

1997 PORT STATE CONTROL REPORT



Australia

PREFACE

I am pleased to present *AMSA's 1997 Port State Control Report*. The report provides tangible evidence of AMSA's continuing focus on the maintenance of acceptable maritime safety and marine pollution prevention standards on vessels within Australian maritime jurisdiction.

The Australian Government is committed to the preservation of the marine environment and to the protection of life and property at sea. Port State Control (PSC) is one of the strategies utilised by AMSA in ensuring that these objectives are achieved. However, it needs to be remembered that the primary responsibility for the safety and operation of the vessel lies clearly with the vessel's owner and/or manager and the flag State. PSC can never replace the effective operation of a safety culture by responsible owners/managers on ships under their control and the oversight of those ships by the flag State under the international convention requirements.

The actions of some flag States in either being unwilling or unable to implement their international maritime convention responsibilities continues to impose an unacceptable risk on those nations with whom their ships trade. In addition, those nations which implement a PSC program in an attempt to manage this risk incur costs which should rightly be borne by the owner/manager and the flag State. Australia is a strong supporter of proposals to review the responsibilities and accountabilities of flag States that exist under the current international safety conventions. However, all stakeholders have a role to play in ensuring a safe maritime transport system. AMSA wishes to acknowledge the assistance given by all sections of the Australian maritime industry towards the efficient operation of the port State control system. The rising quality of shipping serving our trades is evidence of the benefit of that cooperation.

AMSA continues to divert considerable time and resources into both enhancing the operation of its domestic PSC program as well as building its link with the Tokyo MOU and other nations and/or regional groupings with an interest in enhancing maritime safety through PSC. This report notes these and other PSC initiatives aimed at ensuring *Cleaner Seas and Safer Ships*.



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18 February 1998

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AMSA detention data is available at <http://www.amsa.gov.au/sp/shipsdet/sdetlink.htm>

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SUMMARY OF DETENTIONS AND INSPECTIONS

	1993	1994	1995	1996	1997
Total Inspections	2003	2406	2542	2901	3131
Total Detentions	72	153	244	248	203
Detention %	3.6	6.4	9.6	8.5	6.5

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OVERVIEW

Port State Control - Application

Each nation has the sovereign right to exercise control over foreign flag ships which are operating within areas under its territorial jurisdiction. In addition, a number of international maritime conventions adopted by the International Maritime Organization (IMO) and the International Labour Organisation (ILO) provide nations with the instruments to conduct control inspections of foreign ships visiting their ports. These inspections are called Port State Control (PSC).

PSC inspections are conducted to ensure that foreign ships are seaworthy, do not pose a pollution risk, provide a healthy and safe working environment and comply with relevant international conventions. In Australia the Australian Maritime Safety Authority (AMSA) has, as one of its objectives associated with enhancing maritime safety and environmental protection, the responsibility for conducting PSC inspections in Australian ports. PSC inspections are carried out on foreign vessels within Australian jurisdictions by AMSA marine surveyors appointed under the Australian Navigation Act.

When undertaking a PSC inspection the surveyor first conducts an initial inspection which consists of a visit on board to verify the ship carries the necessary certificates and documentation and that these certificates are valid for the voyage on which it is about to proceed. In addition surveyors inspect a number of critical areas essential for the safe operation of the vessel. Where certification is invalid or where there are clear grounds to suspect that a ship and/or its equipment or crew may not be in substantial compliance with the relevant convention requirements, a more detailed inspection is undertaken.

Port State Control in Australia

Australia conducts a PSC program that complies with both the spirit and the intent of the control provisions contained within the relevant international conventions. In addition Australian domestic legislation contains the authority for AMSA marine surveyors to board a vessel at any time to investigate issues that have the potential to jeopardise safety or

the marine environment. In addition to complying with Australian Government safety objectives, AMSA's PSC program also focuses on the aims of the Asia-Pacific Memorandum of Understanding on Port State Control which binds 16 nations to common PSC strategies through the operation of uniform and consistent PSC programs.

It is AMSA's objective to inspect at least 25% of foreign ships visiting Australian ports. The percentage is based on the number of eligible ships during a given year. For this purpose eligible ships means those ships which have not been inspected by AMSA during the last 6 months (3 months for a passenger ship) immediately preceding the date of arrival at a port.

AMSA conducts PSC in accordance with international guidelines and within the limitations of its authority under modern administrative law. Surveyors are guided by a set of Instructions to Surveyors, which are based on a number of resolutions promulgated by both the IMO and ILO. Consistency, uniformity and objectivity are the keys to a successful and credible PSC program. AMSA continually strives to enhance performance in these areas to ensure that Australia's PSC program continues to gain respect from both Australian interests and from foreign stakeholders.

To improve the transparency of Australia's PSC regime, a leaflet which explains and includes precise information about port state control in Australia was produced in July 1997. These leaflets are given out to ships visiting Australia and the shipping industry to enhance their understanding of AMSA's PSC program.

AMSA is always conscious of the need to continually monitor its activities to ensure it is performing in the most effective and efficient manner. During 1997 an internal review was held into the various aspects of its port state control program. The review was wide ranging but paid particular attention to the consistency, uniformity and accountability of the performance of AMSA surveyors. A number of recommendations were made as a result of the review. This led to several working groups being formed to examine the specific issues, to devise options and to plan implementation of the recommendations.

In October 1997, a PSC workshop was held involving more than 20 AMSA staff to consider the issues which arose from the review and the findings of the working groups. This led to a range of positive recommendations and concepts being adopted, particularly the need for more specific inspection guidelines and the continued development of a structured training program for surveyors undertaking PSC inspections. These initiatives will be further developed to enhance AMSA's inspection programs into the next millennium.

The use of modern technology continues to underlie the success of Australia's PSC program. The inspection database (SHIPSYS) operates on a microcomputer based in Canberra and data lines to this system are continuing to be upgraded, particularly to remote port locations. The result of the 1995 SHIPSYS upgrade was satisfactory in that the system has demonstrated improved performance, user friendliness and made it more compatible with international databases. Planning is currently underway for a major rewrite of the SHIPSYS system in the Oracle database language which will enable state of the art enhancements to be achieved including the availability of operations under a Windows type environment. Not only will this development aid in the operation of the system by the surveyors it will also enhance the ability of the SHIPSYS to be used as a management tool in assessing both the effectiveness and efficiency of AMSA's PSC program.

The beginning of 1997 saw the introduction of a revised Ship Inspection Record Book which nominates a number of areas of the vessel which must be inspected during every PSC inspection. Whilst the professionalism and experience of AMSA surveyors is critical to the success of the PSC program, it was felt essential in the interests of uniformity and consistency to prescribe a number of areas which will always be checked during a PSC inspection. This in no way limits the discretion of surveyors and indeed it has been reported that the inspection of key areas often leads to the discovery of substantial deficiencies in other parts of the ship which may have escaped attention during

previous inspections. In addition the Ship Inspection Record Book serves as an entry base for the data to the SHIPSYS system as well as being maintained as an administrative record of the ship's inspection.

Consideration is also being given to the utilisation of other state of the art technology such as the use of direct entry of inspection data into the SHIPSYS computer by the use of digital telephone technology and the use of portable printers for the issue of deficiencies and directions to ships' masters.

Port State Control - International Perspective

Introduction

Widespread and growing concern caused by increasing numbers of unsafe ships has been reflected in continuing discussions at IMO. During these discussions it was agreed that an effective method for combating the risk posed by substandard ships is port State control. It was also recognised that port State control procedures must be uniformly applied in all parts of the world to prevent unsafe ships being diverted to ports where port State control standards are either minimal or not enforced.

The experience and success of countries participating in the Paris Memorandum of Understanding on Port State Control has shown that greater effectiveness can be achieved through regional cooperation. Such arrangements enhance the effectiveness of identifying unsafe ships, coordinate action to ensure that serious deficiencies are rectified before departure, and ensure that all deficiencies are rectified within an appropriate time scale.

This success encouraged the IMO Assembly to promulgate Resolution A.652(17) - "Regional Cooperation in the Control of Ships and Discharges" which recognises the important contribution to maritime safety and pollution prevention made through regional cooperation. This resolution invites Governments to consider concluding regional agreements on the application of port State control measures in cooperation with IMO.

Regional Port State Control

During 1997, considerable world wide progress was made in the establishment of regional arrangements for performing port State control in accordance with Resolution A.652(17). Presently five regional MOUs are in force. The Paris MOU came into operation in 1982, followed by the Latin American agreement, completed in 1992, the Tokyo MOU came into operation in 1994, the Caribbean MOU in February 1996 and during 1997 the countries with ports in the Mediterranean also entered into a regional agreement, the Mediterranean MOU.

The Port Management Association of Eastern and Southern Africa (PMAESA) formed a sub-Committee to look into the possibility of establishing a Memorandum of Understanding on Port State Control within the eastern and southern African region. At their request AMSA sent a senior surveyor to Kenya to make a presentation on port State control at PMAESA's first Working Group Meeting in July 1997.

