Port State Control
2009 Report
Australia

Australian Government
Australian Maritime Safety Authority

2009

PORT STATE CONTROL REPORT

Australia

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This Report and AMSA detention data is available on the Shipping Safety pages of AMSA's website www.amsa.gov.au

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PREFACE

Being an island nation, Australia's economy is dependant on the maritime industry for the import and export of various commodities, all of which are carried in a diverse range of ship types.

Given the wide range of internationally accepted rules and regulations that now apply to many of these vessels, it should be reasonable to assume that operators maintain their vessels to a level of safety that would ensure that they would be safe to operate, and not pollute the maritime environment - but this is not always the case.

The Australian Government, through the Australian Maritime Safety Authority (AMSA), has in place a rigorous port State control (PSC) program to monitor the standard of foreign ships and their crews that visit Australian ports.

This PSC Annual Report covers the period between 1 January and 31 December 2009. During this time AMSA Marine Surveyors conducted 2994 initial PSC inspections with 248 vessels having deficiencies serious enough to warrant their detention.

The 2009 detention rate of 8.3 per cent compared to that for 2008 of 8.1 per cent indicates that the number of substandard or unseaworthy ships with detainable deficiencies that visited Australian ports over the past two years has remained relatively constant. This is further supported by the average number of deficiencies per inspection which only reduced slightly from 3.3 in 2008 to 3.0 in 2009.

As in previous years, AMSAs Marine Surveyors found that deficiencies relating to lifesaving and fire fighting appliances were still the most significant, with safety management and communication equipment making the top four categories of detainable deficiencies for the second year running. As these deficiencies and others can affect the safety of a ship and crew AMSA will continue to target a vessels safety management system; the failure of which is often the root cause behind equipment and operational failures.

With the majority of detentions continuing for basically the same reasons, AMSA encourages all persons involved in the operation and management of vessels to review our PSC information, and associated Fact Sheet on our website at www.amsa.gov.au/Shipping_Safety/Port_State_Control/

AMSA will continually work with our international and regional partners to ensure that a robust port State control system will make it increasingly difficult for those who try to operate their vessels outside the boundaries of internationally accepted conventions.

Graham Peachey
Chief Executive Officer
Australian Maritime Safety Authority

10 year Summary of inspections, detentions and deficiency rate

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total inspections	2926	2913	2842	2827	3201	3072	3080	2963	2795	2994
Total detentions	125	127	166	190	173	154	138	159	225	248
Detention %	4.3	4.4	5.8	6.7	5.4	5.0	4.5	5.4	8.1	8.3
Deficiencies/inspection	3.3	3.0	2.7	2.4	2.3	2.6	2.9	2.5	3.3	3.0

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INTRODUCTION

This Annual Report provides a summary of the port State control activities of the Australian Maritime Safety Authority (AMSA) and the performance of ship, ship types and flag States for the calendar year of 2009.

Port State control is of particular importance to Australia as the world's fifth largest shipping country with a coastline of 36000 kilometres and a search and rescue area of around 10 per cent of the world's surface covering 52.8 million square kilometres of the Indian, Pacific and Southern Oceans. It is also important that many of our marine areas are unique and pristine. Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This program is administered by AMSA, which employs 43 Marine Surveyors strategically located at 15 Australian ports. These Marine Surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections, marine qualifications duties and occupational health and safety audits of Australian flagged ships.

To be able to deliver a high quality of service, AMSA ensures that its Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree. They are further trained in AMSA's ship inspection procedures before commencing their duties in addition to an ongoing training program. AMSA maintains a regular review and audit program of its service delivery under an internal audit program specifically tailored to ship inspections. The processes are also subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

Education of ship operators and crews is an important element of our PSC program. As part of this process AMSA provides:

- Monthly results of all PSC inspections, including details of any detentions;
- Information on port state control in general; and
- Specific information on current trends and issues.

This information can be found at www.amsa.gov.au/Shipping_Safety/Port_State_Control

Flag State Inspections in Australia

As a flag State authority, AMSA holds the responsibility for ensuring that its ships comply with both the International Convention requirements and with any specific national requirements. AMSA has delegated the statutory survey and certification processes to eight Classification Societies through agreements made in accordance with the International Maritime Organization (IMO) Assembly Resolution A.739 (18).

