



16700

From: Commandant  
To: Distribution

Subj: 1999 PORT STATE CONTROL REPORT

1. The 1999 consolidated Port State Control Report is enclosed. An abridged version of this report is also submitted to the IMO, via the Flag State Implementation Sub-Committee of the Marine Safety and Marine Environmental Protection Committees.
2. Highlights of the statistics presented in this report are:

**a. Number of detained ships declined**

The total number of vessels visiting U.S. ports dropped 3% from 1998 to 1999, and the number of detained ships continued to decline. Of the 51,851 port calls made by 7617 individual vessels from 92 different flag States, 11,540 exams were conducted and 257 vessels were detained.

**b. Class-related detentions declined**

Class society performance continued to improve in 1999, bringing the three-year, rolling class-related detention ratio of twenty class societies with at least ten arrivals to less than 1%. However, Polski Regestr Statkow joins the Russian Maritime Register of Shipping as the only IACS member societies on the Priority 1 targeted list, possibly straining Coast Guard inspection resources by increasing the number of vessels that must be boarded.

**c. Targeted Flag States declined, some problems remain**

The number of targeted Flag States dropped from twenty to fourteen, and the three-year rolling average dropped from 6% to 5%. However, some problems remain. Honduran vessel arrivals jumped over 200% from 1998 to 1999, and one-third of those were detained. The number of Belize registered vessels increased modestly in 1999, and they continued to be detained at an unacceptably high rate. We are encouraging all Administrations to complete the Flag State Self-Assessment form to identify areas for improvement, establish goals, and implement procedures to achieve those goals. By completing this process transparently, we are optimistic that Flag State performance will improve appreciably over the next few years.

**d. Operational deficiencies still represent the most frequent problem**

20% of the vessels detained in 1999 were detained because of the crew's poor performance during a fire or abandon ship drill, down from 25% in 1998. As the final implementation of STCW 95 approaches, updated boarding guidance will be developed to ensure that seafarers on non-U.S. flagged vessels meet the improved training and certification standards.

**e. New initiative to encourage quality shipping**

The number of substandard vessels in U.S. waters has decreased, and a new initiative to identify quality, non-U.S. flagged ships, and board them less frequently will be implemented on January 1, 2001. Less frequent Port State Control exams will free-up resources for other higher risk activities, which should reduce the percentage of Priority 1 and Priority 2 vessels that are not presently boarded.

B. G. BASEL  
By direction

Encl: (1) 1999 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)

Copy: [www.uscg.mil/hq/g-m/psc/psc.htm](http://www.uscg.mil/hq/g-m/psc/psc.htm)

# 1999 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%
1999	257	7617	3.37%

\* Distinct Vessel Arrivals are the number of ships ( $\geq 300$  GT) that make at least one visit to a U.S. port in 1999. For example: A vessel that makes 12 U.S. port calls in 1999 would be counted as 1 distinct vessel arrival.

## Table 2 - Examinations by Flag

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1999 Detention Ratio (%)	1997-1999 Detention Ratio (%)
Algeria	23	9	1	11.11	20.00
Antigua and Barbuda	238	137	4	2.92	5.59
Argentina	1	1	0	0.00	50.00
Australia	0	2	0	0.00	0.00
Austria	0	0	0	0.00	0.00
Bahamas	802	567	13	2.29	3.55
Bahrain	2	3	0	0.00	14.29
Barbados	36	21	1	4.76	3.39
Belgium	1	2	0	0.00	0.00
Belize	60	34	12	35.29	50.56
Bermuda	56	39	0	0.00	0.88
Brazil	12	10	0	0.00	6.25
Bulgaria	22	13	0	0.00	0.00
Cambodia	3	2	0	0.00	0.00
Canada	108	82	0	0.00	0.00
Cape Verde	2	1	1	100.00	60.00
Cayman Islands	65	48	1	2.08	4.62
Chile	15	11	0	0.00	6.67
China	121	92	3	3.26	3.88
Colombia	1	3	0	0.00	0.00
Croatia	31	17	0	0.00	0.00
Cyprus	848	509	23	4.52	8.19
Czech Republic	0	0	0	0.00	0.00

