

SEPTEMBER 1, 2023  
NEW YORK STATE DEPARTMENT OF STATE

# MARITIME TECHNICAL WORKING GROUP ASSESSMENT OF LOSS OF PROPULSION AND STEERING DATA

SUMMARY REPORT



**COWI**

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SUMMARY REPORT

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## Version History

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## Abbreviations and Acronyms

AIS	Automatic Identification System
CASMAIN	Casualty Maintenance Reporting Directory
CFR	Code of Federal Regulations
DHS	Department of Homeland Security
DOS	Department of State
DWT	Deadweight tonnage
FOIA	Freedom of Information Act
LOA	length overall
M-TWG	Maritime Technical Working Group
MISLE	Marine Information for Safety and Law Enforcement
MW	Mega Watt
NAVCEN	Navigation Center
NOAA	National Oceanic and Atmospheric Administration
NOAD	Notice of Arrival / Departure (also denoted as eNOAD)
NTSB	National Transportation and Safety Board
NYSDOS	New York Department of State
NYS	New York State
NYSA	New York Shipping Association
NYSERDA	New York State Energy Research and Development Authority
OWF	Offshore Wind Farm
OSW	Offshore Wind
OREI's	Offshore Renewable Energy Installations
PII	Personal Identifiable Information
Ro-Ro	Roll on and Roll off Cargo Ships
TSS	Traffic Separation Scheme
USCG	U.S. Coast Guard
USD	U.S. Dollars
USDHS	U.S. Department of Homeland Security

## Definitions

**Area of Interest:** The geographical area analyzed for each dataset. The area associated with each dataset varies but generally corresponds to the NY/NJ harbor and its approaches.

**Emergency maneuver:** 180-degree turn or other evasive vessel movement which may have been undertaken due to a loss of propulsion requiring a need to avert a potential serious harm or injury.

**Event:** General term inclusive of event type, class, and subclass that refers collectively to incidents, investigations, and notifications.

**Event type:** MISLE data category describing the initial event type from a dropdown menu within the reporting system with fields such as Vessel Maneuverability, Grounding, Collision, Evasive Maneuver, Loss of Electrical Power, Loss of Stability, and Set Adrift.

**Event class:** MISLE data category describing the event type with fields such as Evasive Maneuver, Loss of Electrical Power, Free Surface Effect, Loss of Stability, and Set Adrift.

**Event subclass:** MISLE data category definition used to provide additional details regarding an event class such as Cargo, Fuel Bunker, Full Control, Other Oil, Partial Control, and Reduction in Stability.

**Incident:** Any marine casualty or accident as defined in 46 CFR 4.03-1 which is required by 46 CFR 4.05-1 to be reported to the Coast Guard. (These incidents are typically the result of: One or more deaths, any injury to crewmember, damage, or property).

**Investigation:** A marine casualty event that may initially start as a notification to the Coast Guard and is undertaken to collect information to determine the root cause(s) and prevent further casualties.

**Loss of propulsion:** Any mechanical failure that temporarily or permanently reduces the forward motion and therefore maneuverability of the vessel defined as it relates to 46 CFR 4.05-1 (i.e. notice of a Marine Casualty) (United States Coast Guard - National Vessel Movement Center 2021). In this report an emergency loss of propulsion is the result of a vessel underway which loses effective power (i.e. at the crankshaft, BHP, etc.) immediately. A temporary loss of propulsion considers the vessel still partially maneuverable with no forward available propulsion power. The temporary loss of propulsion is also commonly referred to as a partial loss (United States Coast Guard - National Vessel Movement Center 2021).  
**Loss of steering:** A loss of primary steering or associated component or control system that reduces the maneuverability of or disables the vessel as it relates to 46 CFR 4.05-1 (i.e. notice of a Marine Casualty) (LII 2022).

**Marine casualty:** Any accident involving a vessel that occurs upon navigable waters of the U.S. under specific incidents outlined under 46 CFR 4.03-1.(b) ( National Archives and Records Administration 2016).

**Notification:** Communications to the United States Coast Guard, from external or internal sources, regarding events that will initiate Coast Guard actions (U.S. Department of Homeland Security 2017).

# EXECUTIVE SUMMARY

New York State is a national leader in addressing climate change and advancing responsible offshore wind development. Recognizing that New York State has a substantial potential for offshore wind production, the Climate Leadership and Climate Protection Act (NYS Climate Act) mandates 9,000 megawatts (MW) of offshore wind energy generating capacity by 2035. At the same time, the New York/New Jersey Harbor is one of the busiest waterways in the world. The inter-state regional economy relies on the maritime industry to provide safe, reliable transportation of people and goods into and out of New York State; therefore, it is critical that offshore wind and traditional maritime industries co-exist and work collaboratively to reap the co-benefits of a robust offshore wind industry (e.g. workforce opportunities, supply chain, infrastructure upgrades).

The Maritime Technical Working Group (M-TWG), led by the New York Department of State (NYSDOS) and supported by NYSERDA, is one of four Technical Working Groups established by New York State to cultivate a representative cross-section of stakeholder interests and expertise to ensure that the State's offshore wind program development and initiatives are informed by and founded upon constructive dialogue with stakeholders. The M-TWG is an unofficial, non-decision-making advisory entity which addresses this important outreach to the New York State and regional stakeholders with maritime responsibilities and interests impacting New York State's offshore wind mandate.

The work of the M-TWG is specifically focused on issues relating to offshore wind and commercial navigation. One aspect of offshore wind development that has raised concerns among the maritime industry representatives is the temporary/emergency loss of power or propulsion for vessels navigating within the approaches to and from NY/NJ Harbor. Loss of power, propulsion, or loss of steering, while an infrequent occurrence, does arise and could pose a risk of a vessel allision with offshore wind turbines while transiting a navigation channel near an offshore wind (OSW) area. Factors pertaining to the speed, size, proximity, and heading of the vessel all play a part in determining the severity of potential occurrences. Current vessel traffic patterns and history of events in the study area of interest are crucial to determining the likelihood of loss of propulsion and emergency power losses. The temporary/emergency loss of power and steering is an important consideration as the development of offshore wind progresses in regions concerning the maritime community of NY/NJ Harbor and the New York Bight. This study seeks to begin to understand the risk of vessel allision with wind turbines due to loss of propulsion and steering. Due to the level of detail associated with publicly available information this report seeks only to determine the frequency of occurrence of these events to provide objective information into the dialogue. To fully characterize the risk of vessel allision, it would be necessary to obtain detailed information on the severity and consequence of these loss of propulsion and steering events which, at the time of research, is not readily available.

This is an informational report that presents the summation and results of fact-finding activities completed for the M-TWG, specifically:

- > Review and identification of publicly available data to identify instances of known or suspected loss of propulsion and loss of steerage events, within a specific study area and timeline to be analyzed.



- > Assessment and interpretation of the data to answer key questions initially posed by the M-TWG in the 2020 Summary Report and 2021 Shared Research Agenda by determining:
  - > Frequency and location of temporary/emergency loss of propulsion or steering events.
  - > Frequency of emergency maneuvers (such as 180-degree turns); and
  - > Common causation of occurrences, if available.

This initial baseline study collected and interpreted vessel data generated within the approaches to NY/NJ Harbor, which is defined as the area of interest and can be seen in Figure E.1. The interpretation of data collected in this report only takes into consideration larger commercial vessels operating in the region and does not account for pleasure craft and/or commercial fishing vessels. Given that the scope of the M-TWG is primarily focused on larger commercial vessels such as, general dry cargo, tank ships, towing vessels, etc., other vessel types occurring within the region (e.g. small sailing vessels, fishing vessels, passenger ships, ferries) were filtered from the data sets. This study does not evaluate the risk nor probability of a vessel allision with offshore wind (OSW) turbines. Analyses and recommendations of minimization and/or mitigation measures to prevent vessel allisions with OSW turbines are beyond this study's scope.

Data related to temporary/emergency loss of propulsion or steering events was sourced from publicly available databases, as well as data sets made available for this study by the U.S. Coast Guard (USCG). The USCG was a major contributor of the data and provided extensive support in understanding the processes utilized, outside of Marine Safety Manuals, within MISLE, and field of reporting. The databases track cases and events of the occurrences of "marine casualties" of interest for this report on a yearly basis. A region capturing the majority of traffic into the New York and New Jersey approaches was used to filter this information. The following were used as additional filtering criteria to identify relevant instances of temporary/emergency power losses and losses of propulsion:

- > Vessels adhering to a deadweight tonnage (DWT) greater than 100 tons (90 metric tons) and a length overall (LOA) greater than 100 ft (30 m).
- > Available data pertaining to temporary/emergency loss of propulsion and steering available for the years of 2001 - 2022.
- > Events also relating to the loss of maneuverability were investigated and reported.

For the data processed between the years of 2001 to 2022 there were three different iterations of the USCG marine casualty reporting system. As a result of the varying ways in which events were categorized, the datasets are not directly comparable. Between 2001 – 2015, the reported investigations and notifications potentially related to the temporary/emergency loss of propulsion and steering represent 3.4% (12 of 351) and 38.7% (136 of 351) of reported cases, respectively, found within the area depicted in Figure E.1. Data for 2016 was not obtained by the study team. For the data processed in 2017, investigations potentially relating to a loss of propulsion represented 11.1% (6 of 54 cases) within the area of interest outlined in Table E.1. For the years of 2018 - 2022 engine components/failures reported through investigations and incidents clearly relating to loss of propulsion and steering cases identified represented 0.5% (10 of 1,824) and 0.4% (8 of 1,824) of all events filtered for relevant vessel class and within Sector New York seen in Figure E.1. Although the

notifications are required to be reported under title 46 code of federal regulations (CFR) Part 4, they rely on manual input which could result in inaccurate reporting ( National Archives and Records Administration 2016).

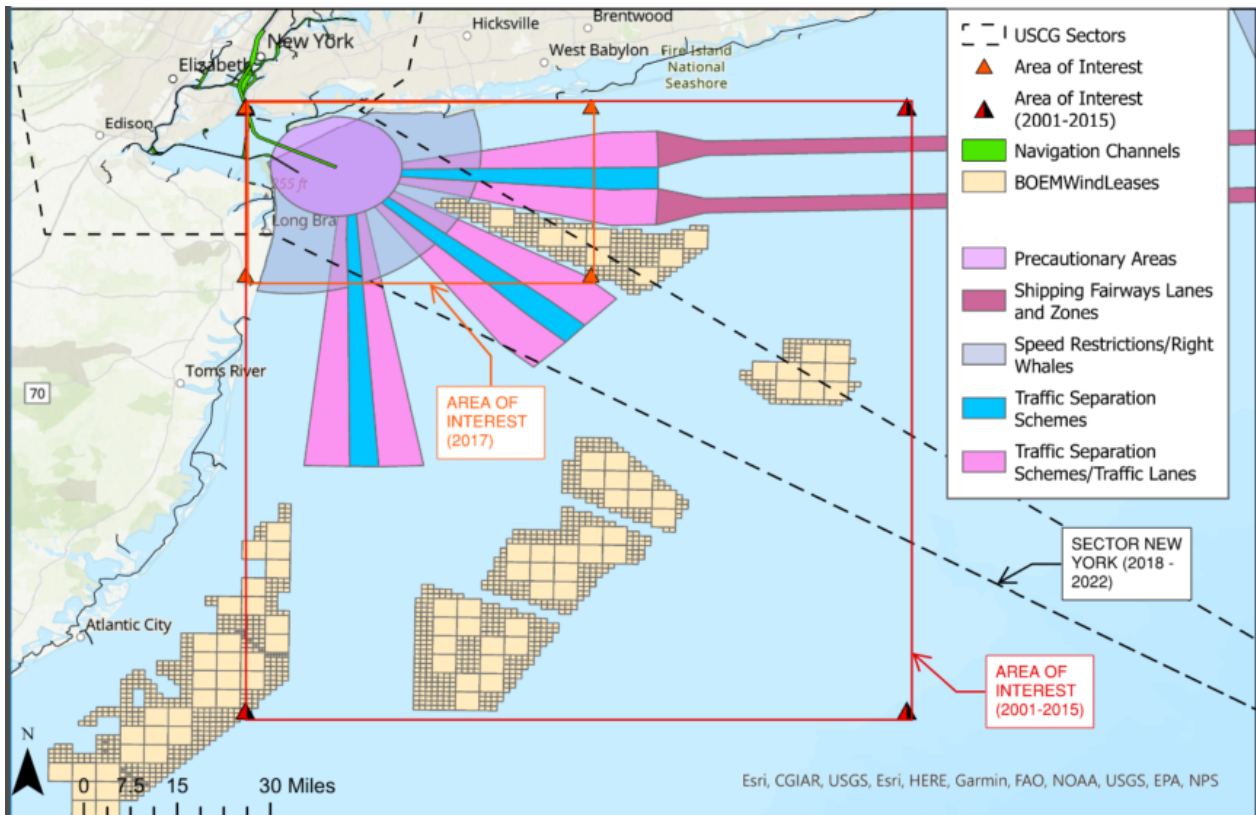


Figure E.1 – Map showing all Areas of Interest outlined in Table 1

Table E.1 – MISLE Data Assessment

<b>Marine Information for Safety and Law Enforcement (MISLE) Data</b>								
Event Type	2001-2015		2017				2018-2022	
	Investigations		Notifications		Investigations		Notifications & Investigations	
Study Area	<b>Figure 1</b>							
	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events
Potentially Relating to Propulsion	12 <sup>1</sup> of 351	3.4%	1 of 188	0.5%	6 of 54	11.1%	174 of 1,824	9.5%
Clearly Indicating a Failure of Propulsion	<i>Details of Incidents not Available within the Data Set</i>		<i>Details of Incidents not Available within the Data Set</i>				10 of 1,824	0.5%
Potentially Relating to Steerage	136 of 351	38.7%	55 of 188	29.0%	<i>Details of Incidents not Available within the Data Set</i>		107 of 1,824	5.8%
Clearly Indicating Failure of Steerage	<i>Details of Incidents not Available within the Data Set</i>		<i>Details of Incidents not Available within the Data Set</i>				8 of 1,824	0.4%

<sup>1</sup>Quantity of events relating to Propulsion were derived based on event class(es), as outlined in Table 5.

# 1 Introduction and Background

New York State has adopted the Climate Leadership and Climate Protection Act (NYS Climate Act), which mandates that at least 70% of New York's electricity come from renewable energy sources such as wind and solar by 2030, and that the state's electrical system is 100% carbon neutral by 2040. Recognizing that New York State has a substantial potential for offshore wind production, the NYS Climate Act specifically confirms a mandate of 9,000 megawatts (MW) by 2035 for the State's offshore wind program.

## 1.1 M-TWG

To facilitate realization of the offshore wind mandate, New York State founded four Technical Working Groups (TWGs) to specifically support engagement with stakeholders from each of the Fishing, Environment, Jobs and Supply Chain, and Maritime communities. The TWGs are each responsible for cultivating a representative cross-section of stakeholder interests and expertise to ensure that the State's offshore wind program development and initiatives are informed by and founded upon constructive dialogue with stakeholders.

The offshore wind Maritime Technical Working Group (M-TWG), led by the New York State Department of State (DOS) and supported by NYSERDA, is an unofficial, non-decision-making advisory entity which fulfills this role for New York State and regional stakeholders with maritime responsibilities and interests affecting New York State's offshore wind mandate. Serving as a forum to provide input and inform New York via interaction with DOS, the M-TWG seeks to identify and understand maritime and commercial navigation concerns, especially as these issues relate to construction and operation of offshore renewable energy installations (OREIs).

The members of the M-TWG are invited by DOS to reflect diverse viewpoints from key areas of knowledge related to maritime issues in the New York Bight and include a range of Federal and State Agency, maritime industry, and offshore wind industry stakeholders.

## 1.2 Objective and Scope of Work

The work of the M-TWG is specifically focused on issues relating to commercial navigation. Issues relating to other waterway uses, such as commercial and recreational fishing, recreational boating, and other waterway uses that could interact with offshore wind farms are beyond the scope of this study to the M-TWG and therefore are specifically excluded from this study. BTMI Engineering, P.C. (COWI) was retained on behalf of NYSDOS by NYSERDA to provide technical support to the M-TWG. The scope of this support task consisted of two primary activities:

- > Report and review existing publicly available data to identify instances of loss of propulsion events.
  - > Compile and identify sources containing loss of propulsion events and related information in specific study area through local, state, and federal sources. The sources analyzed in this report came from the United States Coast Guard (USCG) Maritime Safety Management

System(s). The sources identified but not assessed in this report were from the Department of Homeland Security (DHS), Notice of Arrival/Departure Reports (NOAD), and the National Transportation Safety Board Reports (NTSB).

- > Identify a key area of interest specific to the New York Region and potential year(s) to be analyzed based on the publicly available data, understanding that certain reporting requirements may change over time and lead to reporting challenges over longer time horizons. The intent of this task was not to replicate or duplicate previous studies, but rather to leverage their work to focus on a specific area of interest, timeframe, and events concerning vessels and conditions likely encountered in the approaches to NY/NJ Harbor.
- > Engage in feedback/discussion(s) with members of NYSDOS, NYSEDA, and M-TWG members to build upon desktop independent research. Prepare and consolidate information into an overall report answering key questions posed concerning loss of propulsion and steerage, and emergency maneuver events.
- > Recommend a best course of action to obtain and assess loss of propulsion events based on the findings in this report and outreach.
- > Report on key questions identified by the M-TWG in the 2020 Summary Report and 2021 Shared Research Agenda. This report addresses the following in relation to the available information provided through local, state, and federal sources:
  - > The frequency and location of temporary/emergency loss of power and propulsion or steerage events as they related to the region identified for this report.
  - > The frequency of emergency maneuvers (such as 180-degree turns).
  - > Common causation of occurrences and what can be done to reduce the frequency of occurrences.

Key questions posed above were addressed following a high-level filtering process and assessment of data to determine the number of events relating to temporary/emergency loss of propulsion or steerage events and emergency maneuvers which occur within in the area of interest. Following the presentation of these findings, a discussion of the overall frequency of these events is presented.

### 1.3 Data Sources

This report highlights only specific events occurring within the area of interest pertaining to vessels with a DWT greater than 100 tons (90 metric tons) and an LOA over 100 ft (30 m). As such, the processed data from analyzed sources only concern classes of vessels characterized in accordance with Table 1 46 CFR 2.01-7(A) as; towing vessels, general dry cargo, bulk carriers, barges, offshore vessels, refrigerator cargo ships, roll on-roll off cargo ships (ro-ro), and tank ships (LII 2022) presented in Table 1.

Table 1 – MISLE Data Vessel Identification types applied in this study

Analyzed 2001- 2015 MISLE Data Vessel Types	Analyzed 2018 – 2022 MISLE Data Vessel Types	USCG “Equivalent Definition” per 46-CFR 2.01-7
Combination Carrier	General Dry Cargo Ship	Cargo
Container Ship	Bulk Carrier	Cargo
General	Refrigerator Cargo Ship	Cargo
Roll-on-Roll-off Cargo Ship	Roll-on-Roll-off Cargo Ship	Cargo
Offshore Supply Vessel	Offshore (OSV)	Other
Petroleum Oil Tank Ship	Tank Ship	Tanker
Towing Behind	Towing Vessel	Towing
Articulated Tug and Barge	Barge	Towing

The following sources were analyzed in this report:

- > 2001 – 2015 MISLE – Marine Casualty and Pollution Database [publicly available] (United States Coast Guard 2001-2015)
- > 2017 MISLE – Marine Casualty and Pollution Database [made available through Freedom of Information Act (FOIA) request] (United States Coast Guard - NAVCEN 2022)
- > 2018 – 2022 MISLE – Marine Casualty and Pollution Database - Deficiency Data and Inspections [publicly available] (United States Coast Guard Updated 2021)

The following sources were identified, but not used for this report for reasons identified below:

- > US Department of Homeland Security Marine Casualty Reports (U.S. Department of Homeland Security 2017)

- > 2000 – 2022 NTSB – Marine Investigations Reported Cases (National Transportation Safety Board 2021)
- > Notice of Arrival/Departure (NOAD) Reports (United States Coast Guard 2020)
- > 2016 MISLE – Marine Casualty and Pollution Database (United States Coast Guard - NAVCEN 2022)

The publicly available data collected through the Maritime Information Safety and Law Enforcement (MISLE) system (2001-2015, 2017, and 2018-2022), and used data through a FOIA request (2017), adhered to the definitions outlined below and fit with the LOA and DWT criteria defined above. Information pertaining to MISLE deficiency data reported for 2016 was not available at the time of collection. Data presented from 2018-2022 represents a collection of only closed investigation events. This report identified the filtering of these vessel types below as “vessels of concern” in the Section 2.0 and 3.0. Given that the scope of the M-TWG is primarily focused on larger commercial vessels such as, general dry cargo, tank ships, towing vessels, etc., other vessel types occurring within the region (e.g. small sailing vessels, fishing vessels, passenger ships, ferries, towing vessels less than 100 ft LOA) were filtered from the data sets.

The USCG was a major contributor of the data and provided extensive support in understanding the processes utilized, outside of Marine Safety Manuals, within MISLE, and field of reporting. It should be noted that information collected from databases was provided in whole by the USCG and their active involvement and support on this study has been greatly appreciated. The information and correspondence with USCG aided in the interpretation and representation of the data by COWI in this report.

This report identified multiple sources which track marine casualty events relating to temporary/emergency loss of propulsion or steering events as required under federal reporting systems [46 CFR Part 4]. (LII 2022). This study sought to find only reported instances of temporary/emergency loss of propulsion or steering events to determine the percentage as compared to the total of other events defined as a “marine casualty” in the study area. The MISLE data system(s) analyzed assign case numbers to each reported instance of a marine casualty (United States Coast Guard Updated 2021). These case numbers are then tracked in the system(s) and lead to investigations under particular circumstances identified by each USCG office (United States Coast Guard - National Vessel Movement Center 2021). The MISLE system fields are defined in the Casualty Maintenance Reporting Directory (CASMAIN). This directory was used to confirm the defined fields in the data presented and additional outreach was conducted with those operating within the associated sources verify the terminology, case reporting, and general field inputs. Publicly available desktop studies, meetings with USCG, shipping sectors, and New York Navigation Center (NAVCEN) Sector members provided additional information to verify post-processing these data sources. It was determined that cases reported through the NTSB and US Department of Homeland Security Marine Casualty Reports were duplicated within the MISLE system(s) and were therefore excluded from the figures presented in this report and used as reference to obtain more detailed information where possible.

