure 2 - Frequency of Deficiencies on Detained Vessels - 2001

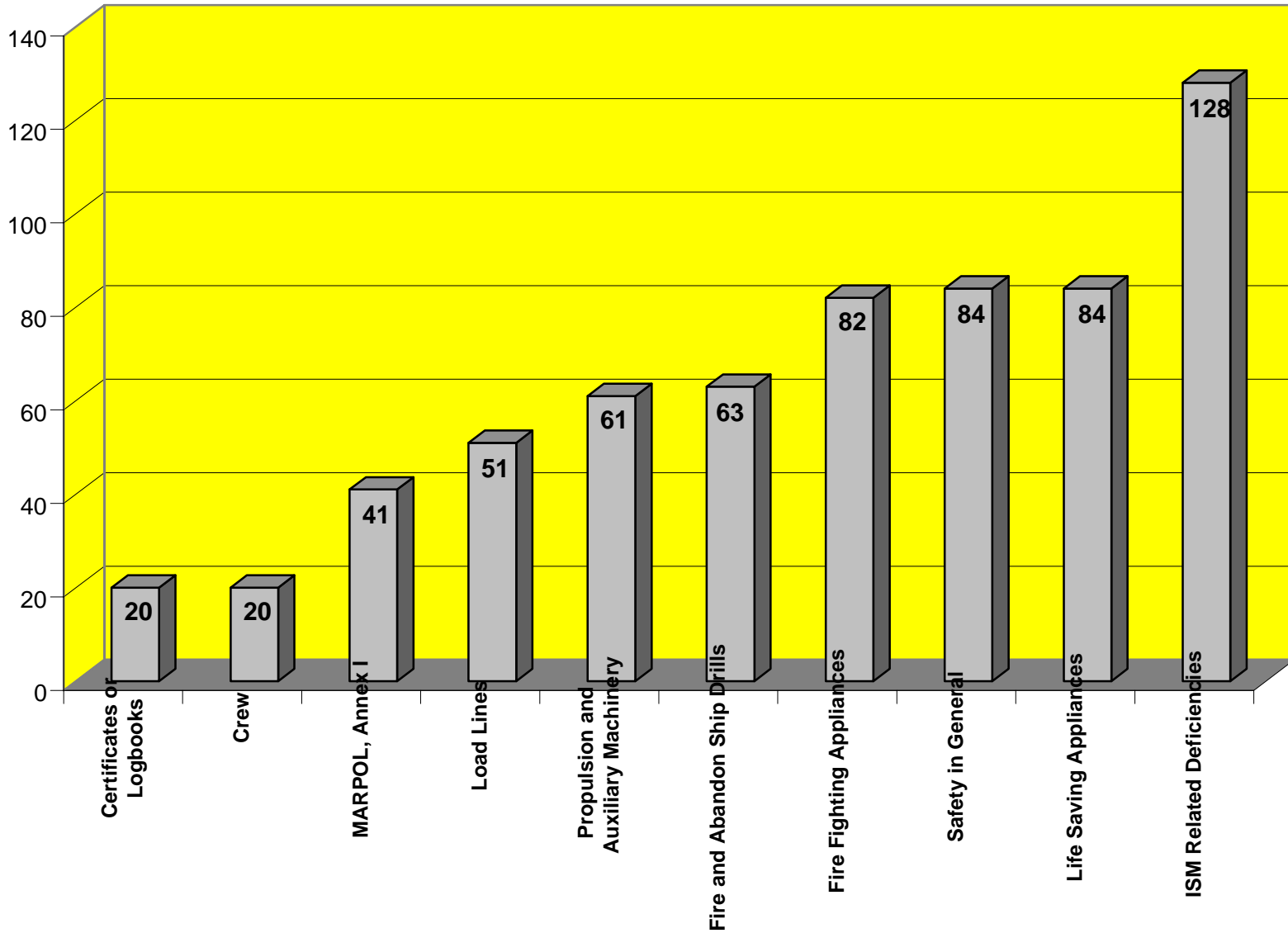


Figure 3 - Deficiencies Representing the Highest Frequency of Detection

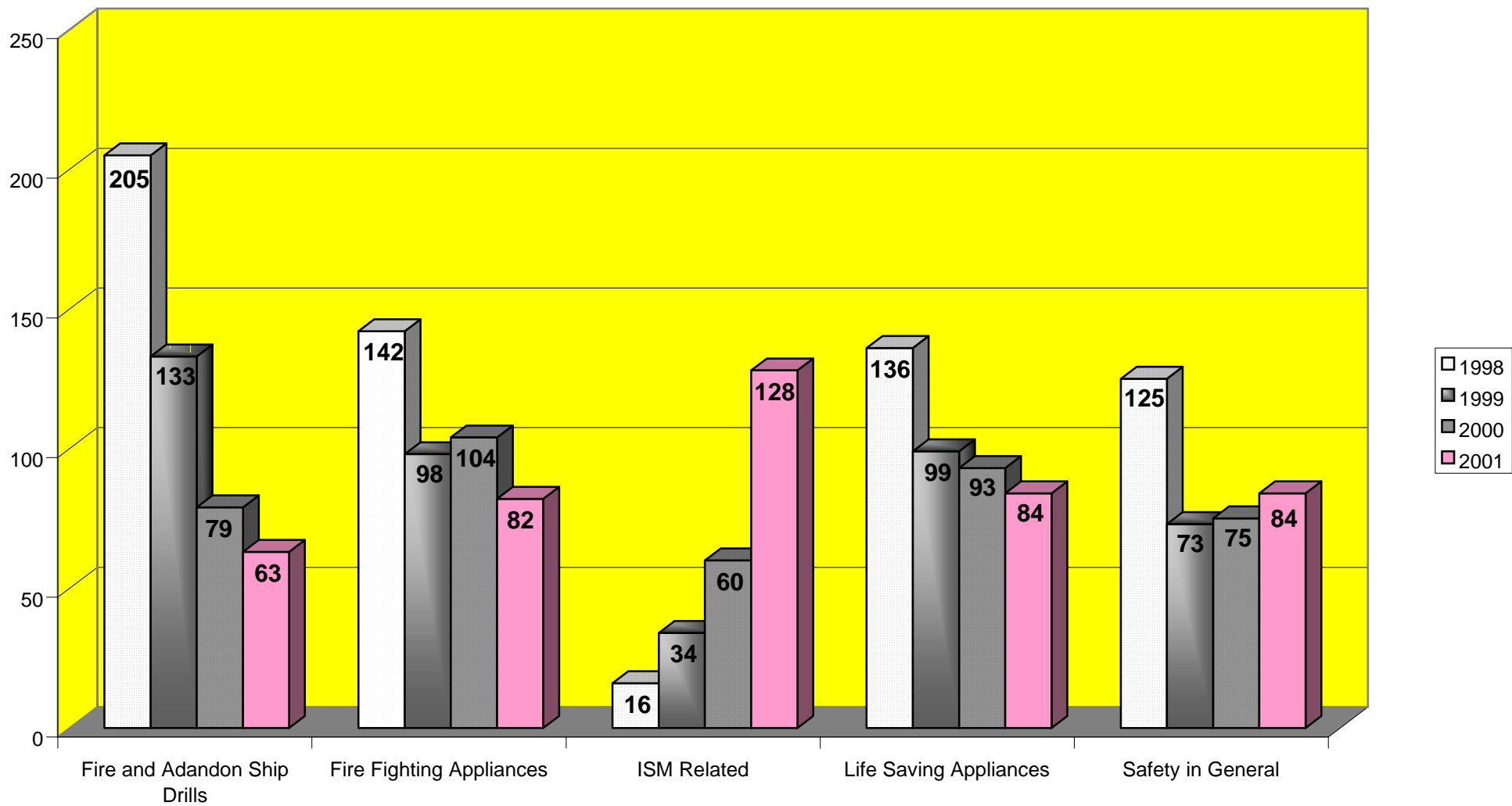


Table 6 - Examinations and Detentions by Port

Port	Coast Guard District	Examinations	Detentions
Anchorage, Alaska	17	162	2
Baltimore, Maryland	5	345	3
Boston, Massachusetts	1	180	5
Buffalo, New York	9	317	0
Charleston, South Carolina	7	174	4
Chicago, Illinois	9	18	1
Cleveland, Ohio	9	43	0
Corpus Christi, Texas	8	344	3
Detroit, Michigan	9	27	0
Duluth, Minnesota	9	40	0
Guam	14	126	1
Hampton Roads, Virginia	5	298	20
Honolulu, Hawaii	14	211	4