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1999 Detention Ratio (%)	1997-1999 Detention Ratio (%)
Denmark	199	153	0	0.00	.90
Dominican Republic	0	0	0	0.00	0.00
Ecuador	5	4	0	0.00	0.00
Egypt	18	15	1	6.67	9.62
Equatorial Guinea	7	5	0	0.00	28.57
Estonia	15	4	1	25.00	10.53
Finland	4	3	0	0.00	0.00
France	46	33	0	0.00	1.92
Germany	247	177	1	0.56	2.04
Gibraltar	7	7	0	0.00	0.00
Greece	468	351	5	1.42	2.74
Grenada	0	1	0	0.00	0.00
Guyana	0	0	0	0.00	0.00
Haiti	0	6	0	0.00	0.00
Honduras	88	40	13	32.50	39.06
Hong Kong	120	109	1	0.92	1.97
Hungary	1	1	0	0.00	9.09
Iceland	0	1	0	0.00	50.00
India	58	41	4	9.76	8.94
Indonesia	10	7	1	14.29	6.25
Ireland	0	0	0	0.00	33.33
Isle of Man	19	11	0	0.00	5.88
Israel	18	16	0	0.00	0.00
Italy	84	65	1	1.54	3.18
Jamaica	5	1	0	0.00	0.00
Japan	73	65	1	1.54	4.27
Kiribati	2	2	0	0.00	0.00
Kuwait	1	2	0	0.00	0.00
Latvia	6	4	1	25.00	8.00
Lebanon	0	1	0	0.00	0.00
Liberia	1508	1034	27	2.61	2.92
Lithuania	37	11	0	0.00	7.69
Luxembourg	21	15	0	0.00	0.00
Malaysia	75	49	1	2.04	4.70
Malta	581	381	14	3.67	6.70
Marshall Islands	131	98	0	0.00	0.81
Mauritius	0	0	0	0.00	0.00
Mexico	19	13	0	0.00	11.11
Morocco	1	1	1	100.00	50.00
Myanmar (Burma)	14	14	0	0.00	0.00
Netherlands	225	162	0	0.00	1.37

Flag	Examinations	Distinct Vessel Arrivals	Detentions	1999 Detention Ratio (%)	1997-1999 Detention Ratio (%)
Netherlands Antilles	62	44	0	0.00	5.38
New Zealand	0	0	0	0.00	0.00
Nigeria	3	1	1	100.00	50.00
Norway	572	358	1	0.28	0.99
Pakistan	9	4	0	0.00	36.36
Panama	2706	1625	83	5.11	6.92
Peru	4	2	0	0.00	16.67
Philippines	183	150	6	4.00	5.14
Poland	63	42	0	0.00	1.82
Portugal	14	11	1	9.09	7.69
Qatar	9	7	0	0.00	4.76
Romania	4	2	1	50.00	12.50
Russia	171	80	5	6.25	5.83
Saint Vincent and the Grenadines	210	119	7	5.88	11.43
Samoa	0	2	0	0.00	20.00
Saudi Arabia	26	14	1	7.14	2.78
Singapore	328	247	6	2.43	3.54
Slovakia	1	1	0	0.00	0.00
Slovenia	21	5	0	0.00	0.00
South Korea	85	61	2	3.28	2.43
Spain	6	6	0	0.00	0.00
Sri Lanka	4	3	0	0.00	0.00
Sweden	37	30	0	0.00	0.00
Switzerland	10	10	0	0.00	0.00
Taiwan	62	37	0	0.00	4.07
Thailand	30	26	2	7.69	7.23
Tonga	3	2	0	0.00	20.00
Trinidad and Tobago	0	2	0	0.00	25.00
Tunisia	0	0	0	0.00	0.00
Turkey	149	84	5	5.95	11.41
Tuvalu	0	1	0	0.00	0.00
Ukraine	29	12	0	0.00	10.39
United Arab Emirates	2	2	0	0.00	0.00
United Kingdom	82	65	0	0.00	0.00
Uruguay	0	0	0	0.00	0.00
Vanuatu	70	46	2	4.35	7.84
Venezuela	25	10	2	20.00	13.95
Yugoslavia	0	0	0	0.00	0.00
<b>Total</b>	<b>11540</b>	<b>7617</b>	<b>257</b>	<b>3.37</b>	<b>5.05</b>

\* 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 1999. The detention ratios are based on data from the previous three years (1997, 1998 and 1999). The 3-year overall average for the 2000 evaluation was 5.05%, down from 6.00% in 1999.