NOAD events were unable to be considered as the items reported for a NOAD includes vessel and personnel identifiable information (PII) which is not made publicly available. The FOIA request made available the notifications and investigations conducted through the USCG Office(s), however the individual particular electronic Notice of Arrival/Departure (eNOAD) reports were not authorized for use in the study. These forms may provide insight into potential identification of hazards encountered resulting in loss of propulsion. Under the Notice of Arrival Workbook form version 7.7.2 Section "Vessel Details" a section listing operational condition of equipment could provide further specific insights into emergency loss of power/steering (United States Coast Guard 2022).

The NTSB investigative reporting was also identified as having potential information regarding the loss of propulsion instances. Only 5 investigations were reported within the New York Region from 2000 through 2022, of which, only one had a finding related to a loss of propulsion incident. This incident occurred along the Bushwick Inlet of the East River and was therefore excluded from this report. It should be noted, the NTSB also only reports on major incidents that occur for marine casualties (i.e. only for events which include loss of life and/or sinking etc.) and would not include non-casualty events, including the majority of events analyzed in this study.

The NOAD individual reports, while they may provide an increased understanding of what causation could be linked to loss of propulsion/steering issues, are not conducive to a large-scale assessment and would be more readily useful on a case-by-case basis. This is in part due to the input on these notifications not being under any field code, but as a note, and as a result is not easily searchable/identifiable. These reports, identified as NOAD's, are required to be reported to the Navigational Vessel Movement Center (NVMC) under USCG HQ 5 (United States Coast Guard - Assistant Commandant for Prevention 22).

Following research and correspondence with the USCG New York Sector conducted for this report it was confirmed that NTSB marine reports are primarily undertaken if there is major property damage or a loss of life occurrence and are already represented in the MISLE data cases collected/reviewed.

The listed and analyzed sources above were deemed to be the best available sources for determining the frequency of occurrences within the area of interest, as they encompassed the area identified, the vessels of concern for this report, and specifically identified cases relating to temporary/emergency loss of propulsion or steerage.

The temporary/emergency loss of power is expected to also result in a loss of propulsion. For the purposes of this study, loss of propulsion/steering is defined as it relates to 46 CFR 4.05-1 (i.e. notice of a Marine Casualty); as any mechanical failure relating to the steering and/or inability to maneuver the vessel while underway (United States Coast Guard - National Vessel Movement Center 2021). This definition was the baseline when analyzing data as it relates to marine casualty events. A "marine casualty" is any casualty or accident involving a vessel that occurs upon navigable waters of the U.S. under specific incidents outlined under 46 CFR 4.03-1.(b) (LII 2022). As such, and in part due to the reporting systems, marine casualty events for this report are broken into two major categories: loss of propulsion events and loss of steerage.

The information most relevant to this study from the 2001-2015 and 2018-2022 data sources, as understood by the CASMAIN Data Directory, involved reviewing the "MisleVsEvents" which identifies



the type of damage a vessel underwent during the time/case of reporting (Protection Office of Marine and Safety Environmental 1998). Feedback and correspondence with the DHS, USCG, and NTSB allowed for greater understanding of the defined codes and event type descriptions prior to processing the data. Reported fields of events, as defined under the CASMAIN directory which could be expressly defined as temporary/emergency losses of propulsion were identified as such, and those concerning a loss of steerage or maneuverability were defined as losses of steerage for this report (United States Coast Guard Updated 2021), (Protection Office of Marine and Safety Environmental 1998). Section 2.2 further identifies how these definitions were understood for each data source.

It is noted that limitations were encountered in the reporting systems for publicly formatted data presented for 2018-2022, as it did not provide geographical information, thus not allowing for specific delineation to the study area via longitude and latitude. This is a limitation of the public source of the data used for that timeframe, and it is noted this information is obtainable within the raw MISLE data available to be requested under a separate FOIA. The information presented from 2018-2022, also considers all investigations and reported cases of marine casualties. The reported investigations are known to include both cases where vessels were investigated in dry dock or underway. Cases presented in this report identified as "cases relating to" refer to vessels underway as well as not underway. Cases which were manually reviewed based on their description and component system failure are identified as cases "which clearly indicate" vessels are underway. This is presented in Table 12, Section 2.2.3.

An additional limitation of this study was the way in which the reporting systems collect and present data within the database. Data presented from 2001-2015, 2017, and 2018-2022 all collect and present data fields under the MISLE system differently, with varied level of detail, and present the cases involving marine casualties in different ways, simply as a function of the collection system itself. As such, each of the event fields relating to the vessel's system, and incident types had to be understood for each source. The 2001-2015 data fields were filtered based on event types and event classes (United States Coast Guard 2001-2015)). The reporting format makes it difficult to discern whether loss of propulsion and loss of steerage events occur during the same incident, as the field of reporting only allows for one event type per case. Definitions distinguishing the difference between a loss of propulsion and loss of steerage are on Page 7. Section 1.3 more clearly defines how each source's field was filtered as it related to a loss of propulsion, loss of steerage, loss of maneuverability, and power losses.

## 1.4 Areas of Interest

The overall area of interest is the approaches to the NY/NJ harbor. The geographical area associated with each dataset varies and therefore the data sets could not be directly compared.

The area of interest identified for the assessment of MISLE data relating to incidents occurring between 2001-2015 is shown in Figure 1 with boundaries specified in Table 2. This area was selected to geographically encapsulate the approaches to the NY/NJ harbor as well as main inbound and outbound shipping channels alongside several OWF lease planning areas in the New York Bight region. This bounded region is generally 69 nm from East to West and 82 nm North and South.

Table 2 – Study Area of Boundaries - MISLE Data 2001-2015

2001- 2015 MISLE Data Study Boundary Corners	GPS Coordinates (Degrees, Minutes, Seconds)
NW	40°36'3.32"N, 74° 2'55.84"W
NE	40°36'3.32"N, 72°30'17.19"W
SW	39°11'41.11"N, 74° 2'55.84"W
SE	39°11'41.11"N, 72°30'17.19"W

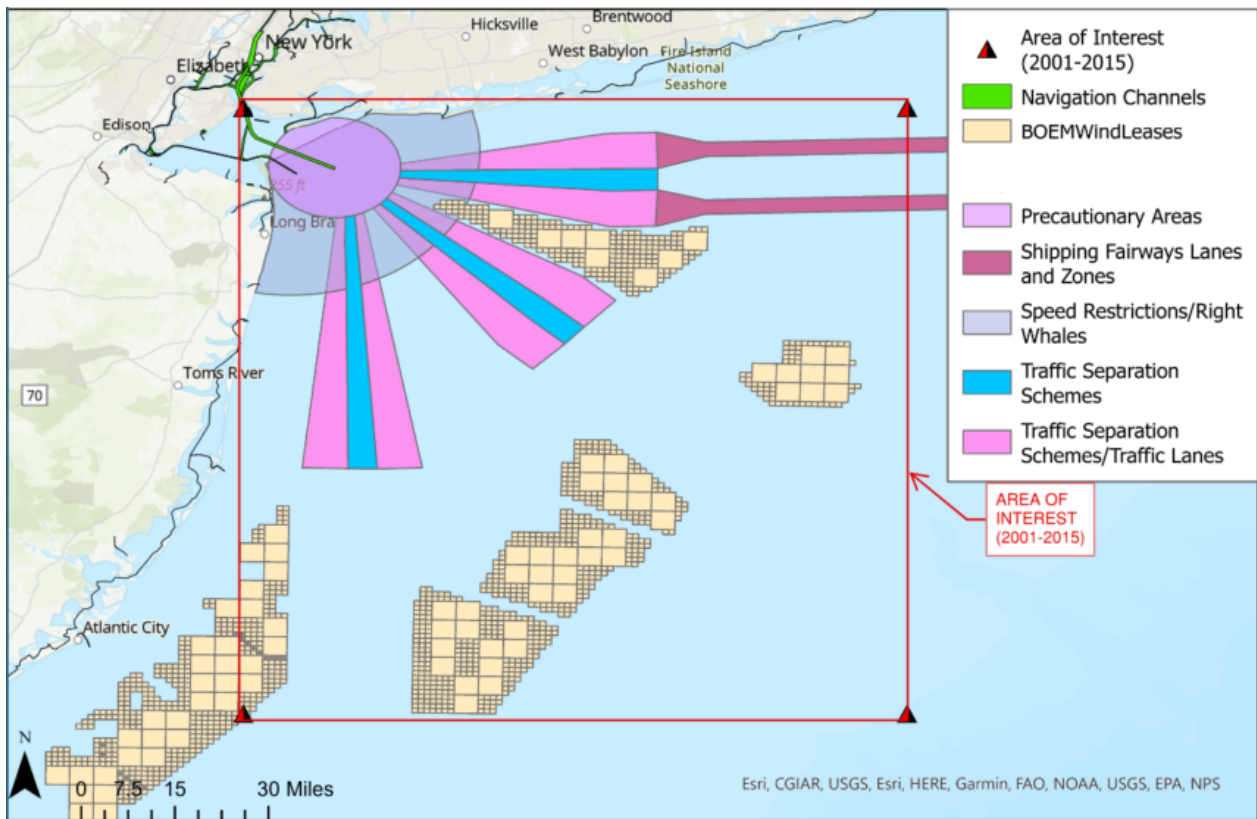


Figure 1 – Area of Interest - 2001-2015 (ArcGIS 2022)

The area of interest for data pertaining to 2017 includes the NY/NJ harbor entrance and portions of traffic lanes leading to the Harbor as shown in Figure 2. There were efficiencies gained by utilizing a portion of the shipping and navigation study developed for NYSERDA (New York State Energy Research and Development Authority 2018). The study area is generally bounded to the north by Long Beach, New York extending east to Fire Island Lighthouse, and to the south by Asbury Park, New Jersey extending West. The area of interest includes the navigation channel heading through the Verrazano-Narrows Bridge. The defined study area outlined in Table 3 is utilized for both the loss of propulsion and the U-turn assessment presented in Section 2 and Section 3. This bounded region is generally 35 nm from East to West and 22 nm North and South.

Table 3 – Study Area Boundaries - 2017 MISLE Data

2017 MISLE Data Study Boundary Corners	GPS Coordinates (Degrees, Minutes, Seconds)
NW	40°36'3.32"N, 74° 2'55.84"W
NE	40°36'3.32"N, 73°14'20.84"W
SW	40°12'27.11"N, 74° 2'55.84"W
SE	40°12'27.11"N, 73°14'20.84"W

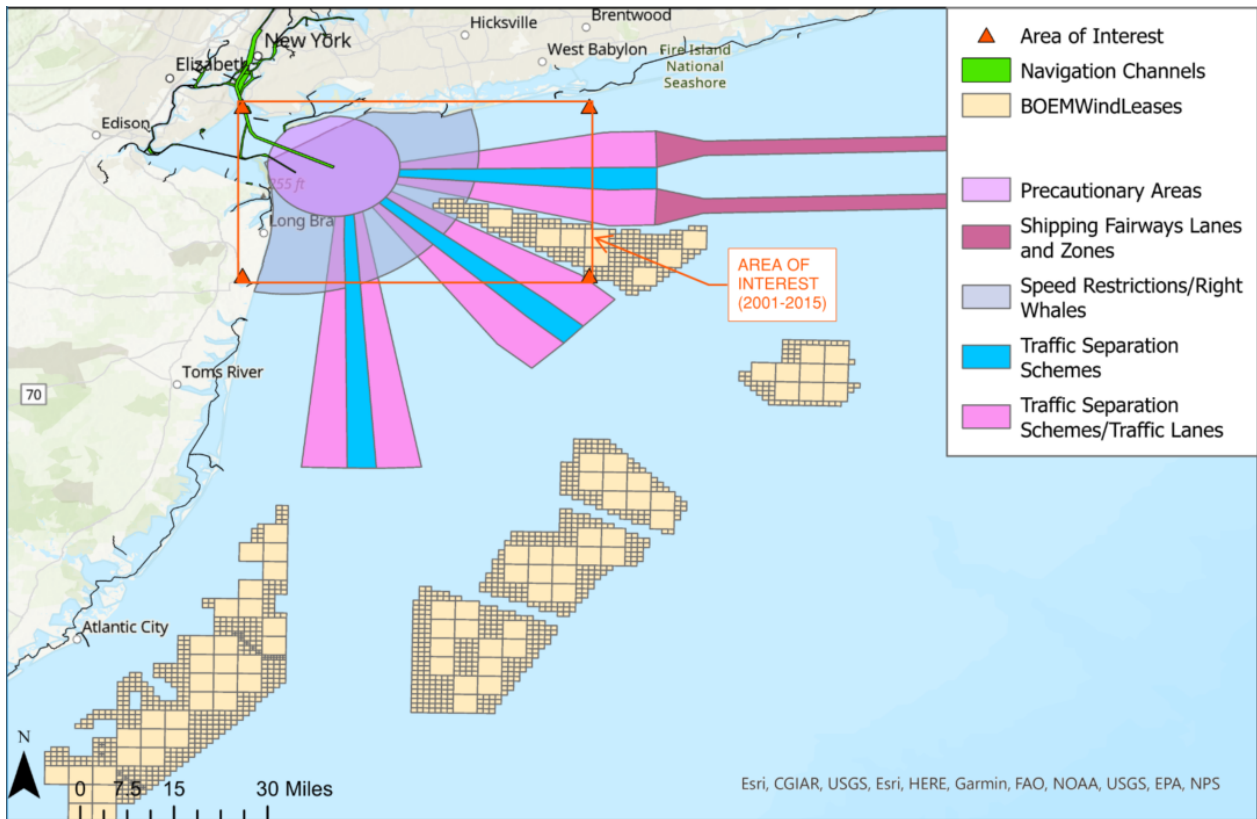


Figure 2- Large Scale Map showing the Area of interest - 2017 MISLE Data (ArcGIS 2022)

The area of interest identified for the assessment of MISLE data relating to incidents occurring between 2018-2022 is shown in Figure 3 as specified by the USCG New York Sector boundary (NOAA 2022). Sector New York is generally bounded to the southwest by Sandy Hook, NJ the northwest continuing up through the Hudson River to just south of Lake Champlain, the northeast by Long Island Sound and southeast by the extents of the immediate New York Bight (NOAA 2022). The publicly available data from this area does not provide specific geographic locations by incident and as such all incidents in the New York Sector were assessed.

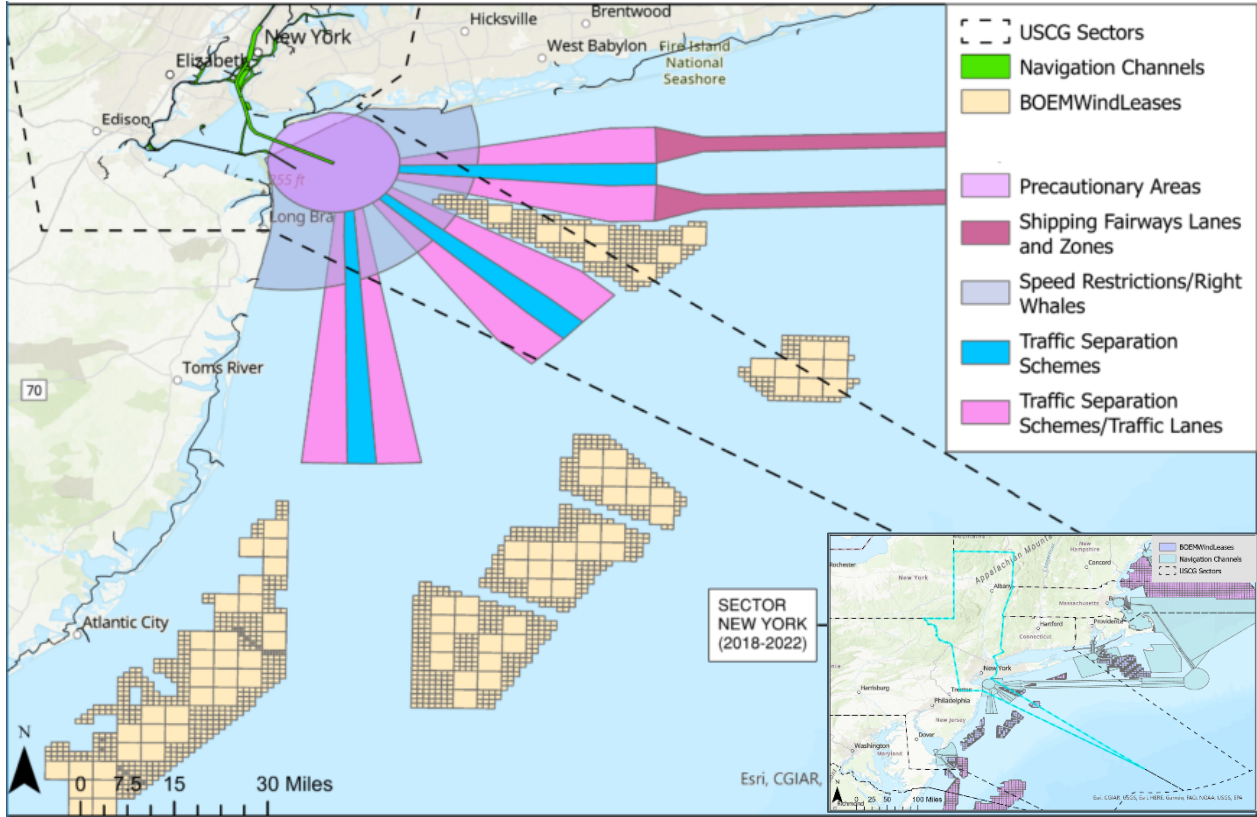


Figure 3– Area of Interest 2018 – 2022 Deficiency Data (United States Coast Guard - NAVCEN 2022)

## 1.5 COVID-19 Considerations

In processing the data for the years of 2019-2022 no major irregularity in the number of investigations or notifications were noted for this time period. As such, the impact of COVID-19 appeared not to play a major role in the reporting requirements and/or number of events. Through correspondence, the Sector New York USCG confirmed larger vessel traffic did not change overall throughout the years of 2019 – 2022, thus no additional interpretation of the information presented in previous sections was considered.

## 2 Loss of Propulsion and Steering

Loss of propulsion and/or steering is an occurrence that vessels can encounter while operating under normal conditions and could result in the inability to control vessel movements resulting in extended periods of drifting. The M-TWG is particularly interested in the frequency of this occurrence and location in relation to approaches to NY/NJ harbor.

### 2.1 Data Interpretation

This section presents the analyses of the MISLE data as part of the reporting system(s) outlined in Section 1.3 for the years 2001-2015, 2017, and 2018-2022 to address the concerns highlighted in the scope of this report as it pertains to a temporary/emergency loss of propulsion and/or steering.

This section presents both notifications and investigations of the reported case numbers. The MISLE sources represent all available data that is reported and tracked under 45 CFR 4.04 (United States Coast Guard 2022). Table 4 delineates what categories in each database source was considered to possibly be associated with a loss of propulsion and/or loss of steering (United States Coast Guard 2001-2015), (United States Coast Guard Updated 2021), (United States Coast Guard - NAVCEN 2022). Each of "associated data fields" in the table below, were linked to the definitions of a loss of propulsion and loss of steering to identify the relevant cases in this report. It is acknowledged that not all of the "Associated Data Fields" will be cases pertaining to loss of propulsion or steering and the evaluated number of cases will likely be overestimating the registered frequency.

Table 4 – Data Collection Definitions

<b>Data Processing – MISLE System</b>			
<i>Source</i>	<i>Definition</i>	<i>Data Category</i>	<i>Associated Data Field(s)</i>
2001-2015 MISLE Data Investigations	Loss of Steering	Event Type	Vessel maneuverability, Grounding, Collision
	Loss of Propulsion <sup>1</sup>	Event Type	Evasive Maneuver, Loss of Electrical Power, Loss of Stability, Set Adrift
		Event Class	Other Vessel [Evasive Maneuver] Total Loss [Loss of Electrical Power] Free Surface Effect, Other loss of Stability [Loss of Stability] Unintentional [Set Adrift]
2017 MISLE Notifications	Loss of Steering	Incident Class	Disabled Vessel
	Loss of Propulsion	Incident Class	Irregular Navigation Incident
	Loss of Steering	Component	Rudder Angle Indicator, Steering Gear, Emergency Steering Position/Compass Reading, Operation of

<b>Data Processing – MISLE System</b>			
<i>Source</i>	<i>Definition</i>	<i>Data Category</i>	<i>Associated Data Field(s)</i>
2018-2022 MISLE Data Components			Machinery, Other (machinery), Rudder/Tiller/Steering, Navigation Underway
	Loss of Propulsion	Component	Emergency Source of Power, Functionality of Safety Systems, Propulsion Main Engine, Auxiliary Engine, Electrical, Machinery, Propulsion Starting System, Propulsion Transmission, Generator

<sup>1</sup>Investigations for Loss of Propulsion identified based on Event Type were further broken down by Event Class(es) for 2001 – 2015 Data.

MISLE deficiency data collected from 2018-2022 was reported under a different system than the database outlined for data collected from 2001-2015 and 2017 (United States Coast Guard Updated 2021). The MISLE deficiency data is a comprehensive collection managed by the USCG which lists a full compilation of pollution incidents, search and rescue, law enforcement activities, and vessel inspections/examinations. The information collected from 2018-2022 did not include security, self-reported, or ongoing cases.

## 2.2 Data Assessment

This section will present assessment of occurrences of loss of propulsion and steering based on information from the sources mentioned in the previous section. In this section, events relating to a loss in propulsion are outlined in light orange and those relating to losses in steerage are outlined in light blue.

### 2.2.1 2001- 2015 MISLE Data

A breakdown of the event types, as reported in the MISLE system are presented in Table 5 and Table 6 for the years of 2001-2015 filtered for vessels of concern and the area of interest (United States Coast Guard 2001-2015). Based on the data, 136 of 351 events (38.6%) have been inferred to concern losses in steerage with 12 (3.4%) events associated with a temporary/emergency loss of propulsion. The boundaries for this study’s area of interest adhered to those outlined in Table 5. Based on the number of reported events analyzed for both loss of steerage and loss of propulsion, the vessel type which dominated these cases was towing vessels.

Table 6 presents the 136 notifications with subclasses relating to the loss of steerage reported broken down by year. Overall, there is an average of 10 events per year for the years analyzed. It should be noted in Table 6, that the number of loss of steerage events decreased following 2008.