During 1997 AMSA became actively involved with India and South Africa in preparatory work aimed at establishing and operating an MOU on port State control in the Indian Ocean region. Two senior AMSA officers visited the Directorate-General of Shipping, India in February 1997 to hold preliminary discussions on the establishment of a Memorandum of Understanding on Port State Control between countries in the Indian Ocean rim.

One of AMSA's principal surveyors attended the First Preparatory Meeting on Regional Cooperation on Port State Control in the Indian Ocean region, held at Mumbai in October 1997. The meeting was jointly convened by the Directorate General of Shipping, Government of India and the IMO. Delegates from Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, Singapore, South Africa, Sri Lanka, Sudan, Tanzania and Yemen attended the meeting. Representatives of the IMO and ILO also participated and Nigeria and Zimbabwe attended the meeting as observers.

The meeting approved in principle the text of a draft Indian Ocean MOU which was developed by a working group chaired by the Australian delegate. The meeting also approved a short term training program for the training of flag and port State control officers. Though much remains to be done, substantial progress was made at this meeting and the prospects for concluding the "Indian Ocean MOU" at the second preparatory meeting, to be held in Pretoria, South Africa in the first week of June 1998, appear to be good.

Preliminary discussions between a number of countries of the Persian Gulf region and in the western and central Africa region have taken place to consider the possibility of establishing similar agreements in these regions.

Significant Developments during 1997

Developments resulting from the *Ships of Shame* Inquiry

The Report of the House of Representatives Standing Committee on Transport, Communications and Infrastructure, "Ships of Shame", was published in December 1992. With reference to port State control inspectors, the Committee was of the view that port State control was a key element in ensuring acceptable levels of maritime safety.

The Government responded to the Report in August 1993 and accepted the general thrust of the recommendations. In some cases AMSA had already instigated changes to procedures prior to the report's release and the safety program now benefits from those changes.

During 1995 the Standing Committee continued its inquiry into developments at the national and international level in relation to the issues identified in the *Ships of Shame* report. A number of public meetings were held during the year and a report *Ships of Shame - a Sequel* was published in December 1995.

This latest report contains eleven recommendations aimed at improving the quality of ships and the welfare of crew members. In particular it identifies that the

principal source of Ships of State continues to be flag States which ignore their responsibilities under the maritime conventions they have ratified, and concludes that port State control mechanisms are still the most effective means of ensuring regulatory compliance for shipping; a situation that is likely to persist into the foreseeable future.

During 1996 the Government accepted all the recommendations except for the proposal that all ships applying for a single voyage permit to operate on the coast be inspected and approved prior to loading cargo. It was considered that AMSA's existing inspection and control procedures are sufficient.

Asia-Pacific Regional Cooperation on Port State Control

On 21 April 1994 a memorandum of understanding (MOU) on port State control entered into effect for a number of maritime nations in the Asia-Pacific region. This agreement requires each administration to establish and maintain an effective system of port State control with a view to ensuring that, without discrimination, foreign merchant ships visiting its ports comply with appropriate international standards. An inspection target rate has been set at 50% of ships operating in the region by the year 2000, while the agreement requires each administration to consult, cooperate and exchange information with the other Authorities in order to further the aims of the MOU.

In 1994, the PSC inspection rate in the Asia-Pacific region was about 32%. This increased to 39% in 1995 and reached the MOU target of 50% in 1996, just three years after the implementation of the Asia-Pacific MOU.

During 1997, the Philippines accepted and became a party to the MOU. This has expanded the membership to 16.

The countries whose maritime administrations are parties to the MOU are Australia, Canada, China, Fiji, Hong Kong/China, Indonesia, Japan, Korea, Malaysia, New Zealand, Papua New Guinea, the Philippines, the Russian Federation, Singapore, Thailand and Vanuatu.

To administer the implementation and ongoing operation of the agreement a Committee and a Secretariat has been formed. The Committee is composed of a representative of each of the authorities that have adopted the MOU and a Secretariat, to serve the Committee, has been established in Tokyo.

To facilitate the timely exchange of information and details of ship inspections between the members of the Asia-Pacific MOU, a computer database has been established in Canada. Details of AMSA inspections are sent twice a week and information from the database is retrieved when details of previous inspections are required for a ship being considered for inspection.

The fifth meeting of the Committee was hosted by the Department of Maritime Transport of the Russian Federation in Vladivostok between 12 and 14 August 1997. The meeting was preceded by a two day Regional Database Managers meeting and a one day workshop chaired by AMSA, to consider amendments to the MOU and the Port State Control Manual. The main outcomes of the meetings were:

- agreement to review the regional inspection target rate;
- agreement to make a number of amendments to the MOU;
- agreement to review the Port State Control Manual;
- the establishment of a correspondence group, coordinated by AMSA, to prepare draft guidelines on PSC procedures on the ISM Code implementation;
- approval to develop a new PSC inspection database system and regional information exchange network;
- agreement to implement a strategy for training of PSC surveyors.

An important issue for the Committee is the wide variation in technical expertise and administrative capabilities of the various countries in performing port State control inspections. The success of the regional MOU and ultimately a global network of inter-connecting regional systems will depend to a large extent on uniformity being achieved in the inspection standards and procedures of countries within the region.

To this end the Committee has established a basic training scheme for port State control surveyors and holds seminars for experienced surveyors to meet and exchange ideas.

In December 1997, a senior AMSA surveyor gave a presentation on Uniform Implementation of Procedures for port State control at a seminar for PSC surveyors from the Asia-Pacific region held in Guangzhou China. Another senior surveyor visited Fiji to conduct an assessment of the maritime infrastructure and resources in Fiji with a view to the establishment of a port State control regime.

Developments within the International Maritime Organization

IMO has recognised that not all flag States are able to ensure that their ships are fully maintained to international convention standards, and that this places an increased burden on port States. Non-compliance with IMO instruments is an issue identified in the "Ships of State" Report as being the cause of many problems of modern shipping.

As part of IMO's more active approach to the safety of ships and their crews and protection of the marine environment, the Sub-Committee on Flag State Implementation (FSI) was formed.

Important objectives of the FSI Sub-Committee are to assess the current level of implementation of IMO instruments by flag States, to assess problems being experienced by States in implementing instruments, to identify the reasons for such problems and to make proposals to assist parties to implement and comply with the provisions of the instruments.

The fifth session of the sub-committee (FSI 5) was held at IMO Headquarters in London from 13 to 18 January 1997. Australia and the United Kingdom submitted a joint paper to the previous session of the sub-Committee proposing a new convention be developed as a means of improving flag State compliance with international maritime conventions. This resulted in considerable discussion and received a great deal of support in principle. However, the sub-Committee failed to reach a consensus on the issue.

Australia and the United Kingdom followed up with a submission to PSI 5 seeking to establish the criteria for effective flag state implementation, without focussing on the instrument needed to achieve it. Considerable progress was made on the issue by the establishment of a working group to consider and develop requirements for effective flag state implementation. The 68th session of the Maritime Safety Committee (MSC 68) endorsed the sub-Committee's broad approach, thus putting it firmly on the IMO agenda.

Bulk Carrier Safety

1997 saw the conclusion of a number of years work within the IMO on enhancing the safety of bulk carriers. During the 20th session of the Assembly in November 1997 a conference of contracting Governments to the SOLAS convention adopted a number of resolutions and amendments to the convention concerning the safety of bulk carriers. The Assembly itself also adopted a Code of Practice for the Safe Loading and Unloading of Bulk Carriers. AMSA worked closely with Australian industry in the development of this Code which should greatly improve the understanding and cooperation between ship's crew and terminal staff.

Crew Competence

STCW 1995:

The STCW convention was revised in 1995 and came into force in February 1997. The revised convention specifies and sets down the international standards on watchkeeping, training and certification for seafarers.

Training and Certification:

A transitional period from February 1997 until 31st January 2002 allows countries to rearrange and organise the structure of their training and certification to meet the requirements of the revised code.

Until 31st January 2002, certificates of competency issued under STCW 78 remain valid.

Marine Order Part 3, which came into force in November 1997 gave effect to the training, certification and qualification requirements of the revised convention.

AMSA will commence issuing STCW 95 Certificates of competency from 1st August 1998 for seafarers who have passed the competencies of the new requirements.

Up to 31st January 2002 both types of certificates (STCW 78 and STCW 95) are acceptable on both Australian and overseas vessels.

Watchkeeping:

In recognition of the role of the human element in maritime incidents and accidents, the revised convention introduced requirements to ensure that watchkeeping personnel are adequately rested and fit for duty.

The master is required to ensure that the watchkeeping arrangements are adequate for maintaining safe watches.

The revised convention details the minimum number of hours of rest, both on a daily and weekly basis, required for watchkeeping personnel to be considered adequately rested and fit for duty.

Further watchkeeping schedules are required to be posted, and records kept of the hours of work or rest of watchkeeping personnel.

Marine Order s Part 28 issued in November 1997 gives effect to the watchkeeping requirements of the revised convention.

