

# PSC

Port State Control

*Australia*



Australian Government  
Australian Maritime Safety Authority

2006 Report



# 2006 PORT STATE CONTROL REPORT



***Australia***

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## PREFACE

Australia's port State control program continues to underpin our efforts to promote safety of foreign ships operating in Australian waters; protect those waters from the dangers of shipborne pollution, and to protect the lives of those onboard. Implementation of the program continues to be an essential part of ensuring that foreign ships calling at Australian ports meet the safety standards endorsed by the international community and do not pose a risk to our marine environment.

This report covers the period from the 1st of January to the 31st of December 2006. During this period, AMSA marine surveyors inspected 3080 vessels, and recorded 8972 deficiencies. A number of these deficiencies led to the detention of 138 vessels.

Strong demand for commodity exports during 2006 are reflected in a high number of ship inspections for the third year in a row and this has kept our marine surveyors busy, particularly at the major bulk cargo and container ports. Despite this high demand on resources, we have once again met our inspection targets for each risk category of ship. The shipping community can be confident that poor quality tonnage trading in Australian waters is almost certain to be inspected and detained if major safety deficiencies are identified.

Some ship operators and charterers still attempt to enter the Australian maritime trade using unseaworthy tonnage and continue to be detained by AMSA. Equipment deficiencies are a main factor in detentions, and basic fire safety measures remain at the forefront of those items such as inoperable ventilation fire flaps and defective emergency fire pump arrangements for example.

The deficiency rate has shown a small increase after a few years of decline but the detention rate has shown a continuing decrease. During 2006, an increasing number of shippers and charterers used the total number of deficiencies as a guide to vessel quality.

During 2007, we will persist with our efforts to ensure the safety of seafarers and passengers and to protect the marine environment.



Graham Peachey  
Chief Executive Officer  
Australian Maritime Safety Authority

## **SUMMARY OF DETENTIONS AND INSPECTIONS**

	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Total Inspections</b>	<b>2842</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>
<b>Total Detentions</b>	<b>166</b>	<b>190</b>	<b>173</b>	<b>154</b>	<b>138</b>
<b>Detention %</b>	<b>5.8</b>	<b>6.7</b>	<b>5.4</b>	<b>5.0</b>	<b>4.5</b>

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## INTRODUCTION

### Port State Control - what is it and why is it necessary?

The United Nations Convention of the Law of the Sea (UNCLOS) provides every nation with many rights with regards to vessel registration and freedom of passage both over the high seas and through coastal waters of any other nation. With these rights comes certain responsibilities and these responsibilities remain with the nations who enjoy the rights. The responsibilities are set out in a variety of International Conventions, which have been developed over many years, most recently under the auspices of the International Maritime Organization (IMO). The most commonly accepted Conventions are the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Load Lines, the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) as well as numerous technical Codes and Resolutions associated with these Conventions.

The Administration offering vessel registration is referred to as the flag State, and is obliged to ensure that every vessel registered in their country complies with all the applicable Conventions, Regulations and Codes depending on the vessel type and trade routes. This task is a major undertaking for flag States with limited resources. It can lead to some flag States not carrying out all the necessary checks to ensure that all their vessels continue to comply with the relevant requirements. In practice, this has led to the majority of flag States delegating the responsibility of the checks to “recognised organisations” which are most commonly classification societies. Such societies have developed large networks of worldwide resources to enable them to carry out these delegated tasks but there can be a conflict since the societies have become commercial service providers paid for by the vessel operators.

The vessel operator is also critical in maintaining the required standards. Where an operator accepts this responsibility, and seeks to provide the necessary management and resources to enable a ship to comply with the international Conventions, the role of the flag State becomes secondary. A good operator in conjunction with a leading classification society can comply with the necessary international Conventions with minimal involvement by the flag State. For these reasons, in addition to monitoring individual ship performance, AMSA also monitors the performance of individual operators and International Safety Management (ISM) companies.

Operators can, however register their vessels with flag States that fail to meet their regulatory obligations and who provide minimal oversight. When this occurs another country can find ships arriving at its ports that are unsafe and threaten the marine environment. That country as “port State” has the right under the same international Conventions described above to carry out its own checks and to intervene to ensure that that ship does not continue to pose a threat to safety or the environment. This is port State control, and it has assumed prominence in the shipping industry, driven by the consistent failure of the other responsible parties to fully meet their obligations.



## **Port State Control in Australia**

Port State control is of particular importance to Australia due to the significance of shipping to Australia's trade and the sensitivity of the Australian coastline to environmental damage. Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This cooperation is administered by the Australian Maritime Safety Authority (AMSA), which employs 42 marine surveyors strategically located at 13 Australian ports. These marine surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections and marine qualifications duties.

AMSA endeavours to inspect a minimum of 50 per cent of "eligible" ships arriving at Australian ports, prioritising ships for inspection on a risk management basis to ensure that inspection resources are most effectively allocated. "Eligible" means the ship has not been inspected in the previous six months, or three months for passenger ships and tankers over 15 years old. The vast Australian coastline, the large number of possible ports and the resources available to AMSA mean that the logistics of achieving this goal is considerable. During 2006 AMSA marine surveyors inspected 2538 ships at 53 Australian ports, many in remote ports that required them to travel considerable distances at short notice. Since some ships became eligible twice during 2006 and were inspected a second time, the total number of inspections was 3080.

AMSA marine surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree, and are also trained in AMSA's ship inspection procedures before commencing their duties. They are also subjected to regular review and audits under an internal audit program specifically tailored to ship inspections, while the processes are also subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

### **Port State Control – Australian Ships (overseas)**

During the reporting period, nine Australian ships were subject to ten port State control inspections in New Zealand, Singapore, South Korea and Japan. These inspections lead to the recording of 14 minor deficiencies on three vessels, none of which warranted detention.

### **Flag State Inspections in Australia**

Recognising that to enable a nation to carry out port State control effectively, and to have that process seen to be both objective and credible, it is necessary for that nation to ensure that it carries out its own Flag State obligations effectively. Flag State inspections are therefore carried out on Australian ships in the same manner and with the same frequency as port State control inspections.

Australia has delegated statutory surveys required under the various maritime conventions for ships under its flag to six prominent classification societies (recognised organisations) with which it has agreements in place. These agreements are made in accordance with the "Guidelines for the authorisation of organisations acting on behalf of the Administration" contained in IMO Assembly Resolution A.739 (18). Several strategies are employed by AMSA to ensure that Australian flagged ships continue to

meet the necessary standards:

- The agreements in place with the Classification Societies contain reporting requirements and the facility to audit, while also clearly limiting authority to issue exemptions. AMSA auditors periodically undertake audits on these six Recognised Organisations.
- AMSA retains responsibility for certification under the ISM Code for Australian flagships and carries out necessary audits of the management systems of Australian ship owners and operators. This provides an oversight of the operation of these ships.
- Flag State inspections not only cover the same areas as PSC inspections, but also incorporate the requirements of AMSA's role as the Inspectorate under the *Occupational Health and Safety (Maritime Industry) Act 1993*.

When a vessel is found to be unseaworthy it is detained in the same manner as a foreign ship during a PSC detention. During the year 2006 reporting period, AMSA surveyors carried out 113 flag State inspections on 61 Australian registered ships. These inspections resulted in the recording of 328 deficiencies, and the detention of one ship.

## Appeals and Review Processes

If an owner or operator of a vessel disagrees with the findings recorded by an AMSA Marine Surveyor during a flag or port State control inspection, then they have a right of appeal.

Initially, an owner or operator can appeal to AMSA's General Manager – Maritime Operations to reconsider the findings of the marine surveyor. If not satisfied with the decision of the General Manager after his a review of the findings, the owner or operator may apply to the Administrative Appeals Tribunal (AAT) for a review of the decision made by the General Manager.

During 2006, two appeals to the AAT for a review of AMSA decisions to detain vessels were heard. Both detentions occurred in October 2005, and they were heard throughout 2006 with final decisions handed down in early 2007. On both occasions, the AAT found in favour of AMSA.

If an owner or operator has exhausted all avenues of appeal, and is still dissatisfied with a decision made by a port State control officer from a country that is a member of the Tokyo Memorandum of Understanding (MOU), they can approach the vessels flag State to appeal to the Detention Review Panel set up by the Tokyo MOU to reassess a detention decision.

On application, the Tokyo MOU Secretariat will convene the panel; made up of members of the MOU to assess a detention decision. The members will assess the decision based on the applicable international rule requirements. The findings of the panel are only an opinion, and are not binding on the Tokyo MOU member whose port State control officer issued the detention deficiency.

During the year 2006, a flag State did not appeal to the panel for a review of an AMSA detention decision. However, the Tokyo MOU secretariat called on AMSA to act as a panel member for other appeals, and to provide advice.

## **Regional Cooperation**

The IMO Assembly Resolution A.682 (17) 'Regional Cooperation in the Control of Ships and Discharges' recognised that regional cooperation in port State control would enhance the effectiveness of the program. This extends to ensuring that substandard ships do not have ports where they can go. It is also assisted by member States sharing information on inspection results, and ensuring appropriate follow-up of deficiencies.

Australia is a signatory and active member of both the Indian Ocean Memorandum of Understanding on Port State Control (IOMOU) and Asia Pacific Memorandum of Understanding on Port State Control (Tokyo MOU). For detailed information on the activities of these two organisations see their websites at [www.iomou.org](http://www.iomou.org) and [www.tokyo-mou.org](http://www.tokyo-mou.org)

## **AMSA's Ship Inspection Database**

To assist surveyors in conducting PSC inspections, AMSA has developed a comprehensive database, referred to as 'Shipsys'. The Shipsys database contains information received from various sources on a large number of vessels. This information not only includes the general particulars of a vessel, but also their PSC inspection history from within the Indian and Tokyo MOU regions.