<b>Flag State</b>	<b>Detention Ratio</b>	<b>Flag State</b>	<b>Detention Ratio</b>
Antigua & Barbuda	5.59%	Philippines*	5.14%
Belize	50.56%	Russia	5.83%
Cyprus	8.19%	Saint Vincent and the Grenadines	11.43%
Honduras	39.06%	Thailand*	7.23%
India*	8.94%	Turkey	11.41%
Malta	6.70%	Vanuatu	7.84%
Panama	6.92%	Venezuela	13.95%

\* Countries that were not on the list in 1999.

### **Flag States Removed From the List**

The following flag States were on the 1999 Targeted Flag List but are not on the list in 2000.

<b>Flag State</b>	<b>Detentions in 1999</b>	<b>Detention Ratio (3 yr)</b>	<b>Flag State</b>	<b>Detentions in 1999</b>	<b>Detention Ratio (3 yr)</b>
Cape Verde	1	60.00%	Pakistan	0	36.36%
China	3	3.88%	Romania	1	12.50%
Equatorial Guinea	0	28.57%	Taiwan	0	4.07%
Mexico	0	11.11%	Ukraine	0	10.39%
Netherlands Antilles	0	5.38%			

## 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 1999.

Company	Class Abbr	Distinct Vessel Arrivals				Class-Related Detentions				Ratio		
		1997	1998	1999	Total	1997	1998	1999	Total			
<u>Panama Ship Register</u>	<u>PSR</u>	<u>6</u>	<u>7</u>	<u>12</u>	<u>25</u>	<u>5</u>	<u>2</u>	<u>2</u>	<u>9</u>	<u>36.00%</u>		
<u>Panama Maritime Documentation Service</u>	<u>PMDS</u>	<u>3</u>	<u>9</u>	<u>11</u>	<u>23</u>	<u>1</u>	<u>5</u>	<u>0</u>	<u>6</u>	<u>26.09%</u>		
<u>Honduras International Naval Surveying &amp; Inspection Bureau</u>	<u>HINSB</u>	<u>5</u>	<u>4</u>	<u>12</u>	<u>21</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>6</u>	<u>28.57%</u>		
<u>Hellenic Register of Shipping</u>	<u>HRS</u>	<u>14</u>	<u>8</u>	<u>12</u>	<u>34</u>	<u>3</u>	<u>1</u>	<u>2</u>	<u>6</u>	<u>17.65%</u>		
<u>International Register of Shipping</u>	<u>BSS</u>	<u>9</u>	<u>31</u>	<u>42</u>	<u>82</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>12</u>	<u>14.63%</u>		
<u>Polski Rejestr Statkow</u>	<u>PRS</u>	<u>100</u>	<u>94</u>	<u>74</u>	<u>268</u>	<u>6</u>	<u>2</u>	<u>2</u>	<u>10</u>	<u>3.73%</u>		
<u>Russian Maritime Register of Shipping</u>	<u>RS</u>	<u>237</u>	<u>241</u>	<u>166</u>	<u>644</u>	<u>13</u>	<u>4</u>	<u>7</u>	<u>24</u>	<u>3.73%</u>		
<u>Croatian Register of Shipping</u>	<u>CRS</u>	<u>50</u>	<u>40</u>	<u>29</u>	<u>119</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>2.52%</u>		
<u>China Classification Society</u>	<u>CCS</u>	<u>133</u>	<u>136</u>	<u>124</u>	<u>393</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>7</u>	<u>1.78%</u>		
<u>Korean Register of Shipping</u>	<u>KRS</u>	<u>192</u>	<u>165</u>	<u>167</u>	<u>524</u>	<u>2</u>	<u>1</u>	<u>3</u>	<u>6</u>	<u>1.15%</u>		
<u>China Corporation Register of Shipping</u>	<u>CR</u>	<u>44</u>	<u>42</u>	<u>39</u>	<u>125</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0.80%</u>		
<u>Bureau Veritas</u>	<u>BV</u>	<u>620</u>	<u>622</u>	<u>620</u>	<u>1862</u>	<u>8</u>	<u>4</u>	<u>1</u>	<u>13</u>	<u>0.70%</u>		
<u>Lloyd's Register</u>	<u>LR</u>	<u>1578</u>	<u>1563</u>	<u>1439</u>	<u>4580</u>	<u>16</u>	<u>6</u>	<u>5</u>	<u>27</u>	<u>0.59%</u>		
<u>Nippon Kaiji Kyokai</u>	<u>NKK</u>	<u>1586</u>	<u>1704</u>	<u>1705</u>	<u>4995</u>	<u>14</u>	<u>3</u>	<u>2</u>	<u>26</u>	<u>0.52%</u>		
<u>Registro Italiano Navale</u>	<u>RINA</u>	<u>158</u>	<u>182</u>	<u>167</u>	<u>507</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0.39%</u>		
<u>Det Norske Veritas</u>	<u>DNV</u>	<u>1186</u>	<u>1269</u>	<u>1239</u>	<u>3694</u>	<u>5</u>	<u>5</u>	<u>1</u>	<u>11</u>	<u>0.30%</u>		
<u>Germanischer Lloyd</u>	<u>GL</u>	<u>628</u>	<u>685</u>	<u>714</u>	<u>2027</u>	<u>2</u>	<u>2</u>	<u>1</u>	<u>5</u>	<u>0.25%</u>		
<u>American Bureau of Shipping</u>	<u>ABS</u>	<u>989</u>	<u>968</u>	<u>937</u>	<u>2894</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>7</u>	<u>0.24%</u>		
<u>Bulgarski Koraben Registar</u>	<u>BKR</u>	<u>11</u>	<u>17</u>	<u>14</u>	<u>42</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.00%</u>		
<u>Indian Register of Shipping</u>	<u>IRS</u>	<u>4</u>	<u>14</u>	<u>25</u>	<u>43</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.00%</u>		
<b>Total</b>					<b>22902</b>					<b>Total</b>	<b>181</b>	<b>0.79%</b>