Houston, Texas	8	1,304	15
Jacksonville, Florida	7	246	2
Juneau, Alaska	17	25	1
Long Island, New York	1	87	0
Los Angeles, California	11	970	17
Miami, Florida	7	421	11
Milwaukee, Wisconsin	9	12	0
Mobile, Alabama	8	360	7
Morgan City, Louisiana	8	78	0
New Orleans, Louisiana	8	944	29
New York, New York	1	715	8
Philadelphia, Pennsylvania	5	606	6
Port Arthur, Texas	8	214	1
Portland, Maine	1	150	2
Portland, Oregon	13	459	0
Providence, Rhode Island	1	54	3
Puget Sound, Washington	13	370	4
San Diego, California	11	78	1
San Francisco, California	11	316	3
San Juan, Puerto Rico	7	380	12
Sault Ste Marie, Michigan	9	4	0
Savannah, Georgia	7	290	0
Tampa, Florida	7	191	6
Toledo, Ohio	9	18	0
Valdez, Alaska	17	1	0
Wilmington, North Carolina	5	133	1
Total		10,711	172

Table 7 – Regional Statistics

Coast Guard District

	1st	5th	7th	8th	9th
Ship Visits	3,904	4,157	17,975	14,016	949
Number of Examinations	1,186	1,382	1,702	3,244	479
Number of Detentions	18	30	35	55	1
Priority 1	2	7	14	3	1
Priority 2	13	14	13	47	0
Priority 3	2	8	5	2	0
Priority 4	1	1	3	3	0

Coast Guard District

	11th	13th	14th	17th	Total
Ship Visits	5,052	3,585	734	973	51,345
Number of Examinations	1,364	829	337	188	10,711
Number of Detentions	21	4	5	3	172
Priority 1	2	0	2	2	33
Priority 2	15	2	3	0	108
Priority 3	3	1	0	0	21
Priority 4	1	1	0	1	11