Given that Shipsys is an important tool in AMSA's PSC inspection program, AMSA strives to keep the database contemporary by continually enhancing its capability.

To do this and to best utilise AMSA's resources, AMSA undertook a detailed statistical analyses in 2002 of the PSC records held on the database. The aim was to identify the factors that influenced the seaworthiness of ships so that a risk based approach could be applied to the PSC inspection program by identifying higher risk ships. This analysis covered the preceding six years of data. The result of the work is that today AMSA has within the Shipsys database a risk-based ship-targeting system.

With the passing of time since this last review, AMSA commenced another detailed analysis of data during 2006. This has resulted in the planned implementation of a modified calculation method of ship risk profile and an adjustment in the inspection target rates. These changes will be reflected in Shipsys during 2007 and will ensure that AMSA resources are utilised in the most effective manner and that our systems remain up to date and continue to reflect the changing profile of the vessels that call at Australian ports.

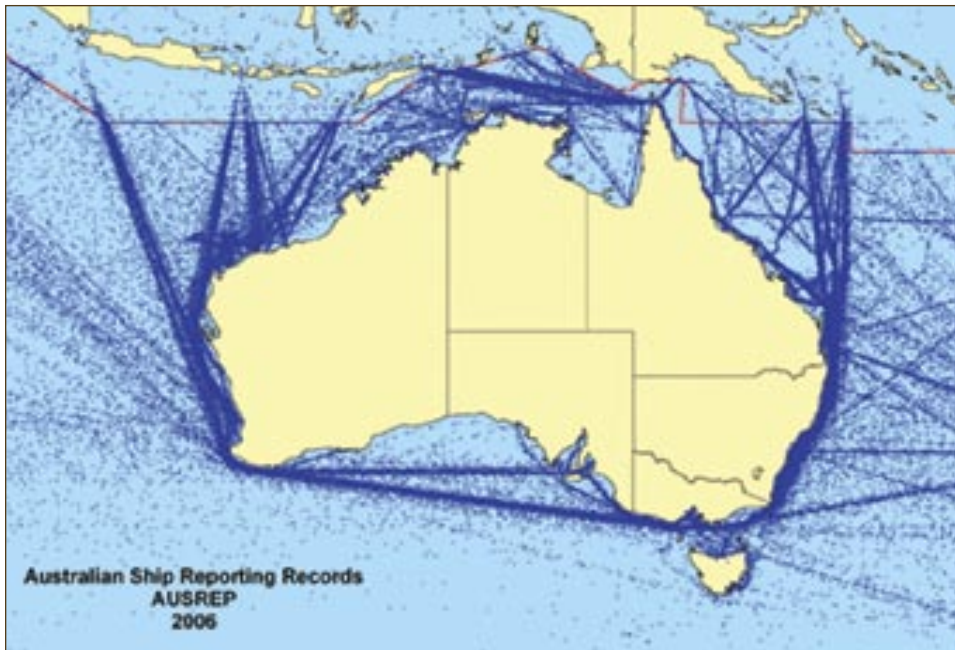
Although an exhaustively researched targeting system is maintained and forms the basis of the Shipsys system, the system is ultimately designed to be a guide to AMSA's marine surveyors, rather than a mandatory targeting system. AMSA holds the view that there is no restriction imposed on its marine surveyors using their professional judgement to decide which ships should be inspected and the level of inspection required. Local knowledge and professional judgement are considered to be important factors in making these decisions.

## INSPECTION RESULTS IN 2006

### Ship Operating Patterns in 2006

AMSA faces considerable logistical challenges when planning to meet their foreign flag inspection targets. However, the overall statistical targets have been met.

To achieve this, AMSA strives to maintain a clear understanding of the growth and trading pattern of foreign ships visiting Australian ports. Having such an understanding assists AMSA to allocate appropriate resources to the ports where needed most.



*Trading Patterns and Shipping Routes around the Australian Coastline as demonstrated by an annual summary of ship position reports provided for 2006 from the Australian Ship Reporting System (AUSREP)*

As well as loading and/or discharging cargo, foreign flag vessels can also visit Australia to carry out other maritime tasks such as towing and seismic research. Many of these vessels are also eligible for inspection depending on their areas of operation.

There are vessels that frequently visit the same port, or call at several ports as part of a liner trade. This provides AMSA with many opportunities for a PSC inspection. However, numerous vessels make only a single voyage, and in many cases to an Australian port remote from an AMSA office. Despite this, AMSA continues to ensure a Marine Surveyor is available to carry out a port State control inspection of an eligible vessel, particularly if AMSA deems the vessel to be a high risk.

During 2006, like years since the last data analysis in 2002, AMSA sought to achieve an overall inspection target of 50 per cent of all eligible ships being made up of the following four risk categories:

LOW RISK	Ships of less than 5 years old	25% inspection target
MEDIUM LOW	Ships between 5 and 9 years old	40% inspection target
MEDIUM HIGH	Ships between 10 and 14 years old	60% inspection target
HIGH RISK SHIPS	15 years old and over	80% inspection target

These risk categories have a weighted target inspection rate to achieve the 50 per cent overall. The high-risk target of 80 per cent is particularly challenging, as many of these vessels will visit small remote ports.

To assist marine surveyors to target which ships to inspect within each risk category at a particular port, AMSA uses a risk factor calculator within Shipsys. The system is designed to be a guide to AMSA's surveyors rather than a definitive targeting system.

Table 1 summarises foreign flag activity. 2006 saw another growth in trade with a resulting increase in foreign flag port visits and a corresponding increase in eligible ships calling at Australian ports.

Table 1 shows that despite the increased demands, AMSA's inspection rates again kept pace with the increased eligible visits and the inspection rate for single ship visits remained satisfactory and were slightly above the previous year's level.

**Table 1 - Foreign Flag activity**

Item	2006	2005	Change
Foreign Flag Port Visits	20793	20264	2.6%
Total Gross Tonnage of Port Visits	720m	687m	4.8%
Individual Ships	3688	3565	3.5%
Average Ship Gross Tonnage	38254	37169	2.9%
Number of ships that had not visited in previous year	1275	1176	8.4%
Individual ships eligible for inspection	3424	3323	3.0%
Ships inspected one or more times	2538	2504	1.4%
Inspection Rate of individual ships	74.1%	75.4%	
Ships making a single port call in the year	966	939	2.9%
Eligible single visit ships	878	822	6.8%
Single visit ships inspected	460	419	9.8%
Inspection rate for single visit ships	52.4%	51.0%	
Port visits by Bulk Carriers	8233	8296	-0.8%
Port visits by Container Ships	4535	4200	7.9%
Port visits by Oil Tankers	1395	1341	4.0%
Port Visits by Vehicle Carriers	1337	1346	-0.7%
Port visits by Gas Carriers	543	455	19.3%
Port Visits by Livestock Carriers	275	301	-8.6%

Foreign flag visits for each vessel type are further shown as proportions of Gross Registered Tonnage (G.R.T.) in Figure 1 and as proportions of the number of visits in Figure 2.

*Note: Ship data in this Section covers only those foreign flagged vessels subject to the Navigation Act 1912, and excludes smaller vessels such as fishing vessels.*

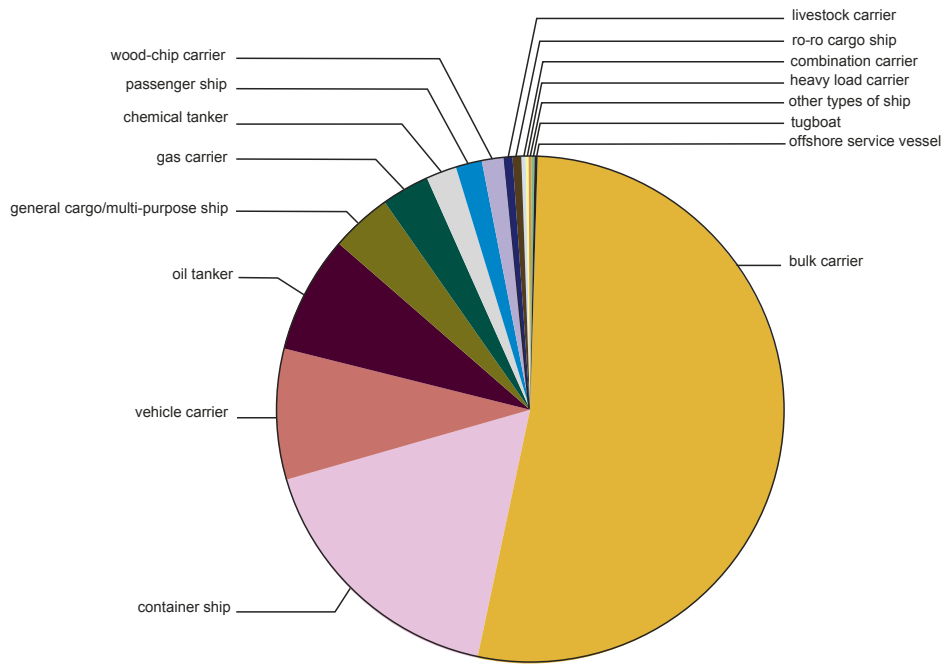


Figure 1 -  
Type Profile of Foreign Flag  
Vessels by share of G.R.T.