Inspections:

The revised convention details the circumstances under which a port State may take action against a vessel:

- failure of a seafarer to hold a certificate, to hold an appropriate certificate or to have a valid dispensation.
- failure to comply with the applicable safe manning requirements of the Administration.
- failure of navigational or engineering watch arrangements to conform to requirements specified for the ship by the Administration.
- absence in a watch of a person qualified to operate equipment essential to safe navigation, safety radio

communications or the prevention of marine pollution and

- inability to provide for the first watch at the commencement of a voyage and for subsequent relieving watches, persons who are sufficiently rested and otherwise fit for duty.

Ship Operations

In line with developments in European nations, port State control inspections are concentrating more on the management of the vessel and capability of the crew. Technological developments, such as sophisticated cargo handling systems, advanced engine and navigation control equipment and more prescriptive vessel traffic systems continue to extend the scope of port State control in monitoring and enforcing acceptable safety standards.

1997 PORT STATE CONTROL INSPECTIONS

Inspections

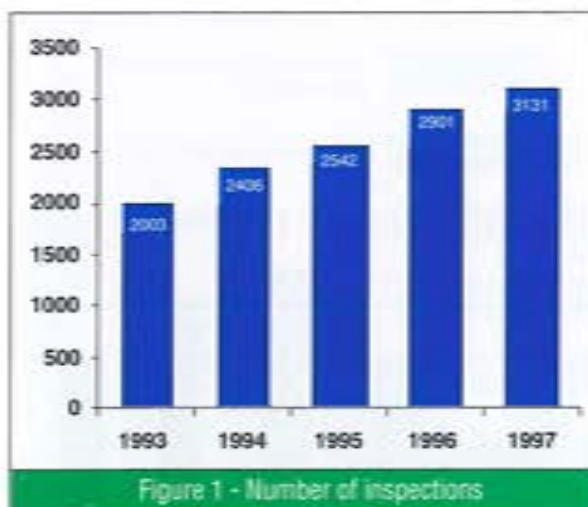
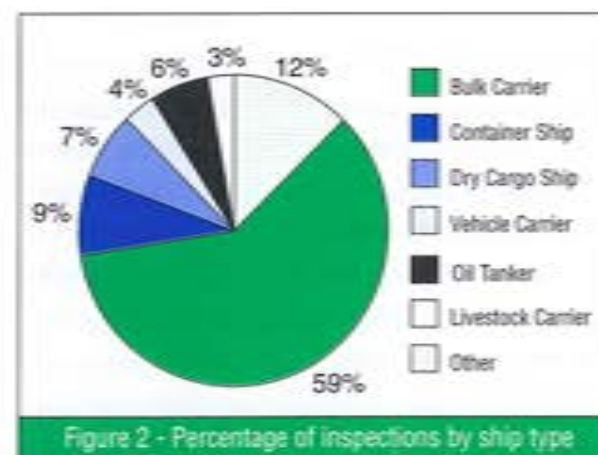
AMSA marine surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During 1997, 3131 inspections were carried out on ships registered in 66 countries. Table 1 gives the number of inspections carried out in each port.

The total number of individual ship visits to all Australian ports during 1997 is estimated to be 22,491. Many of these visits were made by regular traders and ships calling at more than one port. It is estimated that 4,840 "eligible" ships (an eligible ship is one which has not been inspected by AMSA during the previous six months - or three months for passenger ships) visited Australian ports during 1997. This gives an inspection rate for the year of 64.7%*.

The number of ships inspected from each flag State are listed in Table 2.

The types of ships inspected are summarised in Table 3. It will be noted that well over half the vessels (59%) inspected were bulk carriers. This is about the same as last year's figure. Figure 2 shows the percentage inspections by vessel type. More than 14% of livestock

carriers inspected were detained to ensure rectification of serious deficiencies. While the detention rate of general dry cargo ships was 11.4%. For bulk carriers, 6.8% of the ships inspected were detained. This is considerably less than previous years and confirms reports from general observation by AMSA surveyors that the standard of bulk carriers coming to Australian has improved substantially. Total ships detained by vessel type is shown in Table 4.



* The inspection rate for the year is given as 64.7%. Though this figure is higher than the previous year in effect the actual inspection rate is lower. The reason is that in calculating this year's inspection rate AMSA has followed the procedure recently adopted by the Asia-Pacific MCOU. If the inspection rate is calculated in accordance with the method used by AMSA in previous years the inspection rate would be 52.4%. It may be noted that the determination of inspection rate is not precise due to the multiple visits of ships involved and the inability to obtain accurate information.

Detentions

A ship is detained under the Navigation Act when the deficiencies observed during an inspection are considered by the inspecting surveyor to render the ship unseaworthy or substandard.

When intervention action is taken to detain a ship, AMSA follows the international convention requirements of informing the Consul or the nearest diplomatic representative of the ship's flag State and the appropriate classification society. Details of the intervention are subsequently reported to the IMO.

A ship is not deemed to be seaworthy under the Navigation Act unless:

- (a) it is in a fit state as to condition of hull and equipment, boilers and machinery, stowage of ballast or cargo, number and qualifications of crew including officers, and every other respect, to encounter the ordinary perils of the voyage then entered upon; and
- (b) it is not overloaded.

Under the Navigation Act a substandard vessel is one where conditions on board the ship are clearly hazardous to safety or health.

Serious deterioration of the hull structure, overloading or defective equipment such as life-saving, radio and fire-fighting equipment would be considered causes to render a ship unseaworthy. Vessels which seriously breach the provisions of Marine Orders Part 11 (Substandard Ships), which implements the spirit of ILO147, may also be detained if considered to be substandard. AMSA marine surveyors use their

professional judgement to determine if a ship should be detained under the Navigation Act.

In 1997, 203 ships registered in 38 countries were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. Table 5 gives the number of ships detained according to flag State. The detention rate when expressed as a percentage of the total number of ships inspected was 6.5%. This compares favourably with the previous two years when the detention rates were 9.6% and 8.5%. The detention percentage for the year according to ship type is shown in Figure 3.

Total inspections/detentions by classification society is shown in Table 6.

The dominance of bulk carriers in the Australian statistics is again a reflection of the large numbers of this ship type visiting Australia, the rigorous conditions under which they operate and their age.

A summary of detentions and inspections for the last five years is given in page iv. Figure 4 illustrates the five year record for "Percentage Detention". The percentage detention peaked in 1995 when 9.6% of the ships inspected were detained to ensure rectification of serious deficiencies.

The continuing downward trend in the detention rate is a positive indication that the quality of ships coming to Australia is improving. AMSA believes that this gives tangible evidence of success of its PSC activities.

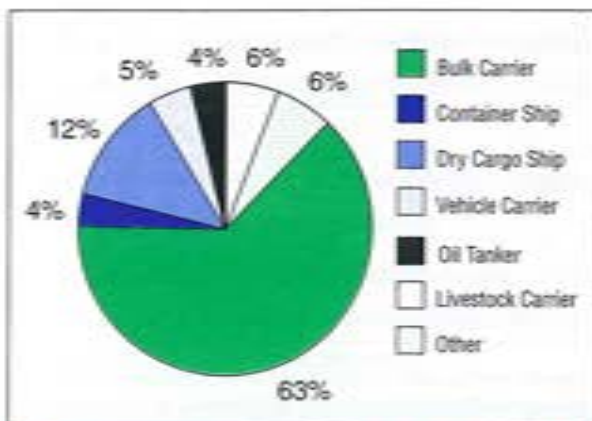


Figure 3 - Detention percentage by ship type

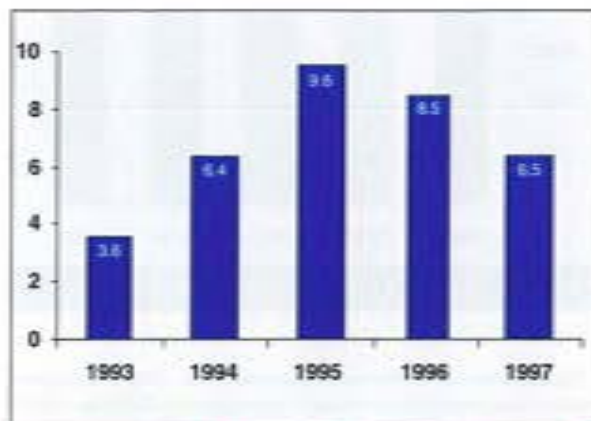


Figure 4 - Annual detention rates

Deficiencies

A deficiency is recorded when the condition of a ship's hull or its equipment does not conform to the requirements of the relevant IMO safety or pollution prevention conventions or where hazards to the health or safety of the crew exist which are considered to be in breach of ILO 147.

Deficiencies generally arise from:

- the absence of either equipment or approved arrangements required by conventions;
- non-compliance of equipment or arrangements with the appropriate specifications of the relevant convention; and,
- substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment.

The 13,334 deficiencies observed on ships in 1997 are categorised in Table 7. The number of deficiencies in the major categories expressed as a percentage of the total deficiencies is also shown in Figure 5.

Relatively minor deficiencies are found on many ships. These may not pose an immediate hazard to the safety of the ship or its crew or passengers and may be

rectified during the ship's normal stay in port and without disruption to its schedule.