Table 5 – 2001-2015 Reported Notifications and Investigations by vessels of concern (United States Coast Guard Updated 2021)

<b>2001 - 2015 MISLE Data – Notifications and Investigations (Reported)</b>		
Filtered: Area of Interest (Table 2), Vessels of Concern		
<i>Total Investigation(s) and Notifications concerning Steerage</i>	<i>Total Reported Events</i>	<i>Percentage of Total</i>
136	351	38.7%
<i>Total Investigation(s) concerning Loss of Propulsion</i>	<i>Total Reported Events</i>	<i>Percentage of Total</i>
12	351	3.4%

Table 6– 2001-2015 Vessel Steerage Events by Year (United States Coast Guard Updated 2021)

<b>2001 - 2015 MISLE Data Vessel Event Frequency</b>	
Filtered: Area of Interest, Vessels of Concern	
<i>Year</i>	<i>Number of Loss of Steerage Events</i>
2001-2002	3
2002-2003	18
2003-2004	15
2004-2005	13
2005-2006	11
2006-2007	14
2007-2008	12
2008-2009	7
2009-2010	6
2010-2011	6
2011-2012	5
2012-2013	7
2013-2014	10
2014-2015	9
Total	136

A breakdown of each event type that is reported in the MISLE system is presented in Table 7. Events highlighted in light orange relate to losses in propulsion and those in light blue concern a loss of steerage based upon the event’s additional subclass information as outlined in Table 7. The data do not contain detailed description information of each event.

*Table 7 -2001-2015 Data Interpretation with Highlighted Event(s) concerning Loss of Propulsion (United States Coast Guard Updated 2021)*

<b>2001 - 2015 MISLE Data Vessel Event Frequency</b>				
<i>Type of Event(s)</i>	<i>Total Events within Area of Interest</i>	<i>Event Subclass Related to Loss of Propulsion and Maneuverability</i>	<i>Events that clearly related to loss of Propulsion/Maneuverability</i>	<i>Percentage of Total Events within Region</i>
<i>Total Reported Events</i>	351			
Abandonment	1			<1%
Allision	21			6%
Capsize	1			<1%
Collision	9	Other	1	3%
Damage to the Environment	26			7%
Emergency Response	3			1%
Evasive Maneuvers	2	Other Vessel Maneuver	1	1%
Fire	9			3%
Flooding	10			3%
Fouling	3			1%
Grounding	28	No control	6	8%
Loss of Electrical Power	16	Total Loss	7	5%
Loss of Stability	3	Total and Partial Loss	2	1%
Material Failure (Vessels)	114			32%
Set Adrift	4	Unintentional	2	1%
Sinking	2			1%
Vessel Maneuverability	99	Partial and Total Reductions	94	28%



Figure 4 depicts the location(s) of occurrence of the seven (7) highlighted types of events outlined in Table 7. The incident locations were plotted spatially as shown, where orange triangles denote the extents of the area of interest. There are no visible patterns in where certain event types occur. The locations of reported incidents do appear inversely related to distance to shore, with clusters along the Ambrose Channel, off the coast of NJ, and off Long Beach, NY. Fewer incidents appear further offshore into the Atlantic Ocean. As explained later, this pattern may in part be influenced by incident reporting.

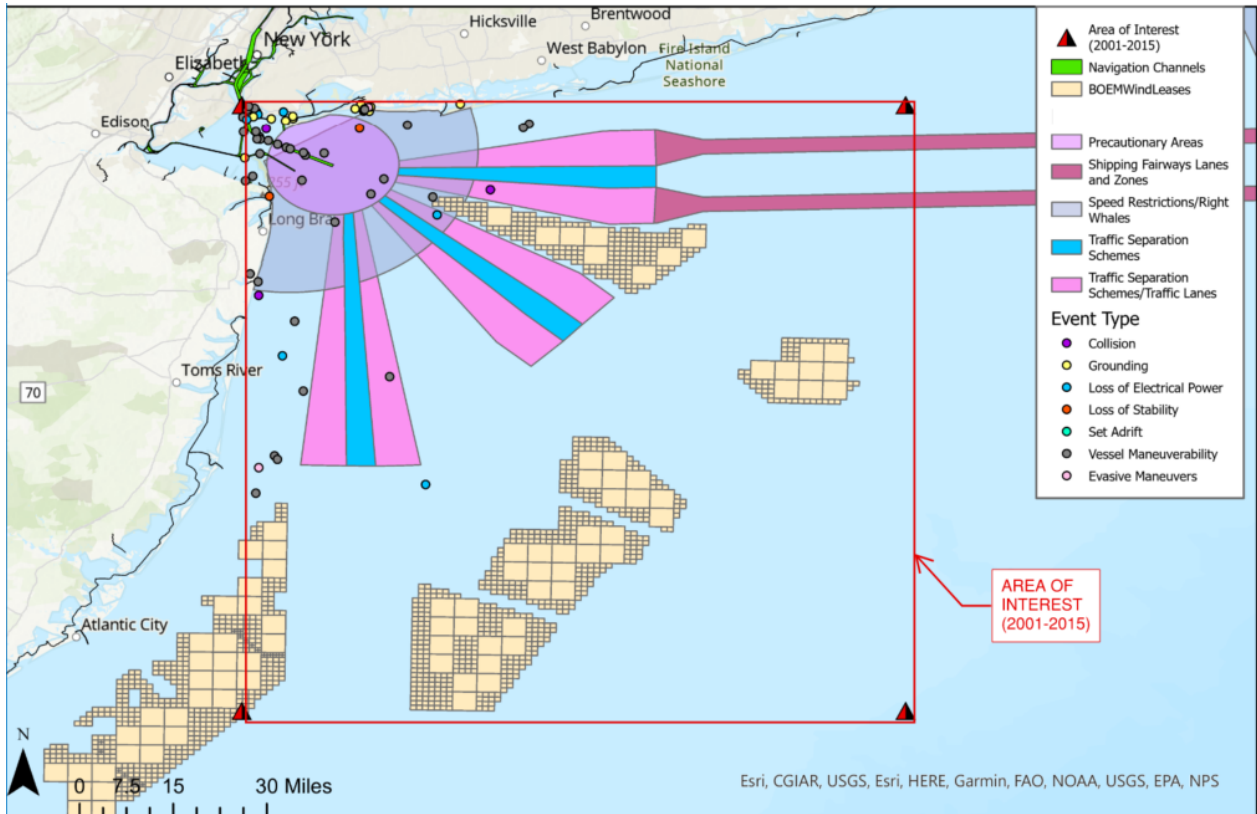


Figure 4– 2001 – 2015 Reported Events Relating to Steerage and Loss of Propulsion (ArcGIS 2022)

### 2.2.2 2017 MISLE Data (FOIA)

The information presented below represents only data collected and interpreted for the year 2017 (United States Coast Guard - NAVCEN 2022). Presented are cases which were initially reported (i.e., notifications), and investigations, which initially start as a notification (United States Coast Guard - National Vessel Movement Center 2021). The MISLE data was provided through a FOIA request to USCG who provided extensive support to this study and for which thanks are due (United States Coast Guard Updated 2021). The data made available were able to be plotted at incident locations spatially within the area of interest.

The percentage of reported notifications and investigations of events concerning the temporary/emergency loss of propulsion and/or steerage is presented in Table 9, filtered for vessels of concern within the area of interest outlined in Table 1. In Table 8, 55 of the 188 (29.3%) reported notifications may have cases which potentially indicate a loss of steerage with 1 (0.5%) of those having potential association with temporary/emergency loss of propulsion and 6 of the 54 (11.1%) investigations reported relate specifically to loss of propulsion. Of the six (6) investigations, three (3) were related to equipment failures, two (2) related to a loss of steering, and one (1) generally related to loss of propulsion. Table 9 represents a breakdown by incident class for the 54 investigations. Table 10 represents a breakdown of the 188 notifications by incident class. This data did not allow for further refinement of actual events occurring while underway.

*Table 8 - Investigations and Notifications of Loss of Propulsion Events*

<b>2017 MISLE Data – Investigations and Notifications</b>		
Filtered: Area of Interest, Vessels of Concern		
<i>Total Reported Investigations concerning Loss of Propulsion</i>	<i>Total Investigations (All Investigations)</i>	<i>Percentage of Events</i>
6	54	11.1%
<i>Total Reported Notification(s) concerning Loss of Steerage</i>	<i>Total Reported Events (All Notifications)</i>	<i>Percentage of Events</i>
55	188	29.3%
<i>Total Reported Notification(s) concerning Loss of Propulsion</i>	<i>Total Reported Events (All Notifications)</i>	<i>Percentage of Events</i>
1	188	0.5%

Table 9 - Breakdown of Incident Classes concerning Investigations within the Area of Interest

<b>2017 MISLE Data - Investigations</b>		
Filtered: Area of Interest, Vessels of Concern		
<i>Incident Class</i>	<i>Total Events</i>	<i>Percentage of Total Events</i>
<i>Total Notifications</i>	54	
Allision	6	11%
Collision	5	9%
Grounding	9	17%
<i>Loss/Reduction of Vessel Propulsion</i>	6	11%
Material Failure/Malfunction	28	52%

Table 10 - Breakdown of Incident Class concerning Notifications within Area of Interest

<b>2017 MISLE Data – Notifications</b>		
Filtered: Area of Interest, Vessels of Concern		
<i>Incident Class</i>	<i>Total Events</i>	<i>Percentage of Total Events</i>
<i>Total Notifications</i>	188	
Aground	19	10%
Allision	4	2%
Anchored	0	0%
Beset By Water	5	3%
Breakaway	3	2%
Collision	3	2%
<i>Disabled Vessel</i>	55	29%
Equipment Failure	54	29%
Fire	8	4%
Grounding	7	4%
<i>Irregular Navigation Incident</i>	1	1%

Loss of Life/Near Miss Injury	7	4%
<i>Near Miss Situation</i>	0	0%
Taking on Water	22	12%

Figure 5 depicts the locations of the notifications within area of interest as they relate to a loss of steerage in purple and loss of propulsion in yellow for the data presented in Table 9. A majority of the “disabled vessel” occurrences were located away from New York Bight TSS and were generally clustered around Sandy Hook, NJ and Breezy Point, NY, and the clustered locations nearshore are vessels which are not underway and likely disabled prior to departure, as indicated in the description of the casualty report. Unless subjected to 33 CFR 173.51, vessels are required to report incidents which meet the definitions of a marine casualty as defined by 46 CFR 4.01-3 while underway or in port.

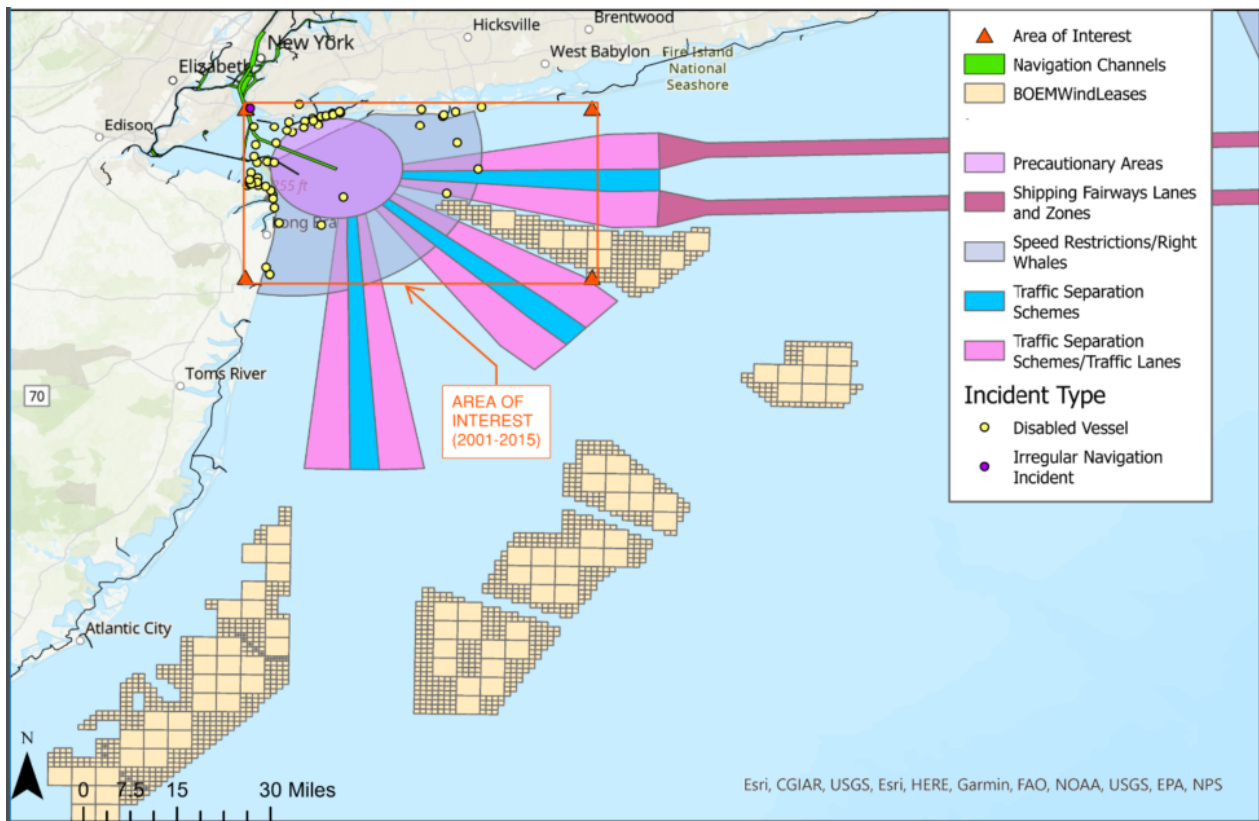


Figure 6: 2017 MISLE Reported Notifications by Incident Type concerning Loss of Steerage and Propulsion Locations

### 2.2.3 2018 – 2022 MISLE Data

The publicly obtained MISLE data for the years of 2018-2022 could only be filtered with respect to the "Waterway Unit Name" (i.e. no spatial public data was available for events). As such, the data were filtered with respect to the USCG Sector New York boundary as presented in Section 1.4 (United States

Coast Guard 2022). All incidents in Sector New York were assessed since the obtained data from this area do not provide specific geographic locations by incident. The data presented below include events which were identified under routine inspections in port (i.e. ships not underway). Of the total reported 5,432 events within Sector New York during this period, 1,824 (33%) events met the criteria for vessel of concern, type/size outlined in Table 1.

Table 11 denotes the percentage of events relating to the temporary/emergency loss of propulsion and steerage as it relates to the vessel components.

Table 12 are highlighted in light blue relating to losses of steerage and loss of propulsion in light orange, respectively. The component deficiencies are based upon the CASMAIN database directory, CFR codes, and USCG reference materials for vessel components (Protection Office of Marine and Safety Environmental 1998). Of the 1,824 deficiencies, 281 cases were identified for the potential to have instances where losses in steerage or propulsion may be present. Upon further manual review of the individual investigations and inspections, a majority were determined to be inspection based and did not clearly involve vessels underway. As shown in Table 11, a subset of these cases contained detailed descriptions of events that clearly related to losses of propulsion and/or steerage while vessels were underway. Of the 1,824 deficiencies and investigations reported for Sector New York, 10 (0.5%) events are clearly associated with a loss of propulsion, whereas 8 (0.4%) events are clearly associated with vessel steerage.

*Table 11 - 2018 – 2022 MISLE Data Event Frequency (Reported and Inspected in Area of Interest) (United States Coast Guard Updated 2021)*

<b>2018 - 2022 MISLE Data Reports/Investigated Components</b>		
<b>Filtered: Sector New York, Vessels of Concern</b>		
<i>Total Events which Clearly Indicate Loss of Propulsion</i>	<i>Total Reported Events (All Types and Inspections)</i>	<i>Percentage of Total</i>
10	1,824	0.50%
<i>Total Events which Clearly Indicate Loss of Steerage</i>	<i>Total Reported Events (All Types and Inspections)</i>	<i>Percentage of Total</i>
8	1,824	0.40%

*Table 12 - Individual Component (Machinery) Breakdown of Reported/Investigated Deficiencies Concerning Loss of Propulsion 2018-2022 Deficiency Data (United States Coast Guard Updated 2021)*

<b>2018 - 2022 MISLE Data - CASMAIN Reports/Investigated Components</b>			
Filtered: Sector New York			
<i>Components</i>		<i>Number of Reported Incidents/Investigations Potentially relating to loss of Propulsion or Steerage</i>	<i>Number of Cases which Clearly Indicate Loss of Propulsion/Steerage</i>
Relating to Loss of Propulsion	Emergency Source of Power	12	0
	Functionality of Safety Systems	4	0
	Propulsion Main Engine	43	9
	Auxiliary Engine	33	1
	Electrical	65	0
	Machinery	11	0
	Propulsion Starting System	2	0
	Propulsion Transmission	1	0
	Generator	2	0
Relating to Loss of Steerage	Rudder Angle Indicator	3	0
	Steering Gear	7	4
	Emergency steering position com./ compass reading	2	1
	Operation of machinery	10	1
	Other (machinery)	83	2
	Rudder/Tiller/Steering	1	0
	Navigation Underway, General	1	0
<i>Total</i>		<i>281</i>	<i>10</i>
			<i>8</i>
Total Deficiencies within Sector New York		1,824	
<i>Percentage of Total Reported/Investigated Deficiencies</i>		<i>15.4%</i>	<i>0.5%</i>

## 2.3 Findings

In processing the data from 2001 through 2022, it can be reasonably determined that loss of propulsion and steerage events represent a very small portion of investigative reporting. Though the total percentage of events outlined in Table 5 for the years 2001 - 2015 represent 38.6% of all these events, it should be noted this is considering vessel maneuverability and of those, only 3.4% relate to a temporary/emergency loss of propulsion. Vessel maneuverability, as defined by 46 CFR 4.05-1(a)(3), can be associated with additional adverse effects of vessel seaworthiness outside of the loss of propulsion (LII 2022). This assessment understands these occurrences can create extended drifting and increased risk to personnel. However, through a high-level interpretation of presented data, the probability of occurrences does not change significantly from year to year as outlined in Table 13. Table 13 presents the comparison of the quantity of events relating to and clearly indicating loss of propulsion and steerage events for the years analyzed in the report. The events clearly indicating a loss of propulsion or loss of steerage were inferred based upon the description of reported investigations at port for the data analyzed from 2018-2022. Common causation for the introduction of loss of propulsion/steering could not be determined in part based on a general scatter of events across the area of interest with no correlation to a specific location.

Table 13 - MISLE Data Reporting Assessment 2001 – 2022

Marine Information for Safety and Law Enforcement (MISLE) Data								
Event Type	2001-2015		2017				2018-2022	
	Investigations		Notifications		Investigations		Notifications & Investigations	
Study Area	Table 4 Boundaries		Table 3 Boundaries				Figure 5; Sector New York	
	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events	Quantity of Events	Percentage of Total Events
Potentially Relating to Propulsion	12 <sup>1</sup> of 351	3.4%	1 of 188	0.5%	6 of 54	11.1%	174 of 1,824	9.5%
Clearly Indicating a Failure of Propulsion	<i>Details of Incidents not Available within the Data Set</i>		<i>Details of Incidents not Available within the Data Set</i>				10 of 1,824	0.5%
Potentially Relating to Steerage	136 of 351	38.7%	55 of 188	29.0%	<i>Details of Incidents not Available within the Data Set</i>		107 of 1,824	5.8%
Clearly Indicating Failure of Steerage	<i>Details of Incidents not Available within the Data Set</i>		<i>Details of Incidents not Available within the Data Set</i>				8 of 1,824	0.4%

<sup>1</sup>Quantity of events relating to Propulsion were derived based on event class(es), as outlined in Table 5.

## 3 U-Turn Frequency

The information presented in the following section was derived from visual data interpretation and outreach methods to answer questions posed by the M-TWG in the initial scope pertaining to U-Turn frequency within the area of interest. A visual assessment of the 2017 AIS vessel traffic data was analyzed to identify instances of potential U-Turn frequency.

### 3.1 Data Interpretation

AIS Data was obtained from COWI for the New York Region for the year of 2017. Through visual data interpretation and the understanding of the reporting conducted in the Offshore Wind Ports – Cumulative Vessel Traffic Assessment, a visual assessment at a high level was conducted to identify potential U-Turns within the area of interest as understood in Section 3 (COWI 2022)

In terms of understanding the vessel traffic tracks the cumulative traffic assessment pre-defined the tracks as a sequence of AIS pings ordered by time corresponding to the ship traveling between two locations. When the vessel is not in motion; this is identified as an idle waiting period. The pings were then sorted by time and split into segments separated by 30 minutes or one mile. The assumption here is that the pings separated by such time or space cannot be part of the same continuous track. This is the same methodology similarly used by Marine Cadastre. The idling criteria needed for understanding in interpreting a U-turn or stationary anchorage is as follows for idling:

- > A speed over ground of 0.5 knots
- > Idling duration if 5 minutes or longer

Tracks are terminated each day; and were verified to understand if anchoring overnight or a continuous track occurred. The AIS data represents an accumulation of all vessel traffic within the area of interest relating to Table 3 (2017 MISLE Data) and as such was utilized in this report. In terms of keeping with the reporting for this study a filter was applied to the data to only consider vessels with a LOA of 100 ft (30 m) or greater. In reviewing the data, COWI split each analysis on a daily basis over the entirety of 2017. This section underlines the results from the visual assessment of the data over the span of 2017 (COWI 2022).

The continuation and/or termination of tracks was compared with each subsequent day and the vessel ID information to determine if the vessel was merely idling or if there was cause for a U-turn. If identified as a potential U-turn visually, then COWI confirmed the movement pattern as defined as meeting the following criteria:

- > A vessel undergoing a turn with a steady turning radius in relations of 2-38 of the PIANC design steadies turning guidelines.

$$R_c = \frac{L}{K \times \delta}$$



Where: L = General LOA of the ship (m.), K a dimensionless constant based on ship size, and  $\delta$  is denoted as 20 degrees for the rudder angle (constant)

K Values per (2-38)	
Ship Type	K
Cargo Ship	0.58
container Ship	0.42
Bulk Carrier	0.52
Tanker	0.6

- > Continuous travel, with no break in speed over ground less than 3 knots
- > Vessel must be turning away from the general approach (i.e. headed inland initially)

This criterion was determined due in part to what is generally considered for large vessels operating within approach channels and harbors via PIANC’s 2014 harbor design considerations (PIANC 2014).