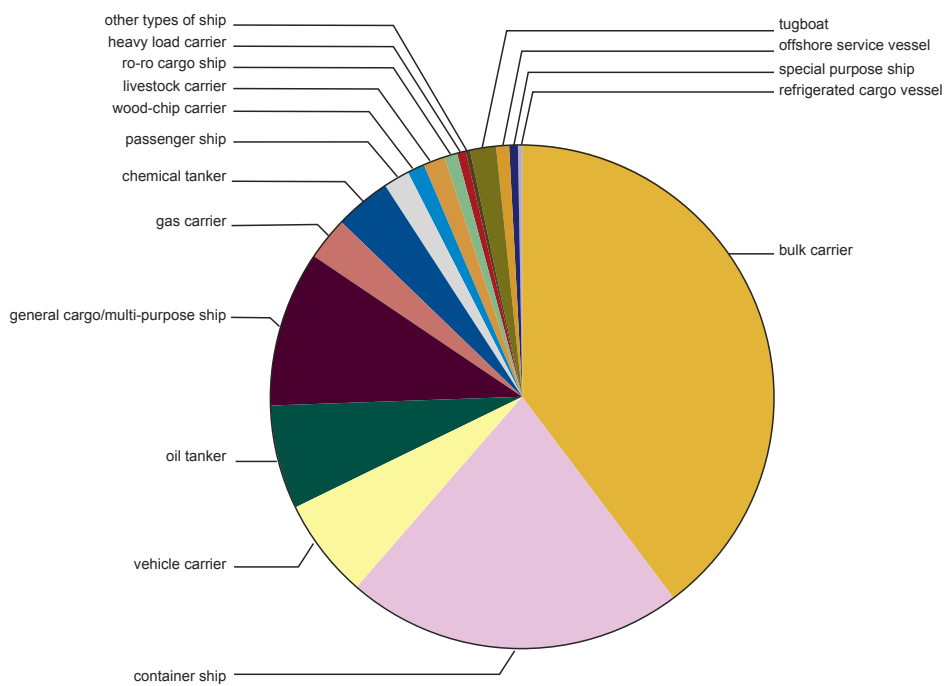


Figure 2 -  
Type Profile of Foreign  
Flag Vessels by share of  
number of visits

## Number of Inspections

A port State control inspection of a ship in an Australian port begins with an initial visit where a Marine Surveyor assesses the overall condition of the ship. If during this inspection, the Marine Surveyor finds there are clear grounds for believing that the ship, its equipment or the crew do not substantially meet internationally accepted requirements, the Marine Surveyor will initiate a more detailed inspection.

If a Marine Surveyor finds deficiencies during an inspection, a number of intervention actions may result. The Marine Surveyor may require the deficiencies to be rectified prior to the ship sailing, or in some cases, the deficiency may warrant the ship's detention. The Marine Surveyor may also carry out a follow-up visit to ensure that the crew satisfactorily carried out any required repairs. In certain cases, where considered safe to do so, the Marine Surveyor may require the crew to carry out the repairs within a specified timeframe. This may require follow-up visits during subsequent port calls, either in Australia or other member countries of the Indian Ocean or Tokyo MOUs.

During 2006, AMSA marine surveyors carried out 3080 initial inspections on foreign ships visiting 53 Australian ports. As a result of the initial inspections, Marine Surveyors carried out 390 follow-up inspections to ensure rectification of deficiencies. As AMSA marine surveyors inspect some ships more than once during the year, this represents the inspection of some 2538 individual ships.

Tables 2, 3 and 4 show a breakdown of inspections by port, flag and ship type.

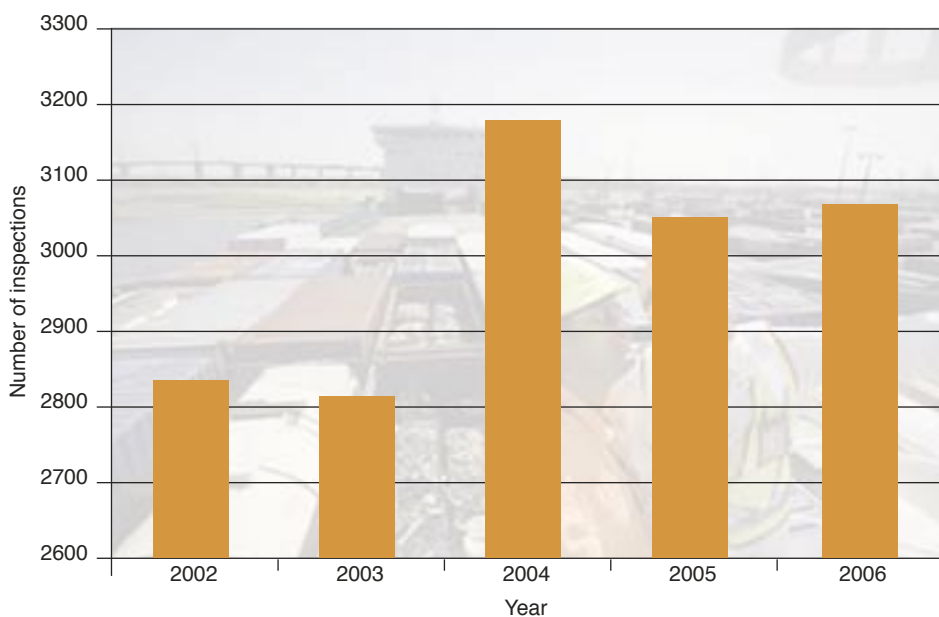


Figure 3  
Number of inspections

Table 2 – Total ships inspected by port

Port	2002	2003	2004	2005	2006
Abbot Point	12	10	8	24	14
Albany	11	10	30	21	18
Ardrossan	3	0	2	0	2
Barrow Island Terminal	0	0	1	0	0
Barry Beach	1	0	0	0	0
Bell Bay	31	25	51	38	36
Brisbane	248	255	265	264	251
Broome	1	0	1	1	0
Bunbury	68	74	74	78	85
Bundaberg	2	1	2	0	1
Burnie	17	19	16	17	20
Cairns	29	20	17	19	27
Cape Cuvier	1	1	0	1	0
Cape Flattery	1	1	0	0	1
Christmas Island	3	2	2	0	0
Cossack Pioneer Terminal	0	0	0	3	0
Dampier	266	231	252	220	232
Darwin	89	62	67	79	85
Derby	2	0	0	0	0
Devonport	2	3	2	1	3
Eden	2	4	2	0	1
Esperance	19	6	12	13	17
Fremantle	127	142	118	130	134
Geelong	65	65	84	59	70
Geraldton	26	26	52	39	51
Gladstone	135	172	206	178	234
Gove	10	11	14	20	25
Griffin Venture Terminal	0	1	0	0	0
Groote Eylandt	12	8	12	1	13
Hay Point	160	185	287	303	237
Hobart	2	8	5	5	7
Karumba	5	4	3	1	2
Kurnell	18	19	24	12	12
Kwinana	189	185	252	222	209
Launceston	0	0	2	0	0
Lucinda	6	6	3	7	4

Port	2002	2003	2004	2005	2006
Mackay	8	10	14	19	17
Melbourne	137	153	182	167	174
Mourilyan	10	4	8	12	9
Newcastle	298	255	284	332	306
Onslow	1	2	4	3	0
Other North	0	0	1	1	0
Other West	1	3	0	1	0
Point Wilson	0	0	2	0	1
Port Adelaide	82	66	87	72	73
Port Alma	11	7	8	13	11
Port Bonython	1	2	1	3	3
Port Botany	109	130	118	117	147
Port Giles	4	7	6	4	4
Port Hedland	156	159	157	144	139
Port Kembla	116	88	99	103	97
Port Latta	2	3	1	4	0
Port Lincoln	10	15	12	8	8
Port Pirie	13	7	3	5	5
Port Stanvac	11	7	0	0	0
Port Walcott	59	72	91	58	56
Portland	16	35	23	19	21
Risdon	0	2	2	4	4
Saladin Marine Terminal	0	0	0	0	0
Spring Bay	3	8	8	7	8
Stanley	0	1	0	0	0
Sydney	99	92	98	83	71
Thevenard	4	3	5	5	4
Townsville	74	93	56	74	77
Useless Loop	7	7	2	10	9
Varanus Island Terminal	1	1	0	0	0
Wallaroo	18	8	16	9	4
Weipa	12	17	22	20	14
Westernport	12	7	8	7	12
Whyalla	2	7	17	12	15
Yamba	1	0	0	0	0
Yampi Sound	1	0	0	0	0
<b>Totals</b>	<b>2842</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>



