

2020 DOMESTIC ANNUAL REPORT



EIGHTH DISTRICT FLAG STATE CONTROL



TABLE OF CONTENTS

Eighth District Overview

Executive Summary	3
Area of Responsibility	4
Feeder Ports/Qualification Opportunity	6
2019 Statistics	7
Vessel Types	8

Fleet Description and Performance

Barges	10
Towing Vessels	11
Passenger Vessels	12
Regulated Waterfront Facilities	14
Outer Continental Shelf (OCS)	16
Cargo Vessels	17
Commercial Fishing Vessels	18

Flag State Compliance

Flag State Detentions	20
Investigations	21
Eighth District Prevention & OCS Staff	22

Executive Summary

I am pleased to present the 2020 Coast Guard Eighth District Flag State Control Report. This report includes data and details related to Eighth District inspections, investigations, commercial fisheries, regulations enforcement, qualification opportunities and fleet of responsibility.

Throughout my first year of serving in the role of District Commander, I was continuously impressed by the talented individuals who call the Eighth District home, and the tremendous work they do on a day to day basis. This report highlights the herculean efforts of the finest marine safety professionals in the Coast Guard.

The Eighth District marine safety footprint encompasses 26 states and accounts for the Coast Guard's largest Prevention workload, including regulatory oversight of commercial vessel construction and inspection of chemical, tank and passenger vessels, as well as towing vessels, tank barges and offshore supply vessels. In 2019, Eighth District Marine Inspectors conducted 11,098 inspections on domestic vessels and identified 6,082 deficiencies. Our Investigating Officers conducted 40% of all Coast Guard marine casualty investigations. This year also marked the second year of implementation of the towing vessel inspection regulations, which increased the District's domestic fleet by 35%. Our Regulated Facility Inspectors were responsible for 3,255 inspection activities and 1,573 deficiencies. Across the District, Coast Guard units continued to conduct inspections, issue enforcement actions, and host meetings with industry partners and third party organizations, delivering outstanding service to our port partners. To the outstanding men and women of the Eighth District, keep up the great work!



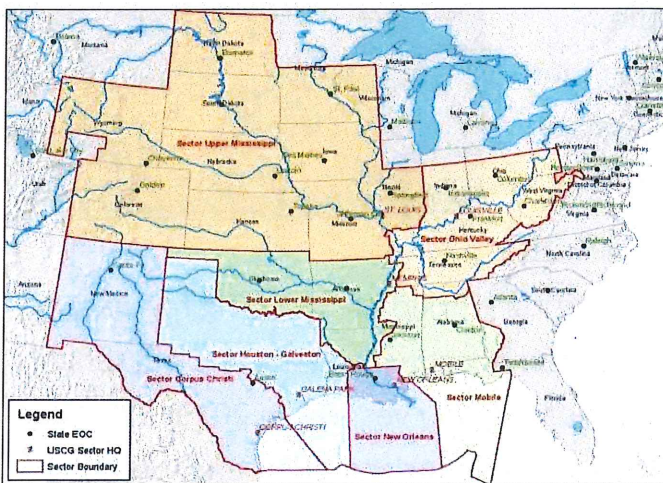
A handwritten signature in blue ink, which appears to be "John P. Nadeau". The signature is stylized with a large, sweeping initial "J" and a long, horizontal flourish extending to the right.

Rear Admiral John P. Nadeau
Commander, Eighth District

Eighth District Area of Responsibility

Headquartered in New Orleans, the Eighth Coast Guard District is responsible for U.S. Coast Guard operations spanning 26 states, including the Gulf of Mexico from Florida to Mexico, the adjacent offshore waters and Outer Continental Shelf, as well as the inland waterways of the Mississippi, Ohio, Missouri, Illinois, and Tennessee River systems.

The Eighth District is home to 15 of the top 25 busiest ports (by tonnage) in the nation, including the two busiest ports, New Orleans and Houston, where more than two million barrels of oil and \$1 million tons of cargo are imported each day. Additionally, more than 51% of total U.S. natural



gas capacity, 45% of U.S. petroleum refining capacity and 17% of U.S. crude oil production capacity is located in the Eighth District; making it one of the most important regions of energy and infrastructure in the country. The outstanding personnel of the Eighth Coast Guard District conduct comprehensive maritime governance, balancing economic efficiency with maritime safety, security and environmental stewardship through close coordination with a multitude of diverse public and private stakeholders.

THREE REGIONS

OFFSHORE

This region encompasses the Outer Continental Shelf oil and natural gas industry, spanning 179,000 square miles of the Gulf of Mexico, and including:

- Over 6,500 oil and gas wells
- Over 3,800 fixed platforms
- Over 3,500 miles of subsea pipeline
- More than 35 mobile offshore drilling units
- More than 70 floating production installations

INLAND

This region includes all or part of 21 states, and more than 10,300 miles of waterways, accounting for \$4.6 Trillion in economic impact.

The Western Rivers include the following rivers and their tributaries:

- Mississippi
- Ohio
- Missouri
- Illinois
- Tennessee
- Arkansas

COASTAL

This region includes all or part of 5 states, and more than 900 miles of coastline and 1,200 miles of intracoastal waterway.

