

**U.S. Department of Transportation
Maritime Administration
United States Flag Privately-Owned Merchant Fleet Report
Oceangoing, Self-Propelled, Cargo-Carrying vessels of 1,000 gross tons and above**

To provide any updates for this list, please e-mail DATA.MARAD@DOT.GOV

Coverage

This report contains a listing of oceangoing, self-propelled, privately-owned, cargo-carrying vessels of 1,000 gross tons or greater

Vessel Types

The vessel categories used for this report include the following types of vessels:

Tankers: Petroleum Tankers, Chemical Carriers, LNG Carriers, LNG/LPG Carriers, LPG Carriers.

Container: Fully Cellular Containerships

Dry Bulk: Bulk Vessels, Bulk Containerships, Cement Carriers, Wood Chip Carriers, Ore/Bulk/Oil Carriers, and Bulk/Oil Carriers.

Ro-Ro: Ro-Ro Vessels, Ro-Ro/Containerships, Vehicle Carriers.

General Cargo: General Cargo Carriers, Partial Containerships, Refrigerated Ships.

Capacities

Vessel capacities are expressed in gross tons (GT) and deadweight tons (DWT).

Gross Tonnage is volume of all ship's enclosed spaces (from keel to funnel) measured to the outside of the hull framing. 1 GT = 100 cubic feet.

Deadweight is the total weight (metric tons) of: Cargo, fuel, fresh water, stores and crew which a ship can carry when immersed to its load line.

Operator - The company responsible for the commercial decisions concerning the employment of a ship and therefore who decides how and where that asset is employed. The direct beneficiary of the profits from the operations of the ship, this company may also be responsible for purchasing decisions on bunkers and port services. A medium to long-term time or bareboat charterer is considered to be the operator of the ship. Companies heading operator pools are Operators of the ships in the pool.

MSP - Maritime Security Program

VISA - Voluntary Intermodal Sealift Agreement

VTA - Voluntary Tanker Agreement

Jones Act Eligible - Vessels that are eligible to participate in domestic trade. Jones Act eligible vessels are built in the United States, owned by United States citizens and crewed by U.S. Mariners.

Militarily Useful Sealift Vessels

The following definition is based on the Joint Publication 4-01.2, Sealift Support to Joint Operations, Chairman of the Joint Chiefs of Staff, 22 June 2012.

These criteria are for planning purposes only. During execution any vessel offered for sealift may be considered.

General criteria - all active and inactive oceangoing ships within the following types and criteria and a minimum speed of 12 knots including:

A. Dry cargo - All dry cargo ships, including integrated tug/barges (ITB) with a minimum capacity of 2,000 deadweight tons (DWT) capable of carrying, without significant modification, any of the following cargoes: unit equipment, ammunition, or sustaining supplies. Examples of ship types included in this category are; containerships, breakbulk, Roll-on/Roll-off, and heavy lift vessels. Dry Bulk Carriers are generally not considered to be militarily useful.

B. Tankers - All tankers, including ITB and chemical carriers, capable of carrying refined petroleum, oils, and lubricants with a capacity range from 2,000 to 100,000 DWT.

C. Other specially selected vessels, including any vessel approved by the Department of Defense for participation in the Voluntary Intermodal Sealift Agreement (VISA) or Voluntary Tanker Agreement (VTA) programs.

Source

IHS Maritime, Sea-Web. www.sea-web.com