**Table 3 – Total Inspections by Flag and 2006 detention rates**

<b>Flag</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2006 dets</b>	<b>Det Rate</b>
Algeria	0	0	1	0	0	0	
American Samoa, USA	0	0	0	0	0	0	
Antigua and Barbuda	25	25	40	44	34	1	2.9%
Bahamas	144	178	180	176	153	7	4.6%
Bahrain	1	0	0	0	0	0	
Barbados	2	3	1	1	1	0	0.0%
Belgium	2	1	6	8	10	0	0.0%
Belize	4	2	5	3	4	0	0.0%
Bermuda, UK	24	28	31	20	20	0	0.0%
Brazil	1	0	3	0	0	0	
Bulgaria	0	0	0	1	1	0	0.0%
Cambodia	1	0	0	0	1	0	0.0%
Cayman Islands, UK	5	11	10	7	14	2	14.3%
Channel Islands, UK	0	0	0	0	0	0	
Chile	0	1	0	1	0	0	
China	45	79	79	68	75	1	1.3%
Croatia	7	4	9	7	10	0	0.0%
Cyprus	127	129	154	127	122	10	8.2%
Denmark	22	29	27	23	16	0	0.0%
Dominica	0	0	0	0	2	0	0.0%
Egypt	11	6	6	6	5	0	0.0%
Fiji	4	3	0	0	0	0	
France	16	15	14	14	14	0	0.0%
French Antarctic Territory, France	0	1	0	0	0	0	
Germany	18	6	13	32	24	2	8.3%
Gibraltar, UK	2	4	4	4	8	0	0.0%
Greece	135	119	160	103	95	7	7.4%
Honduras	1	0	0	0	0	0	
Hong Kong, China	177	196	263	269	277	6	2.2%
India	35	27	35	27	34	0	0.0%
Indonesia	10	8	7	11	8	1	12.5%
Iran	28	9	12	10	8	0	0.0%
Isle of Man, UK	50	40	55	61	54	2	3.7%
Italy	17	18	20	26	28	2	7.1%
Jamaica	0	0	0	1	0	0	0.0%
Japan	62	52	55	48	47	1	2.1%
Korea (South)	48	61	65	82	95	4	4.2%
Kuwait	9	8	7	5	5	0	0.0%
Kyrgyzstan	0	0	0	0	0	0	
Lebanon	0	0	1	0	0	0	

Flag	2002	2003	2004	2005	2006	2006 dets	Det Rate
Liberia	207	207	232	201	203	8	3.9%
Luxembourg	1	1	1	0	2	0	0.0%
Malaysia	48	51	45	36	35	2	5.7%
Malta	78	75	120	97	98	7	7.1%
Marshall Islands	37	58	73	89	97	3	3.1%
Mauritius	1	0	0	0	1	0	0.0%
Morocco	0	1	0	0	0	0	
Myanmar	5	6	4	2	3	1	33.3%
Netherlands	39	46	33	45	48	0	0.0%
Netherlands Antilles, Netherlands	5	6	5	6	7	0	0.0%
New Zealand	4	3	6	4	5	0	0.0%
Norway	58	65	72	68	52	2	3.8%
Pakistan	0	0	0	0	1	1	100.0%
Panama	910	860	915	944	952	45	4.7%
Papua New Guinea	14	11	13	14	16	1	6.3%
Philippines	84	70	67	39	54	4	7.4%
Portugal	1	2	2	0	3	0	0.0%
Qatar	3	2	1	1	0	0	
Russian Federation	16	25	21	12	12	1	8.3%
Saint Helena, UK	0	0	0	0	0	0	
Saint Vincent and the Grenadines	13	14	16	15	14	3	21.4%
Samoa	2	2	1	2	2	0	0.0%
Saudi Arabia	2	2	1	0	0	0	
ship's registration withdrawn	0	1	0	0	0	0	
Singapore	129	128	150	162	166	6	3.6%
South Africa	0	1	1	0	0	0	
Sri Lanka	1	0	0	0	0	0	
Spain	0	0	0	0	1	0	0.0%
Sweden	12	16	15	15	9	1	11.1%
Switzerland	11	7	8	7	6	0	0.0%
Taiwan, China	44	30	21	26	22	2	9.1%
Thailand	5	10	21	16	18	1	5.6%
Tonga	9	6	4	3	6	0	0.0%
Turkey	24	13	28	20	12	1	8.3%
Tuvalu	1	1	0	0	0	0	
Ukraine	1	0	0	1	1	0	0.0%
United Arab Emirates	0	0	2	0	1	1	100.0%
United Kingdom	21	23	30	37	32	1	3.1%
United States of America	2	1	1	0	1	0	0.0%
Vanuatu	21	18	25	24	29	0	0.0%
Viet Nam	0	2	4	1	7	1	14.3%
<b>Totals</b>	<b>2842</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>	<b>138</b>	<b>4.5%</b>

**Table 4 – Total ships inspected by ship type**

<b>Ship Type</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
bulk carrier	1694	1602	1932	1798	1788
chemical tanker	68	76	81	101	92
combination carrier	16	23	36	23	11
container ship	226	251	241	271	314
gas carrier	50	53	52	46	63
general cargo/multi-purpose ship	159	197	192	188	210
heavy load carrier	9	7	14	15	16
high speed passenger craft	2	0	0	1	1
livestock carrier	74	59	49	39	39
MODU & FPSO	3	2	0	6	2
offshore service vessel	30	26	31	25	24
oil tanker	202	239	247	211	194
passenger ship	32	22	25	27	27
refrigerated cargo vessel	18	19	10	13	11
ro-ro cargo ship	22	11	27	16	12
ro-ro passenger ship	0	1	1	1	2
special purpose ship	11	6	10	8	9
tanker, not otherwise specified	1	3	7	5	4
tugboat	12	9	12	17	23
vehicle carrier	135	138	147	173	144
wood-chip carrier	64	69	75	68	81
other types of ship	14	14	12	20	13
<b>Totals</b>	<b>2842</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>

## Deficiencies

An AMSA Marine Surveyor records a deficiency in a Ship Inspection Record (SIR) Book when the condition of the ship's hull or its equipment does not conform to the requirements of the relevant IMO safety or pollution prevention Conventions, the requirements of applicable AMSA Marine Orders, or where hazards to the health or safety of the crew are determined to exist.

In assessing the extent of non-compliance, a Marine Surveyor uses experience and professional judgment to determine the appropriate time frame for the crew to rectify the deficiency. Depending on how serious the Marine Surveyor perceives the deficiency to be, the Marine Surveyor may require rectification before the vessel departs, at the next port, within 14 days or three months, or initiate other conditions for rectification. A serious deficiency deemed to pose an immediate threat to the ship; crew or environment will result in the detention of the vessel until the crew undertakes rectification work. AMSA will enforce the detention, irrespective of the scheduled departure of the ship.

Common examples where deficiencies may arise include:

- the absence of equipment or approved arrangements required by an international convention;
- non-compliance of equipment or approved arrangements as specified by an international convention;
- substantial deterioration of the vessel's equipment, such as fire fighting and life saving appliances, and radio equipment;
- wastage, deterioration or damage to a vessel's structure;
- crew certification and competence not complying with the relevant standards or conventions;
- factors related to the Safety management System (ISM Code); and
- SOLAS or MARPOL operational issues.

During 2006, AMSA marine surveyors recorded 8,972 deficiencies on vessels during initial inspections. This gave a deficiency rate of 2.91 per inspection, which is an increase compared to the year 2005 (2.5). Figure 4 shows the deficiency rate since 2002. It continues an upward trend in the deficiency rate, although this must be considered in conjunction with a reduction in the detention rate.

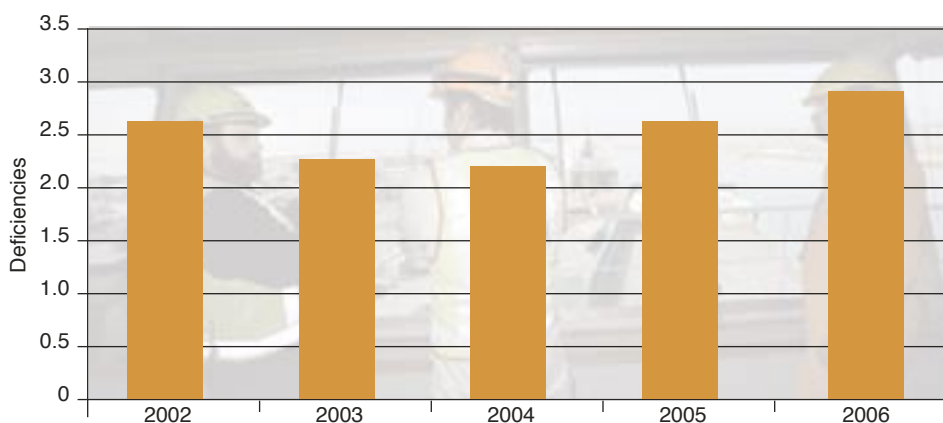


Figure 4  
Average number  
of deficiencies per  
inspection

With large numbers of deficiencies it is useful for data analysis purposes to break the total number of deficiencies into some broader groups. AMSA uses four such groups – Structural/Equipment, Operational, ISM and Human Factor. Table 5 shows the numbers of deficiencies for each of these broad groups per vessel type. It also shows the total number of inspections per vessel type so that the numbers of deficiencies can be assessed based on the number of inspections. Figure 5 shows the proportion of deficiencies for each deficiency category for each vessel type.