\* 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 twenty classification societies with at least ten distinct arrivals in 1999. The average detention ration over the period 1997 – 1999 is 0.79%. 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
Polski Rejestr Statkow	PRS
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:

Croatian Register of Shipping	CRS
-------------------------------	-----

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

China Classification Society	CCS
------------------------------	-----



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

China Corporation Register of Shipping	CR
Korean Register of Shipping	KRS

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

American Bureau of Shipping	ABS
Bulgarski Koraben Registar	BKR
Bureau Veritas	BV
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
<b>Dry Cargo</b>	<b>7,494</b>	<b>223</b>
• Bulk Carrier	3,296	74
• General Cargo	1,781	119
• Container	1,652	14
• Offshore Supply Vessel	35	0
• Roll-on/Roll-off	730	16
<b>Tank Vessels</b>	<b>3,693</b>	<b>28</b>
• Gas Carrier	365	1
• Chemical Carrier	796	4
• Ore – Bulk Oil	186	4
• Oil and Products	2,346	19
<b>Passenger</b>	<b>259</b>	<b>5</b>
<b>Other</b>	<b>94</b>	<b>1</b>

**Table 6 - Deficiencies on Detained Vessels**

Category	Frequency of deficiencies on detained vessels
Certificates/Logbooks	38
Crew	40
Accommodation	2
Food and Catering	1
Life Saving Appliances	99
Fire Fighting Appliances	98
Accident Prevention	4
Safety In General	73
Cargo	2
Load Lines	19
Mooring Arrangements	2
Propulsion and Auxiliary Machinery	41
Navigation	11
Radio	20
MARPOL, Annex I	32
Tankers	4
SOLAS Related Operational Deficiencies (Fire and Abandon Ship Drills)	133
ISM Related Deficiencies	34

**Table 7 - Examinations and Detentions by Port**

Port	Coast Guard District	Examinations	Detentions
Anchorage, Alaska	17	168	14
Baltimore, Maryland	5	307	8
Boston, Massachusetts	1	148	4
Buffalo, New York	9	373	1
Charleston, South Carolina	7	212	0
Chicago, Illinois	9	9	0
Cleveland, Ohio	9	51	2
Corpus Christi, Texas	8	498	1
Detroit, Michigan	9	35	1
Duluth, Minnesota	9	77	0
Guam	14	158	6
Hampton Roads, Virginia	5	339	15
Honolulu, Hawaii	14	239	7
Houston, Texas	8	1281	11
Jacksonville, Florida	7	315	5
Juneau, Alaska	17	35	0
Long Island, New York	1	150	2
Los Angeles, California	11	998	25
Miami, Florida	7	471	41
Milwaukee, Wisconsin	9	3	0
Mobile, Alabama	8	399	20
Morgan City, Louisiana	8	91	4
New Orleans, Louisiana	8	1041	16
New York, New York	1	658	8
Philadelphia, Pennsylvania	5	556	7
Port Arthur, Texas	8	179	3
Portland, Maine	1	151	4
Portland, Oregon	13	475	9
Providence, Rhode Island	1	66	1
Puget Sound, Washington	13	428	9
San Diego, California	11	55	1
San Francisco, California	11	424	3
San Juan, Puerto Rico	7	436	18
Sault Ste Marie, Michigan	9	4	0
Savannah, Georgia	7	269	2
Tampa, Florida	7	254	7
Toledo, Ohio	9	71	0
Valdez, Alaska	17	5	0
Wilmington, North Carolina	5	111	2