## 3.2 Data Assessment

Based on the data interpretation presented in the previous section, each day in 2017 was visually analyzed to identify the presence of U-turns using the methodology described in the previous section.

A snapshot of AIS vessel track data from January 5<sup>th</sup>, 2017, to January 6<sup>th</sup>, 2017 is presented in Figure 5. The visual representation of the direction of travel for vessels within the area of interest are represented with red arrows. The purple and yellow dots represent the start (purple) and termination (yellow) of vessel tracks from 0:00 hours to 23:59 hours. This snapshot is representation of 1 day of visually inspected data for U-turns in the area of interest. Each day was inspected for the year to determine if U-turns were present based on the criteria defined below:

- > A vessel undergoing a turn with a steady turning radius in relations of 2-38 of the PIANC design steadies turning guidelines (Outline in Section 3.1)
- > Vessel track must have continuous travel, with no break in speed over ground less than 3 knots.
- > Vessel track must be turning away from NY/NJ approaches (i.e. headed inland initially)

Following the criteria outlined, no U-turns were identified. While there may be situation of U-turns that were not captured by the criteria defined above, the results of this assessment suggest that the occurrence of U-turn is very rare.

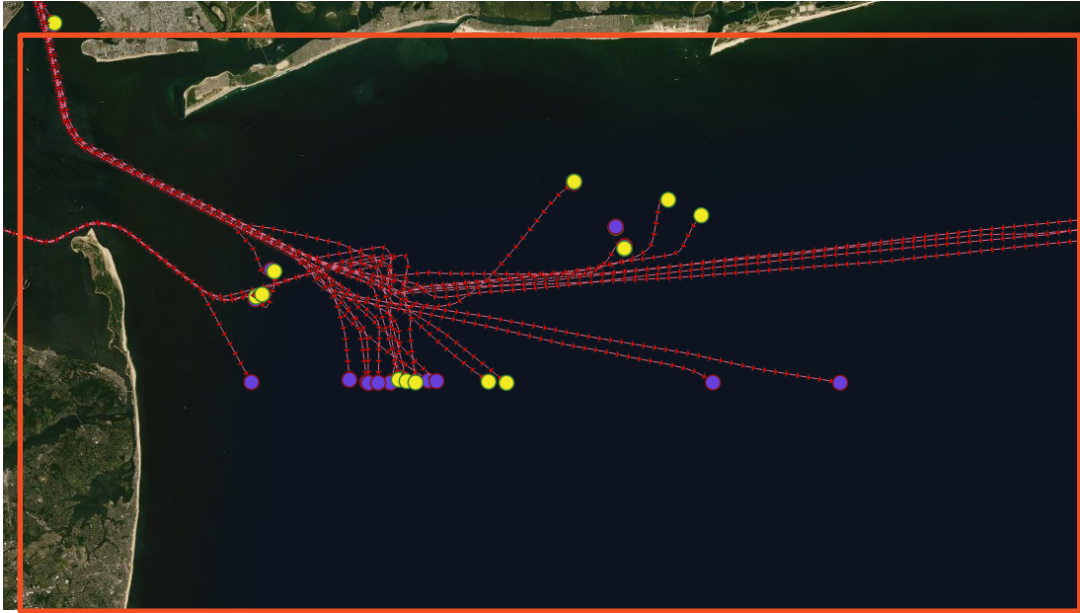


Figure 5 - Example Traffic AIS Data Snapshot 01-05-2017 to 01-06-2017 as an Example for Vessel LOA above 100m (Purple circles denote vessel traffic starting points, yellow circles denote vessel end points)

### 3.3 Findings

Following a visual inspection and processing of the 2017 AIS tracks against the criteria defined in Section 3.1, it was determined no U-turns were identified. Figure 5 denotes an example snapshot of a random day utilized to determine if U-turns are present for the year of 2017. The orange box surrounding the tracks represents the area of interest as specified in Section 1.4 for the 2017 MISLE data. Tracks in red, show the direction of travel with red triangles, and the route vessels took for that particular day. The conclusion that no U-turns were identified for 2017 correlates with data presented in Section 2, which identified less than 1% of the events for the years 2001-2015 are associated with evasive maneuvers. Evasive maneuvers can in some cases result in U-turns when marine vessels take safety actions to avoid collisions (United States Coast Guard 2014).

## 4 Discussion of Findings

A discussion of the study findings is presented in the following sections.

### 4.1 Loss of Propulsion and Steerage Events

This task involved the development of understanding MISLE reporting requirements, coding vernacular, different types of reporting, and the limitations of the reporting system as it related to determining loss of propulsion/steering occurrences within the areas of interest outlined in Section 1.4 and vessels of concern outlined in Section 1.2. Following this assessment, the loss of propulsion event occurrences in terms of notifications for 2017 represented 1% of 188 identified notifications. There were 6 identified investigations relating to a loss of propulsion reported for the 2017 data of 54 total within the area of interest. Comparing to the yearly count of vessel passing through the Narrows (based on AIS data) these events constitute approximately 0.1% of the vessel passages.

For the years of 2001 – 2015 reported investigations relating to a loss of propulsion were closer to 3.4% or 12 of 351 processed cases. As noted in Section 2.2, each reporting system was filtered through a different process to obtain the number of investigations and notifications. Based on plotting the locations of where these events occur, as done in Section 2.2, this report concluded no clear correlation to a specific cluster of events within the area of interest.

Following 2018, changes in the (MISLE) system and some reporting requirements under the 33 CFR and 46 CFR changed the methodology for interpretation and criteria to describe vessel loss of propulsion/steering in terms of “system”, “component”, and other reporting fields. This required an interpretation of specific components related to the reporting requirements and as such, the reported inspections/investigations within Sector New York which clearly relate to a loss of propulsion/steering was evaluated and determined to be 10 of 1,824 (0.5%) reported cases. The reported cases are much higher for Sector New York, as the region encompasses more area as outlined in Figure 3.

The interpretation of the data as it pertains to loss of propulsion/steering only considered the area of interest and vessels of concern as both outlined in Section 1.4. It should be noted that if all vessel types and sizes are considered the number of cases increases significantly. In the case of 2001-2015 MISLE events, an inclusion of all vessel types increases investigated cases from 351 to 462 cases (an increase of 31%).

### 4.2 U-Turn Occurrences

This analysis of the vessel traffic model and criteria used for identifying U-turns revealed that U-turn occurrences are difficult to characterize and appear infrequent in the area of interest. U-turns can potentially be associated with some notifications provided through the MISLE system as evasive maneuvers (United States Coast Guard 2014). The conclusion that no U-turns were identified in 2017 AIS data aligns with the information collected from 2001-2015 where only 1% of associated events were associated with evasive maneuvers.

### 4.3 Outreach

COWI conducted outreach to M-TWG members in conjunction with this report to better understand anecdotal occurrences of loss of propulsion and U-turn events. Based upon the feedback received, M-TWG member organizations did not have detailed knowledge of specific loss of propulsion or steering events, data, or circumstances. Anecdotal feedback suggests that incident reporting may not represent the true frequency of incidents. Following M-TWG member recommendations, COWI researched whether it was possible to apply an error rate to account for non-reporting; however, no error rate was identified in the literature or through consultation with the Coast Guard. Therefore, COWI concludes that the level of reporting is not quantifiably known, and no adjustments were made to the reported data.

Pertaining to data specifically from 2017, it should be noted that in meeting with the USCG and New York Sector outreach calls, those within the industry recall instances of U-turns occurring in this region as a very rare occurrence. Some shipping sector members postulated that U-turns, if under the rare occurrence, are likely due to vessels fuel swapping prior to moving into navigable waters within the approaches. In sector-only calls coordinated through the USCG, feedback also noted that fuel swapping typically occurred well outside the approaches and was a more recent development. In feedback provided by the Sandy Hook Pilot's Association, it was noted that inbound ships headed for the Ambrose Channel undergo a gear and engine system test prior to finalizing their approach. Due to this test, system malfunctions may occur.

### 4.4 Closing Comments

This study has considered multiple resources and reporting schemes to obtain information. The data was linked to particular areas of interest, vessel types, event types, etc. which provided insight into the likelihood of different cases and event types. Common causation for the introduction of loss of propulsion.

## 5 References

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## 6 Appendix A: Database of Loss of Propulsion Incidents

2001 -2015 MISLE Data													
Case Id	DTG	Vessel Name	Vessel Service	Vessel Class	Vessel Type	Vessel Sub - Type	Waterway Name	Event Type	Event Class	Event Subclass	Lat	Lon	
668769	1/15/2014 16:20	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Abandonment	Forced		40.54333333	-73.76966667	
	2/8/2002 23:50	HOUAMA	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General		Allision	Broadside	Full Control	40.54221	-73.98604	
	4/17/2001 11:50	ZEUS	Towing Vessel	Towing Vessel	General	General		Allision	Broadside	Full Control	40.52	-73.925	
	4/17/2001 11:50	ATC 12000	Freight Barge	Barge	General	General		Allision	Broadside	Full Control	40.52	-73.925	
84223	1/22/2001 0:00	KOUROS V	Freight Ship	General Dry Cargo Ship	General	General		Allision			40.45	-73.8	
	4/13/2002 3:28	WARSAW	Freight Ship	Bulk Carrier	General	Self-Discharging		Allision	Head-on	Full Control	40.5641	-74.03087	
	5/24/2002 10:10	SANDY HOOK	Freight Barge	Barge	General	General		Allision	Astern	Subject vessel controlled by	40.49799	-73.93929	
159721	12/2/2003 10:00	STEPHEN DANN	Towing Vessel	Towing Vessel	General	General	REYNOLDS CHANNEL	Allision	Broadside	Full Control	40.59578	-73.66351	
	6/30/2003 6:30	RACHEL MARIE	Towing Vessel	Towing Vessel	General	General	SANDY HOOK BAY	Allision	Broadside	Subject vessel controlled by	40.42058883	-74.03406117	
210963	11/19/2004 20:18	MI-JO II	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	LOWER BAY	Allision	Broadside	Full Control	40.54221	-73.98604	
228062	4/22/2005 22:45	RICHMOND	Freight Barge	Barge	General	General	JAMAICA BAY	Allision	Quartering	Subject vessel controlled by	40.566466	-73.923617	
287457	5/7/2006 2:00	GOLDEN EAGLE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Allision	Broadside	Partial Control	40.18676	-74.00474	
334835	1/11/2007 12:45	SAND MASTER	Towing Vessel	Towing Vessel	General	General	RARITAN RIVER, S. AMBOY REACH	Allision	Broadside	Full Control	40.48351	-74.00046	
412747	7/3/2008 23:45	HUGHES 651	Freight Barge	Barge	General	General	SANDY HOOK BAY	Allision	Broadside	Subject vessel controlled by	40.38472	-73.97855	
489406	2/1/2010 3:00	SHEILA MORAN	Towing Vessel	Towing Vessel	General	General	Gravesend Bay	Allision	Broadside	Full Control	40.5825	-74.00806	
507553	6/28/2010 2:45	NEXT DEAL	Recreational	Recreational	General	General	SHARK RIVER	Allision	Quartering	Partial Control	40.18676	-74.00474	
507553	6/28/2010 2:45	MISS BELMAR PRINCES	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Allision	Quartering	Partial Control	40.18676	-74.00474	
497554	4/18/2010 14:45	GOLDEN EAGLE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Allision	Broadside	Partial Control	40.18676	-74.00474	
555972	7/4/2011 18:15	WEEKS 100	Freight Barge	Barge	General	General	REYNOLDS CHANNEL	Allision	Head-on	Full Control	40.59578	-73.73716667	
622184	12/9/2012 0:15	KELLY	Freight Barge	Barge	General	General	REYNOLDS CHANNEL	Allision	Quartering	Subject vessel controlled by	40.59316667	-73.7372	
629813	12/31/2012 10:20	KELLY	Freight Barge	Barge	General	General	REYNOLDS CHANNEL	Allision	Quartering	Subject vessel controlled by	40.59	-73.735	
622977	12/12/2012 16:45	WITTE 3003	Freight Barge	Barge	General	General	REYNOLDS CHANNEL	Allision			40.5935	-73.73716667	
668769	1/15/2014 16:17	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Capsize	Hydrodynamics		40.54333333	-73.76966667	
674705	3/18/2014 13:29	MSC LUISA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Collision	Meeting	Full Control	40.5641	-74.03087	
674705	3/18/2014 13:29	WANDERER	Unclassified	Miscellaneous Vessel	General	General	AMBROSE CHANNEL	Collision	Meeting	Full Control	40.5641	-74.03087	
147838	9/30/2003 15:06	BABY BULLET	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	Gravesend Bay	Collision	Special Circumstances	Full Control	40.5825	-74.00806	
263539	10/24/2005 14:50	PATRIOT	Towing Vessel	Towing Vessel	General	General	SANDY HOOK CHANNEL	Collision	Special Circumstances	Subject vessel controlled by	40.48351	-74.00046	
370571	8/25/2007 7:40	MISTER T	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Collision	Meeting	Full Control	40.54221	-73.98604	
429405	10/15/2008 2:01	TUXN	Recreational	Recreational	General	General	JONES INLET	Collision	Special Circumstances	Other	40.60023	-73.53622	
513794	7/30/2010 3:30	BALDER	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Collision	Crossing	Full Control	40.4	-73.46666667	
555828	7/4/2011 8:50	BARVIC	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	Manasquan NJ Coastal	Collision	Meeting	Full Control	40.15503117	-74.00345417	
555828	7/4/2011 8:50	MOONDANCER	Recreational	Recreational	General	General	Manasquan NJ Coastal	Collision	Meeting	Full Control	40.15503117	-74.00345417	
668769	1/15/2014 18:45	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Damage to the Environment	Oil Discharge	Fuel/bunker	40.54333333	-73.76966667	
	2/11/2003 10:09	SIBOLEF	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General	Crude & Products Tank Shi	Damage to the Environment	Oil Discharge	Other Oil	40.585	-74.0317	
103758	1/8/2003 14:30	WORLD ODD-AT-SEA	Recreational	Recreational	General	General	SANDY HOOK BAY	Damage to the Environment	Oil Discharge	Fuel/bunker	40.4095	-74.026	
87922	6/27/2002 6:30	EMERALD	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General	Crude & Products Tank Shi	Damage to the Environment	Oil Discharge	Other Oil	40.605	-74.00833333	
450125	4/27/2009 7:00	MAERSK VIRGINIA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Damage to the Environment	Oil Discharge	Other Oil	40.45366667	-73.8215	
110096	2/24/2003 8:00	CARTIGAN	Recreational	Recreational	General	General	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Fuel/bunker	40.58183	-73.94592	
235512	6/8/2005 13:32	SUNSET QUEEN	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Other Oil	40.58183	-73.94592	
173541	3/11/2004 11:50	MIKIE G	Recreational	Recreational	General	General	LOWER BAY	Damage to the Environment	Oil Discharge	Other Oil	40.54221	-73.98604	
173541	3/11/2004 11:50	SWAMP FOX	Recreational	Recreational	General	General	LOWER BAY	Damage to the Environment	Oil Discharge	Other Oil	40.54221	-73.98604	
221456	2/26/2005 6:00	FIASCO	Recreational	Recreational	General	General	HOG ISLAND CHANNEL	Damage to the Environment	Oil Discharge	Fuel/bunker	40.608568	-73.657065	
239930	6/29/2005 11:35	POP A TOP	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Damage to the Environment	Oil Discharge	Fuel/bunker	40.59116667	-73.74905	
243099	7/11/2005 0:00	AQUAHOLIC	Recreational	Recreational	General	General	HOG ISLAND CHANNEL	Damage to the Environment	Oil Discharge	Fuel/bunker	40.608568	-73.657065	
269551	12/10/2005 9:01	REEL PLEASURE	Recreational	Recreational	General	General	SANDY HOOK BAY	Damage to the Environment	Oil Discharge	Other	40.42059	-74.03406	
315722	9/16/2006 13:55	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Other Oil	40.58183	-73.94592	
342063	3/17/2007 18:05	EUROPEAN SPIRIT	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General	AMBROSE CHANNEL	Damage to the Environment	Oil Discharge	Cargo	40.5641	-74.03087	
349017	5/13/2007 15:00	OVERNITE III	Recreational	Recreational	General	General	SHARK RIVER	Damage to the Environment	Oil Discharge	Other Oil	40.18676	-74.00474	
350514	5/21/2007 11:55	JOHN H MALIK	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Damage to the Environment	Oil Discharge	Fuel/bunker	40.5641	-74.03086833	
373564	9/9/2007 7:31	LADY MIDNIGHT	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Damage to the Environment	Sewage Discharge		40.58183	-73.94592	
373564	9/8/2007 11:00	LADY MIDNIGHT	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Other Oil	40.58183	-73.94592	
383506	11/21/2007 13:11	SPORADES	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General	Crude & Products Tank Ship	Damage to the Environment	Oil Discharge	Fuel/bunker	40.50883333	-73.705	
398054	3/15/2008 1:29	LILY JANE	Offshore Supply Vessel	Offshore	Offshore Supply Vessel	General	AMBROSE CHANNEL	Damage to the Environment	Oil Discharge	Fuel/bunker	40.5641	-74.03087	
464183	7/19/2009 14:00	FOUR "CS"	Recreational	Recreational	General	General	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Other Oil	40.58183	-73.94592	
461924	7/9/2009 7:00	TRUE GRIT	Recreational	Recreational	General	General	SHEEPSHEAD BAY	Damage to the Environment	Oil Discharge	Fuel/bunker	40.58183	-73.94592	
447207	4/7/2009 3:00	MEAGAN ANN	Towing Vessel	Towing Vessel	General	General	ROCKAWAY INLET	Damage to the Environment	Oil Discharge	Fuel/bunker	40.56333333	-73.92333333	
433917	11/24/2008 9:00	ELIZABETH	Towing Vessel	Towing Vessel	General	General	JONES INLET	Damage to the Environment	Oil Discharge	Other Oil	40.60023	-73.53622	
493225	3/13/2010 11:30	ANNA M III	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	Santapogue Creek	Damage to the Environment	Oil Discharge	Fuel/bunker	40.01431667	-73.56666667	
309194	8/11/2006 21:30	OCEAN GLORY	Freight Ship	Bulk Carrier	General	General	Self-Discharging	AMBROSE CHANNEL	Emergency Response	Fire-fighting Response	40.5641	-74.03087	
330084	12/6/2006 18:22	JENNY ANNE	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Emergency Response	Search and Rescue	Search Successful - Rescue u	40.58933333	-73.77995	
330084	12/7/2006 9:20	JENNY ANNE	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Emergency Response	Salvage		40.58933333	-73.77995	
209086	11/9/2004 6:00	TAURUS	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Evasive Maneuvers	Other vessel Manuever		40.59274	-73.74913	
297505	6/29/2006 19:44	JO ANNE REINAUER III	Towing Vessel	Towing Vessel	General	General	Atlantic Ocean	Evasive Maneuvers	Submersible Vessel Manuever		39.75833333	-74.00316667	
727281	5/23/2015 20:20	ERIKOUSA	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General	Crude & Products Tank Shi	Fire	Initial - contained		40.54221	-73.98604	
84992	3/17/2002 17:15	ROBERT J. BOUCHARD	Towing Vessel	Towing Vessel	General	General		Fire	Initial - contained		39.76166667	-73.96833333	
235163	6/8/2005 3:30	CAMILLA DESGAGNES	Freight Ship	Ro-Ro Cargo Ship	General	General	ATLANTIC DEEP WATER ACCESS	Fire	Initial - out of control		40.18784	-73.90509	
258409	9/21/2005 5:30	ATLANTIS PRINCESS	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Fire	Initial - contained		39.96666667	-73.7	
221072	2/27/2005 11:45	ROBERT J. BOUCHARD	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Fire	Initial - out of control		39.93333333	-73.9	
309194	8/11/2006 21:25	OCEAN GLORY	Freight Ship	Bulk Carrier	General	General	Self-Discharging	AMBROSE CHANNEL	Initial - contained		40.5641	-74.03087	
341306	3/12/2007 17:00	ZACHERY REINAUER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Fire	Initial - contained		39.69666667	-74.01	