In recognising its responsibilities as a flag State authority, and to ensure that it meets its international obligations, AMSA conducts inspections of Australian ships in exactly the same manner and with the same frequency as port State control inspections. This is known as flag State control (FSC).

In conducting FSC inspections, if a vessel is considered unseaworthy, AMSA will detain an Australian ship. The results of the FSC inspections are also published on the AMSA website mentioned above.

During 2009, AMSA Marine Surveyors carried out 90 FSC inspections on 59 Australian registered ships. These inspections resulted in the recording of 350 deficiencies, and the detention of two ships. This represents a very small increase in the number of deficiencies per inspection (from 3.8 to 3.9) compared with 2008 and the same number of detentions

as in 2008. Whilst the detention rate for Australian flagged ships in 2009 was much lower than for port State (2.2 per cent versus 8.3 per cent for foreign flagged ships) it remains a concern to AMSA that any Australian ships are detained and also that our deficiency rate is higher than for foreign flagged ships (3.0 per inspection). As a result of this, AMSA held a workshop for all Australian company representatives in March 2009 to discuss industry performance and AMSA expectations. AMSA continues to closely monitor Australian flagged ship performance and will maintain the system of targeting Australian flagged ships taking into account their history, including inspection results of FSC, Occupational Health and Safety audits and incidents, and as necessary will conduct unscheduled inspections and ISM audits of the ships and companies.

In addition to FSC inspections, AMSA also audits the Classification Societies conducting work on its behalf. As another method of monitoring Australian flagged vessels, AMSA has retained auditing and certification functions under the International Safety Management Code (ISM Code). In addition, Australian ships subject to the *Occupational Health and Safety (Maritime Industry) Act 1993* are also subject to Occupational Health and Safety audits on an annual basis.

Port State Control – Australian Ships (overseas)

AMSA also monitors the results of port State control inspections undertaken on Australian flagged vessels by foreign administrations as another measure of compliance.

During the reporting period, eight Australian ships were subject to 12 port State control inspections in China (3), New Zealand (3), Japan (1), Philippines (1), South Korea (2) and Papua New Guinea (2). These inspections led to the recording of a total of 33 minor deficiencies on six of the vessels, with no inspection warranting detention.

In monitoring Australian flagged vessel performance at PSC around the world AMSA will follow up with vessel operators to ensure that deficiencies are rectified and corrective action is undertaken to prevent a recurrence.

Appeals and Review Processes

If an owner, operator, recognised organisation or flag State of a vessel disagree with the findings of a FSC or PSC, they have a right of appeal through a number of means. If a ship is detained, the master is advised of this right.

During 2009, owners, operators, ROs and flag States appealed a number of PSC deficiencies and detentions directly to AMSA. These were all investigated and responded to. In total, 31 appeals were received. These related to 23 individual inspections and related to 26 detainable deficiencies. After a full review of all relevant information, six detainable deficiencies were downgraded and as a result of this, four vessels had their record of detention withdrawn. In these cases the reviews did not delete the deficiency but rather downgraded the action code on the basis of information available subsequent to the inspection.

There were no appeals of AMSA detentions to the Administrative Appeals Tribunal.

There were also no appeals by any flag States to the Detention Review Panel of the Tokyo Memorandum of Understanding on Port State Control (Tokyo MOU) or Indian Ocean Memorandum of Understanding on Port State Control (Indian Ocean MOU) during 2009.

Regional Cooperation

The IMO Assembly Resolution A.682 (17) "Regional Cooperation in the Control of Ships and Discharges" was made in recognition that more effectiveness could be gained from regional cooperation in port State control rather than by States acting in isolation. Regional cooperation allows member States to share information on substandard ships and inspection results.

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 and www.tokyo-mou.org

Australia also participates actively at the IMO Flag State Implementation sub-committee which deals with PSC matters.

AMSA's Ship Inspection Database

To assist AMSA Marine 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 includes the general particulars of a vessel, and also their PSC inspection history from within the Tokyo MOU region.