Eighth District ports in this region see:

- 27,000 deep draft vessel arrivals annually
- 90,000 towing vessel transits, per year

OVERSEAS INSPECTIONS

Similar to Activities Far East and Activities Europe, which conduct inspections abroad, inspectors are deployed from Sector New Orleans to numerous locations in South America to conduct inspections and Investigations on U.S. flagged vessels. Sector New Orleans covers South and Central America, the western coast of Mexico, south of latitude 20 North, and all of the eastern coast of Mexico.

TOWING VESSELS

The Eighth District is home to over two thirds of the Nation's towing vessel fleet. July 2019 marked the first anniversary of Towing Vessel inspections, and companies that own or operate multiple vessels were required to have COIs on 25% of their fleet. Eighth District inspectors and investigators continue to lead the Coast Guard's efforts to bring towing vessels into regulatory compliance.

HIGH WATER

Seasonal rain and snow melt cause annual high water on the Western Rivers between March 1st and May 30th; however, recent high water seasons have started as early as December and continued into the summer months. During this time, elevated water levels and increased current velocities challenge safe navigation across the MTS, and increase risk, including the potential for vessel allisions, groundings and sinkings. Mitigation efforts include comprehensive Waterway Action Plans (WAPs), which contain contingency measures to safeguard navigation, especially in highly trafficked areas.

HURRICANE SEASON

Marine safety professionals in the Eighth District must remain flexible during hurricane season. From June 1st until November 30th, units are on alert and must be prepared to quickly transition to incident command structures at any sign of a hurricane, while strategically managing marine safety workloads. Hurricane conditions of readiness (HURCONs) are set by units based on their proximity to the hurricane and anticipated impacts of the storm. In 2019, the Eighth District responded to Hurricane Barry (Louisiana) and Tropical Storm Imelda (Texas & Louisiana), which caused \$2.6 Billion in damage.

Eighth District Feeder Ports

Feeder Ports are units with a variety of commercial vessel activity, affording marine inspectors training in at least 4 of the 16 inspection competencies. Feeder ports are billeted and staffed to develop qualified marine inspectors ready for deployment to any port.

Qualifications Available

Sector

New Orleans



- Barge (BI)
- Hull (HI)
- Machinery (MI)
- SPV (TI)
- Foreign Freight (FFVE)
- Foreign Chem (FCTE)
- Foreign Tank (FTVE)
- Fixed Platform (FPI)
- Offshore Facility (FOFI)
- MODU (MUI)
- FMODU (FMUE)

MSU Morgan City :

- Barge (BI)
- Drydock (DI)
- Hull (HI)
- Machinery (MI)
- MODU (MUI)
- OSV (OI)
- SPV (TI)
- Foreign Tank (FTVE)

MSU Houma :

- Barge (BI)
- Drydock (DI)
- Hull (HI)
- Machinery (MI)
- OSV (OI)
- SPV (TI)
- Foreign Freight (FFVE)

Sector

Houston/Galveston



- Barge (BI)
- SPV (TI)
- Foreign Gas (FGCE)
- Foreign Freight (FFVE)
- Foreign Chem (FCTE)
- Foreign Tank (FTVE)
- Fixed Platform (FPI)
- Offshore Facility (FOFI)
- MODU (MUI)
- FMODU (FMUE)

MSU Texas City :

- Barge (BI)
- Hull (HI)
- SPV (TI)
- SPV (KI)
- Foreign Freight (FFVE)
- Foreign Tank (FTVE)
- Fixed Platform (FPI)
- Offshore Facility (FOFI)
- MODU (MUI)
- FMODU (FMUE)

MSU Port Arthur :

- Barge (BI)
- Hull (HI)
- Foreign Freight (FFVE)
- Foreign Tank (FTVE)
- Fixed Platform (FPI)
- Offshore Facility (FOFI)
- MODU (MUI)
- FMODU (FMUE)

Sector

Mobile



- Barge (BI)
- SPV (TI)
- Foreign Freight (FFVE)
- Foreign Tank (FTVE)
- MODU (MUI)

Sector

Corpus Christi



- Barge (BI)
- SPV (TI)
- Foreign Freight (FFVE)
- Foreign Chem (FCTE)
- Foreign Tank (FTVE)
- MODU (MUI)

All investigations qualifications can be earned in the Eighth District.

Inspectors and Investigators from units outside of the Eighth District often travel units within the District for experience.

8 of the 21 feeder ports in the CG are in the Eighth District.

2019 Statistics

BY THE NUMBERS:

Barge Inspections: 4,585

Towing Vessel Inspections: 2,347

Passenger Vessel Inspections: 1,942

Cargo Vessel Inspections: 131

Offshore Supply Vessel Inspections: 826

Outer Continental Shelf Unit Inspections: 329

Research & School Ship Inspections: 49

CFV Exams : 889

TOTAL VESSELS INSPECTED:

11,098

TOTAL FACILITIES INSPECTED:

3,255

Vessel Types



BARGES: These non self-propelled vessels are inspected under 46 Code of Federal Regulations (CFR) Subchapters D (Tank Barges), I (Freight/Industrial Barges), and/or O (Certain Bulk Dangerous Cargo Barges).