Details of all deficiencies have been recorded in this report even though, when viewed in isolation, some may be considered as relatively minor.

It will be noted that 3089 deficiencies were observed in life-saving appliances and 2389 in fire-fighting equipment. Deficiencies observed in life-saving appliances and fire-fighting equipment account for 41% of the total number of deficiencies observed in 1997. Though this figure has decreased from 1995 and 1996, it is still alarming in view of the equipment's importance in the event of fire or a ship safety incident. It is believed that many, if not all, of such deficiencies might have been prevented with proper maintenance. Lack of maintenance may be due to inadequate management of ships by owners or operators, inadequate inspection or concern on the part of ship's officers or crew, inadequate provision of resources for proper rectification of deficiencies, inadequate surveys by the flag States or by classification societies authorised by the flag State. Insufficient crew numbers on board vessels also contributes through a lack of crew available for equipment maintenance.

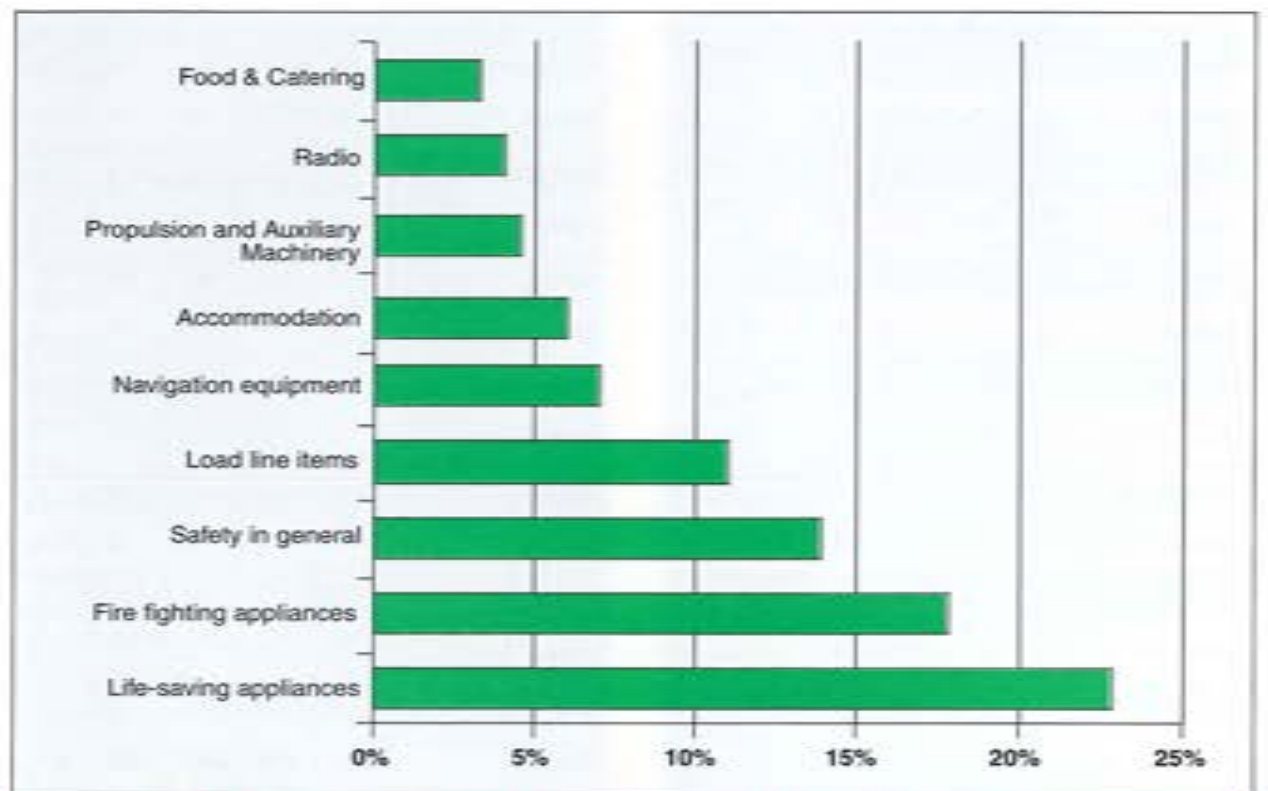


Figure 5 - Major categories of deficiencies as percentage of total number of deficiencies

Table 1 - Total ships inspected by port

Port	Number of Inspections				
	1993	1994	1995	1996	1997
Abbot Point	10	5	10	12	23
Albany	1	2	0	3	7
Ardrossan	0	7	5	5	4
Barry Beach	0	2	1	6	1
Bell Bay	7	24	23	19	27
Bing Bong Creek	0	0	1	0	0
Brisbane	120	148	195	215	189
Broome	0	1	0	0	0
Bunbury	6	12	11	22	50
Bundaberg	2	2	7	2	6
Burnie	9	8	9	8	8
Calms	17	27	17	18	20
Cape Flattery	0	1	0	1	0
Christmas Island	0	0	0	2	1
Cockatoo Island	0	0	0	1	0
Dalrymple Bay	36	29	52	87	98
Dampier	224	260	280	299	301
Darwin	25	23	47	76	81
Devonport	3	4	3	4	4
Eden	0	1	0	1	1
Esperance	0	5	2	11	19
Exmouth	0	0	0	1	0
Fremantle	45	42	38	47	68
Geelong	60	96	81	105	139
Geraldton	1	6	3	7	8
Gladstone	113	131	139	135	107
Gove	0	1	11	6	21
Groote Eylandt	0	0	2	1	7
Hastings	14	9	13	15	11
Hay Point	57	40	73	73	76
Hubert	1	3	5	9	6
Karumba	0	0	2	3	2
Karrnell	12	15	19	14	21
Kulinana	118	141	118	194	179
Lucinda	0	5	1	4	0
Mackay	30	28	34	41	29
Melbourne	128	87	156	190	222
Mourilyan	9	7	4	8	10
Newcastle	232	264	312	375	357
Offshore Fixed West	0	0	1	0	0
Onslow	0	2	1	0	1
Point Wilson	0	1	0	3	1
Port Adelaide	66	62	45	59	54
Port Alma	2	9	10	5	5
Port Bonython	0	4	9	5	4
Port Botany	96	170	146	176	150
Port Giles	1	1	2	1	4
Port Hedland	139	168	187	146	143
Port Kemia	158	156	115	141	183
Port Latta	0	1	0	1	0
Port Lincoln	5	10	11	13	13
Port Pirie	9	19	13	23	15
Port Stanrac	3	3	7	9	14
Port Walcott	46	71	61	65	90
Portland	26	34	14	27	34
Spring Bay	1	3	1	6	3
Stanley	0	1	1	0	0
Sydney	127	184	195	208	197
Thevenard	4	6	2	12	8
Townsville	26	38	27	35	67
Useless Loop	0	0	0	0	1
Wallaroo	6	19	6	24	27
Weipa	1	3	4	3	6
Whyalla	2	2	10	5	7
Yamba	0	0	0	2	1
Other	4	3	0	0	0
Total	2003	2406	2542	2901	3131

Table 2 - Total ships inspected by flag

Flag	Number of Inspections				
	1993	1994	1995	1996	1997
Algeria	0	1	1	0	0
Antigua and Barbuda	6	15	26	28	28
Austria	1	3	1	0	0
Bahamas	63	109	116	120	129
Barbados	0	0	0	1	4
Belgium	4	3	4	0	0
Belize	0	0	1	1	2
Bermuda	9	12	19	10	24
Brazil	2	2	2	2	3
Bulgaria	1	1	0	1	0
Cayman Islands	5	1	0	1	1
Channel Islands	0	0	0	0	1
Chile	1	0	1	0	0
China, People's Republic of	107	136	109	124	98
Colombia	0	1	0	0	0
Cook Islands	0	0	0	1	0
Croatia	0	0	2	1	5
Cyprus	55	80	78	100	109
Czech Republic	1	2	0	1	0
Denmark	21	35	44	37	48
Egypt	12	13	8	7	19
Estonia	1	1	2	1	2
Fiji	5	1	3	3	1
France	10	17	15	18	18
French Polynesia	2	1	2	1	1
Germany	31	32	40	41	34
Gibraltar	2	2	0	0	0
Greece	143	182	169	161	171
Honduras	4	2	2	2	0
Hong Kong	95	102	105	125	120
India	48	44	51	57	67
Indonesia	9	9	10	14	14
Iran	28	22	18	35	18
Ireland	1	2	1	1	2
Isle of Man	6	12	15	28	25
Israel	2	3	0	0	0
Italy	10	12	11	12	12
Japan	109	110	112	98	103
Jordan	1	1	0	0	1
Kiribati	0	0	0	0	1
Korea, Democratic People's Republic of	13	0	1	1	0
Korea, Republic of	48	58	49	63	65
Kuwait	6	7	8	5	7
Latvia	0	2	0	0	0
Lebanon	3	2	4	1	0
Liberia	199	209	235	259	295
Libya	0	0	1	0	0
Luxembourg	2	11	8	6	2
Malaysia	32	36	36	51	58
Malta	16	31	39	50	50
Marshall Islands	7	6	3	8	16
Mauritius	3	1	3	0	2
Mexico	0	1	1	0	0
Myanmar	11	3	9	15	11
Netherlands	27	32	46	47	49
Netherlands Antilles	10	10	10	11	12
New Zealand	7	13	12	15	12
Norway	104	90	83	89	101
Pakistan	0	0	0	1	1
Panama	298	407	479	625	771
Papua New Guinea	1	4	3	3	9
Philippines	169	190	189	172	184
Poland	3	6	7	8	2
Portugal	1	2	1	0	1
Qatar	1	2	0	2	0
Romania	6	5	4	4	6
Russian Federation	8	50	46	39	35
Saint Vincent and the Grenadines	12	29	23	38	53
Saudi Arabia	3	4	2	4	5
Singapore	69	76	110	134	144
Slovakia	0	0	0	1	3
Sri Lanka	1	1	1	2	1
Suriname	1	0	0	0	0
Sweden	3	0	2	3	0
Switzerland	3	3	6	8	6
Taiwan	35	42	43	49	52
Thailand	4	9	13	17	18
Tonga	5	6	6	8	4
Turkey	11	21	20	43	39
Tuvalu	0	0	1	0	1
Ukraine	-	16	10	12	10
Union of Soviet Socialist Republic	40	-	-	-	-
United Arab Emirates	1	5	2	3	4
United Kingdom	21	29	27	28	20
United States of America	1	2	9	2	5
Vanuatu	15	15	20	19	16
Venezuela	2	1	0	0	0
Yugoslavia	1	-	-	-	-
Others	4	0	1	1	0
TOTAL	2003	2406	2542	2901	3131