**Table 5 – Deficiency category by inspection number and vessel type**

Ship Type	Structural/ Equipment	Operational	ISM	Human Factor	Insp
bulk carrier	2933	1673	328	666	1790
chemical tanker	117	45	11	16	88
combination carrier	18	8	2	0	10
container ship	457	208	49	101	312
gas carrier	45	8	3	4	63
general cargo/ multi-purpose ship	475	313	36	99	212
heavy load carrier	7	9	4	7	16
high speed cargo craft	0	0	0	0	1
livestock carrier	52	19	0	8	39
MODU & FPSO	4	2	1	2	2
offshore service vessel	40	37	5	6	25
oil tanker	134	52	16	38	197
passenger ship	20	14	1	6	27
refrigerated cargo vessel	45	38	7	16	11
ro-ro cargo ship	28	19	1	5	12
ro-ro passenger ship	1	1	0	0	2
special purpose ship	13	7	0	2	8
tanker, not otherwise specified	0	0	0	0	4
tugboat	49	41	1	4	22
vehicle carrier	164	113	15	46	144
wood-chip carrier	101	59	5	24	81
other types of ship	39	18	2	9	14
<b>Total</b>	<b>4742</b>	<b>2684</b>	<b>487</b>	<b>1059</b>	<b>3080</b>

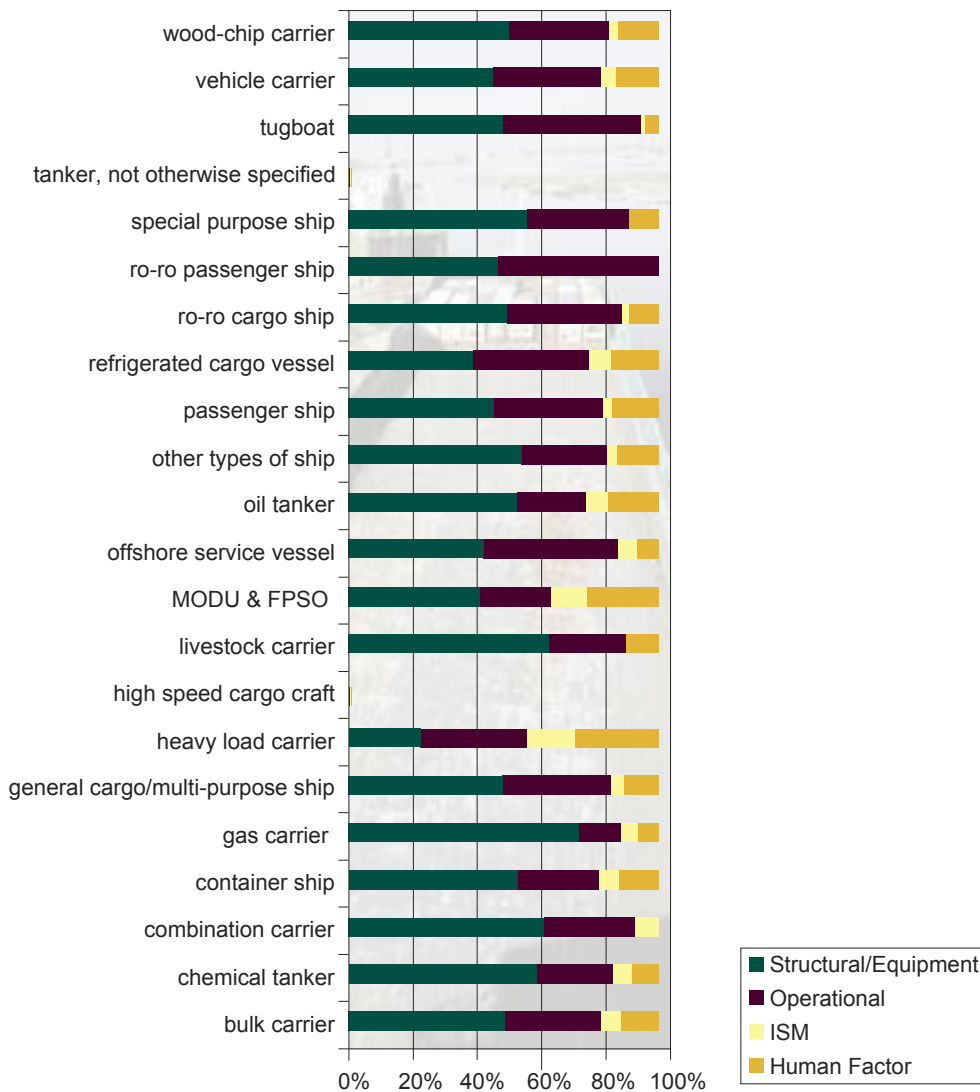


Figure 5 - Proportion of deficiency category per vessel type

## Detentions

AMSA detains a ship under the Australian Navigation Act when an AMSA Marine Surveyor considers the deficiencies observed during an inspection render the ship unseaworthy or substandard at the time of the inspection.

Serious deterioration of the hull structure, overloading, or defective equipment such as lifesaving, radio, and fire fighting appliances are all causes to render a ship unseaworthy. A Marine Surveyor may detain a vessel that seriously breaches the provisions of Marine Orders Part 11 – Substandard Ships if considered to pose a safety or health hazard. AMSA marine surveyors use their professional judgement to determine whether or not to detain a ship.

When intervention action is taken to detain a ship, AMSA follows the international Convention requirements of informing the flag State and Consul or the nearest diplomatic representative of the vessel’s flag State and the appropriate classification society. The

IMO will also receive details of the intervention. AMSA also publishes the details of the intervention on the AMSA Internet web site.

During 2006, AMSA marine surveyors detained 138 ships because of serious defects, giving an average detention rate of 4.5 per cent. Table 6 shows these detentions by ship type. All types of tankers (including combination carriers) had detention rates below the average, whilst bulk carriers; general cargo vessels and livestock carriers had detention rates well above the average. It appears that the more stringent requirements for vessels carrying (or capable of carrying) oil or chemicals have been reflected in the detention rates. With bulk carrier detentions again running above the average it is anticipated that the introduction of the IACS Unified Requirements for bulk carriers, which includes stricter structural requirements and loading restrictions on older vessels that cannot comply, will begin to reduce both deficiencies and detentions for this type of vessel. Livestock carriers are a small number of a specialised type of vessel and the low number of inspections leads to a high detention rate as soon as a small number of detentions are recorded.

**Table 6 – Total ships detained by ship type**

Ship type	Inspected	Detained	Detention Rate
bulk carrier	1788	96	5.4%
chemical tanker	92	3	3.3%
combination carrier	11	0	0.0%
container ship	314	11	3.5%
gas carrier	63	0	0.0%
general cargo/multi-purpose ship	210	11	5.2%
heavy load carrier	16	0	0.0%
high speed cargo craft	1	0	0.0%
livestock carrier	39	2	5.1%
MODU & FPSO	2	0	0.0%
offshore service vessel	24	0	0.0%
oil tanker	194	4	2.1%
passenger ship	27	0	0.0%
refrigerated cargo vessel	11	0	0.0%
ro-ro cargo ship	12	0	0.0%
ro-ro passenger ship	2	0	0.0%
special purpose ship	9	1	11.1%
tanker, not otherwise specified	4	0	0.0%
tugboat	23	0	0.0%
vehicle carrier	144	6	4.2%
wood-chip carrier	81	3	3.7%
other types of ship	13	1	7.7%
<b>Totals</b>	<b>3080</b>	<b>138</b>	<b>4.5%</b>

Table 7 – Total ships detained by Flag

Flag	Inspections	Detentions	Detention Rate
Antigua and Barbuda	34	1	2.9%
Bahamas	153	7	4.6%
Barbados	1	0	0.0%
Belgium	10	0	0.0%
Belize	4	0	0.0%
Bermuda, UK	20	0	0.0%
Bulgaria	1	0	0.0%
Cambodia	1	0	0.0%
Cayman Islands, UK	14	2	14.3%
China	75	1	1.3%
Croatia	10	0	0.0%
Cyprus	122	10	8.2%
Denmark	16	0	0.0%
Dominica	2	0	0.0%
Egypt	5	0	0.0%
France	14	0	0.0%
Germany	24	2	8.3%
Gibraltar, UK	8	0	0.0%
Greece	95	7	7.4%
Hong Kong, China	277	6	2.2%
India	34	0	0.0%
Indonesia	8	1	12.5%
Iran	8	0	0.0%
Isle of Man, UK	54	2	3.7%
Italy	28	2	7.1%
Japan	47	1	2.1%
Korea (South)	95	4	4.2%
Kuwait	5	0	0.0%
Liberia	203	8	3.9%
Luxembourg	2	0	0.0%
Malaysia	35	2	5.7%
Malta	98	7	7.1%
Marshall Islands	97	3	3.1%
Mauritius	1	0	0.0%
Myanmar	3	1	33.3%
Netherlands	48	0	0.0%
Netherlands Antilles, Netherlands	7	0	0.0%
New Zealand	5	0	0.0%
Norway	52	2	3.8%
Pakistan	1	1	100.0%
Panama	952	45	4.7%
Papua New Guinea	16	1	6.3%
Philippines	54	4	7.4%
Portugal	3	0	0.0%
Russian Federation	12	1	8.3%
Saint Vincent and the Grenadines	14	3	21.4%
Samoa	2	0	0.0%
Singapore	166	6	3.6%
Spain	1	0	0.0%
Sweden	9	1	11.1%
Switzerland	6	0	0.0%
Taiwan, China	22	2	9.1%
Thailand	18	1	5.6%
Tonga	6	0	0.0%
Turkey	12	1	8.3%
Ukraine	1	0	0.0%
United Arab Emirates	1	1	100.0%
United Kingdom	32	1	3.1%
United States of America	1	0	0.0%
Vanuatu	29	0	0.0%
Viet Nam	7	1	14.3%
<b>Totals</b>	<b>3080</b>	<b>138</b>	<b>4.5%</b>



**Table 8 - Detainable deficiencies by category**

Deficiency Category	No. of Detainable Deficiencies	Detention Rate as a %
Fire Safety Measures	77	27.5
Load Lines	49	17.5
Stability, Structure and Related Equipment	44	15.7
Life-saving Appliances	29	10.4
ISM-related Deficiencies	26	9.3
MARPOL - Annex I	18	6.4
Radio Communications	17	6.1
SOLAS-related Operational Deficiencies	10	3.6
Carriage of Cargo and Dangerous Goods	4	1.4
Certification and Watchkeeping for Seafarers	2	0.7
Propulsion and Auxiliary Machinery	2	0.7
Safety of Navigation	2	0.7
<b>Total</b>	<b>280</b>	

Hardware deficiencies continue to be the prime cause of detentions. In identifying these detainable deficiencies, AMSA also strives to identify whether failures in a vessel's safety management system allowed them to occur.