TOWING VESSELS: Vessels whose primary service is towing and are inspected under 46 CFR Subchapter M.



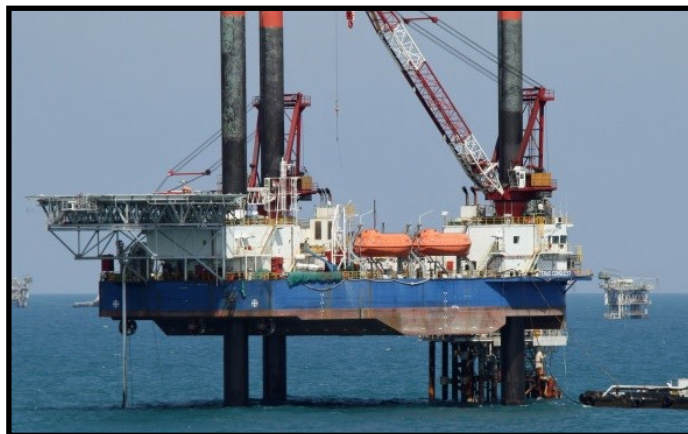
PASSENGER VESSELS: Vessels carrying passengers in accordance with 46 CFR Sub-chapter H (greater than 100 gross tons), K (less than 100 gross tons, carrying more than 150 passengers or more than 49 overnight passengers) or T (less than 100 gross tons, carrying less than 150 passengers or more than 49 overnight passengers).



CARGO VESSELS: Vessels inspected under 46 CFR Subchapter I (Freight/Industrial), Subchapter D (Tank) and/or Subchapter O (Certain Bulk Dangerous Cargo) that are not covered by any other category.



OFFSHORE SUPPLY VESSELS: Offshore Supply Vessels (OSVs) are those vessels inspected under 46 CFR Subchapter L.



UNITS ON THE OCS: Other units operating on the Outer Continental Shelf (OCS) include jack-ups, drill ships, Floating Production Systems (FPSs), and Floating Offshore Facilities (FOFs).



RESEARCH VESSELS AND SCHOOL SHIPS:

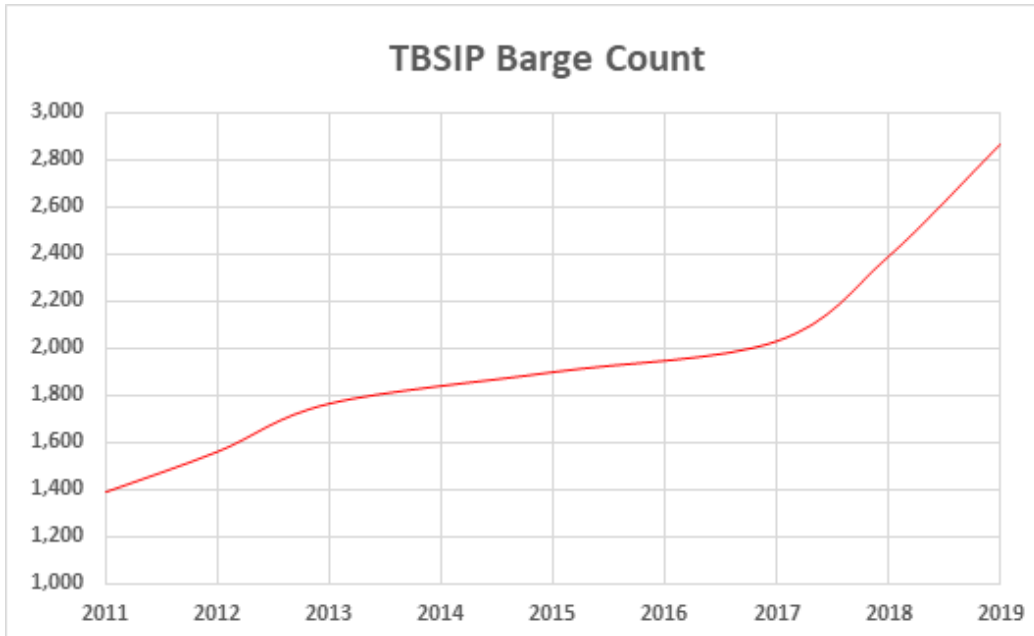
Research vessels inspected under 46 CFR Subchapter U and School Ships inspected under 46 CFR Subchapter R.



COMMERCIAL FISHING VESSELS: Vessels examined under 46 CFR Part 28 are commercial fishing, fish processing, or fish tender vessels.

Barges

There are 6,000 barges In-Service within the Eighth District Fleet. Almost half of those barges are enrolled in the Tank Barge Streamlined Inspection Program (TBSIP). TBSIP has been practiced, in some form, in the Eighth District for almost 20 years, and in the Ninth District since 2017. In terms of vessel population, it is now the Coast Guard’s largest streamlined inspection program (SIP). At last count, TBSIP embraced 15 separate participant companies and nearly 3,000 unmanned tank barges. The Eighth District’s TBSIP got its start as the Tank Barge Alternate Inspection Protocol (TAIP) in 2001. The program transitioned to TBSIP in 2007.