Table 3 - Total ships inspected by ship type

Ship Type	Number of Inspections				
	1993	1994	1995	1996	1997
Barge Carrier	0	0	0	1	2
Chemical Tanker	54	68	59	65	78
Combined Oil/Chemical Tanker	5	7	19	13	0
Container Ship	144	197	221	269	269
Cutter/Dredger	0	0	1	2	4
Dry Bulk Carrier	1296	1458	1462	1715	1866
Dynamically Supported Craft or HSC	0	0	0	2	4
Dumb Barge	0	0	0	0	1
Factory Ship	1	0	0	0	0
Ferry	10	16	4	1	2
Fishing Vessel	3	0	2	0	0
Gas Carrier	39	44	47	72	79
General Dry Cargo	128	175	175	192	220
Heavy Lift Carrier	9	7	5	10	16
Livestock Carrier	17	36	53	66	85
Mobile Offshore Drilling Unit	0	0	0	1	0
Oil Tanker	92	115	132	154	181
Ore/Bulk/Oil Carrier	26	19	34	13	10
Other Type - Tanker	8	10	0	0	0
Pallets Carrier	0	2	0	0	0
Passenger VIL	11	17	30	36	25
Refrigerated Cargo Carrier	28	43	28	17	18
Rescue/Standby Ship	0	0	3	1	0
Research Ship	1	2	5	4	9
Ro-Ro Cargo Ship	42	61	73	53	49
Sailing Vessel	0	0	0	2	0
Special Purpose Vessel	2	4	3	9	7
Supply Ship	4	9	14	26	17
Survey Vessel	1	1	2	2	0
Tankship - Non Specified	0	0	13	10	8
Training Ship	0	0	1	0	0
Tag/Towing Vessel	6	6	4	6	7
Unfit Vessel	0	0	3	1	1
Vegetable Oil Tanker	1	3	1	0	1
Vehicle Carrier	39	53	94	97	119
Woodchip Carrier	15	35	45	51	48
Wood Pulp Carrier	0	0	0	1	0
Other Types	21	18	9	8	5
TOTAL	2003	2406	2542	2901	3131

Table 4 - Total ships detained by ship type

Ship Type	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Barge Carrier	0	2	-
Chemical Tankship	4	78	5.1
Container Ship	8	269	3.0
Cutter/Dredger	0	4	-
Dry Bulk Carrier	127	1866	6.8
DSC or HSC Craft	0	4	-
Dumb Barge	0	1	-
Ferry	0	2	-
Gas Carrier	1	79	1.3
General Dry Cargo Ship	25	220	11.4
Heavy Load Carrier	0	16	-
Livestock Carrier	12	85	14.1
Oil Tankship	8	181	4.4
Ore/bulk/oil carrier	0	10	-
Passenger Ship	0	25	-
Refrigerated Cargo Carrier	1	18	5.6
Research Ship	0	9	-
Ro-Ro Cargo Ship	1	49	2.0
Special Purpose Ship	0	7	-
Supply Ship	2	17	11.8
Tankship (non specified)	0	8	-
Tag/Towing Vessel	0	7	-
Unfit Vessel	0	1	-
Vegetable Oil Tankship	0	1	-
Vehicle Carrier	10	119	8.4
Wood Chip Carrier	4	48	8.3
Other Type	0	5	-
Total	203	3131	

Table 5 - Total ships detained by flag

Flag	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Antigua and Barbuda	4	28	14.3
Bahamas	3	129	2.3
China, People's Republic of	9	98	9.2
Cyprus	13	109	11.9
Denmark	2	48	4.2
Egypt	4	19	21.1
France	1	18	5.6
Greece	11	171	6.4
Hong Kong	2	120	1.7
India	3	67	4.5
Indonesia	6	14	42.9
Iran	2	18	11.1
Isle of Man	1	25	4.0
Japan	3	103	2.9
Jordan	1	1	-
Korea, Republic of	5	65	7.7
Kuwait	1	7	-
Liberia	10	295	3.4
Malaysia	5	58	8.6
Malta	3	50	6.0
Mauritius	2	2	-
Myanmar	2	11	18.2
Norway	2	101	2.0
Pakistan	1	1	-
Panama	53	771	6.9
Papua New Guinea	1	9	-
Philippines	13	184	7.1
Poland	1	2	-
Romania	1	6	-
Russian Federation	3	35	8.6
Saudi Arabia	1	5	-
Singapore	7	144	4.9
St. Vincent & the Grenadines	8	53	15.1
Taiwan	3	52	5.8
Thailand	5	18	27.8
Turkey	6	39	15.4
Ukraine	3	10	30.0
United Arab Emirates	2	4	-
Total	203		

Note: No percentage shown when number of inspections was less than ten.

Table 6 - Total ships inspected/detained by classification society

Classification Society	Number of Ships		Detentions as % of ships inspected
	Detained*	Inspected	
American Bureau of Shipping (AB)	15	326	4.6
Biro Klasifikasi Indonesia (KI)	2	5	-
Bureau Veritas (BV)	9	201	4.5
China Classification Society (CCS)	10	122	8.2
China Corporation Register of Shipping (CR, Taiwan)	3	53	5.7
Croatian Register of Shipping (CRS)	0	13	0.0
Det Norske Veritas (DNV)	13	338	3.8
Germanischer Lloyd (GL)	8	170	4.7
Hellenic Register of Shipping (HR)	0	2	-
Indian Register of Shipping (IRS)	1	32	3.1
Korean Register of Shipping (KR)	10	133	7.5
Lloyd's Register of Shipping (LR)	40	596	6.7
Nippon Kaiji Kyokai (NK)	56	1025	5.5
Polski Rejestr Statków (PRS)	1	5	-
Panama Maritime Surveyors Bureau (PMSB)	1	2	-
Registro Italiano Navale (RINA)	3	46	6.5
Registrul Naval Roman (RNR)	0	4	-
Russian Maritime Register of Shipping (RS)	7	51	13.7
Others/not classed	0	7	-
Detention not related to class authorised/delegated matter	24	-	-
Total	203	3131	

* Includes only ships which were detained because of deficiencies to items which are under Classification Society Survey.

Note: No percentage shown when number of inspections was less than ten.