2001 -2015 MISLE Data													
Case Id	DTG	Vessel Name	Vessel Service	Vessel Class	Vessel Type	Vessel Sub - Type	Waterway Name	Event Type	Event Class	Event Subclass	Lat	Lon	
512558	7/24/2010 10:00	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Fire	Initial - contained		40.40933333	-73.614	
557850	7/11/2011 8:45	JUSTINE MCALLISTER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Fire	Initial - contained		40.48583333	-73.53166667	
668769	1/15/2014 15:58	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Flooding	Progressive - out of control		40.54333333	-73.76966667	
	12/14/2002 7:21	NAVIGATOR	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Flooding	Initial - damage control measures in		40.58183	-73.94592	
210963	11/19/2004 20:21	MI-JO II	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	LOWER BAY	Flooding	Initial - damage control measures in		40.54221	-73.98604	
112094	2/7/2003 12:52	BULLET	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Flooding	Progressive - out of control		40.57176667	-73.9243	
170377	4/12/2004 11:15	ED ROGOWSKY	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	RED HOOK CHANNEL	Flooding	Progressive - damage control meas		40.11666667	-73.98333333	
315722	9/16/2006 8:30	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Flooding	Initial - damage control measures in		40.58183	-73.94592	
334835	1/11/2007 20:01	SANDY HOOK	Freight Barge	Barge	General	General	RARITAN RIVER, S. AMBOY REACH	Flooding	Initial - damage control measures in		40.48351	-74.00046	
373564	9/8/2007 10:00	LADY MIDNIGHT	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Flooding	Progressive - damage control meas		40.58183	-73.94592	
473631	9/8/2009 10:44	LADY M	Recreational	Recreational	General	General		Flooding	Progressive - out of control		39.87416667	-73.442	
459284	6/28/2009 7:00	CAPT. KEL	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Flooding	Progressive - damage control meas		40.09033333	-73.72866667	
367507	8/11/2007 19:20	PATRIOT	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Fouling	In Ground Tackle		40.095	-73.92	
468826	7/8/2009 14:00	MICHIGAN SERVICE	Towing Vessel	Towing Vessel	General	General		Fouling	On Towing Lines		40.59366667	-74.017	
581346	1/11/2012 19:00	SPICA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Fouling	In Ground Tackle		40.5641	-74.03086833	
668574	1/13/2014 19:20	WEEKS NO. 236	Freight Barge	Barge	General	General		Grounding	Outside marked channel	No Control	40.58355	-73.74718333	
647910	7/24/2013 23:21	A. J. MEERWALD	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK CHANNEL	Grounding	Outside marked channel	Full Control	40.48351	-74.00046	
662192	10/28/2013 19:40	B-272	Freight Barge	Barge	General	General		Grounding	In marked channel	Full Control	40.56583333	-73.97416667	
662192	10/28/2013 19:40	ROBERT H. VANDERBIL	Freight Barge	Barge	General	General		Grounding	In marked channel	Full Control	40.56583333	-73.97416667	
666005	12/12/2013 20:30	PINK LADY	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Grounding	In marked channel	Full Control	40.58183	-73.94592	
244515	7/18/2005 5:52	LOYALTY	Tank Ship	Petroleum Oil Tank Ship	General	Oil Products Tank Ship	AMBROSE CHANNEL	Grounding	Outside marked channel		40.5641	-74.03087	
92348	9/22/2002 20:15	CAPT. DAVE	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK CHANNEL	Grounding	Outside marked channel	Full Control	40.47392	-74.03587	
90396	8/20/2002 15:30	FALCON	Tank Ship	Petroleum Oil Tank Ship	General	Oil Products Tank Ship	AMBROSE CHANNEL	Grounding	Outside marked channel	Full Control	40.5641	-74.03087	
	7/12/2002 13:11	FINEST	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Grounding	Outside marked channel	No Control	40.38472	-73.97855	
	12/14/2002 7:20	NAVIGATOR	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Grounding	In marked channel	Partial Control	40.58183	-73.94592	
151853	11/5/2003 16:00	PILOT II, SEA QUEEN	Passenger (More Than 6)	Recreational	General	General	ROCKAWAY INLET	Grounding	Outside marked channel	Partial Control	40.5641	-74.03087	
156343	12/2/2003 15:45	KRISTIN POLING	Tank Ship	Tank Ship	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	Full Control	40.59367	-73.74384	
209276	8/23/2004 16:15	MSJ104	Freight Barge	Barge	General	General	JAMAICA BAY	Grounding	Outside marked channel	Subject vessel controlled by	40.566466	-73.923617	
212103	12/3/2004 12:40	KRISTIN POLING	Tank Ship	Tank Ship	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	Full Control	40.58375	-73.76023333	
209086	11/9/2004 5:45	TAURUS	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	Subject vessel controlled by	40.59274	-73.74913	
112094	2/7/2003 11:47	BULLET	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Grounding	Outside marked channel	Full Control	40.57176667	-73.9243	
281577	11/23/2005 5:20	BUCHANAN I	Towing Vessel	Towing Vessel	General	General	ROCKAWAY INLET	Grounding	Unmarked Waterway	Full Control	40.56104	-73.94091667	
323398	11/9/2006 23:00	KRISTIN POLING	Tank Ship	Tank Ship	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	Full Control	40.58666667	-73.75833333	
328659	9/28/2006 14:00	TIM M	Freight Barge	Barge	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	Full Control	40.59972167	-73.76638833	
330084	12/6/2006 15:52	JENNY ANNE	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Grounding	In marked channel	No Control	40.58933333	-73.77995	
341915	3/18/2007 0:00	KOBE EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Grounding	Outside marked channel	No Control	40.57	-74.04	
323578	11/11/2006 3:00	JOHN B. CADELL	Tank Ship	Tank Ship	General	General		Grounding	In marked channel	Full Control	40.5875	-73.75766667	
360851	7/12/2007 11:28	WHITE SEA	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Ship		Grounding	Outside marked channel	Full Control	40.53516667	-74.00983333	
433917	11/24/2008 4:45	WEEKS 292	Freight Barge	Barge	General	General	JONES INLET	Grounding	In marked channel	Full Control	40.60023	-73.53622	
518122	8/21/2010 21:35	MI-JO II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK CHANNEL	Grounding	Outside marked channel	Full Control	40.47392	-74.03587	
515862	8/9/2010 22:00	RUBY M	Towing Vessel	Towing Vessel	General	General	ROCKAWAY INLET	Grounding	In marked channel	No Control	40.570805	-74.01564333	
515862	8/9/2010 22:00	MSJ 114	Freight Barge	Barge	General	General	ROCKAWAY INLET	Grounding	In marked channel	No Control	40.570805	-74.01564333	
541571	3/23/2011 22:00	SANTE' ALE'	Towing Vessel	Towing Vessel	General	General		Grounding	In marked channel	Partial Control	40.205	-74.02333333	
632086	4/9/2013 7:15	SETO EXPRESS	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Loss of Electrical Power	Partial Reduction		40.5641	-74.03087	
640623	6/14/2013 4:15	MAERSK DENVER	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Partial Reduction		40.5641	-74.03087	
640623	6/14/2013 4:15	MAERSK DENVER	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Total Loss		40.5641	-74.03087	
640623	6/14/2013 4:15	MAERSK DENVER	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Total Loss		40.5641	-74.03087	
244515	7/18/2005 5:42	LOYALTY	Tank Ship	Petroleum Oil Tank Ship	General	Oil Products Tank Ship	AMBROSE CHANNEL	Loss of Electrical Power	Total Loss		40.5641	-74.03087	
	9/22/2002 6:35	KRISTIN POLING	Tank Ship	Tank Ship	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Partial Reduction		40.48799	-73.93929	
95232	7/23/2002 13:30	CELESTIAL	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Loss of Electrical Power	Partial Reduction		40.54221	-73.98604	
	2/28/2002 16:33	SEA-LAND ATLANTIC	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Loss of Electrical Power	Other loss		40.34166667	-73.59	
157765	12/16/2003 11:10	BARNEY TURECAMO	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Total Loss		40.5641	-74.03087	
316103	6/24/2006 5:00	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Loss of Electrical Power	Partial Reduction		40.58183	-73.94592	
411328	6/23/2008 19:01	OVERSEAS ALLENMAR	Tank Ship	Tank Ship	General	General	GRAVESEND BAY	Loss of Electrical Power	Partial Reduction		40.57616667	-74.00483333	
529036	11/10/2010 8:01	HURON SERVICE	Towing Vessel	Towing Vessel	General	General		Loss of Electrical Power	Total Loss		39.775	-73.96	
591383	4/27/2012 12:31	WYE RIVER	Towing Vessel	Towing Vessel	General	General	TOMS RIVER	Loss of Electrical Power	Total Loss		40.015	-73.94833333	
622240	12/9/2012 23:55	BRANDYWINE	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Loss of Electrical Power	Partial Reduction		40.5641	-74.03087	
643940	7/3/2013 13:40	AUSTIN REINAUER	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	ATLANTIC DEEP WATER SPINE	Loss of Electrical Power	Partial Reduction		39.71666667	-73.61666667	
643940	7/3/2013 13:40	AUSTIN REINAUER	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	ATLANTIC DEEP WATER SPINE	Loss of Electrical Power	Total Loss		39.71666667	-73.61666667	
668769	1/15/2014 15:40	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Loss of Stability	Free Surface Effect	Reduction in Stability	40.54333333	-73.76966667	
264581	10/18/2005 16:00	WEEKS 80	Freight Barge	Barge	General	General	SANDY HOOK BAY	Loss of Stability	Other loss of stability	Total Loss of Stability	40.38472	-73.97855	
303599	7/20/2006 9:00	JAMAICA	Passenger (Inspected)	Passenger Ship	General	General	SHARK RIVER	Loss of Stability	Shift of cargo, passengers, or gear	Other loss of stability	40.18676	-74.00474	
234232	8/3/2020 0:00	PATRIOT II	Towing Vessel	Towing Vessel	General	General		Material Failure (Non-vessels)			40.3409	-74.03423	
622184	12/9/2012 0:23	DOROTHY J	Towing Vessel	Towing Vessel	General	Towing Behind (Tug)		Material Failure (Non-vessels)			40.59316667	-73.7372	
673780	3/9/2014 14:13	VIKING	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
646219	7/15/2013 21:00	SN AZZURRA	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
661789	10/29/2013 13:23	ESCORT	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
667619	1/3/2014 12:39	MAERSK ATLANTA	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
668295	1/10/2014 16:45	MARGOT	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.54221	-73.98604	
674705	3/18/2014 13:30	WANDERER	Unclassified	Miscellaneous Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
674705	3/18/2014 13:29	WANDERER	Unclassified	Miscellaneous Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
703979	10/3/2014 17:40	BREMEN EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Material Failure (Vessels)			40.52826667	-74.00143333	

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Case Id	DTG	Vessel Name	Vessel Service	Vessel Class	Vessel Type	Vessel Sub - Type	Waterway Name	Event Type	Event Class	Event Subclass	Lat	Lon	
729143	6/5/2015 16:14	OCEAN STATE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Material Failure (Vessels)			40.43135783	-74.01710733	
666036	12/12/2013 12:17	MAERSK COLUMBUS	Freight Ship	General Dry Cargo Ship	General	General	GRAVESEND BAY	Material Failure (Vessels)			40.58047	-74.00764	
83084	12/29/2001 11:00	EMILE T.	Towing Vessel	Towing Vessel	General	Oceans		Material Failure (Vessels)			40.51716667	-74	
83084	12/29/2001 11:00	CBC1268	Freight Barge	Barge	General	General		Material Failure (Vessels)			40.51716667	-74	
	2/13/2003 15:31	AMY C MCALLISTER	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
	10/10/2002 22:55	CSX PRODUCER	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
112109	1/11/2003 22:50	LIPETSK	Tank Ship	Tank Ship	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
	12/4/2002 7:00	FINEST	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Material Failure (Vessels)			40.38472	-73.97855	
244515	7/18/2005 5:43	LOYALTY	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
244515	7/18/2005 5:43	LOYALTY	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
	4/29/2002 15:41	FINEST	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			40.5641	-74.03087	
95232	7/24/2002 12:31	CELESTIAL	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			40.54221	-73.98604	
86851	3/20/2002 15:45	FINEST	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			40.48351	-74.00046	
	12/18/1999 13:34	CSX CRUSADER	Freight Ship	General Dry Cargo Ship	Container Ship	General		Material Failure (Vessels)			40.47999	-73.89499	
139430	2/11/2003 23:45	MED TAIPEI	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
	3/6/2002 16:24	MARCON	Freight Ship	General Dry Cargo Ship	Container Ship	General		Material Failure (Vessels)			40.485	-73.85166667	
84223	1/22/2001 0:00	KOUROS V	Freight Ship	General Dry Cargo Ship	Container Ship	General		Material Failure (Vessels)			40.45	-73.8	
139713	3/17/2003 2:59	SARAH DANN	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
139441	3/24/2003 20:15	MADISON MAERSK	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	LOWER BAY	Material Failure (Vessels)			40.54221	-73.98604	
	12/14/2002 7:20	NAVIGATOR	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Material Failure (Vessels)			40.58183	-73.94592	
	3/19/2003 11:10	AEOLIAN SUN	Freight Ship	General Dry Cargo Ship	Container Ship	General	Gravesend Bay	Material Failure (Vessels)			40.5825	-74.00806	
452421	5/14/2009 13:39	ENERGY ENTERPRISE	Freight Ship	Bulk Carrier	General	General	MAIN SHIP CHANNEL, NY	Material Failure (Vessels)			40.5641	-74.03087	
86454	2/12/2002 9:03	MERLIN	Tank Ship	Petroleum Oil Tank Ship	General	General		Material Failure (Vessels)			40.5641	-74.03087	
	5/16/2002 17:50	MAX I	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			40.58183	-73.94592	
	2/23/2002 14:00	DUKE	Tank Ship	Petroleum Oil Tank Ship	General	Crude & Products Tank Ship		Material Failure (Vessels)			40.54221	-73.98604	
164650	2/22/2004 10:00	JOHANNES MAERSK	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
163897	2/17/2004 11:45	QATARI IBN AL FUJA'A	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
170491	4/13/2004 16:17	KAPITAN STANKOV	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
170629	4/15/2004 2:47	HANJIN NAGOYA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
160961	1/20/2004 20:35	MELVIN E. LEMMERHIR	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
239694	6/26/2005 21:20	SARGASSO SEA	Towing Vessel	Towing Vessel	General	General	SANDY HOOK CHANNEL	Material Failure (Vessels)			40.47392	-74.05587	
214693	12/4/2004 9:39	JOHN B. CADDELL	Tank Ship	Tank Ship	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
	11/20/2002 13:27	EVER GOODS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
159469	4/4/2004 3:50	SEALAND COMMITTEE	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
208590	10/26/2004 17:00	SILVERMAR	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
193274	7/3/2004 23:58	MATTHEW TIBBETTS	Towing Vessel	Towing Vessel	General	General	Gravesend Bay	Material Failure (Vessels)			40.5825	-74.00806	
211831	11/28/2004 8:20	SUN COAST	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
226644	4/6/2005 3:13	CAPE COD	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.54221	-73.98604	
258409	9/21/2005 5:34	ATLANTIS PRINCESS	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			39.96666667	-73.7	
258409	9/21/2005 5:30	ATLANTIS PRINCESS	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			39.96666667	-73.7	
209981	11/16/2004 5:50	VOLUNTEER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Material Failure (Vessels)			40.07333333	-73.92833333	
264450	10/23/2005 4:45	YM ZENITH	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
210963	11/19/2004 20:20	MI-JO II	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	LOWER BAY	Material Failure (Vessels)			40.54221	-73.98604	
260830	10/2/2005 13:20	MARY ALICE	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
221072	2/27/2005 11:44	ROBERT J. BOUCHARD	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Material Failure (Vessels)			39.93333333	-73.9	
228062	4/22/2005 22:46	RICHMOND	Freight Barge	Barge	General	General	JAMAICA BAY	Material Failure (Vessels)			40.566466	-73.923617	
169819	4/9/2004 4:25	MARY ALICE	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.58683333	-74.02985	
170377	4/12/2004 11:15	ED ROGOWSKY	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	RED HOOK CHANNEL	Material Failure (Vessels)			40.11666667	-73.98333333	
281577	11/23/2005 5:21	BUCHANAN I	Towing Vessel	Towing Vessel	General	General	ROCKAWAY INLET	Material Failure (Vessels)			40.56104	-73.94096167	
297359	6/20/2006 17:15	INDUSTRIAL CENTURY	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
284580	4/7/2006 7:55	BARBARA E. BOUCHARI	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
315722	9/16/2006 8:20	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Material Failure (Vessels)			40.58183	-73.94592	
320200	9/1/2006 20:00	ASSOS	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude Oil Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
309194	8/11/2006 21:24	OCEAN GLORY	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	
305730	8/4/2006 6:00	OVERSEAS LUXMAR	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03086833	
328659	9/28/2006 14:01	TIM M	Freight Barge	Barge	General	General	EAST ROCKAWAY INLET	Material Failure (Vessels)			40.59972167	-73.76638833	
314284	9/10/2006 15:24	CYNTHIA ANN	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Material Failure (Vessels)			40.18676	-74.00474	
316103	6/24/2006 5:00	BULLET II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Material Failure (Vessels)			40.58183	-73.94592	
330084	12/6/2006 15:30	JENNY ANNE	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Material Failure (Vessels)			40.58933333	-73.77995	
328221	11/10/2006 22:00	CHARLES OXMAN	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Material Failure (Vessels)			40.58916667	-73.75833333	
330308	12/3/2006 1:45	AMERICAN CHAMPION	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
321626	10/26/2006 3:00	ATLANTIC SALVOR	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929	
344690	4/12/2007 0:01	MOL VISION	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Material Failure (Vessels)			40.38333333	-73.6	
341306	3/12/2007 17:00	ZACHERY REINAUER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Material Failure (Vessels)			39.69666667	-74.01	
334835	1/11/2007 20:00	SANDY HOOK	Freight Barge	Barge	General	General	RARITAN RIVER, S. AMBOY REACH	Material Failure (Vessels)			40.48351	-74.00046	
363586	6/24/2007 7:00	PENN NO. 6	Towing Vessel	Towing Vessel	General	General		Material Failure (Vessels)			40.11166667	-73.82166667	
341915	3/17/2007 22:14	KOBE EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Material Failure (Vessels)			40.57	-74.04	
360851	7/12/2007 11:27	WHITE SEA	Tank Ship	Petroleum Oil Tank Ship	General	Petroleum Oil Tank Ship		Material Failure (Vessels)			40.53516667	-74.00983333	
360851	7/12/2007 11:29	WHITE SEA	Tank Ship	Petroleum Oil Tank Ship	General	Petroleum Oil Tank Ship		Material Failure (Vessels)			40.53516667	-74.00983333	
376301	9/10/2007 22:35	BRIAN A. MCALLISTER	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.49483	-73.93033	
391380	2/2/2008 13:30	CORAL SEA	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.42183333	-73.90316667	
389463	1/9/2008 22:24	TOURCOING	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087	

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Case Id	DTG	Vessel Name	Vessel Service	Vessel Class	Vessel Type	Vessel Sub - Type	Waterway Name	Event Type	Event Class	Event Subclass	Lat	Lon
383506	11/21/2007 13:10	SPORADES	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General		Material Failure (Vessels)			40.50883333	-73.705
383997	11/27/2007 13:25	SCOTT TURCAMO	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5141	-73.98106
396978	2/21/2008 22:57	PRO DIAMOND	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
396945	2/19/2008 18:00	SPORADES	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General		Material Failure (Vessels)			40.59716667	-74.033
390022	1/21/2008 19:30	MARIE O	Freight Ship	General Dry Cargo Ship	General	General		Material Failure (Vessels)			40.59333333	-74.0166667
411328	6/23/2008 19:00	OVERSEAS ALLENMAR	Tank Ship	Tank Ship	General	General	GRAVESEND BAY	Material Failure (Vessels)			40.57616667	-74.00483333
442153	2/16/2008 13:31	ATLANTIC COMPASS	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
437308	12/30/2008 8:43	CSL ATLAS	Freight Ship	Bulk Carrier	General	General		Material Failure (Vessels)			40.59028333	-74.01276667
469330	8/16/2009 10:47	JUSTINE MCALLISTER	Towing Vessel	Towing Vessel	General	General	FIRE ISLAND INLET	Material Failure (Vessels)			40.55333333	-73.37666667
444968	3/9/2009 13:10	MARY ALICE	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.52	-73.925
477249	10/5/2009 8:00	COSETTE	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General		Material Failure (Vessels)			40.486	-73.89961667
433917	11/24/2008 5:32	ELIZABETH	Towing Vessel	Towing Vessel	Towing Behind (Tug)	General	JONES INLET	Material Failure (Vessels)			40.60023	-73.53622
478598	10/16/2009 22:06	COSETTE	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General		Material Failure (Vessels)			40.595	-74.0265
489632	9/23/2009 7:00	USNS SUPPLY T-AOE-6	Tank Ship	Tank Ship	General	General	SANDY HOOK BAY	Material Failure (Vessels)			40.42058833	-74.03406
496540	8/1/2009 18:45	SHERYLL PRINCESS	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Material Failure (Vessels)			40.58333333	-73.94666667
496327	2/8/2010 23:00	EAGLE BALTIMORE	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude Oil Tank Ship	AMBROSE CHANNEL	Material Failure (Vessels)			40.40333333	-73.74333333
480662	4/9/2010 21:00	GREAT MAJESTY	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Material Failure (Vessels)			40.49799	-73.93929
497554	10/14/2009 6:30	JANE A. BOUCHARD	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	AMBROSE CHANNEL	Material Failure (Vessels)			39.78333333	-73.96666667
497554	4/18/2010 13:15	GOLDEN EAGLE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Material Failure (Vessels)			40.18676	-74.00474
515862	8/9/2010 22:30	MSJ 114	Freight Barge	Barge	General	General	ROCKAWAY INLET	Material Failure (Vessels)			40.570805	-74.01564333
555828	7/4/2011 8:50	BARVIC	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	Manasquan NJ Coastal	Material Failure (Vessels)			40.15503117	-74.00345417
557850	7/11/2011 8:44	JUSTINE MCALLISTER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Material Failure (Vessels)			40.48833333	-73.53166667
529036	11/10/2010 8:01	HURON SERVICE	Towing Vessel	Towing Vessel	General	General		Material Failure (Vessels)			39.775	-73.96
561951	7/31/2011 2:15	MEREDITH C. REINAUE	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	ATLANTIC DEEP WATER ACCESS	Material Failure (Vessels)			40.54461667	-73.3903
541571	3/23/2011 20:00	SANTE' ALE'	Towing Vessel	Towing Vessel	General	General		Material Failure (Vessels)			40.205	-74.02333333
585009	2/22/2012 13:20	SAIGON EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	ATLANTIC DEEP WATER SPINE	Material Failure (Vessels)			40.325	-73.82666667
589350	4/8/2012 7:40	BAVARIA EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
589350	4/8/2012 7:42	BAVARIA EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
591591	4/29/2012 4:30	ARABIAN SEA	Towing Vessel	Towing Vessel	General	General		Material Failure (Vessels)			40.355	-73.89166667
598053	6/10/2012 14:00	GULF DAWN	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
607782	8/9/2012 2:43	NAVIOS KYPROS	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Material Failure (Vessels)			40.5641	-74.03087
625906	1/26/2013 11:45	CURTIS REINAUER	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Material Failure (Vessels)			40.5055	-73.9595
623841	4/1/2013 0:17	AFRICAN SPIRIT	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Ship	AMBROSE ANCHORAGE	Material Failure (Vessels)			40.48166667	-73.58833333
620594	11/19/2012 20:15	SBS TUGELA	Freight Ship	Bulk Carrier	Combination Carrier (e.g. Of	Ore/Bulk/Oil		Material Failure (Vessels)			40.55074667	-73.65875333
668574	1/13/2014 17:33	PUSHY	Towing Vessel	Towing Vessel	General	General		Set Adrift	Intentional	From Vessel (tugs, tows, oth	40.58355	-73.74718333
668574	1/13/2014 17:30	PUSHY	Towing Vessel	Towing Vessel	General	General		Set Adrift	Unintentional	From Vessel (tugs, tows, oth	40.58355	-73.74718333
668574	1/13/2014 17:33	WEEKS NO. 236	Freight Barge	Barge	General	General		Set Adrift	Intentional	From Vessel (tugs, tows, oth	40.58355	-73.74718333
668574	1/13/2014 17:30	WEEKS NO. 236	Freight Barge	Barge	General	General		Set Adrift	Unintentional	From Vessel (tugs, tows, oth	40.58355	-73.74718333
668769	1/15/2014 17:00	SEA LION	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER SPINE	Sinking	Damage Control Efforts Not Possibl		40.54333333	-73.76966667
264581	10/18/2005 17:00	WEEKS 80	Freight Barge	Barge	General	General	SANDY HOOK BAY	Sinking	Damage Control Efforts Not Possibl		40.38472	-73.97855
341306	3/12/2007 17:01	ZACHERY REINAUER	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Vessel Maneuverability	Partial Reduction		39.69666667	-74.01
643940	7/3/2013 13:40	AUSTIN REINAUER	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	ATLANTIC DEEP WATER SPINE	Vessel Maneuverability	Total Loss		39.71666667	-73.61666667
529036	11/10/2010 8:01	HURON SERVICE	Towing Vessel	Towing Vessel	General	General		Vessel Maneuverability	Partial Reduction		39.775	-73.96
480662	10/14/2009 6:31	JANE A. BOUCHARD	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		39.78333333	-73.96666667
221072	2/27/2005 11:45	ROBERT J. BOUCHARD	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Vessel Maneuverability	Total Loss		39.93333333	-73.9
258409	9/21/2005 5:31	ATLANTIS PRINCESS	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Vessel Maneuverability	Total Loss		39.96666667	-73.7
367507	8/11/2007 19:20	PATRIOT	Towing Vessel	Towing Vessel	General	General	ATLANTIC DEEP WATER ACCESS	Vessel Maneuverability	Partial Reduction		40.095	-73.92
287457	5/7/2006 1:59	GOLDEN EAGLE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Vessel Maneuverability	Other loss		40.18676	-74.00474
314284	9/10/2006 15:25	CYNTHIA ANN	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Vessel Maneuverability	Other loss		40.18676	-74.00474
497554	4/18/2010 13:30	GOLDEN EAGLE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHARK RIVER	Vessel Maneuverability	Partial Reduction		40.18676	-74.00474
541571	3/23/2011 21:30	SANTE' ALE'	Towing Vessel	Towing Vessel	General	General		Vessel Maneuverability	Partial Reduction		40.205	-74.02333333
585009	2/22/2012 13:20	SAIGON EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	ATLANTIC DEEP WATER SPINE	Vessel Maneuverability	Partial Reduction		40.325	-73.82666667
344690	4/12/2007 0:01	MOL VISION	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Total Loss		40.38333333	-73.6
	7/12/2002 13:10	FINEST	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Vessel Maneuverability	Partial Reduction		40.38472	-73.97855
	2/5/2002 8:50	SPORADES	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General		Vessel Maneuverability	Partial Reduction		40.39	-73.74333333
489632	9/23/2009 7:00	USNS SUPPLY T-AOE-6	Tank Ship	Tank Ship	General	General	SANDY HOOK BAY	Vessel Maneuverability	Partial Reduction		40.42058833	-74.03406
391380	2/3/2008 13:31	CORAL SEA	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability			40.42183333	-73.90316667
	11/4/2001 3:40	BONN EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability			40.424999	-73.713333
729143	6/5/2015 16:15	OCEAN STATE	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SANDY HOOK BAY	Vessel Maneuverability	Partial Reduction		40.43135783	-74.01710733
	7/4/2003 3:10	DELAWARE TRADER	Tank Ship	Tank Ship	General	General	SANDY HOOK CHANNEL	Vessel Maneuverability	Total Loss		40.47392	-74.03587
239694	6/26/2005 21:20	SARGASSO SEA	Towing Vessel	Towing Vessel	General	General	SANDY HOOK CHANNEL	Vessel Maneuverability	Total Loss		40.47392	-74.03587
	12/18/1999 13:35	CSX CRUSADER	Freight Ship	General Dry Cargo Ship	Container Ship	General		Vessel Maneuverability	Partial Reduction		40.479999	-73.894999
270771	12/21/2005 3:42	LEYLA KALKAVAN	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	SANDY HOOK CHANNEL	Vessel Maneuverability	Total Loss		40.48351	-74.00046
	3/6/2002 16:25	MARCON	Freight Ship	General Dry Cargo Ship	Container Ship	General		Vessel Maneuverability	Partial Reduction		40.485	-73.85166667
477249	10/5/2009 8:01	COSETTE	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General		Vessel Maneuverability	Partial Reduction		40.486	-73.89961667
376301	9/10/2007 22:36	BRIAN A. MCALLISTER	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.9483	-73.93033
112109	1/11/2003 23:00	LIPETSK	Tank Ship	Tank Ship	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
139713	3/17/2003 3:45	SARAH DANN	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.49799	-73.93929
170491	4/13/2004 16:17	KAPITAN STANKOV	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
170629	4/15/2004 2:48	HANJIN NAGOYA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
159469	1/4/2004 4:00	SEALAND COMMITMENT	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.49799	-73.93929
208590	10/26/2004 17:01	SILVERMAR	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929