Under TBSIP, Coast Guard Marine Inspectors conduct inspections for certification, periodic inspections, hull examinations and some damage surveys and associated repair checks. Officer in Charge of Marine Inspections (OCMI) vetted company personnel complete the five year certification cycle by conducting three annual topside (annual walkover) inspections. These company personnel are also allowed to assess minor hull damage and check the associated permanent repair. Recently, an upper level “TBSIP Select” was added. At the TBSIP Select stage, all annually occurring inspections (3 annual inspections and the periodic inspection) are conducted by OCMI vetted company personnel. Companies new to the program are initially placed into TBSIP. They may advance to TBSIP Select with successful completion of two Coast Guard company audits during their initial five year inspection schedule. All TBSIP and TBSIP Select companies are subject to twice in five year company audits throughout their time in the program.

2019 Barge Deficiency Rate

INSPECTIONS	DEFS	RATE
4585	987	0.21

Towing Vessels

July 2019 marked the first anniversary of towing vessel inspections, and the Eighth District continues to see rapid growth and learning from our inspectors, third parties, and the towing vessel industry. During the first year, the Eighth District issued 624 towing vessel Certificate of Inspections (COIs), representing nearly 70% of the Nation's total. By the end of 2019, the Eighth District issued 1,014 COIs. Of the COIs issued, 807 were issued using the Towing Safety Management Systems (TSMS) compliance option, and 207 were issued through the Coast Guard option.

The Eighth District continued to strengthen strategic partnerships throughout the year, and worked closely with Third Party Organizations (TPOs) and other industry members to improve consistency across the District.

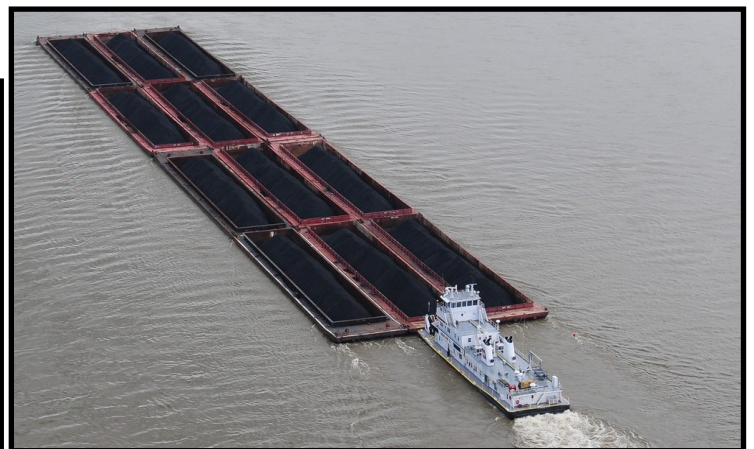
Towing Vessel detentions continue to be closely tracked and reviewed. In 2019, there were 36 Inspected Towing Vessel (ITV) detentions, with 7 of those having a Safety Management System nexus. The majority of the detainable deficiencies were related to fire fighting.

2019 Towing Vessel Deficiency Rate

INSPECTIONS	DEFS	RATE
2347	2298	0.97



**MSU Lake Charles ITV Detention
(Cardboard & Duct Tape Covering
Wastage/Rot of Main Deck)**



Towing Vessel Pushing Ahead

Passenger Vessels

There are over 1,100 domestic (U. S. Flag) passenger vessels operating in the Eighth Coast Guard District. These vessels are used in a wide variety of businesses, including charter fishing, parasailing, SCUBA diving, river cruises, dinner/harbor cruises and car ferries.



American Sternwheel Steamboat Operating on Mississippi River

<i>Gross Tonnage</i>	<i>U.S. Regulatory Subchapter & Industry Terms-of-art</i>		<i>Passenger Capacity</i>	<i>Count in Eighth District</i>	<i>Typical Uses</i>
Less than 100 G.T.	Small Passenger Vessel	46 CFR Subchapter T "T-boat"	Up to 150 passengers -or- accommodations for up to 49 overnight passengers	1,071	Crew boat (Oil Industry Support) Harbor Sightseeing Cruise Dinner Cruise
		46 CFR Subchapter K "K-boat"	Over 150 passengers -or- accommodations for 50 or more overnight passengers	37	Recreational Diving Transport/Support Car Ferry Short Inland Overnight Cruise
100 G.T. or more	Passenger Vessel	46 CFR Subchapter H "H-boat"	Unlimited (no limit specified)	29	Offshore Gaming "Cruise to Nowhere" Large Car Ferry / Mass Transit Extended Inland Overnight Cruise Harbor Sightseeing Cruise

Eighth District Passenger Vessel Types and Count

In addition to inspections of regulated passenger vessels, District units also conduct activity to ensure the safety of passengers on uninspected vessels. For instance, USCG Sector Mobile recently completed a highly successful enforcement campaign along the Gulf Coast that identified and halted several illegal passenger vessel operations, that posed serious risks to the public.

Passenger Vessels

In October 2019, Sector Ohio Valley sponsored a Southern Ohio, Southeastern Indiana, & Northern Kentucky (SOSINK) Active Shooter & Boat Drill Exercise in Newport, Kentucky. The exercise included active shooter (shoreside) drills, and (underway) boat drills on the B&B Riverboats passenger vessel BELLE OF CINCINNATI for approximately 110 law enforcement and fire/rescue officers from over 19 agencies.