## **Table 8 – Regional Statistics**

### Coast Guard District

	1st	5th	7th	8th	9th	11th	13th	14th	17th	Total
Ship Visits	2,732	4,451	17,485	13,778	1,311	6,879	3,522	708	985	51,851
Number of Examinations	1,173	1,313	1,957	3,489	623	1,477	903	397	208	11,540
Number of Detentions	19	32	73	55	4	29	18	13	14	257
Priority 1	4	10	8	9	0	1	0	0	3	35
Priority 2	14	14	59	39	1	16	12	13	10	178
Priority 3	0	6	5	6	3	11	6	0	1	38
Priority 4	1	2	1	1	0	1	0	0	0	6
Civil Penalties (U.S. \$)*	0	2,500	34,000	37,000	0	28,500	20,000	12,000	9,750	143,750

\* These civil penalty amounts are final assessed penalties as of March 31, 2000. This data will be updated in July 2000, to capture penalty cases occurring in calendar year 1999, and closed by June 30, 2000.

**Figure 1 - Distinct Vessel Arrivals**

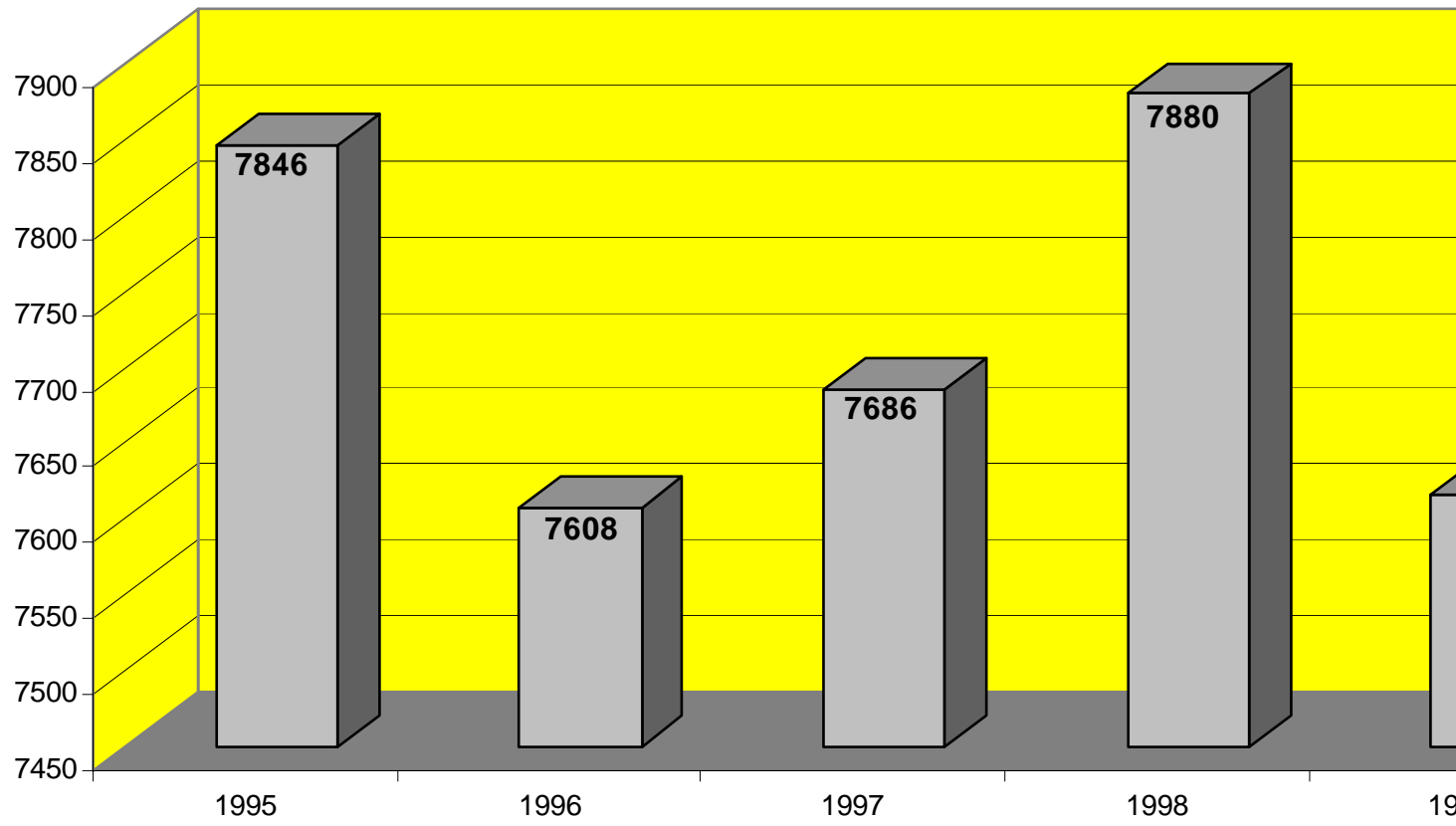
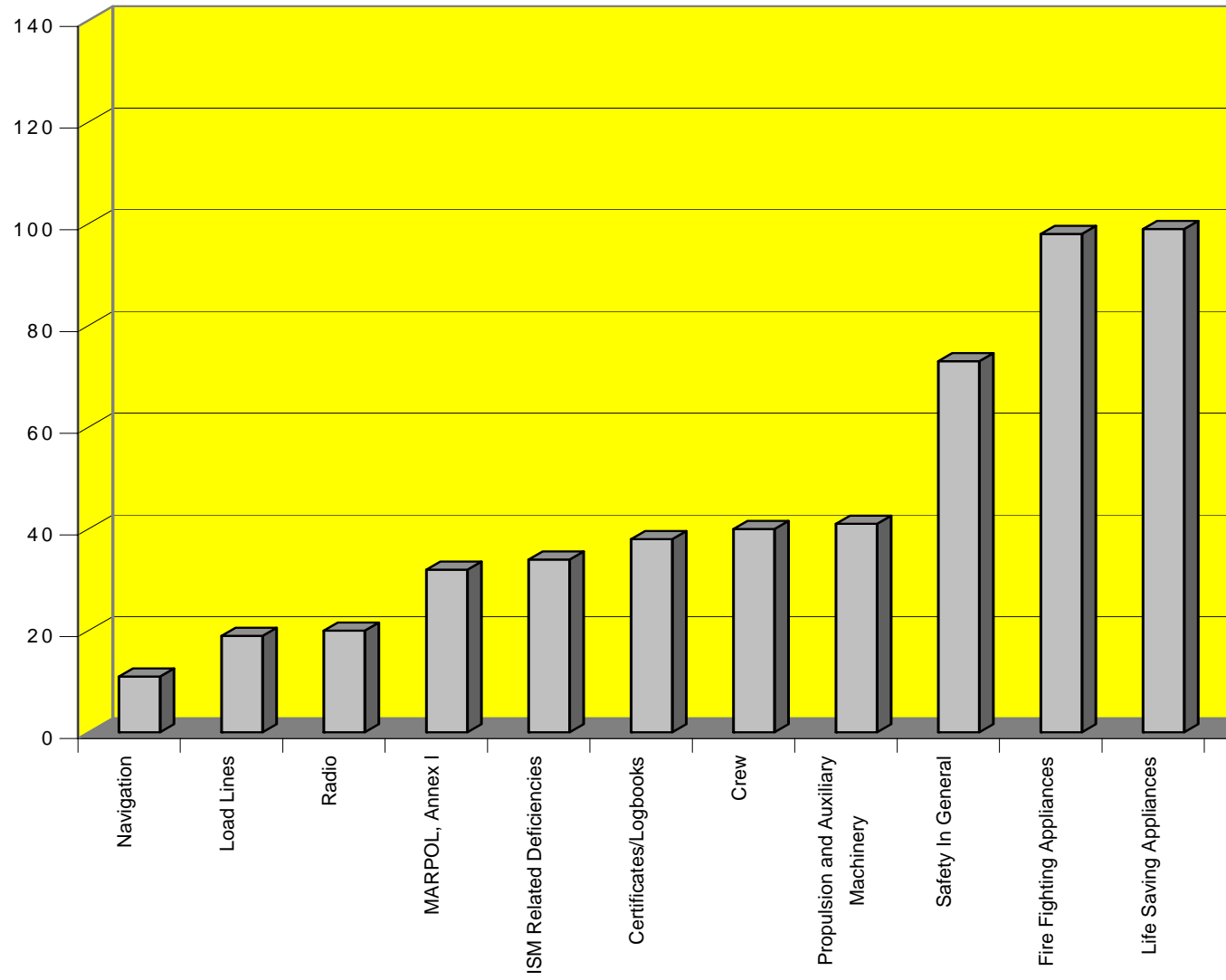
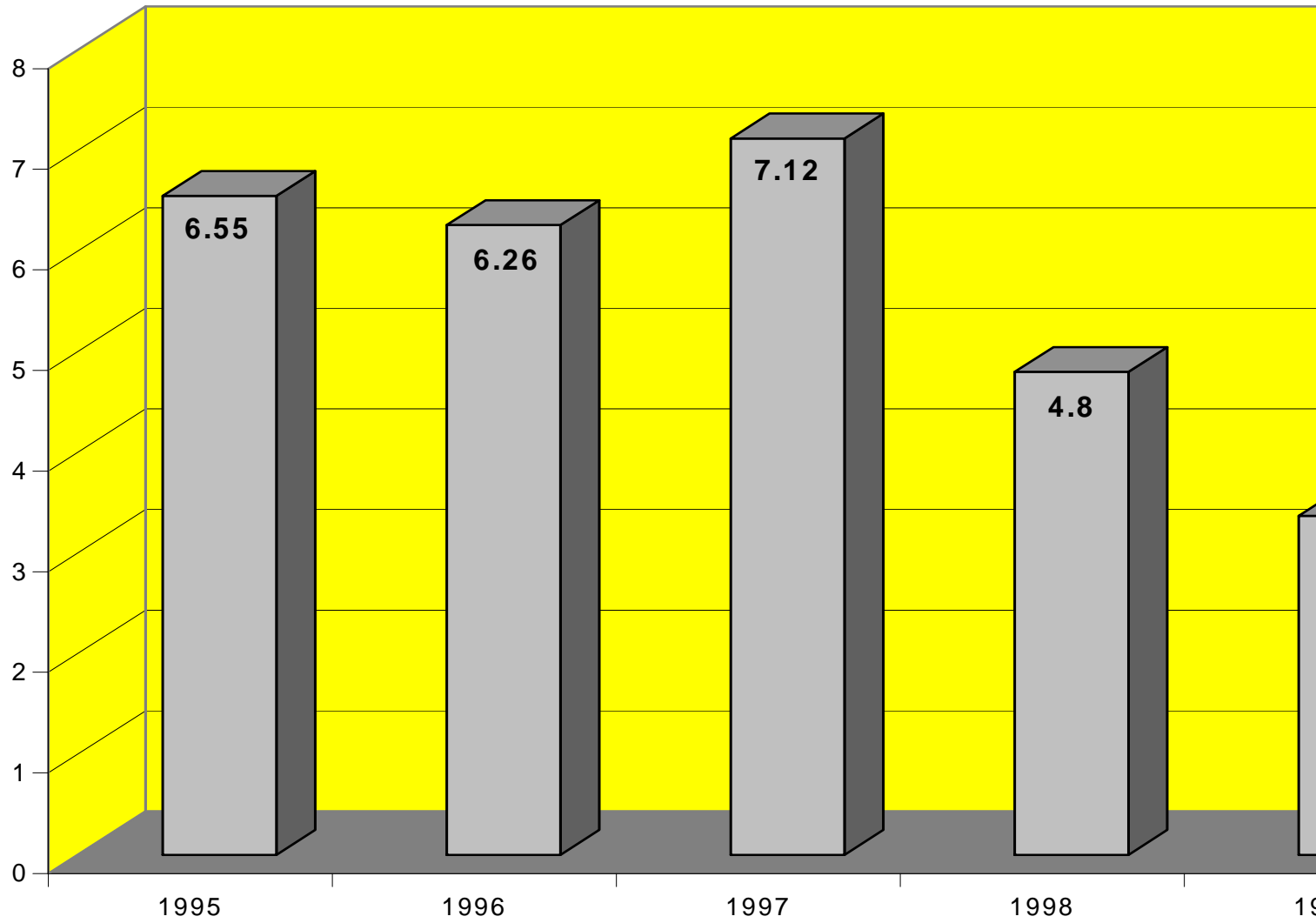