Table 7 - Total & percentage of deficiency categories

Deficiency Categories	Number of occurrences					Percentage of Total				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Life-saving Appliances	2010	2415	2624	3542	3089	27.97	25.77	24.84	25.97	23.17
Fire-fighting Appliances	1558	2027	2180	2445	2389	21.68	21.63	20.64	17.92	17.92
Safety in General	919	1186	1401	2003	1838	12.79	12.65	13.26	14.69	13.78
Load Line Items	695	1085	1231	1864	1424	9.67	11.58	11.65	12.20	10.68
Navigation Equipment	478	445	594	833	884	6.65	4.75	5.62	6.11	6.63
Accommodation	277	399	360	590	767	3.85	4.26	3.41	4.33	5.75
Propulsion and Auxiliary Machinery	316	550	569	660	605	4.40	5.87	5.39	4.84	4.54
Radio	57	91	258	332	461	0.79	0.97	2.44	2.43	3.46
Food and Catering	280	327	324	427	413	3.90	3.49	3.07	3.13	3.10
Marpol Annex I (Oil)	109	150	255	259	340	1.52	1.60	2.41	1.90	2.55
Ship's Certificates	76	130	221	177	221	1.06	1.39	2.09	1.30	1.66
Mooring Arrangements	97	127	111	181	172	1.35	1.36	1.05	1.33	1.29
Solas Operational Deficiencies	0	9	52	78	142	0	0.10	0.49	0.57	1.06
Crew Qualifications/Crew	42	62	102	114	133	0.58	0.66	0.97	0.84	1.00
Accident Prevention	40	62	61	79	129	0.56	0.66	0.58	0.58	0.97
Cargo/Cargo Gear	137	150	78	101	125	1.91	1.60	0.74	0.74	0.94
Working Space	24	81	46	57	78	0.33	0.86	0.44	0.42	0.58
Marpol Operational Deficiencies	0	1	31	25	56	0	0.01	0.29	0.18	0.42
Alarm Signals	9	13	27	25	32	0.13	0.14	0.26	0.18	0.24
Tankers	18	29	22	33	16	0.25	0.31	0.21	0.24	0.12
Marpol Annex II (Chemicals)	2	5	11	3	5	0.03	0.05	0.10	0.02	0.04
Marine Pollution Annex III	0	0	0	3	2	0	0	0	0.02	0.01
Other	42	28	5	7	12	0.58	0.30	0.05	0.05	0.09
TOTAL	7186	9372	10563	13638	13334					

SELECTED DEFICIENCY CATEGORIES

Fire Fighting Appliances

Fire is perhaps the greatest hazards faced by the ships' crew. Over the years there have been many developments in fire protection, fire detection and fire fighting. But the level of casualties and damage due to fire is still high according to the available statistics. It is therefore vital that appliances used to fight fires be well maintained and ready for immediate use.

Among the deficiencies in fire fighting appliances three categories stand out - inability to operate fire dampers and fuel oil quick closing valves amounts to 6.88%, fire fighting equipment 3.48% and fire pumps 2.13% of the total deficiencies found during the year.

An engine room fire is generally a fierce conflagration which in most cases is due to a leaking or burst fuel

pipe spraying oil onto heated surfaces. Added to this is the inevitable presence of oil and diesel on machinery surfaces and in bilges, tanks and pipes throughout the engine room. Such fires generate large amounts of heat and smoke. The nature of these fires is such that the time available for taking corrective action is extremely short. If the fire cannot be extinguished locally in the early stages, it is usually necessary to evacuate the engine room and completely flood it with a fire extinguishing medium such as gas. In such a scenario the importance of fire dampers and remote closing of fuel oil valves is critical.

Habitation - Living & Working Conditions

Deficiencies in this category relate to living and working conditions on board ships.

Ships on which the health or safety of the crew is not adequately safeguarded are classified as substandard. A substandard ship is defined by the Navigation Act as:

"A ship is, for the purpose of this Act, substandard if the ship is seaworthy, but conditions on board the ship are clearly hazardous to safety or health".

The inspections are conducted under the provision of Marine Orders, Part 11 (Substandard Ships). These Orders give effect to the spirit of ILO 147 concerning crew accommodation, food, catering, and prevention of occupational accidents.

These inspections form part of the port State control inspection regime and are normally made concurrently with inspections of a ships seaworthiness.

Accommodation

The results of inspections of crew accommodation are recorded in Table 8. They show that most accommodation deficiencies involved sanitary facilities. Examples of deficiencies which are included in the crew accommodation category are: blocked drains; dirty hospitals and bathrooms; toilet flush water pipes leaking; basins broken; toilet bowls broken; light fittings broken; deck coverings in accommodation and alleyways defective and ship's provisions being stored in accommodation spaces.

Figure 6 - Accommodation most frequent deficiencies

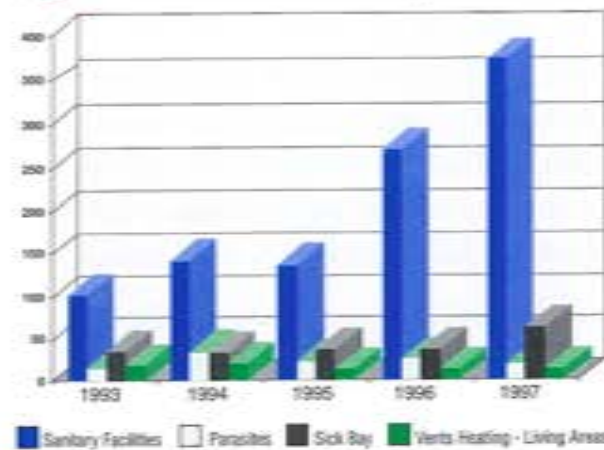


Table 8 - Accommodation deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Sanitary Facilities	101	141	136	271	387	1.41	1.49	1.29	1.99	2.90
Parasites	15	34	23	26	19	0.21	0.36	0.22	0.19	0.14
Sick Bay	36	33	37	45	66	0.50	0.35	0.35	0.33	0.49
Vents, Heating - Living Areas	19	21	14	17	17	0.26	0.22	0.13	0.13	0.13
Medical Equipment	4	13	7	12	16	0.05	0.14	0.07	0.09	0.12
Lighting in Living Areas	11	12	7	13	13	0.15	0.13	0.07	0.10	0.10
Drainage	8	11	12	9	27	0.11	0.12	0.11	0.07	0.20
Pipes, Insulation Accom	1	7	2	5	4	0.01	0.07	0.02	0.04	0.03
Other	82	127	122	192	259	1.14	1.35	1.15	1.41	1.94

Food & Catering

The results of inspections are recorded in Table 9. The majority of deficiencies found in food and catering arrangements related to galleys and food storage and handling rooms. This was largely due to poor standards of cleanliness. Other deficiencies included in this category are insulation in galleys sufficiently deteriorated to pose a potential health hazard; heavy grease deposits in galley exhaust ventilation trunking creating a potential fire hazard; refrigeration machinery for cooling storerooms not working efficiently and insufficient food for the intended voyage.

Figure 7 - Food and catering most frequent deficiencies

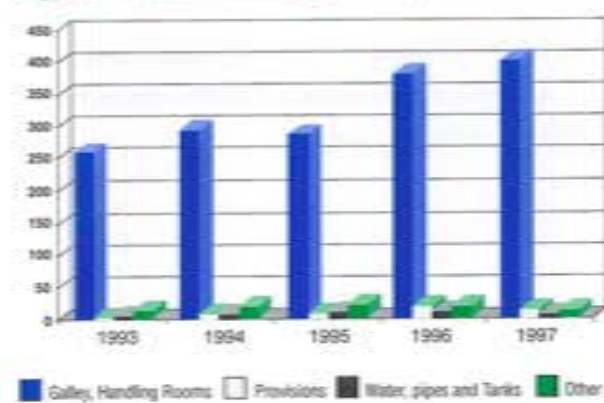


Table 9 - Food and catering deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Galley, Handling Rooms	258	294	286	379	401	3.59	3.14	2.71	2.78	3.01
Provisions	2	8	7	17	14	0.03	0.09	0.07	0.13	0.10
Water, Pipes and Tanks	6	7	9	11	7	0.08	0.07	0.08	0.08	0.05
Other	14	18	22	20	13	0.19	0.13	0.21	0.15	0.10

Working Spaces

The provision of adequate lighting and ventilation in spaces where people are required to work is essential for a safe working environment. The results of inspections are recorded in Table 10. Eighty-six deficiencies were noted in this category which account for 0.64% of all deficiencies observed.

Figure 8 - Working spaces most frequent deficiencies

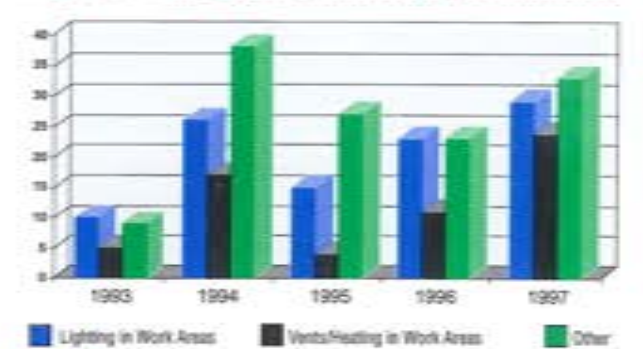


Table 10 - Working spaces deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Lighting in Work Areas	10	26	15	23	29	0.14	0.28	0.14	0.17	0.22
Vents/Heating in Work Areas	5	17	4	11	24	0.07	0.18	0.04	0.08	0.18
Other	9	38	27	23	33	0.12	0.41	0.26	0.17	0.25

Accident Prevention

The absence or deterioration of insulation on electrical cables, steam lines, exhaust pipes and other heated surfaces was observed on 30 occasions. Guards to protect operators from moving parts of machinery were observed to be missing or defective on 18 occasions. In total, there were 149 deficiencies amounting to 1.12% of all deficiencies observed. Inspection results are recorded in Table 11.