## 2001 -2015 MISLE Data

Case Id	DTG	Vessel Name	Vessel Service	Vessel Class	Vessel Type	Vessel Sub - Type	Waterway Name	Event Type	Event Class	Event Subclass	Lat	Lon
260830	10/2/2005 13:21	MARY ALICE	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
297359	6/20/2006 17:20	INDUSTRIAL CENTURY	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
284580	4/7/2006 7:55	BARBARA E. BOUCHARI	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
330308	12/3/2006 1:46	AMERICAN CHAMPION	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.49799	-73.93929
625906	1/26/2013 11:46	CURTIS REINAUER	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability	Partial Reduction		40.5055	-73.9595
383997	11/27/2007 13:26	SCOTT TURCAMO	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5141	-73.98106
83084	12/29/2002 11:01	EMILE T.	Towing Vessel	Towing Vessel	Towing Behind (Tug)	Oceans		Vessel Maneuverability	Partial Reduction		40.51716667	-74
157765	12/16/2003 11:11	BARNEY TURCAMO	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability	Total Loss		40.51783333	-74.00733333
703979	10/3/2014 17:41	BREMEN EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Total Loss		40.52286667	-74.00143333
703979	10/3/2014 17:50	BREMEN EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Total Loss		40.52286667	-74.00143333
392924	11/26/2007 7:00	FINEST	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Vessel Maneuverability	Partial Reduction		40.53464	-74.03848
360851	7/12/2007 11:27	WHITE SEA	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Shij		Vessel Maneuverability	Total Loss		40.53516667	-74.00983333
668295	1/10/2014 16:45	MARGOT	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability	Partial Reduction		40.54221	-73.98604
95232	7/24/2002 12:32	CELESTIAL	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Vessel Maneuverability	Partial Reduction		40.54221	-73.98604
139441	3/24/2003 20:20	MADISON MAERSK	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	LOWER BAY	Vessel Maneuverability	Partial Reduction		40.54221	-73.98604
	5/3/2002 9:10	HONOUR	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Partial Reduction		40.54221	-73.98604
	2/23/2002 14:01	DUKE	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Shij		Vessel Maneuverability	Total Loss		40.54221	-73.98604
	2/25/2002 11:00	DUKE	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Shij		Vessel Maneuverability	Total Loss		40.54221	-73.98604
	2/23/2002 16:00	DUKE	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Shij		Vessel Maneuverability	Total Loss		40.54221	-73.98604
226644	4/6/2005 3:13	CAPE COD	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability	Partial Reduction		40.54221	-73.98604
561951	7/31/2011 2:30	MEREDITH C. REINAUE	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	ATLANTIC DEEP WATER ACCESS	Vessel Maneuverability	Partial Reduction		40.54461667	-73.3903
620594	11/19/2012 20:16	SKS TUGELA	Freight Ship	Bulk Carrier	Combination Carrier (e.g. OfOre/Bulk/Oil			Vessel Maneuverability	Partial Reduction		40.55074667	-73.65875333
469330	8/16/2009 10:50	JUSTINE MCALLISTER	Towing Vessel	Towing Vessel	General	General	FIRE ISLAND INLET	Vessel Maneuverability	Partial Reduction		40.55333333	-73.57666667
281577	11/23/2005 5:30	BUCHANAN I	Towing Vessel	Towing Vessel	General	General	ROCKAWAY INLET	Vessel Maneuverability	Partial Reduction		40.56104	-73.94096167
640623	6/14/2013 4:15	MAERSK DENVER	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
673780	3/9/2014 14:15	VIKING	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
646219	7/15/2013 21:00	SN AZZURRA	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude & Products Tank Shij	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
661789	10/29/2013 13:25	ESCORT	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
667619	1/3/2014 12:40	MAERSK ATLANTA	Freight Ship	General Dry Cargo Ship	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
	2/13/2000 15:32	AMY C. MCALLISTER	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
	10/10/2002 22:56	CSX PRODUCER	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
	4/29/2002 15:41	FINEST	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro		Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
139430	2/11/2003 23:50	MED TAIPEI	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
	12/5/2001 11:00	ENTERPRISE	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
86454	2/12/2002 9:04	MERLIN	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	General		Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
164650	2/22/2004 10:00	JOHANNES MAERSK	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
163897	2/17/2004 11:46	QATARI IBN AL FUJAIA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
160961	1/20/2004 20:36	MELVIN E. LEMMERHUIJ	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
214693	12/4/2004 9:40	JOHN B. CADDELL	Tank Ship	Tank Ship	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
	11/20/2002 13:30	EVER GOODS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
264450	10/23/2005 4:45	YM ZENITH	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
	1/19/2003 18:51	NILE	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
320200	9/1/2006 20:05	ASSOS	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Crude Oil Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
305730	8/4/2006 6:02	OVERSEAS LUXMAR	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
389463	1/9/2008 22:24	TOURCOING	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
387081	12/26/2007 6:50	BALTIC SEA	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
396978	2/21/2008 22:58	PRO DIAMOND	Tank Ship	Tank Ship	Petroleum Oil Tank Ship	Oil Products Tank Ship	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
442153	2/16/2009 13:32	ATLANTIC COMPASS	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
589350	4/8/2012 7:42	BAVARIA EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
581346	1/11/2012 18:26	SPICA	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container	AMBROSE CHANNEL	Vessel Maneuverability	Other loss		40.5641	-74.03087
598053	6/10/2012 14:02	GULF DAWN	Towing Vessel	Towing Vessel	General	General	AMBROSE CHANNEL	Vessel Maneuverability	Total Loss		40.5641	-74.03087
607782	8/9/2012 2:44	NAVIOS KYPROS	Freight Ship	Bulk Carrier	General	Self-Discharging	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
622240	12/9/2012 23:55	BRANDYWINE	Towing Vessel	Towing Vessel	Articulated Tug and Barge (T	General	AMBROSE CHANNEL	Vessel Maneuverability	Partial Reduction		40.5641	-74.03087
341915	3/17/2007 22:14	KOBE EXPRESS	Freight Ship	General Dry Cargo Ship	Container Ship	General Cargo/Container		Vessel Maneuverability	Total Loss		40.57	-74.04
	7/13/2003 15:00	NAVIGATOR	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	ROCKAWAY INLET	Vessel Maneuverability	Total Loss		40.57806	-74.015644
666036	12/12/2013 12:20	MAERSK COLUMBUS	Freight Ship	General Dry Cargo Ship	General	General	GRAVESEND BAY	Vessel Maneuverability	Total Loss		40.58047	-74.00764
	5/16/2002 17:51	MAX I	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro		Vessel Maneuverability	Partial Reduction		40.58183	-73.94592
315722	9/16/2006 8:35	BULLETT II	Passenger (Inspected)	Passenger Ship	General	General (More Than 6, Gro	SHEEPSHEAD BAY	Vessel Maneuverability	Partial Reduction		40.58183	-73.94592
	3/19/2003 11:15	AEOLIAN SUN	Freight Ship	General Dry Cargo Ship	Container Ship	General	GRAVESEND BAY	Vessel Maneuverability	Partial Reduction		40.5825	-74.00806
193274	7/3/2004 23:59	MATTHEW TIBBETTS	Towing Vessel	Towing Vessel	General	General	GRAVESEND BAY	Vessel Maneuverability	Partial Reduction		40.5825	-74.00806
169819	4/9/2004 4:25	MARY ALICE	Towing Vessel	Towing Vessel	General	General	LOWER BAY	Vessel Maneuverability	Total Loss		40.58683333	-74.02985
323578	11/11/2006 3:05	JOHN B. CADDELL	Tank Ship	Tank Ship	General	General		Vessel Maneuverability	Partial Reduction		40.5875	-73.75766667
328221	11/10/2006 22:01	CHARLES OXMAN	Towing Vessel	Towing Vessel	General	General	EAST ROCKAWAY INLET	Vessel Maneuverability	Partial Reduction		40.58916667	-73.75833333
437308	12/30/2008 8:44	CSL ATLAS	Freight Ship	Bulk Carrier	General	General		Vessel Maneuverability	Partial Reduction		40.59028333	-74.01276667
478598	10/16/2009 22:07	COSETTE	Freight Ship	Ro-Ro Cargo Ship	Ro-Ro/Container	General		Vessel Maneuverability	Partial Reduction		40.595	-74.0265
150807	9/6/2003 16:35	MIDNIGHT GAMBLER II	Passenger (More Than 6)	Passenger Ship	General	General (More Than 6, Gro	JONES INLET	Vessel Maneuverability	Partial Reduction		40.60023	-73.53622
433917	11/24/2008 6:31	ELIZABETH	Towing Vessel	Towing Vessel	Towing Behind (Tug)	General	JONES INLET	Vessel Maneuverability	Partial Reduction		40.60023	-73.53622

Appendix A 1.2: MISLE Data 2017 Notifications

2017 Notifications											
OBJECTID	Activity ID	Notification Date	Incident Date	Area	Department	Latitude	Longitude	Incident Class	Incident Type	Notification Class	Notification Type
39979		5-May-17	5-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5916911	-73.762257	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
39980	6140165	5-May-17	5-May-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5888667	-73.7532	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
41091	6157671	27-May-17	27-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5819203	-73.910273	Search and Rescue	Aground	Rescue 21	R21 - VHF/FM Channel 16
41734	6169075	7-Jun-17	7-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4820333	-74.005433	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
42002		10-Jun-17	10-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3236357	-74.020595	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
42052	6173786	11-Jun-17	11-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4754361	-73.999799	Search and Rescue	Aground	Phone	Cellular phone call to Coast Guard
42668		21-Jun-17	21-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5866631	-73.573941	Search and Rescue	Aground	Rescue 21	R21 - VHF/FM Channel 16
42889	6186125	24-Jun-17	24-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4770354	-74.013962	Search and Rescue	Aground	Radio	VHF/FM (Channel 16) voice
43355	6193651	1-Jul-17	1-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.41825	-74.00175	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
45954	6231924	5-Aug-17	5-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4145038	-74.002029	Search and Rescue	Aground	Rescue 21	R21 - VHF/FM Channel 16
46644		17-Aug-17	17-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4074498	-73.98651	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
46847		19-Aug-17	19-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5884546	-73.871475	Search and Rescue	Aground	Phone	911 or other emergency number
47117		24-Aug-17	24-Aug-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5743887	-73.5704	Search and Rescue	Aground	UNSPECIFIED	UNSPECIFIED
47943		8-Sep-17	8-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5662897	-73.936707	Search and Rescue	Aground	Radio	VHF/FM (Channel 16) voice
48030	6264685	10-Sep-17	10-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4192	-73.9905	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
48550	6273153	22-Sep-17	22-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5956667	-73.806333	Search and Rescue	Aground	Radio	VHF/FM (Channel 16) voice
49065	6281329	3-Oct-17	3-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4196667	-74	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
49583	6288234	15-Oct-17	15-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4813333	-74.004917	Search and Rescue	Aground	Rescue 21	R21 - VHF/FM Channel 16
51822	6324908	14-Dec-17	14-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5828814	-73.925088	Search and Rescue	Aground	Phone	Telephone call to Coast Guard
35554	6065526	2-Jan-17	2-Jan-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5876179	-73.754506	Marine Safety	Allision	Other	Email
51225	6313780	27-Nov-17	27-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4377363	-74.019834	Marine Safety	Allision	Radio	VHF/FM (Channel 16) voice
52055		21-Dec-17	19-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.6044218	-73.899241	Marine Safety	Allision	Other	Email
52057		21-Dec-17	19-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.6043887	-73.898373	Marine Safety	Allision	Other	Email
42391	6178801	16-Jun-17	16-Jun-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.6072456	-73.321501	Search and Rescue	Bezet by Weather	Rescue 21	R21 - VHF/FM Channel 16
43294	6192897	30-Jun-17	30-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5499873	-73.901001	Search and Rescue	Bezet by Weather	Phone	Telephone call to Coast Guard
47709	6259227	3-Sep-17	3-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3370888	-73.971369	Search and Rescue	Bezet by Weather	Phone	Telephone call to Coast Guard
48556	6273183	22-Sep-17	22-Sep-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5864531	-73.573527	Search and Rescue	Bezet by Weather	Phone	Cellular phone call to Coast Guard
49555	6288035	14-Oct-17	14-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4147261	-73.990104	Search and Rescue	Bezet by Weather	Phone	Telephone call to Coast Guard
38414		31-Mar-17	31-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3516663	-73.993455	Marine Safety	Breakaway	Phone	911 or other emergency number
42704		22-Jun-17	22-Jun-17	Atlantic Area	ACT NY VTS BR (002897)	40.5937355	-74.028978	Marine Safety	Breakaway	UNSPECIFIED	UNSPECIFIED
50842	6308571	16-Nov-17	16-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4676472	-74.011078	Marine Safety	Breakaway	Phone	Telephone call to Coast Guard
41508	6164380	2-Jun-17	2-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.590112	-73.857612	Marine Safety	Collision	Rescue 21	R21 - VHF/FM Channel 16
44762	6216169	20-Jul-17	20-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5244167	-73.93675	Search and Rescue	Collision	Radio	VHF/FM (Channel 16) voice
48577	6273358	22-Sep-17	22-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5740857	-73.883835	Search and Rescue	Collision	Phone	Telephone call to Coast Guard
37284	6094611	24-Feb-17	24-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5119781	-74.01895	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
37605	6100191	6-Mar-17	6-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3663429	-73.975638	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
39665		28-Apr-17	28-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5795895	-73.867355	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
40472	6148101	16-May-17	16-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5812446	-73.855703	Search and Rescue	Disabled Vessel	Phone	911 or other emergency number
40626		19-May-17	19-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.430182	-74.024167	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
40858	6154403	23-May-17	23-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5416752	-73.934397	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
41106	6158052	27-May-17	27-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4213202	-74.033455	Search and Rescue	Disabled Vessel	Other	Other notification method
41115	6158201	27-May-17	27-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4201667	-74.034	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM other
41334		30-May-17	30-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4353333	-74.014	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
41502	6164302	2-Jun-17	2-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.470906	-74.01589	Search and Rescue	Disabled Vessel	Visual	Strobe light- WHITE
41889	6171395	9-Jun-17	9-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4181667	-74.013	Search and Rescue	Disabled Vessel	UNSPECIFIED	UNSPECIFIED
42072	6174106	11-Jun-17	11-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3960826	-73.979519	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
42087	6174219	12-Jun-17	12-Jun-17	Atlantic Area	SECTOR DELAWARE BAY (007308)	40.2281319	-73.994757	Search and Rescue	Disabled Vessel	Visual	Aerial Flare
42440	6179141	17-Jun-17	17-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5879331	-73.822208	Search and Rescue	Disabled Vessel	Phone	911 or other emergency number
42867	6185888	24-Jun-17	24-Jun-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5170833	-73.551633	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
42912	6186409	24-Jun-17	24-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.6077685	-73.918061	Search and Rescue	Disabled Vessel	Phone	911 or other emergency number
42971		25-Jun-17	25-Jun-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.3992008	-73.576124	Search and Rescue	Disabled Vessel	Radio	VHF/FM (other than Channel 16)
43183	6191761	29-Jun-17	29-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.39085	-73.815667	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
43697	6199493	5-Jul-17	5-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4476667	-74.029833	Search and Rescue	Disabled Vessel	UNSPECIFIED	UNSPECIFIED
44473	6210888	15-Jul-17	15-Jul-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.6016167	-73.495167	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
44507	6211420	16-Jul-17	16-Jul-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5959613	-73.634699	Search and Rescue	Disabled Vessel	Phone	Cellular phone call to Coast Guard
44642	6213793	18-Jul-17	18-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4729864	-73.992153	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
44645		18-Jul-17	18-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4851297	-74.022537	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
44780	6216543	20-Jul-17	20-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5913224	-73.823253	Search and Rescue	Disabled Vessel	Phone	911 or other emergency number
45253		26-Jul-17	26-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5723532	-73.885594	Search and Rescue	Disabled Vessel	UNSPECIFIED	UNSPECIFIED
45509	6225851	30-Jul-17	30-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5867599	-73.840233	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
46406	6239262	12-Aug-17	12-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.326	-73.866667	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
46868	6246994	19-Aug-17	19-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3871	-73.978567	Search and Rescue	Disabled Vessel	Visual	None- assisting unit saw distress
46880	6246911	20-Aug-17	20-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5683333	-73.905	Search and Rescue	Disabled Vessel	Visual	None- assisting unit saw distress
46987	6248923	21-Aug-17	21-Aug-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5579833	-73.63785	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
46993	6249021	21-Aug-17	21-Aug-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.456	-73.503	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
47015	6249179	22-Aug-17	22-Aug-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.579948	-73.585015	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
47076	6250435	23-Aug-17	23-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.405963	-73.983742	Search and Rescue	Disabled Vessel	Phone	Cellular phone call to Coast Guard
47186	6252066	25-Aug-17	25-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5748598	-73.887078	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
47579	6257835	2-Sep-17	2-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4155149	-73.995777	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
47734	6259455	3-Sep-17	3-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5597692	-73.873878	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
47746	6259469	4-Sep-17	4-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5834198	-73.839481	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard

## 2017 Notifications

OBJECTID	Activity ID	Notification Date	Incident Date	Area	Department	Latitude	Longitude	Incident Class	Incident Type	Notification Class	Notification Type
47981	6263538	9-Sep-17	9-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.555	-74.02333	Search and Rescue	Disabled Vessel	Rescue 21	R21 - UHF
48897	6278546	29-Sep-17	29-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5696088	-73.885232	Search and Rescue	Disabled Vessel	Phone	911 or other emergency number
48937	6278725	30-Sep-17	30-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5664061	-73.941954	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
49012	6280109	2-Oct-17	2-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5460186	-73.946847	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
49181	6283150	6-Oct-17	6-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3308252	-73.964701	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
49239	6283728	7-Oct-17	7-Oct-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.58324	-73.582741	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
49334	6285196	9-Oct-17	9-Oct-17	Atlantic Area	SECTOR DELAWARE BAY (007308)	40.2116667	-73.986167	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
49386	6286026	11-Oct-17	11-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4177999	-74.038477	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
49453	6287348	12-Oct-17	12-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4253333	-74.014983	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
49779	6292114	20-Oct-17	20-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4710276	-73.975845	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
50374	6300679	3-Nov-17	3-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4219737	-74.033318	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
50536	6303769	7-Nov-17	7-Nov-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.590342	-73.555314	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
50923	6309383	18-Nov-17	18-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5908563	-73.824499	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
51129	6312576	24-Nov-17	24-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5528568	-73.907524	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
51311	6316065	30-Nov-17	30-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5163645	-73.971664	Search and Rescue	Disabled Vessel	Rescue 21	R21 - VHF/FM Channel 16
51601	6321432	8-Dec-17	8-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4215884	-74.028804	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
52204	6329583	26-Dec-17	26-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.55455	-73.975833	Search and Rescue	Disabled Vessel	Phone	Telephone call to Coast Guard
52248	6330390	28-Dec-17	28-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4310556	-74.032837	Search and Rescue	Disabled Vessel	Radio	VHF/FM (Channel 16) voice
35691		7-Jan-17	7-Jan-17	Atlantic Area	ACT NY VTS BR (002897)	40.4590124	-73.818604	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
35704	6067663	7-Jan-17	7-Jan-17	Atlantic Area	ACT NY VTS BR (002897)	40.4620247	-73.882591	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
35706		7-Jan-17	7-Jan-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5175011	-73.985029	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
36191	6074848	21-Jan-17	21-Jan-17	Atlantic Area	SECTOR NEW YORK (007275)	40.6008	-74.032248	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
36369		26-Jan-17	26-Jan-17	Atlantic Area	ACT NY VTS BR (002897)	40.5871481	-74.010083	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
36371	6078734	26-Jan-17	26-Jan-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5936688	-74.014297	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
36398		27-Jan-17	27-Jan-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4590124	-73.70874	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
36735		7-Feb-17	7-Feb-17	Atlantic Area	ACT NY VTS BR (002897)	40.4554167	-73.837517	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
36745	6085179	8-Feb-17	8-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4778179	-73.898254	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
37000	6089693	15-Feb-17	15-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3420139	-73.456972	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
37024	6090079	16-Feb-17	16-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5802134	-73.866241	Marine Safety	Equipment Failure	Visual	Strobe light- OTHER THAN WHITE
37359	6095801	26-Feb-17	26-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3466089	-73.549514	Marine Safety	Equipment Failure	Other	Email
37377		27-Feb-17	27-Feb-17	Atlantic Area	ACT NY VTS BR (002897)	40.48315	-73.91	Marine Safety	Equipment Failure	Phone	Cellular phone call to Coast Guard
37379	6096033	27-Feb-17	27-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4731823	-74.022795	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
37446	6097607	1-Mar-17	1-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5181061	-73.677357	Marine Safety	Equipment Failure	Other	Other notification method
37458	6098053	1-Mar-17	1-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5097826	-73.632831	Marine Safety	Equipment Failure	Other	Other notification method
38009	6107382	18-Mar-17	18-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5009961	-73.587151	Marine Safety	Equipment Failure	Other	Email
38017		18-Mar-17	18-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.2786548	-73.626132	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
38072	6108847	20-Mar-17	20-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.274859	-73.269287	Marine Safety	Equipment Failure	Other	Email
39053	6125349	15-Apr-17	15-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.512281	-73.796631	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
39221	6128614	18-Apr-17	18-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5153339	-73.864411	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
39426		23-Apr-17	23-Apr-17	Atlantic Area	ACT NY VTS BR (002897)	40.5761656	-74.03271	Marine Safety	Equipment Failure	Radio	VHF/FM (other than 121.5/243.0)
39495		25-Apr-17	25-Apr-17	Atlantic Area	ACT NY VTS BR (002897)	40.4945295	-73.950439	Marine Safety	Equipment Failure	Radio	Automatic Information System (AIS)
39863	6138577	3-May-17	3-May-17	Atlantic Area	ACT NY VTS BR (002897)	40.4945295	-73.907867	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
40335		13-May-17	13-May-17	Atlantic Area	ACT NY VTS BR (002897)	40.5477699	-74.02597	Marine Safety	Equipment Failure	Phone	Cellular phone call to Coast Guard
40815	6153655	22-May-17	22-May-17	Atlantic Area	ACT NY VTS BR (002897)	40.5048786	-73.904929	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
40954	6156321	25-May-17	25-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5013174	-73.963486	Marine Safety	Equipment Failure	Other	Other notification method
41399		31-May-17	31-May-17	Atlantic Area	ACT NY VTS BR (002897)	40.5748306	-74.036571	Marine Safety	Equipment Failure	Other	VHF/FM (other than Channel 16)
41850	6171051	9-Jun-17	9-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4981429	-73.914734	Marine Safety	Equipment Failure	Radio	Email
42730	6184874	22-Jun-17	22-Jun-17	Atlantic Area	ACT NY VTS BR (002897)	40.5623725	-73.997131	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
42988	6187791	25-Jun-17	25-Jun-17	Atlantic Area	ACT NY VTS BR (002897)	40.4905055	-73.911652	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
43182	6191745	29-Jun-17	29-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4861181	-73.870005	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
44222	6207980	12-Jul-17	12-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4155029	-74.035902	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
44530	6212068	16-Jul-17	16-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4934989	-73.946794	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
45731	6229992	2-Aug-17	2-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4944031	-73.908381	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
45732	6229991	2-Aug-17	2-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5356556	-73.984018	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
45876	6231222	4-Aug-17	4-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5819377	-74.040563	Marine Safety	Equipment Failure	Other	Email
45877	6231219	4-Aug-17	4-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4955738	-73.993011	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
46051	6233681	6-Aug-17	6-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4946945	-73.913615	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
47145	6251701	24-Aug-17	24-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.35198	-73.804204	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
47379	6255320	29-Aug-17	29-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5239527	-74.016721	Marine Safety	Equipment Failure	Other	Other notification method
47393	6255638	29-Aug-17	29-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5154485	-74.014382	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
47439	6256481	30-Aug-17	30-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4548327	-73.88129	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
48207	6267592	14-Sep-17	14-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.593895	-74.020006	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
48457		20-Sep-17	20-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5519438	-74.035584	Marine Safety	Equipment Failure	Other	Marine operator
49326	6285103	9-Oct-17	9-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3663263	-73.640958	Marine Safety	Equipment Failure	Other	Email
50142	6297240	29-Oct-17	29-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.48167	-73.665206	Marine Safety	Equipment Failure	Rescue 21	R21 - VHF/FM Channel 16
50812		15-Nov-17	15-Nov-17	Atlantic Area	ACT NY VTS BR (002897)	40.5717302	-74.03425	Marine Safety	Equipment Failure	Radio	VHF/FM (other than Channel 16)
50993		20-Nov-17	20-Nov-17	Atlantic Area	ACT NY VTS BR (002897)	40.5554653	-74.034725	Marine Safety	Equipment Failure	Phone	Cellular phone call to Coast Guard
51041	6311764	21-Nov-17	21-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5416466	-73.947329	Marine Safety	Equipment Failure	UNSPECIFIED	UNSPECIFIED
51859	6325339	15-Dec-17	15-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3903154	-73.768544	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
52006	6327511	20-Dec-17	20-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5336445	-73.523689	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
52299	6330801	30-Dec-17	30-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5456828	-74.021164	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
52316		31-Dec-17	31-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.565651	-73.970447	Marine Safety	Equipment Failure	Phone	Telephone call to Coast Guard
36586	6082470	2-Feb-17	2-Feb-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4128905	-73.991123	Marine Safety	Fire	Phone	Telephone call to Coast Guard
39103	6125899	16-Apr-17	16-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5811311	-73.925447	Search and Rescue	Fire	Phone	Telephone call to Coast Guard

2017 Notifications

OBJECTID	Activity ID	Notification Date	Incident Date	Area	Department	Latitude	Longitude	Incident Class	Incident Type	Notification Class	Notification Type
39693	6135508	29-Apr-17	29-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4349333	-74.015983	Search and Rescue	Fire	Phone	Telephone call to Coast Guard
41046	6157212	26-May-17	26-May-17	Atlantic Area	SECTOR DELAWARE BAY (007308)	40.2276667	-73.978833	Search and Rescue	Fire	UNSPECIFIED	UNSPECIFIED
42875	6185969	24-Jun-17	24-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.44625	-73.918433	Search and Rescue	Fire	Radio	VHF/FM (Channel 16) voice
46404	6239254	12-Aug-17	12-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3397704	-73.99696	Search and Rescue	Fire	Rescue 21	R21 - VHF/FM Channel 16
49784	6292192	20-Oct-17	20-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4827055	-74.010635	Search and Rescue	Fire	Rescue 21	R21 - VHF/FM Channel 16
49825	6292513	21-Oct-17	21-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.419948	-74.025455	Search and Rescue	Fire	Radio	VHF/FM (other than Channel 16)
38162		23-Mar-17	23-Mar-17	Atlantic Area	ACT NY VTS BR (002897)	40.4203333	-74.033667	Marine Safety	Grounding	Phone	Telephone call to Coast Guard
38163	6110715	23-Mar-17	23-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4186108	-74.033042	Marine Safety	Grounding	Phone	Telephone call to Coast Guard
47137	6251652	24-Aug-17	24-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5130019	-73.960151	Marine Safety	Grounding	Rescue 21	R21 - VHF/FM other
47677	6258904	3-Sep-17	3-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4819333	-74.003333	Marine Safety	Grounding	Other	Other notification method
49581	6288223	15-Oct-17	15-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4753202	-73.999512	Marine Safety	Grounding	Phone	Telephone call to Coast Guard
51438	6317838	3-Dec-17	3-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4757549	-74.011029	Marine Safety	Grounding	UNSPECIFIED	UNSPECIFIED
52201	6329552	26-Dec-17	26-Dec-17	Atlantic Area	SECTOR NEW YORK (007275)	40.558	-73.949333	Marine Safety	Grounding	Phone	Telephone call to Coast Guard
44248		12-Jul-17	12-Jul-17	Atlantic Area	ACT NY VTS BR (002897)	40.5988059	-74.031662	Marine Safety	Irregular Navigation Incident	Other	Other notification method
35882		12-Jan-17	12-Jan-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4548327	-73.714233	Marine Safety	Loss of Life/Injury	Phone	Telephone call to Coast Guard
38220	6111525	24-Mar-17	18-Mar-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5483333	-74.026667	Marine Safety	Loss of Life/Injury	Other	Email
44532	6212318	16-Jul-17	12-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5892906	-74.028331	Marine Safety	Loss of Life/Injury	Phone	Telephone call to Coast Guard
45218	6221942	26-Jul-17	26-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5874061	-74.03181	Marine Safety	Loss of Life/Injury	Phone	Telephone call to Coast Guard
46293	6238011	11-Aug-17	11-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.2497082	-73.587891	Marine Safety	Loss of Life/Injury	Phone	Telephone call to Coast Guard
48283		16-Sep-17	16-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4933333	-73.93	Marine Safety	Loss of Life/Injury	Phone	Telephone call to Coast Guard
49162	6283015	6-Oct-17	6-Oct-17	Atlantic Area	SECTOR NEW YORK (007275)	40.2296667	-73.361833	Marine Safety	Loss of Life/Injury	Phone	Cellular phone used- direct CG code
39513	6312699	25-Apr-17	25-Nov-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3397886	-73.947693	Search and Rescue	Taking on Water (TOW)	Phone	Cellular phone call to Coast Guard
39583	6134861	27-Apr-17	27-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5667667	-73.976267	Search and Rescue	Taking on Water (TOW)	Phone	Telephone call to Coast Guard
39667	6135329	28-Apr-17	28-Apr-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5833819	-73.906232	Search and Rescue	Taking on Water (TOW)	Phone	911 or other emergency number
39896	6139227	3-May-17	3-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5702682	-73.911576	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (other than Channel 16)
40629	6150752	19-May-17	19-May-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4798333	-74.0215	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
41032	6157106	26-May-17	26-May-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5995	-73.491667	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (Channel 16) voice
41117	6158200	27-May-17	27-May-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.6015833	-73.46795	Search and Rescue	Taking on Water (TOW)	Phone	Telephone call to Coast Guard
41478	6164022	2-Jun-17	2-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4464667	-74.007267	Search and Rescue	Taking on Water (TOW)	Phone	Telephone call to Coast Guard
42226	6176912	14-Jun-17	14-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5176667	-74.025	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (Channel 16) voice
42249	6177243	14-Jun-17	14-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4333333	-73.966667	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (Channel 16) voice
42682	6183884	21-Jun-17	21-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.6042997	-73.90306	Search and Rescue	Taking on Water (TOW)	Phone	Telephone call to Coast Guard
42876	6185976	24-Jun-17	24-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4391591	-74.000747	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (Channel 16) voice
42980	6187562	25-Jun-17	25-Jun-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4658683	-74.024556	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM other
43963	6202994	8-Jul-17	8-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5426833	-73.84635	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
45308	6223871	27-Jul-17	27-Jul-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4799071	-74.020477	Search and Rescue	Taking on Water (TOW)	Radio	VHF/FM (Channel 16) voice
47226	6252567	26-Aug-17	26-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.3453833	-73.939	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
47237	6252795	26-Aug-17	26-Aug-17	Atlantic Area	SECTOR NEW YORK (007275)	40.491	-73.889	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
47680	6258938	3-Sep-17	3-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.5721576	-73.885551	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
47696	6259110	3-Sep-17	3-Sep-17	Atlantic Area	SECTOR NEW YORK (007275)	40.4729667	-74.021017	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
49129	6282812	5-Oct-17	5-Oct-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5799806	-73.580338	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
49130	6282814	5-Oct-17	5-Oct-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5807629	-73.579823	Search and Rescue	Taking on Water (TOW)	Rescue 21	R21 - VHF/FM Channel 16
51123	6312544	24-Nov-17	24-Nov-17	Atlantic Area	SECTOR LONG ISLAND SOUND (007157)	40.5708536	-73.584972	Search and Rescue	Taking on Water (TOW)	Phone	Telephone call to Coast Guard

Appendix A 1.3: MISLE Data 2017 Investigations

2017 Investigations												
Case_ID	Activity_Date	Fiscal_Year	Fiscal_Quarter	Calendar_Year	Originating_Department_Area	Originating_Department	Level_of_Investigation	Latitude	Longitude	Activity_Title	Case_Title	Initial_Event_Type
1065586	1/21/2017 0:00	2017	2	2017	Atlantic Area	MSD CORAM (007674)	Informal	40.76133	-72.7575	F/V MARY T - Steering Loss / Grounding	MS - MARINE CASUALTY - F/V MARY T - MORICHES INLET, NJ	Material Failure/Malfunction
1067352	1/27/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.59367	-74.0143	LONG ISLAND - Reduction in Maneuverability	Marine Safety Equipment Failure LONG ISLAND	Material Failure/Malfunction
1067455	1/29/2017 0:00	2017	2	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.94948	-73.0712	PARK CITY / Equipment Failure / Port Jefferson	MS - MARINE CASUALTY - FERRY PARK CITY - PORT JEFFERSON, NJ	Material Failure/Malfunction
1070283	2/3/2017 0:00	2017	2	2017	Atlantic Area	SECTOR DELAWARE BAY (007308)	Data Collection	40.10317	-74.03849	CHRISTIAN AND ALEXA Allision	Case Created from Misl Notification	Allision
1068131	2/4/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.49936	-74.27848	ALEXANDRA - Crew Injury	MS - Crew Injury on Tug Alexander	Material Failure/Malfunction
1068396	2/8/2017 0:00	2017	2	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	41.07545	-71.93719	F/V ENTERPRISE/ Grounding/ Montauk NY	Case Created For Activity	Grounding
1069023	2/12/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.39106	-73.81723	FERDINAND R. HANSLER- Loss of Elec/Propulsion	Case Created For Activity	Material Failure/Malfunction
1071348	3/9/2017 0:00	2017	2	2017	Atlantic Area	MSD CORAM (007674)	Informal	40.62475	-73.31461	RUBY M / Grounding	MS-Grounding-Fire Island Inlet - RUBY M - 09MAR17 -08C	Grounding
1073050	3/26/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.76725	-74.00028	DOUBLE SKIN 304 and NORWEGIAN BREAKAWAY Allision	Marine Safety Allision NORWEGIAN BREAKAWAY	Material Failure/Malfunction
1070602	3/29/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.47683	-74.04314	OCEAN STATE - Equipment Failure	SAR - DISABLED VSL - OCEAN STATE - LOWER BAY	Loss/Reduction of Vessel Propulsion/Steering
1072843	3/30/2017 0:00	2017	2	2017	Atlantic Area	SECTOR NEW YORK (007275)	Data Collection	40.4172	-74.03112	WHALING CITY EXPRESS - Grounding	MS/Ferry Whaling City Express Grounding/Atlantic Highlands	Grounding
1075111	4/14/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.66473	-74.05565	THOMAS R FEEENEY Personnel Casualty	SAR/MS - INJURY - Upper New York Bay	Material Failure/Malfunction
1075456	4/17/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.6252	-74.05908	MOL BENEFACTOR - Loss of propulsion	SAFETY COTP MOL BENEFACTOR - Loss of propulsion	Loss/Reduction of Vessel Propulsion/Steering
1078813	5/13/2017 0:00	2017	3	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.75927	-71.81635	F/V REAPER - Equipment Failure/Loss of Propulsion	MS - 21NM S MONTAUK - 121800Z MAY 17- 148	Material Failure/Malfunction
1078973	5/15/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.63551	-74.04348	MIR AQUARIUS Equipment Failure	MS - Equipment Failure MR AQUARIUS	Material Failure/Malfunction
1079109	5/16/2017 0:00	2017	3	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	41.07386	-71.93605	F/V ACT /ELEC FAILURE/MONTAUK HARBOR	MS-Lake Montauk 161553Z MAY 17	Material Failure/Malfunction
1079924	5/20/2017 0:00	2017	3	2017	Atlantic Area	SECTOR DELAWARE BAY (007308)	Informal	40.18092	-74.03	DL' SALTY II Equipment failure	Case Created from Misl Notification	Material Failure/Malfunction
1079788	5/21/2017 0:00	2017	3	2017	Atlantic Area	SECTOR DELAWARE BAY (007308)	Data Collection	40.06522	-74.0381	REPEAT OFFENDER Loss of Life	SAR - 02 BOAT COLLISION - IVO Manasquan Inlet	Collision
1080791	5/28/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.68527	-74.07455	RESOUNDER - Grounding	Case Created from Misl Notification	Grounding
1080819	5/28/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.66085	-74.03027	SAM HOLMES & 7007 - Collision	Case Created from Misl Notification	Collision
1079608	5/29/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.77018	-74.0107	ALEXANDER HAMILTON Loss of Propulsion	MS - fuel leak on ALEXANDER HAMILTON	Material Failure/Malfunction
1083290	6/13/2017 0:00	2017	3	2017	Atlantic Area	MSD CORAM (007674)	Informal	40.97348	-73.40115	SASHIMI/EQUIP FAILURE/ 1 NM NW EATONS NECK NY	MS - LOSS OF PROPULSION - NY LIS - 131238ZJUN18 - 189	Material Failure/Malfunction
1084631	6/21/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.70275	-74.0049	H202 Equipment Failure	MS-LOSS OF PROPULSION-H202	Material Failure/Malfunction
1084866	6/22/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.66206	-74.14632	MSC JUDITH Equipment Failure	MS - EQ FAILURE - MSC JUDITH	Material Failure/Malfunction
1086075	6/23/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.625	-74.05333	MSC JUDITH Equipment Failure	Case Created from Misl Notification	Material Failure/Malfunction
1085647	6/26/2017 0:00	2017	3	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.2	-72.48333	F/V CAMERON SCOTT/CREW INJURY/30 NM S SHINNECOCK	MS-INJURY-F/V CAMERON SCOTT-30NM S SHINNECOCK NY	Material Failure/Malfunction
1085606	6/26/2017 0:00	2017	3	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.48852	-73.90072	MSC NILGUN Equipment Failure	MSC NILGUN - Loss of Power - AMBROSE CH.	Material Failure/Malfunction
1086590	7/2/2017 0:00	2017	4	2017	Atlantic Area	SECTOR LONG ISLAND SOUND (00715)	Data Collection	41.02908	-73.53963	SOUNDWATERS/ALLISION/STAMFORD HARBOR	MS - STAMFORD HARBOR - 021914Z JUL 17 - 221	Material Failure/Malfunction
1081562	7/7/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.6228	-74.05348	ALEXANDROS II - Equipment Failure	MS - M/T Alexandros II - Loss of Propulsion	Loss/Reduction of Vessel Propulsion/Steering
1093592	7/12/2017 0:00	2017	4	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.66562	-73.069	M/V TURTLE/CROSSRUFF/ALLISION/FIRE ISL PINES	Marine Casualty - Fire Island Pines Marina - M/V TURTLE / CROSSRUFF - Allision - 07/12/2017	Allision
1088992	7/15/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.83428	-74.02923	WEEKS 284 Flooding	MS - Barge T.O.W P5E&G	Material Failure/Malfunction
1093113	7/21/2017 0:00	2017	4	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.65843	-73.20652	LIBERTY / EQUIPMENT FAILURE - LOSS OF PROPULSION	Case Created For Activity	Material Failure/Malfunction
1091270	7/28/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Data Collection	40.74366	-74.01155	ED ROGOVSKY - Equipment Failure	MS - ALLISION - NYC WATER TAXI - ED ROGOVSKY	Loss/Reduction of Vessel Propulsion/Steering
1093153	8/8/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.68777	-74.02803	JEWEL Equipment Failure	MS - EQUIPMENT FAILURE - P/V JEWEL	Material Failure/Malfunction
1096012	8/25/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.35667	-73.725	OLEANDER Equipment Failure	MS - EQUIP FAIL - M/V OLEANDER	Material Failure/Malfunction
1095998	8/25/2017 0:00	2017	4	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.53838	-74.02872	KAMOME VICTORIA Grounding	MS - GROUNDING - KAMOME VICTORIA - AMBROSE CHANNEL	Grounding
1096066	8/26/2017 0:00	2017	4	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.63628	-71.85448	COLLISION-CHEF & CLYDE II/REEL BLESSED	MS - COLLISION - 25NM S OF MONTAUK - 271610ZJUL17	Collision
1101351	10/4/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.77886	-73.93882	TUG ROBERT Loss of Steering	MS - EQUIP FAILURE - TUG ROBERT - EAST RIVER	Loss/Reduction of Vessel Propulsion/Steering
1102087	10/11/2017 0:00	2018	1	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	40.98075	-72.013	CAPT JESSE / O SEA D - Collision	MS-COLLISION-S OF MONTAUK-111018Z OCT 17-341	Collision
1102765	10/16/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.94627	-73.7296	ONRUST Grounding	MS - Grounding - Vsl ONRUST	Grounding
1104198	10/27/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	41.16188	-73.9114	JERSEY CITY Allision	MS - ATON ALLISION - FERRY JERSEY CITY	Allision
1104305	10/30/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.64038	-74.19252	SAO DOMINGOS SAVIO Equipment Failure	MS - EQUIPMENT FAILURE - SAO DOMINGOS SAVIC	Material Failure/Malfunction
1104621	10/31/2017 0:00	2018	1	2017	Atlantic Area	SECTOR LONG ISLAND SOUND (00715)	Informal	41.16623	-73.17384	PARK CITY/STEERING FAILURE/LIS	MS - PARK CITY - BRIDGEPORT - STEERING	Loss/Reduction of Vessel Propulsion/Steering
1105585	11/8/2017 0:00	2018	1	2017	Atlantic Area	SECTOR LONG ISLAND SOUND (00715)	Informal	41.10167	-73.07333	COA BARGE BRIDGEPORT/7/8 RTC 84/COLLISION/LIS	MS-COLLISION-STRATFORD CT	Collision
1106409	11/16/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.55403	-74.03597	ITEA Equipment Failure	Case Created from Misl Notification	Material Failure/Malfunction
1107348	11/25/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Data Collection	40.86194	-73.81612	CM-3585 Grounding	MEP - SINKING - CRANE BARGE 3585 - HUTCHINSON RIVER	Grounding
1107595	11/27/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.70276	-74.00685	ZELINSKY Allision with Underwater Obstruction	SAR - Aground - East River - Zelinsky	Allision
1107961	11/27/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.69958	-74.00798	WAVES OF WONDER Material Condition Failure	Case Created from Misl Notification	Material Failure/Malfunction
1108142	12/1/2017 0:00	2018	1	2017	Atlantic Area	MSD CORAM (007674)	Data Collection	41.08167	-73.94589	AUNT LOU SEA/broken shaft/Montauk, NY	MS-MARINE CASUALTY-MONTAUK NY-022047Z DEC17-382-17	Material Failure/Malfunction
1108352	12/4/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Data Collection	40.47909	-73.98184	WEEKS 258 Grounding	Marine Safety Grounding WEEKS 258	Grounding
1108970	12/7/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Data Collection	40.7452	-74.01322	MANHATTAN Steering Malfunction	MS - EQUIP FAILURE - P/V MANHATTAN - HUDSON RIVER	Material Failure/Malfunction
1110772	12/20/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.60435	-73.89718	Allision - Tug BIG JAKE	Case Created from Misl Notification	Allision
1110846	12/27/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.55778	-73.94902	EYER Grounding	MS - GROUNDING - P/V FRYER - ROCKAWAY INLET	Grounding
1111060	12/29/2017 0:00	2018	1	2017	Atlantic Area	SECTOR NEW YORK (007275)	Informal	40.63393	-73.74677	TUG ST. ANDREWS Allision	MS - Allision - Barge Richardson Sea	Allision