Not only does the *Shipsys* database hold historical data, it also uses this data to calculate a numerical "risk factor" for ships arriving in Australian ports. This "risk factor" represents the likelihood of the vessel being detained. This calculated "risk factor", allows AMSA to target ships and to allocate appropriate resources in the most efficient and effective manner.

This calculation takes into account a number of criteria and, based on this, ships are grouped into "priority" groups with each group having a specific desired inspection rate.

The inspection rate targets are shown in Table 1.

Priority Group	Probability of detention (Risk factor)	Target Inspection Rate
Priority 1	More than 5%	80%
Priority 2	4% to 5%	60%
Priority 3	2% to 3%	40%
Priority 4	1% or less	20%

Table 1
Inspection rate targets

Although this 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 Marine Surveyors, rather than a mandatory targeting system. AMSA Marine Surveyors are expected to use their professional judgment to decide which ships should be inspected and the level of inspection required. Local knowledge and experience are important factors in making these decisions.

INSPECTION RESULTS IN 2009

Shipping Industry Activity in 2009

Several factors impacted on activity by foreign flag ships in 2009. The international economic decline that caused a strong downturn in activity in the last quarter of 2008 continued to influence Australia's international trades, but in several different ways, as there was considerable variability in trends for individual ship types. There were also changes within the fleet, particularly with bulk carriers. This was likely to have resulted mainly from a shift in the iron ore trade to a greater proportion of spot market sales, where the seller arranges shipping, compared to term contract sales where the buyer typically arranges shipping.

In the year, there were 22,101 port arrivals by 4,341 individual foreign flag ships, compared to 22,922 arrivals by 4,025 ships in the previous year – i.e. port arrivals declined by 3.6 per cent, while the number of individual ships making those port calls increased by 7.9 per cent. Average ship size also grew a little over the previous year to 39,953 gross tons, an increase of 2.8 per cent.

These outcomes were due primarily to the bulk carrier trades, where there was a 1.0 per cent increase in port calls and a 1.5 per cent increase in average ship gross tonnage, plus a 12.1 per cent increase in the number of individual ships. This ship type accounted for 40.3 per cent of port visits and 60 per cent of individual ships in 2009.

Container ships are the second most active type and uncertain economic conditions have continued to depress activity in these trades, with port visits declining by 16.2 per cent over 2008 levels to 3,902. The number of individual container ships also fell, by 12.7 per cent to 262, although average ship size increased by 9.4 per cent. In contrast, activity by oil tankers and general cargo ships was little changed, although vehicle carrier traffic also declined by around 12 per cent over the year.

The turnover in the foreign flag fleet is due largely to newer ships entering the Australian trades, which typically means that the average fleet condition improves and the risk of these ships being found to be unseaworthy at a PSC inspection declines. In 2009, 38.4 per cent of the arriving foreign flag ships had not visited Australia in the previous year, compared to 36.5 per cent of ships arriving in 2008 that had not visited in 2007.

Further analysis of shipping activity indicates that exports out of Western Australia and Queensland rose significantly during 2009 on the back of high prices for iron ore, coal and beef exports. The LNG trade out of Western Australia and Northern Territory also grew in 2009.

Overall, these trends meant that, even though overall number of foreign flag port visits declined, the safety regulatory task facing AMSA in 2009 was similar to that of the previous year due to greater numbers of individual ships that were, on average, of larger gross tonnage.

Item	2008	2009	Change
Bulk Carrier Visits	9248	9345	1.0%
Livestock Carrier Visits	336	380	13.1%
Container Ship Visits	4654	3902	-16.2%
Vehicle Carrier Visits	1418	1249	-11.9%
Oil Tanker Visits	1470	1444	-1.8%
Gas Carrier Visits	621	631	1.6%
Average Gross Tonnage	39176	39953	2.8%
Foreign Flag Port Visits	22922	22101	-3.6%
Individual Ships	4025	4341	7.9%
Inspection rate	64.4%	63.6%	-1.2%
Number of Inspections	**2795**	**2994**	**7.1%**

Table 2
Trends of ship visits in 2009 compared to 2008

Considering the global financial crisis (GFC), the number of foreign flag port visits reduced by 3.6 per cent, but the actual number of individual ships increased by 7.9 per cent. This indicates that more ships arrived in Australia and either went to fewer ports or made less repeat visits. The individual ship type visits also reflects that gas, livestock and bulk carriers maintained their participation in the Australian markets regardless of the GFC. The vehicle and container sector were less fortunate being significantly impacted upon.