Kentucky SWAT on CG RB-S during Active Shooter Drill



CG member acting as Active Shooter Role-player

The Eighth District also participated in the Coast Guard's Concentrated Inspection Campaign following the fire and sinking of the M/V CONCEPTION on the west coast. In response, our Marine Inspectors conducted 103 inspections on small passenger vessels with underway operations similar to the CONCEPTION. Overall, the Eighth District was responsible for 40% of the Nation's Small Passenger Vessels with overnight accommodations. Inspectors identified and corrected over 125 equipment deficiencies, improving the safety of emergency egress, fuel systems and electrical systems; mitigating risks to passengers during overnight voyages.

2019 Passenger Vessel Deficiency

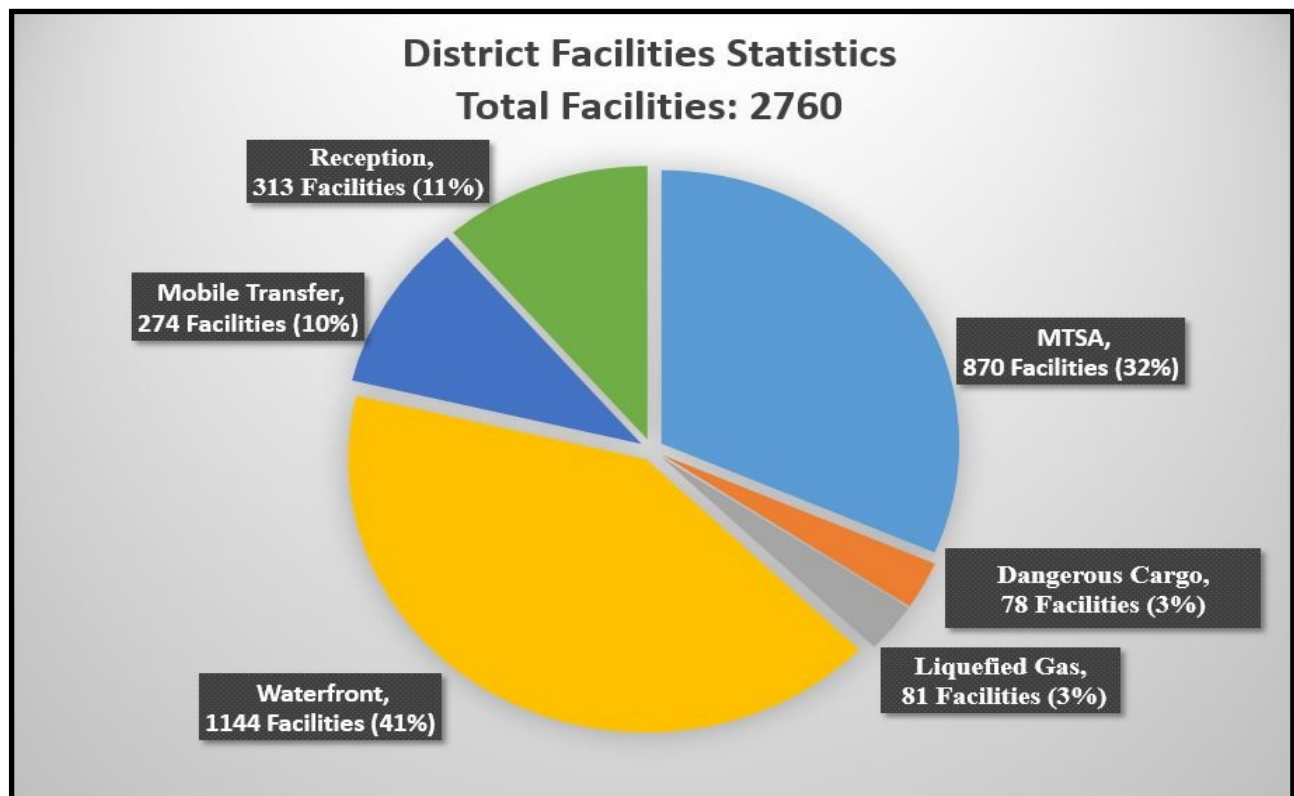
INSPECTIONS	DEFS	RATE
1942	2524	1.29

Regulated Waterfront Facilities

In 2019, the Eighth District's portfolio included 2,760 waterfront facilities. Facility inspectors conducted over 3,255 facility inspection activities. Container inspectors monitored a cargo throughput of 2,653,921 total equivalent units (TEU) under the National Container Inspection Program, conducting inspections on 2,431 units.



