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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!

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)

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

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

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

### 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 Subchapter 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.

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEF'S</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4585</td>
<td>987</td>
<td>0.21</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEFS</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2347</td>
<td>2298</td>
<td>0.97</td>
</tr>
</tbody>
</table>

MSU Lake Charles ITV Detention
(Cardboard & Duct Tape Covering Wastage/Hot 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.

<table>
<thead>
<tr>
<th>Gross Tonnage</th>
<th>U.S. Regulatory Subchapter &amp; Industry Terms-of-art</th>
<th>Passenger Capacity</th>
<th>Count in Eighth District</th>
<th>Typical Uses</th>
</tr>
</thead>
</table>
| 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)  
| | | 46 CFR. Subchapter K “K-boat” | Over 150 passengers or accommodations for 50 or more overnight passengers | 37 | Harbor Sightseeing Cruise  
| | | | | | Dinner Cruise  
| | | | | | 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 |

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.

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

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEF'S</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1942</td>
<td>2524</td>
<td>1.29</td>
</tr>
</tbody>
</table>
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.
# Regulated Waterfront Facilities

## 2019 Facility Type and Number of Inspections

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

## 2019 Facility Deficiency Rate

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEFS</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3255</td>
<td>1573</td>
<td>0.48</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEFS</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>329</td>
<td>166</td>
<td>0.50</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>INSPECTIONS</th>
<th>DEFS</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>131</td>
<td>107</td>
<td>0.81</td>
</tr>
</tbody>
</table>
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
Ms. Jill Bessetti

Port State Control
Mr. Charles Lester

Investigations
LCDR Takila Powell
LTJG Jennifer Stein

Fishing Vessels
Mr. John Sherlock

Recreational Vessels
Mr. Paul Barnard

Facilities
Ms. April Tribeck
Eighth District OCS Staff

OCMI

CDR Matt Denning

Deputy OCMI

CDR Mickey Dougherty

Chief of Inspections

Mr. Edward Lacy

Operations Officer

LTJG Kerry Kelley

Security Specialist

Mr. Nicholas Parham