Other areas of concern are in the damage or lack of maintenance to miscellaneous fittings that are essential for navigation and maintaining the watertight integrity of the hull.

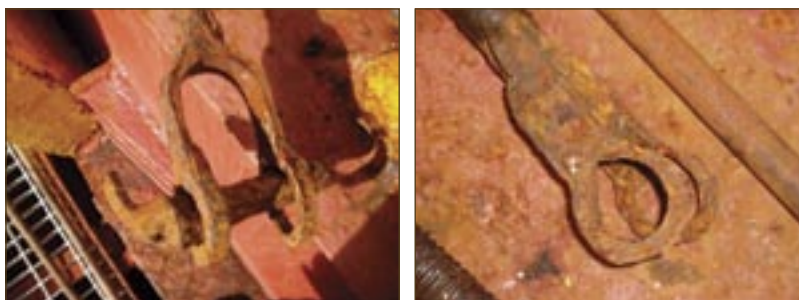
Corrosion of essential equipment is usually examined by AMSA marine surveyors during port State control inspections. Where corrosion is such that it can adversely effect the functioning of equipment, this can form the grounds for the issue of a deficiency, and can lead to a vessel's detention.



*Heavily corroded lifeboat davit*

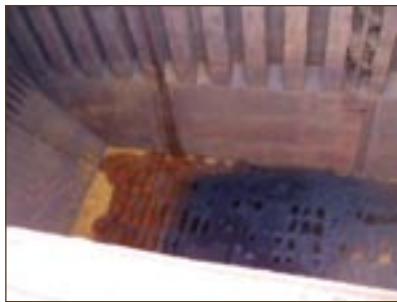


*Defective vent head*



*Heavily corroded container securing fittings*

Deficiencies in the primary structure of vessels are less common. However, where an AMSA Marine Surveyor finds any structural deficiencies, they are treated seriously. The following photographs show serious cracking in a holds structure.



*A telltale of a potentially serious problem*



*Crack in topside plating*

Engine room fire dampers are still a significant cause for detention under the fire safety measures category. During a port State control inspection, AMSA marine surveyors will check that engine room fire dampers function correctly. AMSA marine surveyors continue to regularly find wasted and defective fire dampers.



*Defective engine room fire damper*



*Defective engine room fire damper*

## **Responsibility of Recognised Organisations**

Table 9 provides a list of the Classification Societies associated with ships detained by AMSA marine surveyors. In many cases, a ship's Classification Society has no control or influence over a particular item that leads to the issue of a detainable deficiency, e.g. crew qualifications and competence. However, some detainable deficiencies are directly related to items surveyed by classification societies, the proper functioning of which is a prerequisite for their issuing, or endorsing, statutory certification. In many cases, classification societies act as 'Recognised Organisations' (ROs) for the issue of statutory certification on behalf of a flag State.

Since 2002, AMSA has required marine surveyors to assess whether or not a detainable deficiency can be attributed to the RO responsible for the survey of the particular item. In assigning RO responsibility, AMSA Marine Surveyors follow the procedures and criteria adopted by the Tokyo MOU. These procedures are identical to those adopted by both the Paris MOU, and the United States Coast Guard. The last column in Table 10 shows the number of inspections where an AMSA Marine Surveyor attributed a deficiency to an RO.

Table 10 shows the total number of detainable deficiencies found on ships classed by the particular ROs. The table also lists the number of these deficiencies AMSA assessed as the responsibility of the RO as a percentage of the total.

In many instances ROs provide AMSA with a response outlining their actions to correct detainable deficiencies apportioned to them.

**Table 9 - Total ships detained related to their Classification Society**

Recognised Organisation	Inspections	Detentions
American Bureau of Shipping (ABS)	276	13
Biro Klasifikasi Indonesia (BKI)	4	1
Bureau Veritas (BV)	253	11
China Classification Society (CCS)	131	4
China Corporation Register of Shipping (CCRS)	20	2
Croatian Register of Shipping (CRS)	10	0
Det Norske Veritas (DNV)	299	15
Germanischer Lloyd (GL)	231	12
Indian Register of Shipping (IRS)	29	0
Korean Register of Shipping (KR)	169	6
Lloyd's Register (LR)	430	18
Nippon Kaiji Kyokai (NK)	1151	48
Polski Rejestr Statkow (PRS)	1	0
Registro Italiano Navale (RINA)	51	5
RINAVE Portuguesa (RP)	2	0
Russian Maritime Register of Shipping (RS)	14	2
Viet Nam Register of Shipping (VRS)	3	1
Other	6	0
<b>Overall</b>	<b>3080</b>	<b>138</b>

**Table 10 - Total number of detainable deficiencies**

Ship Recognised Organisation	RO Responsible Detainable Deficiencies	Total Detainable Deficiencies	RO Responsible as % of Total Detainable Deficiencies
American Bureau of Shipping (ABS)	4	21	19.0
Biro Klasifikasi Indonesia (BKI)	0	1	0.0
Bureau Veritas (BV)	4	18	22.2
China Classification Society (CCS)	4	18	22.2
China Corporation Register of Shipping (CCRS)	2	4	50.0
Det Norske Veritas (DNV)	5	24	20.8
Germanischer Lloyd (GL)	6	33	18.2
Korean Register of Shipping (KR)	4	11	36.4
Lloyd's Register (LR)	23	43	53.5
Nippon Kaiji Kyokai (NK)	16	95	16.8
Registro Italiano Navale (RINA)	3	6	50.0
Russian Maritime Register of Shipping (RS)	0	5	0.0
Viet Nam Register of Shipping (VRS)	1	1	100.0
<b>Overall</b>	<b>72</b>	<b>280</b>	<b>25.7</b>

## CHANGES TO INSPECTION RATE TARGETS

AMSA intends to adopt, from 1 July 2007, a new basis for setting inspection rate targets for the port State control ship inspection program. These new inspection rates will directly reflect AMSA's objective, statistically based, risk ranking of ships eligible for inspection.

One refinement by AMSA to this broad target inspection rate was the adoption in 2001 of objective statistical methods to apply risk rankings to ships – an approach that has been improved since then following a detailed statistical analysis of past PSC inspection data.

Two key features of this enhanced risk management system were:

- The allocation of a risk ranking (based on several ship characteristics and not just its age) to all arriving ships, that indicates the probability of each vessel being found to be unseaworthy if inspected; and
- Individual inspection rate targets for ships depending on their broad (age-related only) risk grouping
  - A - High Risk (ships over 15 years of age) - 80 per cent inspection rate
  - B - Medium High Risk (10 to 14 years) - 60 per cent inspection rate
  - C - Medium Low Risk (5 to 9 years) - 40 per cent inspection rate
  - D - Low Risk (less than 5 years) - 25 per cent inspection rate

Given the age profile of foreign flagships visiting Australia, these individual target inspection rates for each risk group were still aimed to achieve an overall inspection rate of about 50 per cent of eligible ships.

The inspection rates of ships according to their broad age-related risk have, when viewed nationally, exceeded the above targets, as shown in the following table covering a recent 6-month period.

Risk Group	Eligible Visits	Inspections	Port Visit Inspection Rate	Eligible Ships	Ships Inspected	Unique Ship Inspection Rate
High	641	516	80.5%	521	493	95%
Medium High	587	357	60.8%	465	356	77%
Medium Low	880	378	43.0%	574	378	66%
Low	1174	287	24.4%	617	287	46%
<b>Totals</b>	<b>3282</b>	<b>1538</b>	<b>46.9%</b>	<b>2177</b>	<b>1514</b>	<b>69%</b>

The risk-based approach to PSC inspections has been very successful. AMSA was then able to identify the risk profile of the foreign flag fleet visiting Australia. In addition, actual detention rates of ships have been broadly in line with the statistical predictions, as indicated in the chart below, which covers 495 detentions over three years.

The actual results of PSC inspections in recent times also show that, while target inspection rates are being met (exceeded in fact, by a fair margin, when considered on a unique ship basis) and the risk factor approach is very successful in predicting the likelihood of a ship being detained on inspection, there are a large proportion of ships found with zero deficiencies on inspection. In a 12-month period, 42 per cent of ships inspected were found to have no deficiencies at all. This proportion is, of course, different for each of the four main age-based risk groups.

Risk Group	Inspections	Zero Deficiencies	Zero Rate
High	1082	341	31.5%
Medium High	757	353	46.6%
Medium Low	709	262	37.0%
Low	540	342	63.3%
<b>Totals</b>	<b>3088</b>	<b>1298</b>	<b>42.0%</b>

This relatively high proportion of inspections with zero deficiencies suggests that the level of PSC inspections is currently in excess of what is warranted, particularly given that, over the last few years, the overall average condition of the foreign-flag fleet visiting Australia has been improving – certain individual operators not withstanding.

In light of these trends and improvements in risk management techniques, AMSA has reconsidered the somewhat arbitrary historical target of inspecting 50 per cent of eligible port arrivals to determine whether an improved target inspection rate, such as one directly based on risk, should be adopted.