Figure 9 - Accident prevention most frequent deficiencies

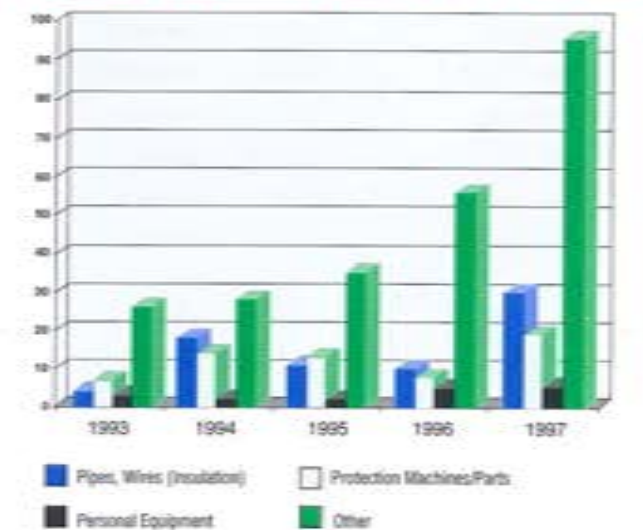


Table 11 - Accident prevention deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1993	1994	1995	1996	1997	1993	1994	1995	1996	1997
Pipes, Wires (Insulation)	4	18	11	10	30	0.05	0.19	0.10	0.07	0.22
Protection Machines/Parts	7	14	13	8	18	0.10	0.15	0.13	0.06	0.13
Personal Equipment	3	2	2	5	5	0.04	0.02	0.02	0.04	0.04
Other	26	28	35	56	96	0.36	0.30	0.33	0.41	0.72

ANNEX - LIST OF DETAINED SHIPS IN 1997

Note: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
 (2) Ship detained on more than one occasion.
 (3) Time that vessel was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
Adamandas	8115681	Cyprus	American Bureau of Shipping	Nil
Akita	7821623	St. Vincent & the Grenadines	Det Norske Veritas	14
Al Khaleej	6515148	Kuwait	Lloyd's Register of Shipping	95
Al Safi	8009557	Jordan	Lloyd's Register of Shipping	Nil
Alcinoe	8413485	Bahamas	Lloyd's Register of Shipping	Nil
Altres	7700556	St. Vincent & the Grenadines	Det Norske Veritas	186
Amanah Satu	8113736	Malaysia	Nippon Kaiji Kyokai	102
AmyN	7378468	Panama	Lloyd's Register of Shipping	Nil
An Ping 1	8720785	China	China Classification Society	Nil
Anangel Spirit	7609623	Greece	American Bureau of Shipping	24
Anangel Success	8307612	Greece	Det Norske Veritas	Nil
Anawa Kyar	8510623	Myanmar	Nippon Kaiji Kyokai	Nil
Anemone	8821606	Liberia	Korean register of Shipping	Nil
Angara	8311156	Russian Federation	Russian Maritime Register of Shipping	Nil
Apex	7380370	Panama	American Bureau of Shipping	7
Artis Grace	8619015	Denmark	Lloyd's Register of Shipping	Nil
Artis Light	9046136	Denmark	Lloyd's Register of Shipping	Nil
Asian Fortune	8114429	Singapore	American Bureau of Shipping	Nil
Atlantis Two	7433000	Cyprus	Lloyd's Register of Shipping	24
Aton	8117029	Egypt	Lloyd's Register of Shipping	Nil
Azija	8504870	Cyprus	Lloyd's Register of Shipping	Nil
Baraganul	8024533	Romania	Germanischer Lloyd	48
Blessing	9085889	Liberia	Det Norske Veritas	Nil
Bogasari Dua	7613985	Indonesia	Bureau Veritas	1
Botany Trader	9047544	Bahamas	American Bureau of Shipping	9
Brahms	8219358	Greece	Lloyd's Register of Shipping	Nil
Brazil Star	8204638	Panama	Nippon Kaiji Kyokai	Nil
Bunga Kertas	8507327	Malaysia	Lloyd's Register of Shipping	38
C. Tahsin	7508213	Turkey	Lloyd's Register of Shipping	Nil
Caledonian Prince	8130289	Panama	Lloyd's Register of Shipping	Nil
Camilla	6614140	Panama	Bureau Veritas	5
Cape Cleveland	8701088	Malta	Bureau Veritas	Nil
Cape Eagle	9035589	Panama	Lloyd's Register of Shipping	Nil
Caraka Jaya Niaga III-6	8917132	Indonesia	Biro Klasifikasi Indonesia	50
Cherry Flower	7526209	Greece	American Bureau of Shipping	Nil
Cyrus	6603567	St. Vincent & the Grenadines	Registro Italiano Navale	1
Daiko Maru	7313664	Japan	Nippon Kaiji Kyokai	Nil
Daishowa Maru	8600557	Panama	Nippon Kaiji Kyokai	Nil
Daizu Maru	7514531	Thailand	Nippon Kaiji Kyokai	Nil
Danny F II	7359462	St. Vincent & the Grenadines	Registro Italiano Navale	58
Darya Chand	8317019	Liberia	Nippon Kaiji Kyokai	Nil
Delta Peace	7106970	Pakistan	Korean Register of Shipping	Nil

Note: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
 (2) Ship detained on more than one occasion.
 (3) Time that vessel was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
Direct Falcon	7526704	Bahamas	Bureau Veritas	Nil
Domiat	8203397	Egypt	Lloyd's Register of Shipping	Nil
Dynamic Express	9032680	Panama	Nippon Kaiji Kyokai	Nil
El Cordero	6705339	Panama	Lloyd's Register of Shipping	6
El Cordero ²	6705339	Panama	Lloyd's Register of Shipping	Nil
Erikousa Wave	8112998	Cyprus	Lloyd's Register of Shipping	14
Eser Kaptanoglu	8102414	Turkey	Nippon Kaiji Kyokai	Nil
Ever Praise	7917939	Panama	American Bureau of Shipping	Nil
Fajar Kanguru	7727695	Indonesia	Biro Klasifikasi Indonesia	144
Feng Xiang Ling	9050541	China	China Classification Society	Nil
Franconia	8415794	Liberia	Nippon Kaiji Kyokai	Nil
Frisia	8415909	Panama	Nippon Kaiji Kyokai	19
Frixos	8420218	Liberia	Lloyd's Register of Shipping	Nil
Gao Cheng	8306747	China	China Classification Society	Nil
Gardenia Ace	7927415	Panama	Nippon Kaiji Kyokai	29
Georgios M	8010465	Cyprus	Lloyd's Register of Shipping	68
Gerard LD	9000649	France	Bureau Veritas	Nil
Global Adventure	8222056	Philippines	Nippon Kaiji Kyokai	Nil
Golden Ruby	8306852	Panama	Nippon Kaiji Kyokai	Nil
Gomain Naree	7501259	Thailand	Nippon Kaiji Kyokai	9
Grace Taio	8507779	Panama	Nippon Kaiji Kyokai	Nil
Great Glen	8005549	Panama	Lloyd's Register of Shipping	Nil
Gu Yuan Hai	7518329	China	China Classification Society	Nil
Gulser Ana	8418289	Turkey	Nippon Kaiji Kyokai	Nil
Hachinohe	8703385	Philippines	Nippon Kaiji Kyokai	Nil
Hai Huang	7911674	China	China Classification Society	Nil
Halla Fortune	8501610	Korea, Republic of	Korean Register of Shipping	Nil
Hanjin Gladstone	8821620	Liberia	Korean Register of Shipping	Nil
Hanjin Sydney	8806329	Korea, Republic of	Korean Register of Shipping	Nil
Hansa Coral	8513778	Antigua & Barbuda	Germanischer Lloyd	Nil
Happiness II	7328748	Panama	American Bureau of Shipping	48
Hector	7930486	Cyprus	American Bureau of Shipping	Nil
Hong Qi 206	8404836	China	China Classification Society	Nil
Hui Fu	7600653	China	China Classification Society	4
Hume Highway	8508711	Panama	Nippon Kaiji Kyokai	14
Hunter	7341348	Panama	Lloyd's Register of Shipping	Nil
Hyundai Trader	8105507	Korea, Republic of	Korean Register of Shipping	Nil
Iman	8021062	Turkey	Det Norske Veritas	27
Innovator	9039195	Panama	Korean Register of Shipping	Nil
Intramuros	8309103	Philippines	Nippon Kaiji Kyokai	Nil
Iran Amanat	8112990	Iran	Lloyd's Register of Shipping	Nil
Iran Motahari	7521649	Iran	Lloyd's Register of Shipping	36