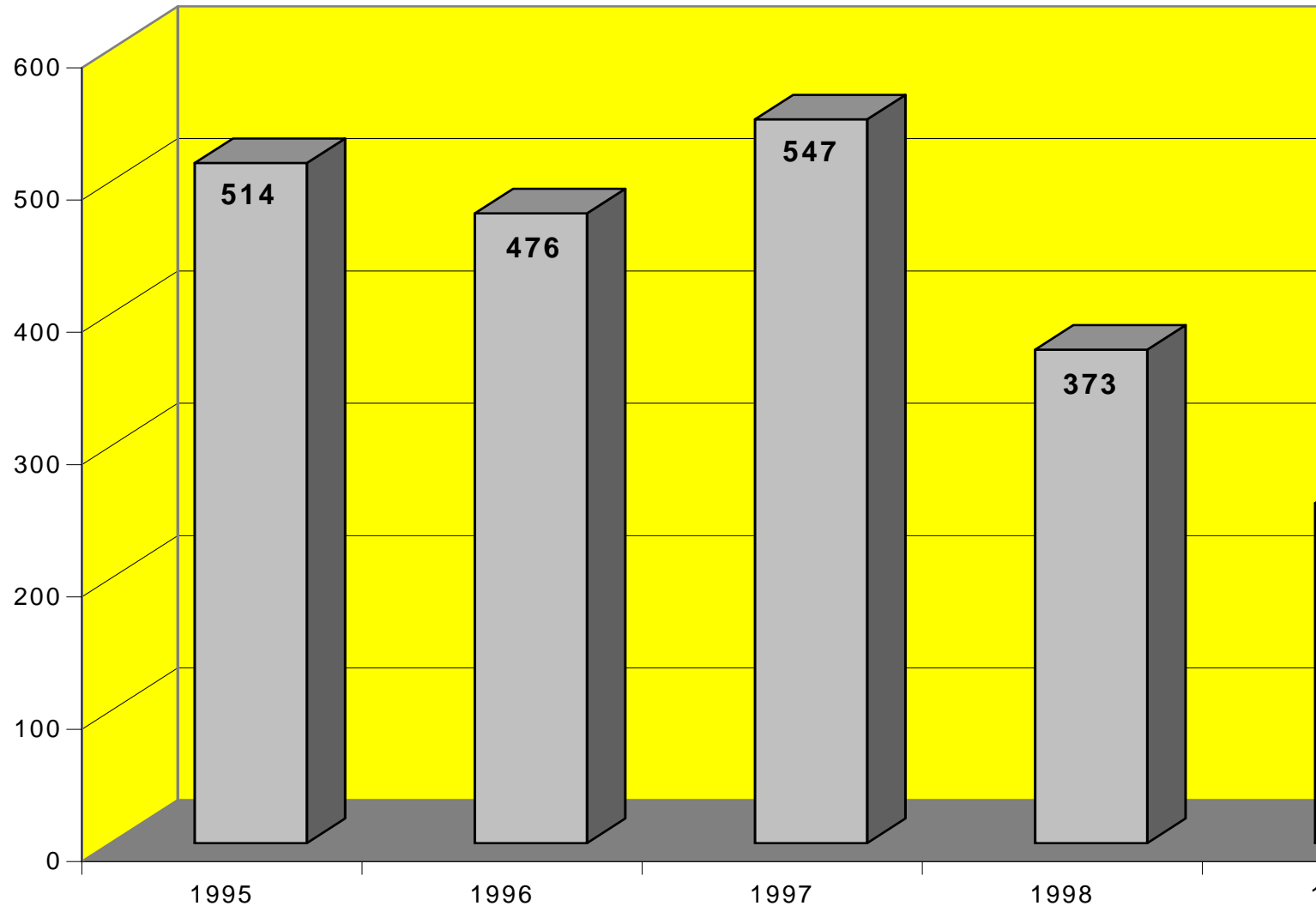
Figure 2 - Frequency of Deficiencies on Detained Vessels



**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

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