Eighth District Waterfront Facilities Overview



Regulated Waterfront Facilities

2019 Facility Type and Number of Inspections

FACILITY TYPE	DESCRIPTION	INSPECTIONS
105	Maritime Security	1636
126	Handling of Dangerous Cargo at Waterfront	97
127	Waterfront Facilities Handling Liquefied Natural Gas and Liquefied Hazardous Gas	82
154	Facilities Transferring Oil or Hazardous Material in Bulk	1122
158	Reception Facilities for Oil, Noxious Liquid Substances, and Garbage	318

2019 Facility Deficiency Rate

INSPECTIONS	DEFS	RATE
3255	1573	0.48

Outer Continental Shelf

Outer Continental Shelf drilling and production operations reside primarily in the Gulf of Mexico, with 99% of the inspections taking place within the Eighth District. The Outer Continental Shelf (OCS) Officer in Charge, Marine Inspection (OCMI) and command staff reside at the District office, and are charged with overseeing safety and security inspections on these state-of-the-art offshore energy units. They utilize the authorities vested in the Coast Guard by the Outer Continental Shelf Lands Act. Marine Inspectors from Sector New Orleans and MSU Texas City have specially designated OCS billets, and they complete Certificate of Inspection and Certificate of Compliance inspections on facilities across the Gulf. The OCS fleet of responsibility includes 30 mobile offshore drilling units, 50 floating offshore facilities, and 1,700 fixed platforms. The Marine Inspectors work closely with the Bureau of Safety and Environmental Enforcement (BSEE) to complete these inspections.

In 2019, the OCS division completed 329 inspections, with inspectors flying two to three times a week. This also includes working with their BSEE counterparts to complete joint inspections on fixed offshore production platforms, as well as visiting platforms to facilitate Maritime Transportation Security Act exams.

2019 Units on the OCS Deficiency Rate

INSPECTIONS	DEFS	RATE
329	166	0.50



Cargo Vessels

In 2019, this fleet consisted of 152 active vessels, representing 1.55% of the District's overall fleet size. Cargo vessels include ships inspected under 46 CFR Sub Chapters I, D, and/or O; greater than 90% of these vessels are regulated under Subchapter I. The Subchapter I fleet consists primarily of industrial vessels carrying bulk cargoes and general dry cargo. In comparison to the Eighth District's overall flag state fleet totals, cargo vessel activities accounted for 2.25% of the deficiencies issued.

The top three systems with deficiencies were lifesaving, firefighting, and engineering.



2019 Cargo Vessel Deficiency Rate

INSPECTIONS	DEFS	RATE
131	107	0.81

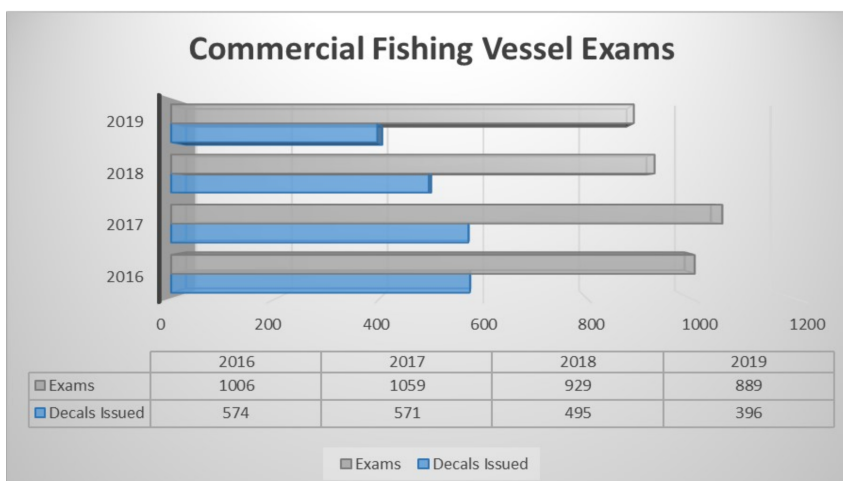
Commercial Fishing Vessel Safety



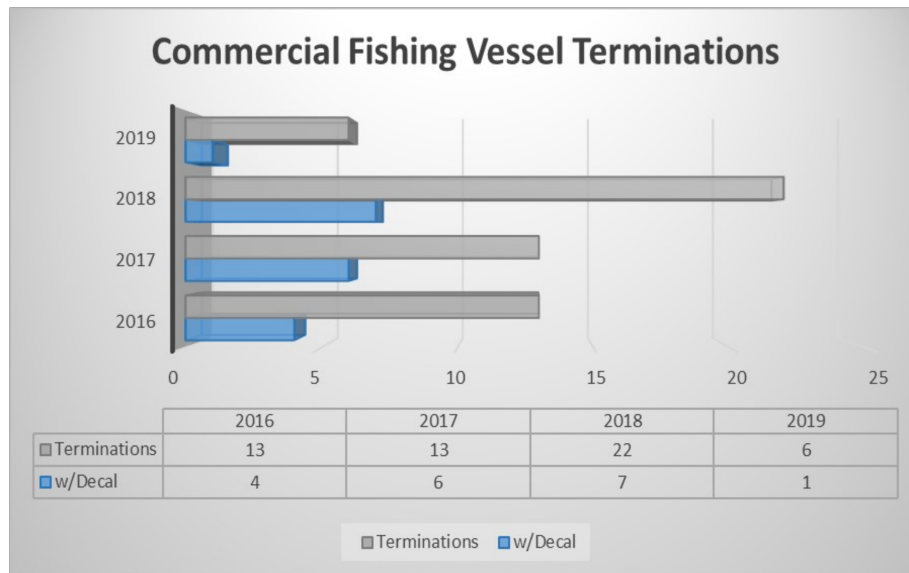
The Eighth District's Commercial Fishing Vessel Safety (CFVS) Program promotes safe operating practices and regulatory compliance through outreach with the fishing community and vessel examinations. This is accomplished with a team of 11 CFVS Field Examiners, who are located throughout the coastal region. The variety of fisheries in the Gulf combined with culturally diverse communities makes for a dynamic, challenging and rewarding mission. Over the years, outreach and partnership has proven to be a great benefit, resulting in the reduction of serious injuries and preventable vessel casualties. Other outreach initiatives include:

- Active participation and membership with the Gulf of Mexico Fisheries Management Council and the Gulf States Marine Fisheries Commission.
- Partnerships with Sea Grant and Gulf Area Universities to conduct safety studies on various life saving equipment.
- Partnerships with the Gulf Area's ethnically diverse communities to enhance communication through translation services and share CFVS best practices.

CFV Safety Stats

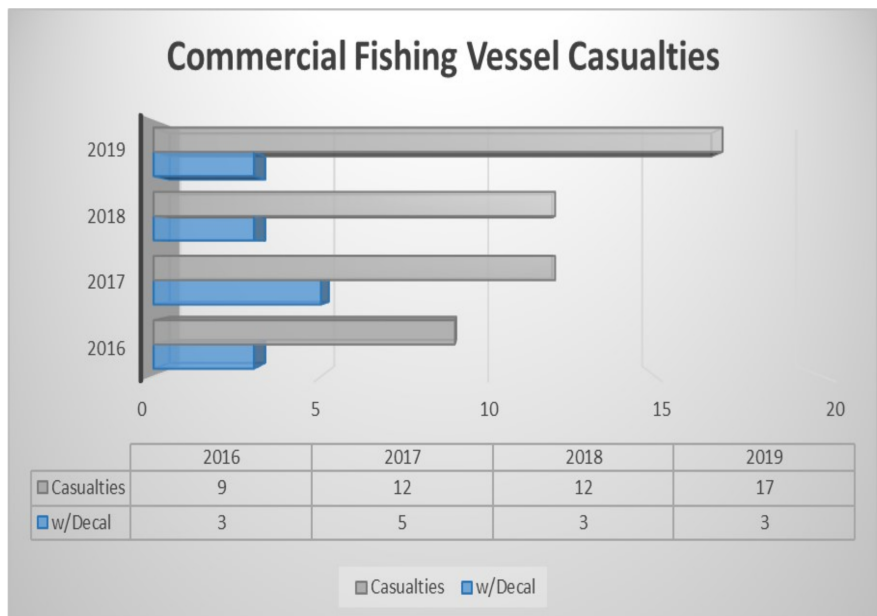


Commercial Fishing Vessel Safety



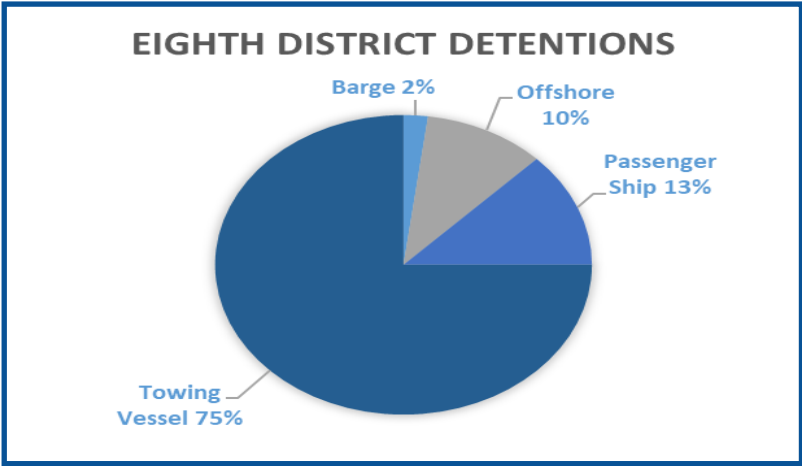
Note: A CFV Casualty is defined as:

- **Grounding**
- **Collision / Allision**
- **Capsize / Sinking**
- **Fire**
- **Injury**
- **Death**