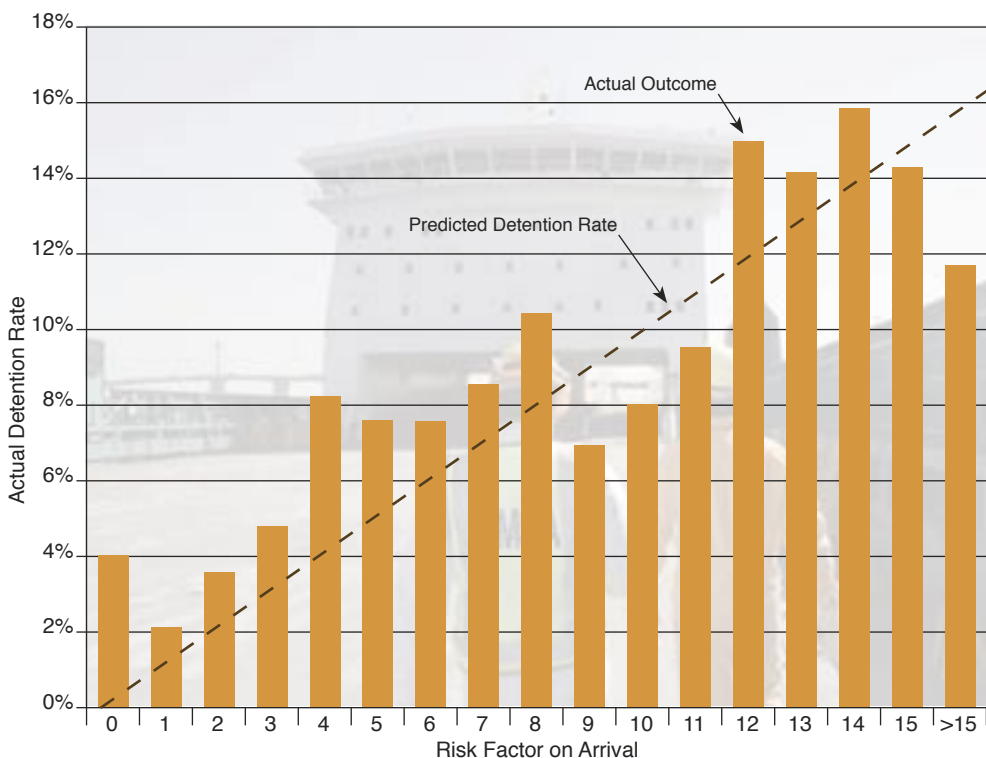


Figure 6 - Actual vs predicted PSC detention rate for the three years to September 2006

A risk factor of 10 means that there is a 10% probability that the ship will be detained at a PSC inspection

## Current Situation

This risk ranking of ships and general risk groupings has been very useful in focusing AMSA's finite ship inspection resources and has directly influenced the physical location of Marine Surveyor resources at ports according to the assessed risk profiles of ships.

Accordingly, AMSA commissioned a major review of PSC inspection statistics for 1996 to 2005. The work included an extended analysis of additional data types, such as identifying the impact of ship operators on detentions, and the analysis of PSC deficiencies. This current analysis allows AMSA to more clearly identify high-risk operators.

These updates to AMSA's risk-ranking approach have provided an opportunity to also review PSC inspection rate targets.

## Options

AMSA considered a number of options such as, the system for allocating risk rankings to eligible ships could be used as the primary basis for categorising ships into a small number of groups (rather than just using the current age-based categories) so that lower risk ships have reduced inspection rates. Another option was to have lower risk ships considered as eligible for PSC inspection less often, such as every 12 months instead of every 6 months.

A further variation could be for the 12-month exemption from PSC eligibility to be triggered by a clean inspection record for the ship in question – for example, two consecutive PSC inspections without any deficiencies could entitle the ship to a longer term between eligibility.

In addition to providing a valid indicator of the likelihood of detention, the risk ranking of ships also provides a good indicator of the probability of the numbers of deficiencies to be found during PSC inspections.

Over a year, the inspection and detention rate of ships, and the incidence of zero-deficiency inspections, categorised by ship risk factor, is as follows.

Risk Factor	Inspections	Detentions	Detention Rate	Inspections without Deficiencies	Rate of Zero Deficiency Inspections
0	359	10	2.8%	195	54%
1	657	13	2.0%	361	55%
2	585	22	3.8%	249	43%
3	386	12	3.1%	453	40%
4	253	16	6.3%	97	38%
5	175	18	10.3%	58	33%
More than 5	669	55	8.2%	186	28%
<b>Totals</b>	<b>3084</b>	<b>146</b>	<b>4.7%</b>	<b>1299</b>	<b>41%</b>

These results demonstrate that setting a target inspection rate based on the risk factor ranking of ships is justified.

The question was then the target rates to be adopted, and/or whether lower risk ships should be regarded as eligible for inspection less often, such as every 12 months rather than every 6 months.

### **Amended Risk-Basis for Inspection Rate Targets**

After the review and careful consideration, AMSA has decided to adopt the following.

As at present, there will continue to be four risk groups with different target inspection rates: – Priority 1 (Risk Factor over 5) - 80 per cent to be inspected, Priority 2 (RF of 4/5) - 60 per cent, Priority 3 (RF of 2/3) - 40 per cent and Priority 4 (RF of 0/1) - 20 per cent.

This modification is expected to commence on 1 July 2007.

As detailed below, AMSA also continues to explore the option of reducing the eligibility of a ship for inspection based on its age and PSC history. It is anticipated that a vessel less than 5 years old with a history of inspections with zero deficiencies may only become eligible for inspection every 12 months.

### **Possible Impact on Detention Rates**

Improved targeting should ensure that the ships not selected for inspection under the risk basis approach would be those that were less likely to be detained and more likely to have zero deficiencies. The risk assessment basis would continue to be a guide only, leaving the final selection for inspection to the individual Marine Surveyor, who may have some “local knowledge” of the ship or its operator, thus increasing the likelihood of inspecting ships with a higher probability of having problems.

## ANNEX 1 – LIST OF SHIPS DETAINED IN 2006

### Notes

- (1) Not all ships were detained as a result of defects related to certificates issued by the Classification Society listed as the recognised organisation
- (2) Time that a ship was delayed beyond its scheduled sailing time

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
AFRICAN EAGLE	9257046	Bahamas	American Bureau of Shipping (ABS)	
AFRICAN KAROO	8400555	Bahamas	Bureau Veritas (BV)	
ALINA II	8406896	Saint Vincent and the Grenadines	Korean Register of Shipping (KR)	
ALMASI	9222481	Cyprus	Nippon Kaiji Kyokai (NK)	0 d 5 h 30 min
AMAZON	8906688	Liberia	American Bureau of Shipping (ABS)	
AMBASSADOR	9047013	Bahamas	Nippon Kaiji Kyokai (NK)	0 d 9 h 36 min
ANANGEL ENOSIS	9081849	Greece	Lloyd's Register (LR)	
ANL ENERGY	8618449	Marshall Islands	Registro Italiano Navale (RINA)	
ANL KOKODA	9117777	Saint Vincent and the Grenadines	Russian Maritime Register of Shipping (RS)	
ARISTAGORAS	8900476	Cyprus	Nippon Kaiji Kyokai (NK)	
ASTRO VENUS	8208414	Panama	Nippon Kaiji Kyokai (NK)	0 d 9 h 45 min
ATAMAN	9179696	Panama	Lloyd's Register (LR)	
ATLANTIC FRONTIER	9197076	Singapore	Nippon Kaiji Kyokai (NK)	
AZALEA ACE	7908586	Panama	Nippon Kaiji Kyokai (NK)	0 d 17 h 30 min
BABITONGA	9139282	Liberia	Det Norske Veritas (DNV)	
BALTIC FRONTIER	9019030	Singapore	Nippon Kaiji Kyokai (NK)	
BASIC SPIRIT	9187734	Panama	Nippon Kaiji Kyokai (NK)	
BELLATRIX ID	8907577	Malta	Nippon Kaiji Kyokai (NK)	
BENEFIT WISDOM	8412948	Panama	Bureau Veritas (BV)	4 d 17 h 0 min
BLUDANCE	9082611	Malta	Lloyd's Register (LR)	
BOGASARI EMPAT	7613973	Indonesia	Biro Klasifikasi Indonesia (BKI)	0 d 21 h 30 min
BOUGAINVILLE COAST	8410392	Papua New Guinea	Germanischer Lloyd (GL)	0 d 4 h 0 min
BUXMOON	9109017	Germany	Germanischer Lloyd (GL)	
CAPE AFRICA	9010735	Singapore	American Bureau of Shipping (ABS)	
CAPE CONWAY	8130253	Cyprus	Bureau Veritas (BV)	
CAPE COURAGE	8103690	Panama	Lloyd's Register (LR)	
CAPE JACARANDA	9105322	Panama	Nippon Kaiji Kyokai (NK)	
CAPETAN LEFTERIS	8309414	Greece	Det Norske Veritas (DNV)	
CARAVOS TRADER	8833893	Cyprus	Det Norske Veritas (DNV)	
CEMTEX LEADER	8716643	Taiwan, China	China Corporation Register of Shipping (CCRS)	
CENTURY FORTUNE	9180774	Panama	Nippon Kaiji Kyokai (NK)	



Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
CHANG FU STAR	8028888	Panama	Lloyd's Register (LR)	
CHENG TU	8800951	Thailand	Germanischer Lloyd (GL)	
CHIKUZEN MARU	9044463	Panama	Nippon Kaiji Kyokai (NK)	0 d 23 h 30 min
CHINA STEEL EXCELLENCE	9220201	Taiwan, China	China Corporation Register of Shipping (CCRS)	
COMANDATE	8209638	Liberia	China Classification Society (CCS)	10 d 17 h 30 min
COMANDATE	8209638	Liberia	China Classification Society (CCS)	2 d 7 h 0 min
CORAL SEA	9140578	Panama	Nippon Kaiji Kyokai (NK)	
CPT COSTAS	8021268	Cyprus	Nippon Kaiji Kyokai (NK)	0 d 8 h 30 min
DARYA RAAG	9112351	Hong Kong, China	Lloyd's Register (LR)	
DD FIDELITY	8413954	Saint Vincent and the Grenadines	Nippon Kaiji Kyokai (NK)	5 d 8 h 30 min
DIAS	8521177	Hong Kong, China	Registro Italiano Navale (RINA)	
DOCEBAY	8317796	Liberia	American Bureau of Shipping (ABS)	2 d 8 h 0 min
DOOYANG VICTOR	8412912	Korea (South)	Korean Register of Shipping (KR)	
DORIC CHALLENGE	9311165	Greece	Lloyd's Register (LR)	
EASTERN GARLAND	8905177	Panama	Nippon Kaiji Kyokai (NK)	1 d 4 h 0 min
ECO VIGOUR	8604515	Malaysia	American Bureau of Shipping (ABS)	0 d 21 h 30 min
EVANGELIA M	7908902	Malta	Bureau Veritas (BV)	
FANTA	8204262	Panama	Det Norske Veritas (DNV)	
FAR EASTERN SILO	9003108	Panama	Nippon Kaiji Kyokai (NK)	
FEYZA	8118566	Turkey	Lloyd's Register (LR)	1 d 5 h 0 min
FIRST ENDEAVOUR	9087855	Panama	Nippon Kaiji Kyokai (NK)	0 d 4 h 0 min
GERASIMOS	9139270	Bahamas	Nippon Kaiji Kyokai (NK)	0 d 12 h 0 min
GLOBAL GALAXY	9291365	Panama	Nippon Kaiji Kyokai (NK)	
GLOBAL SANTOSH	9163489	Panama	Det Norske Veritas (DNV)	
GLOBAL TRUST	8111958	Marshall Islands	Bureau Veritas (BV)	1 d 0 h 30 min
GO PUBLIC	9045900	Bahamas	American Bureau of Shipping (ABS)	
GOLDENSARI INDAH	8408715	Singapore	American Bureau of Shipping (ABS)	
GRAND SPRING	9162980	Panama	Nippon Kaiji Kyokai (NK)	
GRANDE LAGOS	9279812	Italy	Registro Italiano Navale (RINA)	0 d 0 h 40 min
GRANDIS	8914049	Panama	Nippon Kaiji Kyokai (NK)	
GREAT CONCORD	9206695	Hong Kong, China	American Bureau of Shipping (ABS)	
HAMINEA	9048093	Isle of Man, UK	Det Norske Veritas (DNV)	
HELLENIC SEA	8905828	Malta	Bureau Veritas (BV)	
HELLENIC SEA	8905828	Malta	Bureau Veritas (BV)	0 d 1 h 45 min
HIBISCUS	9250581	Panama	Nippon Kaiji Kyokai (NK)	
HOKURIKU MARU	9080273	Japan	Nippon Kaiji Kyokai (NK)	

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IRIS FRONTIER	8602490	Panama	Nippon Kaiji Kyokai (NK)	
ISLAND SKIPPER	8312095	Greece	American Bureau of Shipping (ABS)	9 d 11 h 45 min
JIN PU HAI	9156125	Panama	Det Norske Veritas (DNV)	
JOP	9214537	Liberia	American Bureau of Shipping (ABS)	
JUPITER ACE	8405787	Korea (South)	Korean Register of Shipping (KR)	2 d 21 h 0 min
KAGHAN	8513015	Pakistan	Lloyd's Register (LR)	
LAKE ARU	9074705	Philippines	Nippon Kaiji Kyokai (NK)	
MAKARIOS	8912261	Marshall Islands	Nippon Kaiji Kyokai (NK)	
MALIKSI	8110239	Philippines	Nippon Kaiji Kyokai (NK)	
MEANDROS	8700266	Greece	Det Norske Veritas (DNV)	
MERCURY K	9159517	Panama	Nippon Kaiji Kyokai (NK)	
MERIDIAN NAVIGATOR	8307492	United Kingdom	Bureau Veritas (BV)	
MERINO EXPRESS	7627845	Philippines	Bureau Veritas (BV)	
MIHALIS F	8902448	Cyprus	American Bureau of Shipping (ABS)	
MING EQUALITY	9128922	Liberia	American Bureau of Shipping (ABS)	2 d 20 h 30 min
MSC BORNEO	8412388	Panama	Registro Italiano Navale (RINA)	0 d 22 h 0 min
MSC CARLA	8419714	Panama	Det Norske Veritas (DNV)	
MSC CORINNA	8208684	Panama	American Bureau of Shipping (ABS)	
MSC ELIANA	7025877	Panama	Germanischer Lloyd (GL)	6 d 7 h 0 min
MSC INSA	7121243	Panama	Germanischer Lloyd (GL)	
MSC JESSICA	7820461	Panama	Germanischer Lloyd (GL)	1 d 4 h 0 min
MSC LUCIA	7708754	Panama	Korean Register of Shipping (KR)	0 d 18 h 30 min
MYRTO	9216224	Greece	Lloyd's Register (LR)	
NATIONAL PROSPERITY	9110511	Panama	Det Norske Veritas (DNV)	
NIKOS O	8020575	Malta	China Classification Society (CCS)	
NORDIC CONFIDENCE	8316314	Philippines	Nippon Kaiji Kyokai (NK)	
NYK PRESTIGE	9070967	Germany	Germanischer Lloyd (GL)	
OB	8320365	Russian Federation	Russian Maritime Register of Shipping (RS)	2 d 3 h 0 min
OCEAN QUEEN	8608092	Korea (South)	Korean Register of Shipping (KR)	
OJI PIONEER	8906858	Liberia	Nippon Kaiji Kyokai (NK)	
ORIENT EXPLORER	8409020	Panama	Det Norske Veritas (DNV)	7 d 0 h 0 min
OURANIA SMILE	8114728	Cyprus	Lloyd's Register (LR)	
OURANIA SMILE	8114728	Cyprus	Lloyd's Register (LR)	6 d 23 h 30 min
PACIFIC HOPE	8914697	Panama	Nippon Kaiji Kyokai (NK)	0 d 2 h 45 min
PAPA	8324103	Cyprus	Nippon Kaiji Kyokai (NK)	
PASQUALE DELLA GATTA	9122564	Italy	Registro Italiano Navale (RINA)	

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PRIAM	9007013	Singapore	Germanischer Lloyd (GL)	
RAMFORM VICTORY	9178630	Bahamas	Det Norske Veritas (DNV)	0 d 15 h 0 min
RUBIN GRACE	9081150	Hong Kong, China	Det Norske Veritas (DNV)	
RUBIN HOPE	9187576	Panama	Nippon Kaiji Kyokai (NK)	
RUBIN OAK	9146948	Panama	Nippon Kaiji Kyokai (NK)	
SALDANHA	9050010	Isle of Man, UK	Bureau Veritas (BV)	
SAMSUN EARNEST	8307533	Korea (South)	Korean Register of Shipping (KR)	
SARA AL JABER	9222340	United Arab Emirates	Germanischer Lloyd (GL)	
SEA CHALLENGE	8600595	Cyprus	Lloyd's Register (LR)	20 d 20 h 45 min
SEA EPOCH	9187447	Panama	Nippon Kaiji Kyokai (NK)	0 d 4 h 0 min
SEA MASTER	8416176	Myanmar	Germanischer Lloyd (GL)	3 d 16 h 15 min
SEA PARADISE	9145994	Panama	Nippon Kaiji Kyokai (NK)	0 d 21 h 0 min
SEAHOME SUN	9355721	Viet Nam	Viet Nam Register of Shipping (VRS)	0 d 23 h 0 min
SELENDANG MAYANG	9129366	Malaysia	Lloyd's Register (LR)	
SENTOSA SPIRIT	8913980	Bahamas	Nippon Kaiji Kyokai (NK)	
SHEARWATER	8508709	Panama	Nippon Kaiji Kyokai (NK)	
SHIBUMI	8008785	Malta	Bureau Veritas (BV)	
SIRIUS I	8307351	Panama	Det Norske Veritas (DNV)	
SOFRANA BLIGH	8506452	Antigua and Barbuda	Germanischer Lloyd (GL)	1 d 22 h 0 min
SPAR EIGHT	8118229	Norway	Lloyd's Register (LR)	0 d 2 h 0 min
SPAR TOPAZ	8407280	Norway	Lloyd's Register (LR)	
STELLAR HOPE	9130602	Panama	Nippon Kaiji Kyokai (NK)	
STOLT AYAME	9036301	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
STOLT SPRAY	9168611	Cayman Islands, UK	Det Norske Veritas (DNV)	
SUMIHO	9136589	Panama	Nippon Kaiji Kyokai (NK)	0 d 18 h 50 min
SUNRISE MISEN	9333711	Panama	Nippon Kaiji Kyokai (NK)	0 d 11 h 30 min
TAIYOH III	9156591	Singapore	Nippon Kaiji Kyokai (NK)	
TIEN HAU	9143312	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
TIGRIS	9263112	Greece	Nippon Kaiji Kyokai (NK)	
TIMELESS	9233301	Panama	Lloyd's Register (LR)	
TRINITY	9066708	Cayman Islands, UK	Nippon Kaiji Kyokai (NK)	
TRISTAN	8321333	Sweden	Lloyd's Register (LR)	
VERACRUZ 1	7631391	Panama	Germanischer Lloyd (GL)	
WHITE DIAMOND	9061576	Panama	Nippon Kaiji Kyokai (NK)	
YUE DIAN 1	8808367	China	China Classification Society (CCS)	