Appendix A 1.4: MISLE Data 2018-2022 - Deficiency

2018-2022 Data Deficiencies (MISLE)								
Inspection Date	Unit	Primary VIN	Primary VIN Type	Vessel Class	System	Component	Resolution Action	
1/29/2021	Sector New York	1260970	Official Number (U.S.)	Tank Ship	02 - Structural Conditions	02105 - Steering gear	60 - Rectify deficiencies prior to movement	
8/23/2020	Sector New York	9445904	IMO Number	General Dry Cargo Ship	02 - Structural Conditions	02105 - Steering gear	10 - Deficiency Rectified	
8/9/2019	Sector New York	598841	Official Number (U.S.)	Towing Vessel	02 - Structural Conditions	02105 - Steering gear	705 - Other - as specified	
7/25/2018	Sector New York	598841	Official Number (U.S.)	Towing Vessel	02 - Structural Conditions	02105 - Steering gear	10 - Deficiency Rectified	
8/9/2018	Sector New York	544868	Official Number (U.S.)	Towing Vessel	02 - Structural Conditions	02105 - Steering gear	17 - Rectify deficiencies prior to departure	
8/14/2018	Sector New York	501688	Official Number (U.S.)	Towing Vessel	02 - Structural Conditions	02105 - Steering gear	60 - Rectify deficiencies prior to movement	
9/21/2018	Sector New York	9396488	IMO Number	Tank Ship	02 - Structural Conditions	02105 - Steering gear	17 - Rectify deficiencies prior to departure	
5/14/2019	Sector New York	9302164	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04106 - Emergency steering position com./ compass reading	16 - Rectify deficiencies w/in 14 days	
4/1/2020	Sector New York	544868	Official Number (U.S.)	Towing Vessel	04 - Emergency Systems	04106 - Emergency steering position com./ compass reading	705 - Other - as specified	
1/18/2022	Sector New York	9400198	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	40 - Rectify deficiencies prior to next US port after sailing foreign	
8/25/2021	Sector New York	9603154	IMO Number	Bulk Carrier	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	17 - Rectify deficiencies prior to departure	
12/27/2021	Sector New York	9847205	IMO Number	Bulk Carrier	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	10 - Deficiency Rectified	
12/3/2020	Sector New York	9229831	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	50 - Rectify deficiencies w/in 30 days	
2/20/2019	Sector New York	9379301	IMO Number	Tank Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	10 - Deficiency Rectified	
3/13/2019	Sector New York	9214214	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	17 - Rectify deficiencies prior to departure	
5/13/2019	Sector New York	9471202	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	17 - Rectify deficiencies prior to departure	
5/20/2019	Sector New York	9772046	IMO Number	Tank Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	50 - Rectify deficiencies w/in 30 days	
8/7/2019	Sector New York	9289087	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	50 - Rectify deficiencies w/in 30 days	
8/27/2019	Sector New York	9756107	IMO Number	General Dry Cargo Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	60 - Rectify deficiencies prior to movement	
8/16/2018	Sector New York	9583627	IMO Number	Bulk Carrier	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	60 - Rectify deficiencies prior to movement	
11/29/2018	Sector New York	9438418	IMO Number	Tank Ship	04 - Emergency Systems	04114 - Emergency source of power - Emergency generator	17 - Rectify deficiencies prior to departure	
1/19/2022	Sector New York	593148	Official Number (U.S.)	Towing Vessel	04 - Emergency Systems	04117 - Functionality of Safety Systems	50 - Rectify deficiencies w/in 30 days	
1/25/2021	Sector New York	901203	Official Number (U.S.)	Barge	04 - Emergency Systems	04117 - Functionality of Safety Systems	705 - Other - as specified	
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	04 - Emergency Systems	04117 - Functionality of Safety Systems	701 - Prior to carriage of passengers/cargo	
3/2/2021	Sector New York	1224930	Official Number (U.S.)	Barge	04 - Emergency Systems	04117 - Functionality of Safety Systems	705 - Other - as specified	
7/9/2020	Sector New York	656371	Official Number (U.S.)	Towing Vessel	10 - Safety of Navigation	10119 - Rudder angle indicator	50 - Rectify deficiencies w/in 30 days	
7/9/2020	Sector New York	282380	Official Number (U.S.)	Towing Vessel	10 - Safety of Navigation	10119 - Rudder angle indicator	50 - Rectify deficiencies w/in 30 days	
12/10/2018	Sector New York	9520613	IMO Number	Bulk Carrier	10 - Safety of Navigation	10119 - Rudder angle indicator	17 - Rectify deficiencies prior to departure	
1/10/2022	Sector New York	9398436	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
1/13/2022	Sector New York	9644196	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	10 - Deficiency Rectified	
1/21/2022	Sector New York	9708461	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
2/17/2022	Sector New York	9309461	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
3/25/2021	Sector New York	6806444	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
9/24/2021	Sector New York	9348900	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
11/24/2021	Sector New York	9469895	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
12/17/2021	Sector New York	9499723	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
1/4/2019	Sector New York	9262912	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	40 - Rectify deficiencies prior to next US port after sailing foreign	
9/22/2021	Sector New York	648284	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	701 - Prior to carriage of passengers/cargo	
2/20/2019	Sector New York	9348651	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	30 - Ship detained	
2/20/2019	Sector New York	9348651	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	10 - Deficiency Rectified	
3/6/2019	Sector New York	9337274	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
3/27/2019	Sector New York	9359014	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	40 - Rectify deficiencies prior to next US port after sailing foreign	
4/10/2019	Sector New York	9284817	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
11/30/2021	Sector New York	626918	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
6/26/2019	Sector New York	9286267	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	40 - Rectify deficiencies prior to next US port after sailing foreign	
7/26/2019	Sector New York	9221827	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
7/26/2019	Sector New York	9221827	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
8/13/2019	Sector New York	661060	Official Number (U.S.)	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
8/13/2019	Sector New York	661060	Official Number (U.S.)	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
12/10/2019	Sector New York	9715452	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	15 - Rectify deficiencies by next port	
12/31/2019	Sector New York	9388027	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days	
8/26/2018	Sector New York	9624031	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
10/2/2018	Sector New York	9320257	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
7/9/2020	Sector New York	656371	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement	
10/2/2018	Sector New York	9320257	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
10/24/2018	Sector New York	9290476	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	30 - Ship detained	
10/24/2018	Sector New York	9290476	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure	
11/30/2018	Sector New York	9290531	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days	
11/30/2018	Sector New York	9290531	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days	
11/30/2018	Sector New York	9290531	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days	

2018-2022 Data Deficiencies (MISLE)							
Inspection Date	Unit	Primary VIN	Primary VIN Type	Vessel Class	System	Component	Resolution Action
12/1/2018	Sector New York	9307102	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days
9/28/2020	Sector New York	1191156	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement
12/1/2018	Sector New York	9307102	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	50 - Rectify deficiencies w/in 30 days
4/25/2019	Sector New York	568293	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	705 - Other - as specified
11/1/2019	Sector New York	636565	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	705 - Other - as specified
10/17/2019	Sector New York	240282	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	705 - Other - as specified
11/12/2019	Sector New York	1286291	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement
12/3/2019	Sector New York	1265315	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	16 - Rectify deficiencies w/in 14 days
8/20/2018	Sector New York	643072	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	60 - Rectify deficiencies prior to movement
8/22/2018	Sector New York	582613	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure
8/22/2018	Sector New York	630831	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13101 - Propulsion main engine	17 - Rectify deficiencies prior to departure
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
2/22/2021	Sector New York	1292046	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
2/22/2021	Sector New York	1292046	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	701 - Prior to carriage of passengers/cargo
3/22/2021	Sector New York	1257897	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	16 - Rectify deficiencies w/in 14 days
6/4/2021	Sector New York	1224535	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
6/4/2021	Sector New York	1224535	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
6/29/2021	Sector New York	1110698	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
7/8/2020	Sector New York	1187774	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
7/8/2020	Sector New York	1187774	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
8/5/2020	Sector New York	563470	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	16 - Rectify deficiencies w/in 14 days
8/11/2020	Sector New York	1190800	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
8/13/2020	Sector New York	1209445	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
11/19/2020	Sector New York	557507	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
1/23/2019	Sector New York	1253094	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
2/20/2019	Sector New York	9379301	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
3/6/2019	Sector New York	9337274	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	40 - Rectify deficiencies prior to next US port after sailing foreign
4/10/2019	Sector New York	9213105	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
4/10/2019	Sector New York	9213105	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
5/5/2019	Sector New York	1122272	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
6/17/2019	Sector New York	1175554	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	705 - Other - as specified
7/12/2019	Sector New York	9361108	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
8/1/2019	Sector New York	9215892	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	10 - Deficiency Rectified
9/10/2019	Sector New York	1198671	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
9/27/2019	Sector New York	9239903	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
10/8/2019	Sector New York	1204610	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
10/30/2019	Sector New York	9293765	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	17 - Rectify deficiencies prior to departure
10/31/2019	Sector New York	1137359	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	16 - Rectify deficiencies w/in 14 days
11/4/2019	Sector New York	1087420	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	16 - Rectify deficiencies w/in 14 days
11/30/2018	Sector New York	9290531	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	50 - Rectify deficiencies w/in 30 days
12/4/2018	Sector New York	1229015	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13102 - Auxiliary engine	16 - Rectify deficiencies w/in 14 days
6/17/2020	Sector New York	582613	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	50 - Rectify deficiencies w/in 30 days
2/22/2022	Sector New York	9309447	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	17 - Rectify deficiencies prior to departure
3/5/2021	Sector New York	1153013	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	701 - Prior to carriage of passengers/cargo
12/3/2021	Sector New York	9194880	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	60 - Rectify deficiencies prior to movement
12/3/2021	Sector New York	9194880	IMO Number	Bulk Carrier	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	10 - Deficiency Rectified
8/7/2020	Sector New York	1223051	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	50 - Rectify deficiencies w/in 30 days
12/15/2020	Sector New York	1131692	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	50 - Rectify deficiencies w/in 30 days
1/3/2019	Sector New York	1190801	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	705 - Other - as specified
1/14/2019	Sector New York	1260970	Official Number (U.S.)	Tank Ship	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	16 - Rectify deficiencies w/in 14 days
10/7/2019	Sector New York	9299551	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13108 - Operation of machinery	50 - Rectify deficiencies w/in 30 days
2/2/2022	Sector New York	298234	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	16 - Rectify deficiencies w/in 14 days
1/11/2021	Sector New York	647773	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	701 - Prior to carriage of passengers/cargo
1/26/2021	Sector New York	593148	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	705 - Other - as specified
1/26/2021	Sector New York	593148	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	705 - Other - as specified
2/5/2021	Sector New York	1282121	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	60 - Rectify deficiencies prior to movement
2/5/2021	Sector New York	1282121	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	60 - Rectify deficiencies prior to movement
2/12/2021	Sector New York	1035211	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	60 - Rectify deficiencies prior to movement
6/2/2021	Sector New York	282380	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	17 - Rectify deficiencies prior to departure
10/25/2021	Sector New York	288578	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	50 - Rectify deficiencies w/in 30 days



2018-2022 Data Deficiencies (MISLE)								
Inspection Date	Unit	Primary VIN	Primary VIN Type	Vessel Class	System	Component	Resolution Action	
8/15/2018	Sector New York	9640140	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	10 - Deficiency Rectified	
8/15/2018	Sector New York	9640140	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	10 - Deficiency Rectified	
8/31/2018	Sector New York	9627992	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	40 - Rectify deficiencies prior to next US port after sailing foreign	
9/16/2018	Sector New York	1258742	Official Number (U.S.)	Barge	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	16 - Rectify deficiencies w/in 14 days	
10/3/2018	Sector New York	9448724	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	10 - Deficiency Rectified	
10/3/2018	Sector New York	9448724	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	50 - Rectify deficiencies w/in 30 days	
10/3/2018	Sector New York	9448724	IMO Number	Tank Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	50 - Rectify deficiencies w/in 30 days	
10/8/2018	Sector New York	8715869	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	50 - Rectify deficiencies w/in 30 days	
10/24/2018	Sector New York	9290476	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	10 - Deficiency Rectified	
11/7/2018	Sector New York	9419008	IMO Number	General Dry Cargo Ship	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	10 - Deficiency Rectified	
12/26/2018	Sector New York	566723	Official Number (U.S.)	Towing Vessel	13 - Propulsion and Auxiliary Machinery	13199 - Other (machinery)	705 - Other - as specified	
4/2/2018	Sector New York	1257897	Official Number (U.S.)	Barge	Electrical	Generator	705 - Other - as specified	
6/4/2018	Sector New York	1225718	Official Number (U.S.)	Barge	Electrical	Generator	16 - Rectify deficiencies w/in 14 days	
6/4/2018	Sector New York	1225718	Official Number (U.S.)	Barge	Electrical	Generator	705 - Other - as specified	
6/13/2018	Sector New York	9189342	IMO Number	General Dry Cargo Ship	Operations/Management	Navigation Underway, General	10 - Deficiency Rectified	
1/5/2021	Sector New York	9252448	IMO Number	Tank Ship	Lifesaving	Propulsion Starting System	17 - Rectify deficiencies prior to departure	
4/16/2018	Sector New York	9382968	IMO Number	Tank Ship	Lifesaving	Propulsion Starting System	10 - Deficiency Rectified	
2/1/2018	Sector New York	9205976	IMO Number	Ro-Ro Cargo Ship	Lifesaving	Propulsion Transmission	705 - Other - as specified	
2/12/2018	Sector New York	1276348	Official Number (U.S.)	General Dry Cargo Ship	Lifesaving	Rudder/Tiller/Steering	705 - Other - as specified	
2/2/2022	Sector New York	298234	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
2/24/2022	Sector New York	1089422	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
1/5/2021	Sector New York	1215272	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
1/26/2021	Sector New York	1183025	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
1/26/2021	Sector New York	593148	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
2/12/2021	Sector New York	1216341	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
2/25/2021	Sector New York	653375	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
2/25/2021	Sector New York	653375	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
3/17/2021	Sector New York	523580	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
3/17/2021	Sector New York	523580	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
5/18/2021	Sector New York	1087118	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	10 - Deficiency Rectified	
6/25/2021	Sector New York	1223033	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
7/14/2021	Sector New York	648809	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
8/31/2021	Sector New York	628991	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
10/25/2021	Sector New York	288578	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
10/25/2021	Sector New York	288578	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
12/1/2021	Sector New York	1255066	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
12/7/2021	Sector New York	1085966	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
12/7/2021	Sector New York	1085966	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
12/7/2021	Sector New York	1085966	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
12/7/2021	Sector New York	1085966	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
1/6/2020	Sector New York	9396012	IMO Number	Tank Ship	09 - Working and Living Conditions	09209 - Electrical	17 - Rectify deficiencies prior to departure	
2/19/2020	Sector New York	1216540	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
2/24/2020	Sector New York	1137359	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
2/24/2020	Sector New York	1137359	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
2/27/2020	Sector New York	1087118	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
3/11/2020	Sector New York	1276348	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
4/10/2020	Sector New York	1187774	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
6/11/2020	Sector New York	1198242	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
6/11/2020	Sector New York	1198242	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo	
7/20/2020	Sector New York	624049	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	60 - Rectify deficiencies prior to movement	
8/26/2020	Sector New York	1137359	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
10/21/2020	Sector New York	1190798	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
11/17/2020	Sector New York	298234	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
12/2/2020	Sector New York	628991	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	60 - Rectify deficiencies prior to movement	
11/19/2020	Sector New York	557507	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
11/24/2020	Sector New York	1190799	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
12/11/2020	Sector New York	1271742	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified	
1/10/2019	Sector New York	9546057	IMO Number	Bulk Carrier	09 - Working and Living Conditions	09209 - Electrical	40 - Rectify deficiencies prior to next US port after sailing foreign	
5/14/2019	Sector New York	1222669	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
5/14/2019	Sector New York	1184885	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	
5/28/2019	Sector New York	1198242	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
5/28/2019	Sector New York	1198242	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days	
6/17/2019	Sector New York	1175554	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days	

2018-2022 Data Deficiencies (MISLE)							
Inspection Date	Unit	Primary VIN	Primary VIN Type	Vessel Class	System	Component	Resolution Action
7/15/2019	Sector New York	1207733	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified
7/30/2019	Sector New York	1209484	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified
8/12/2019	Sector New York	9577757	IMO Number	Bulk Carrier	09 - Working and Living Conditions	09209 - Electrical	10 - Deficiency Rectified
9/10/2019	Sector New York	1235496	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days
9/10/2019	Sector New York	1235496	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days
9/17/2019	Sector New York	1139764	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
9/17/2019	Sector New York	1139764	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
9/23/2019	Sector New York	9189366	IMO Number	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	40 - Rectify deficiencies prior to next US port after sailing foreign
9/24/2019	Sector New York	1170370	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
10/30/2019	Sector New York	9307035	IMO Number	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
11/7/2019	Sector New York	1137538	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
11/7/2019	Sector New York	1137538	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
11/12/2019	Sector New York	1175715	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
12/4/2019	Sector New York	1256152	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	705 - Other - as specified
6/7/2018	Sector New York	1139764	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	701 - Prior to carriage of passengers/cargo
6/18/2018	Sector New York	1209445	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	10 - Deficiency Rectified
8/17/2018	Sector New York	1052663	Official Number (U.S.)	Offshore	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days
9/10/2018	Sector New York	1110698	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
9/14/2018	Sector New York	1216341	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09209 - Electrical	50 - Rectify deficiencies w/in 30 days
9/21/2018	Sector New York	9396488	IMO Number	Tank Ship	09 - Working and Living Conditions	09209 - Electrical	10 - Deficiency Rectified
12/10/2018	Sector New York	1257726	Official Number (U.S.)	General Dry Cargo Ship	09 - Working and Living Conditions	09209 - Electrical	16 - Rectify deficiencies w/in 14 days
2/22/2021	Sector New York	1292046	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
7/14/2021	Sector New York	648809	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
8/31/2021	Sector New York	628991	Official Number (U.S.)	Towing Vessel	09 - Working and Living Conditions	09210 - Machinery	16 - Rectify deficiencies w/in 14 days
2/10/2020	Sector New York	593407	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
7/8/2020	Sector New York	1187774	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
9/24/2019	Sector New York	1170370	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	16 - Rectify deficiencies w/in 14 days
11/12/2019	Sector New York	522723	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
11/20/2019	Sector New York	1229015	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
12/4/2019	Sector New York	1256152	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	16 - Rectify deficiencies w/in 14 days
12/11/2019	Sector New York	652734	Official Number (U.S.)	Barge	09 - Working and Living Conditions	09210 - Machinery	50 - Rectify deficiencies w/in 30 days
9/25/2018	Sector New York	9309473	IMO Number	General Dry Cargo Ship	09 - Working and Living Conditions	09210 - Machinery	10 - Deficiency Rectified