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Infon	9113317	Panama	Bureau Veritas	Nil
Izgutty Aytykov	7611016	Ukraine	Russian Maritime Register of Shipping	68
Izgutty Aytykov ²	7611016	Ukraine	Russian Maritime Register of Shipping	29
J. Jessica	8513429	Philippines	Nippon Kaiji Kyokai	21
Kamsar Voyager	8220175	Norway	Det Norske Veritas	Nil
Kanev	7600768	Liberia	Russian Maritime Register of Shipping	48
Karin B	8215596	Antigua & Barbuda	Germanischer Lloyd	92
Karin B ²	8215596	Antigua & Barbuda	Germanischer Lloyd	31.5
Karin B ³	8215596	Antigua & Barbuda	Germanischer Lloyd	Nil
Kasuga I	7401837	Panama	Nippon Kaiji Kyokai	Nil
Kavo Delfini	8028747	Greece	Lloyd's Register of Shipping	Nil
Ken Kon	8907565	Panama	Nippon Kaiji Kyokai	Nil
Khudozhnik Kustodiev	7728950	Russian Federation	Russian Maritime Register of Shipping	72
Kiho	7379785	St. Vincent & the Grenadines	Nippon Kaiji Kyokai	Nil
Kimizuru	7394400	Panama	Nippon Kaiji Kyokai	Nil
KK Express	7904695	Panama	Panama Maritime Surveyors Bureau Inc.	Nil
Kohkisan	8204444	Panama	Nippon Kaiji Kyokai	Nil
Kriti Color	8420282	Greece	Lloyd's Register of Shipping	Nil
Kritika Naree	7713890	Thailand	Nippon Kaiji Kyokai	Nil
Lady Emily	8507298	Hong Kong	Bureau Veritas	Nil
Lantau Peak	7501651	Malaysia	Nippon Kaiji Kyokai	Nil
Libre II	9089966	Singapore	Nippon Kaiji Kyokai	Nil
Lodz II	8302234	Poland	Polski Rejestr Statkow	24
Lok Pragati	7503855	India	Indian Register of Shipping	22
Luis Aboltz	9111242	Philippines	Det Norske Veritas	42
Luna II	8405816	Panama	Lloyd's Register of Shipping	Nil
Maersk Serangoon	8106733	Singapore	Lloyd's Register of Shipping	Nil
Majapahit	7920572	Indonesia	Germanischer Lloyd	13
Mandarin Sea	8029478	Singapore	China Classification Society	4
Manila Bellona	8406913	Philippines	Nippon Kaiji Kyokai	Nil
Marine Grace	8015180	Panama	Nippon Kaiji Kyokai	Nil
Marineos	6503963	United Arab Emirates	Lloyd's Register of Shipping	Nil
Marineos ²	6503963	United Arab Emirates	Lloyd's Register of Shipping	49
Maritime Bangkok	7433074	Singapore	Lloyd's Register of Shipping	141
Mawashi Tabuk	7530482	Saudi Arabia	Nippon Kaiji Kyokai	Nil
Messiniakos	7394383	Cyprus	American Bureau of Shipping	66
Mindanao River 2	8319328	Philippines	American Bureau of Shipping	Nil
Ming Mercy	8026919	Taiwan	China Corporation Register of Shipping	645
Morakot Naree	8114895	Thailand	Det Norske Veritas	Nil
Morning Queen	7801609	Panama	Nippon Kaiji Kyokai	210
Morning Sky	9142007	Panama	Nippon Kaiji Kyokai	Nil
Mount Olympus	7806905	Malta	Bureau Veritas	Nil

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MSC Claudia	7104573	Panama	Germanischer Lloyd	Nil
MSC Edna	7434432	Panama	American Bureau of Shipping	1
MSC Nuria	7416911	Panama	Lloyd's Register of Shipping	Nil
Nand Rati	8026139	India	Lloyd's Register of Shipping	Nil
Neptune Akaber	8515685	Singapore	Nippon Kaiji Kyokai	Nil
Neptune Storm	7350002	St. Vincent & the Grenadines	Bureau Veritas	21
Neptune Wind	6516063	St. Vincent & the Grenadines	Bureau Veritas	17
New Horizon	9048108	Panama	Korean Register of Shipping	Nil
Nichian	8710065	Japan	Nippon Kaiji Kyokai	Nil
Nicole	7825227	Cyprus	Nippon Kaiji Kyokai	Nil
Niugini Coast	8518091	Papua New Guinea	American Bureau of Shipping	Nil
Noblesse	7626499	Panama	Bureau Veritas	Nil
Nordbult	8905828	Cyprus	Germanischer Lloyd	Nil
Ocean Ace	8300418	Panama	Nippon Kaiji Kyokai	18
Oceanic Success	8915720	Philippines	Nippon Kaiji Kyokai	9
Orient Trust	7524122	Panama	Nippon Kaiji Kyokai	72
Pacific Chungsam	7391850	Taiwan	China Corporation Register of Shipping	Nil
Pacific Trader	7718204	Greece	American Bureau of Shipping	12
Pan Queen	7532997	Korea, Republic of	Korean Register of Shipping	Nil
Pearl Venus	9002178	Panama	Nippon Kaiji Kyokai	11
Pera Ranger	7429700	Malaysia	Nippon Kaiji Kyokai	Nil
Pernas Arang	8124840	Malaysia	Det Norske Veritas	7
Pertamina Supply No. 33	8601020	Indonesia	Biro Klasifikasi Indonesia	168
Pioner Uzbekistana	7831886	Russian Federation	Russian Maritime Register of Shipping	Nil
Pisces Explorer	8223579	Isle of Man	Lloyd's Register of Shipping	Nil
Pollux	7310507	Panama	Lloyd's Register of Shipping	116
Pretty Prosperity	9129031	Korea, Republic of	Korean Register of Shipping	Nil
Pride	8000525	Panama	Lloyd's Register of Shipping	Nil
Queen Margreth	7629635	Cyprus	Nippon Kaiji Kyokai	740
Ratna Vandana	7311977	India	Lloyd's Register of Shipping	217
Red Rose	7404877	Cyprus	Registro Italiano Navale	33
River Star	8216875	Japan	Nippon Kaiji Kyokai	Nil
RoRo Sarawak	8209389	Singapore	Det Norske Veritas	Nil
Salango	7724277	Mauritius	American Bureau of Shipping	Nil
Salango ²	7724277	Mauritius	American Bureau of Shipping	Nil
Salud Ace	7525530	Philippines	Nippon Kaiji Kyokai	Nil
Samarinda	9039042	Panama	Det Norske Veritas	Nil
Samsun Spirit	8111582	St. Vincent & the Grenadines	Lloyd's Register of Shipping	Nil
Satya Madura	8120064	Indonesia	Biro Klasifikasi Indonesia	Nil
Scantro	7826506	Norway	Lloyd's Register of Shipping	93
Sea Trident	8106379	Greece	American Bureau of Shipping	25
Sincere Oceanus	8319639	Panama	Nippon Kaiji Kyokai	Nil

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Sincere Olympus	8213691	Philippines	Nippon Kaiji Kyokai	Nil
Southern Cross	8821539	Philippines	Nippon Kaiji Kyokai	3
Southern Princess	7632357	Panama	Nippon Kaiji Kyokai	81
St. Cloud	8201351	Hong Kong	Lloyd's Register of Shipping	Nil
Star Antares	8109022	Greece	Lloyd's Register of Shipping	Nil
Star Libra	8323915	Greece	Det Norske Veritas	Nil
Stellar Cape	8903117	Philippines	Nippon Kaiji Kyokai	Nil
Stellar Venus	8516689	Panama	Nippon Kaiji Kyokai	Nil
Stolt Azalea	8709731	Liberia	Nippon Kaiji Kyokai	19
Sunny Clipper	7506493	Liberia	Lloyd's Register of Shipping	Nil
Sunny Diamond	8223921	Panama	Nippon Kaiji Kyokai	Nil
Tai Chung	8018431	Taiwan	China Corporation Register of Shipping	1
Tenhiro	8517554	Panama	Nippon Kaiji Kyokai	Nil
Tia Estela	8029480	Panama	Nippon Kaiji Kyokai	Nil
Tiger Cape	7911662	Cyprus	Det Norske Veritas	9
Tohzan	8202290	Liberia	Nippon Kaiji Kyokai	20
Tomia Hope	8214085	Malta	Det Norske veritas	Nil
Toscana	7430668	Greece	Lloyd's Register of Shipping	Nil
Unison Ever	8114443	Panama	Bureau veritas	76
Urgup	7343011	Turkey	Lloyd's Register of Shipping	Nil
Vanda Naree	8309115	Thailand	Nippon Kaiji Kyokai	Nil
Wadi Al Kamar	8309907	Egypt	Lloyd's Register of Shipping	Nil
Wadi Al Molouk	8309892	Egypt	Lloyd's Register of Shipping	Nil
Waglan Light	8126123	Panama	Nippon Kaiji Kyokai	Nil
Wan Shou Shan	8601197	China	China Classification Society	18
Western Trader	8801008	Philippines	Nippon Kaiji Kyokai	Nil
Western Winner	8029258	Panama	Lloyd's Register of Shipping	Nil
Western Winner ²	8029258	Panama	Lloyd's Register of Shipping	Nil
Wolfsburg	8519710	Myanmar	Germanischer Lloyd	6
World Glory	8004698	Panama	Bureau Veritas	Nil
World Themis	7533111	Cyprus	Bureau Veritas	113
Wu Sheng Hai	7227657	China	China Classification Society	22
You Yi	8912637	Panama	Nippon Kaiji Kyokai	Nil
Zeynep Kaptanoglu	7701275	Turkey	Nippon Kaiji Kyokai	Nil
Zoya Kosmodemyanskaya	7328528	Ukraine	Russian Maritime Register of Shipping	48