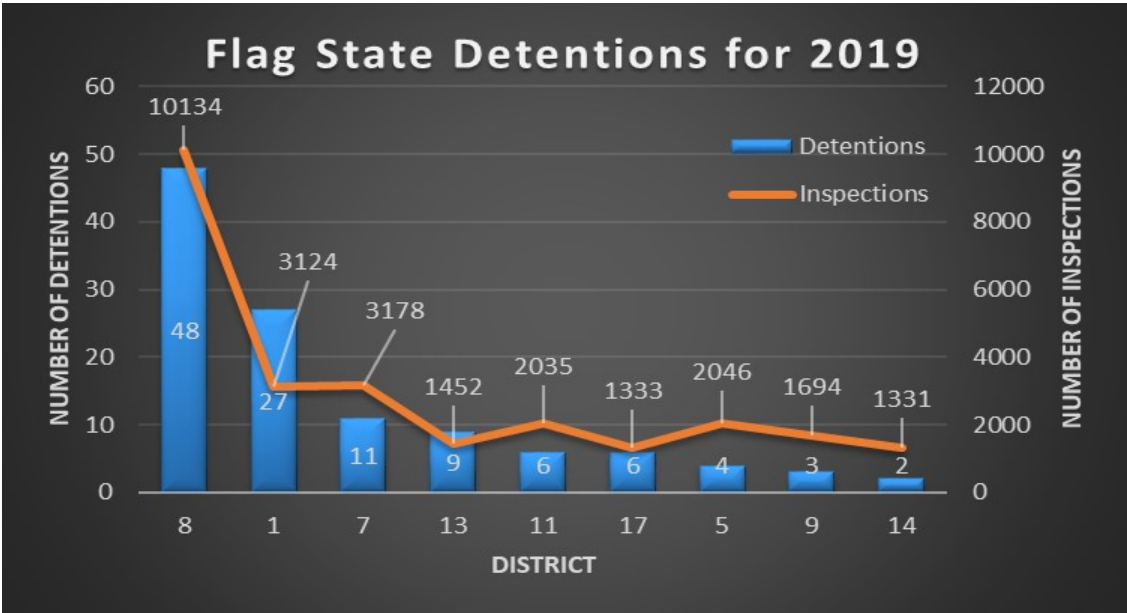


Flag State Detentions

2019 was the first full year of both domestic vessel detentions and towing vessel inspections. Within the Eighth District, a majority of this year’s flag state detentions involved towing vessels. There were a total of 36 towing vessels detained in 2019, which accounted for 75% of the total flag state detentions within the District, and 31% of the total flag state detentions throughout the entire Coast Guard. Of the 36 detained towing vessels, only 3 had a Certificate of Inspection prior to being detained.

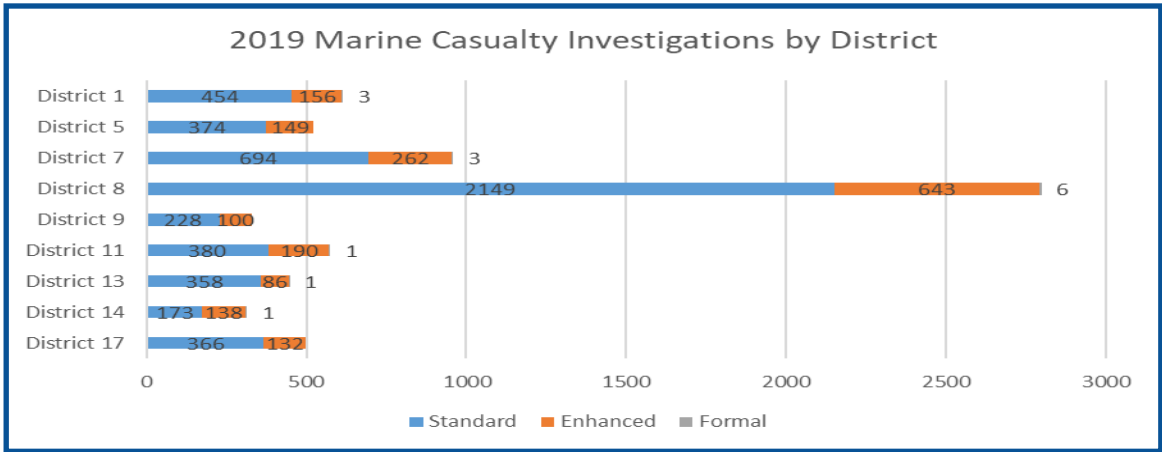


The Eighth District had the largest number of flag state detentions of any District, but also conducted the most domestic vessel inspections in 2019.



Investigations

The Eighth District continued to lead the Coast Guard’s Marine Casualty investigation efforts in 2019. Our Investigation Officers conducted 40% of the Coast Guard’s investigations. Cumulatively, these investigations involved more than \$98M in property damage, significant environmental impact with over 208,000 gallons of oil and chemicals released into the environment, 164 maritime related injuries, and the loss of 41 lives. 69% of the casualties that occurred within the Eighth Districts' AOR involved towing vessels.



There were 43 Major Marine Casualties, and Eighth District investigators had the chance to collaborate with the National Transportation Safety Board during 23 of those investigations. Our investigators also worked closely with the Suspension & Revocation National Center of Expertise during 200 personnel investigations. During the year they enrolled / entered 75 mariners into settlement programs designed to provide resources aimed at eliminating drug and/or alcohol addiction.



Eighth District Prevention Staff



Chief of Prevention

CAPT Tracy Phillips

Chief, Inspections and Investigations

CDR Liz Massimi

Vessel Compliance

LCDR Matt Capon

LTJG Avierre Conner

LTJG Elliot VanDeren

Cargo/Passenger Vessels

Mr. Kevin Maehler

Towing Vessels

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Port State Control

Mr. Charles Lester

Investigations

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LTJG Jennifer Stein

Fishing Vessels

Mr. John Sherlock

Recreational Vessels

Mr. Paul Barnard

Facilities

Ms. April Tribeck

Eighth District OCS Staff



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Deputy OCMI

CDR Mickey Dougherty

Chief of Inspections

Mr. Edward Lacy

Operations Officer

LTJG Kerry Kelley

Security Specialist

Mr. Nicholas Parham