Figure 4 - Distinct Vessel Arrivals

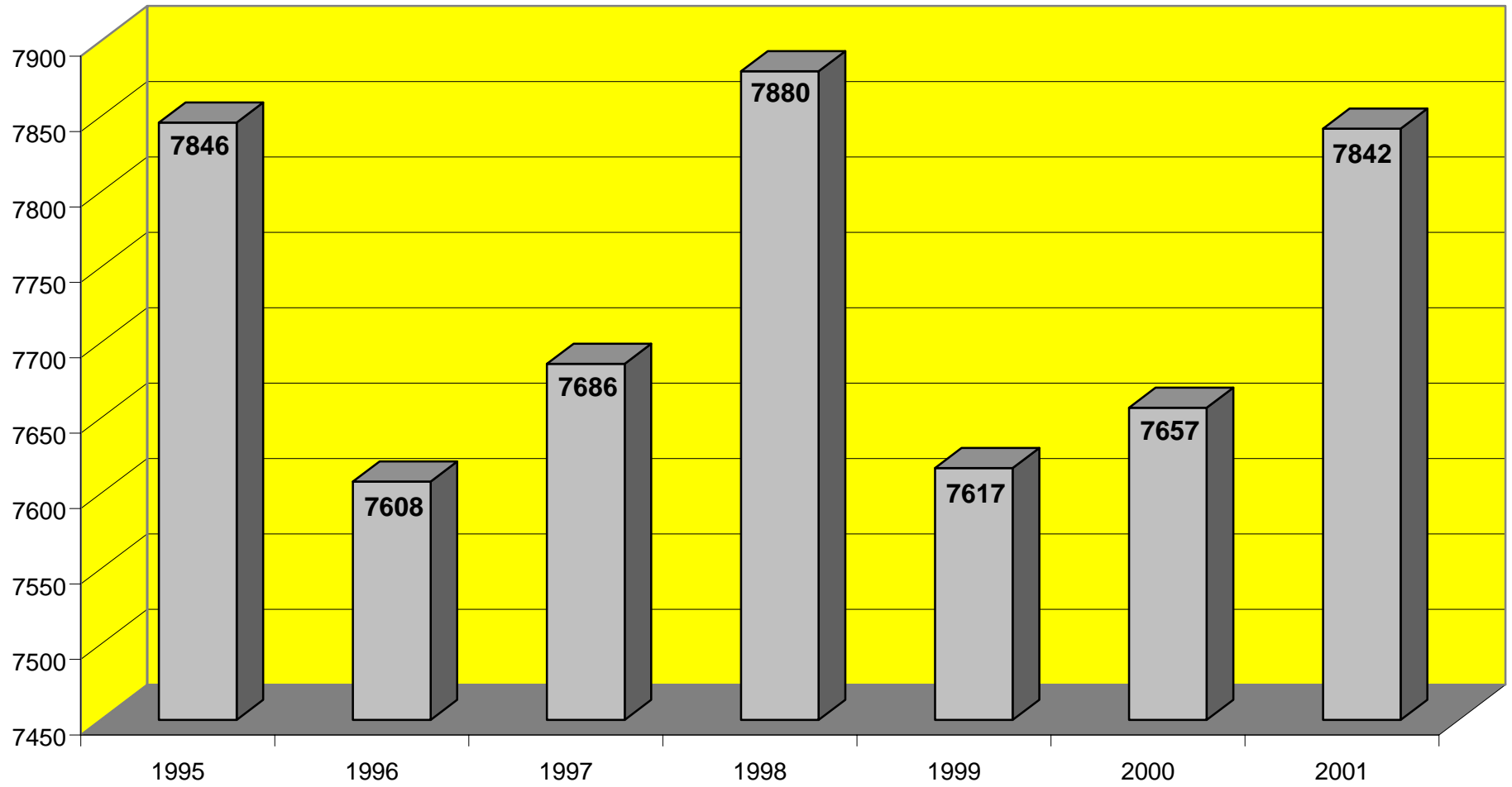


Figure 5 - Ratio of Detentions to Distinct Arrivals

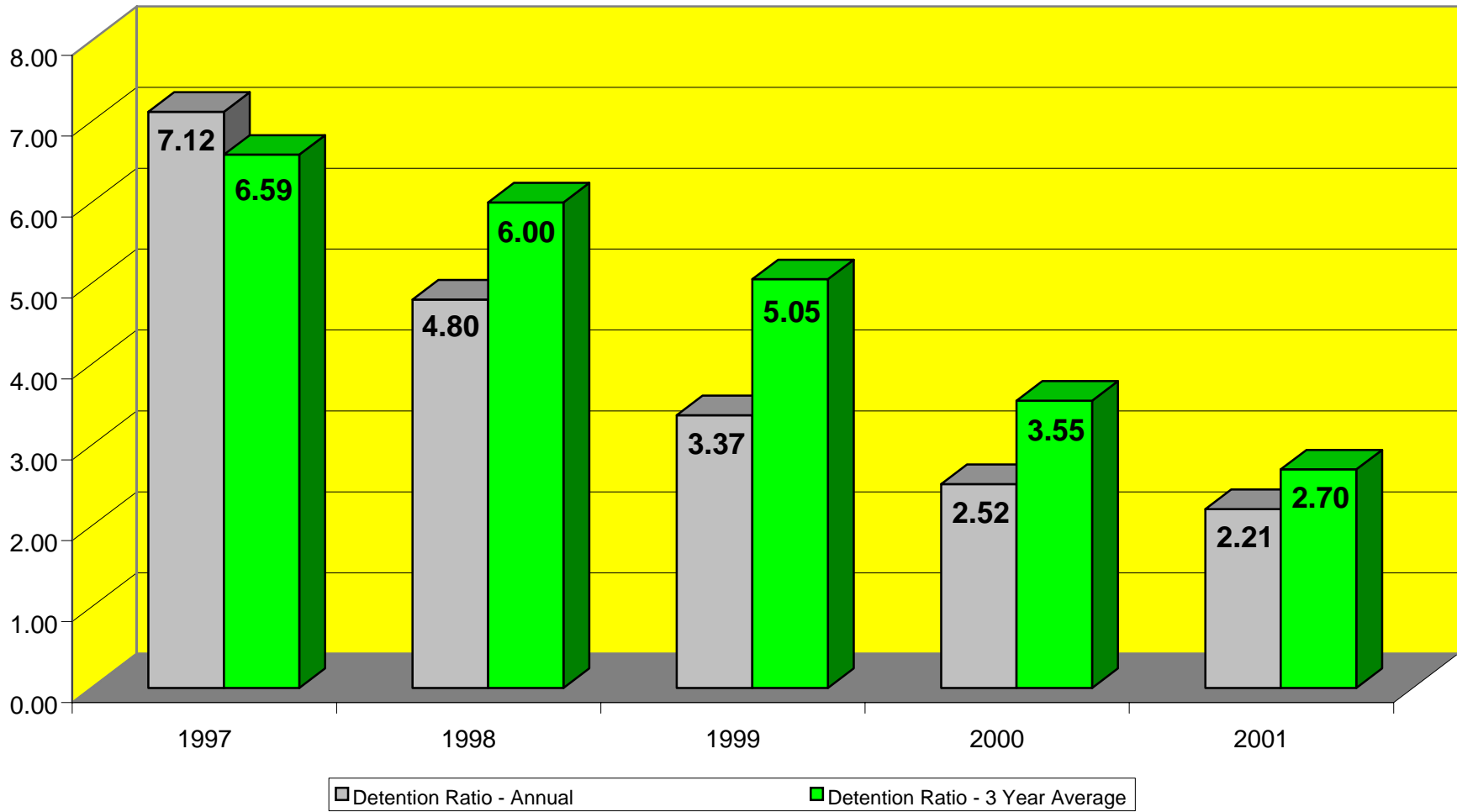
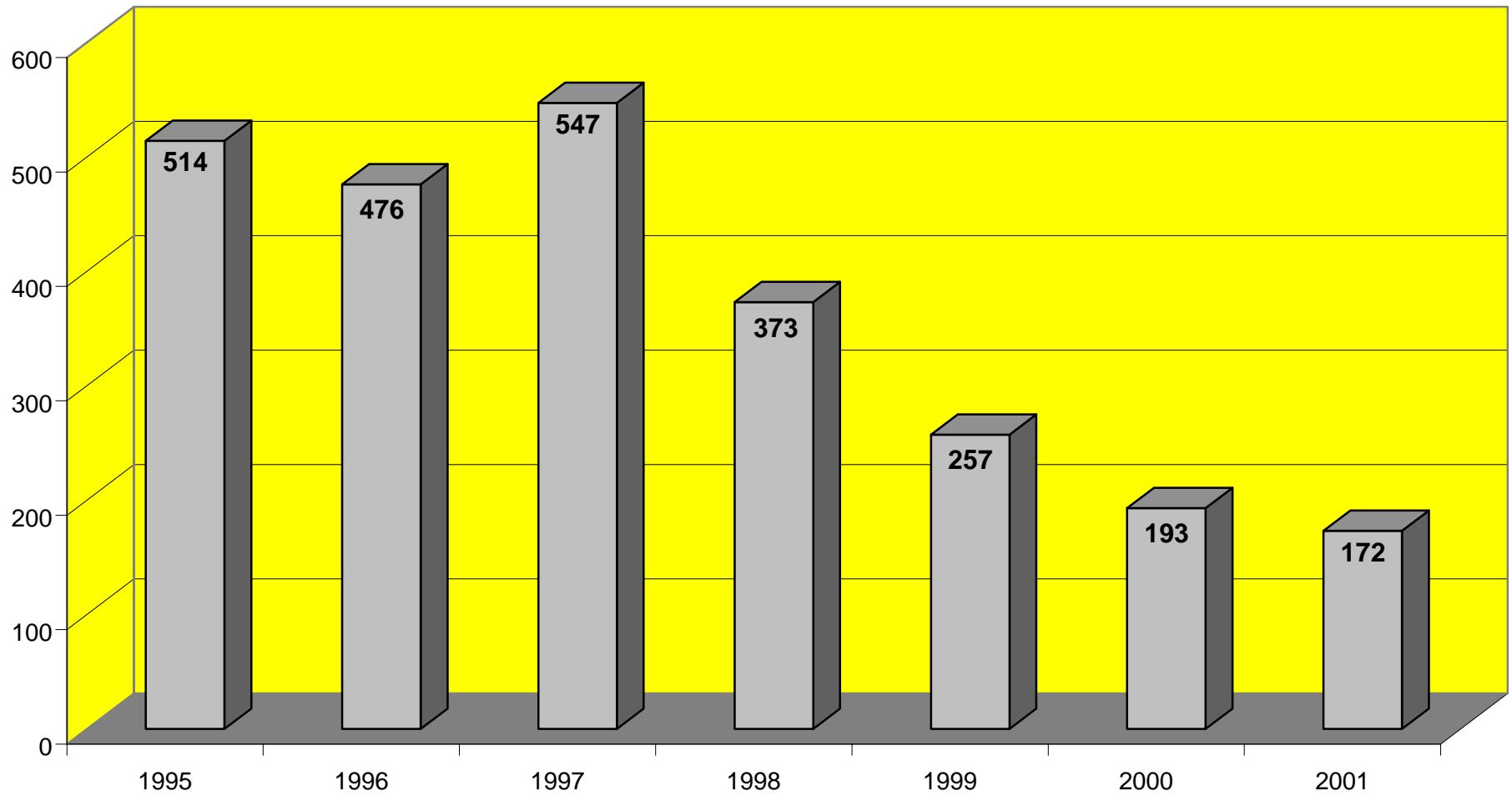


Figure 6 - Number of Ships Detained



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 renew 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	7 Points	Priority 1	5 Points Each	1 Point
Listed Owner or Operator	Listed Flag State	A detention ratio equal to or greater than 2%	Detention within the previous 12 months.	Oil or chemical Tanker
		5 Points A detention ratio equal to 1% or less than 2%	1 Point Each Other operational control within the previous 12 months	1 Point Gas Carrier
		3 Points A detention ratio equal to 0.5% or less than 1%	1 Point Each Casualty within the previous 12 months.	2 Points Bulk Freighter over 10 years old.
		0 Points A detention ratio less than 0.5%	1 Point Each Violation within the previous 12 months.	1 Point Passenger Ship
			1 Point Each Not boarded within the previous 6 months.	2 Points Carrying low value commodities in bulk.

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.