Risk factor analysis indicates that the risk profile of the ship arrivals did not improve or deteriorate in any notable way. This is shown in Figure 1 which plots the number of eligible arrivals against each risk factor during 2009 compared with the preceding two years. The average risk factor of all eligible ships in 2009 was 2.4 compared with 2.6 in 2008. In 2009 the highest risk factor for any eligible ship was 41 whilst in 2008 there were three ships in excess of 51.

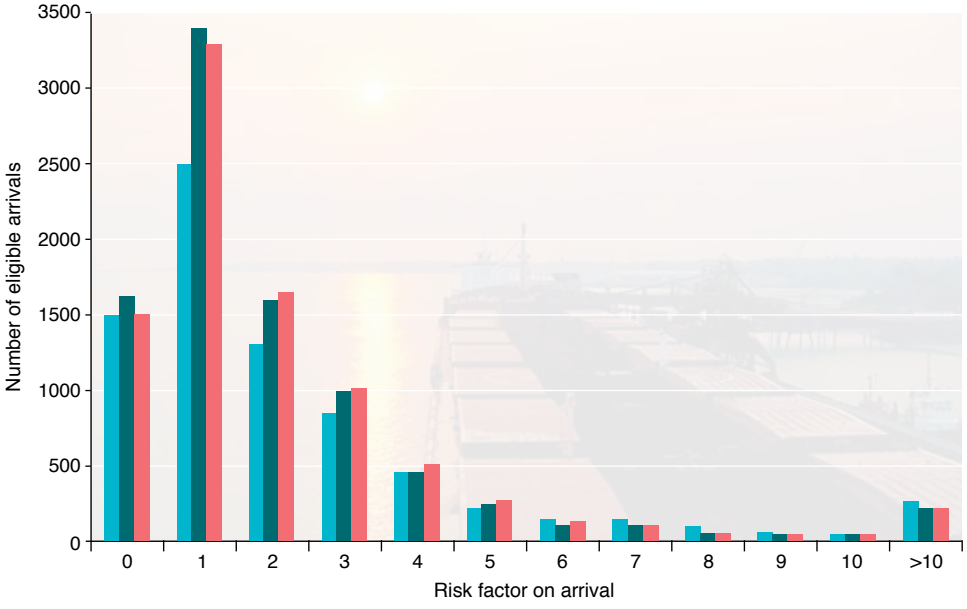

Figure 1
Risk factor profile of eligible port arrivals

The average risk factor of detained ships in 2009 was 5.5 which is only a minor improvement compared to 2008 in which the average risk factor of detained ships was 6.1.

The analysis that the overall standard of ships arriving in Australia during 2009 did not improve significantly is further supported by the number of deficiencies identified according to a vessel's risk factor as shown in Table 3.

Risk Factor	Priority Group	2008	2008 Deficiency rate by Priority Group	2009	2009 Deficiency rate by Priority Group
0	Priority 4	1687	1.7 Def/inspection	421	1.5 Def/inspection
1		3402		858	
2	Priority 3	1616	2.2 Def/inspection	1262	2.7 Def/inspection
3		986		1213	
4	Priority 2	453	3.7 Def/inspection	959	3.6 Def/inspection
5		279		893	
6	Priority 1	137	6.1 Def/inspection	748	5.1 Def/inspection
7		127		381	
8		76		391	
9		67		273	
10		57		202	
>10		285		1458	
Totals		**9083**		**9059**	

Table 3
Number of deficiencies according to a vessel's risk factor

In viewing Table 3 it can be seen that the overall deficiency rate per priority group is generally showing an encouraging downward trend, particularly for the Priority 1 ships which reflect a 16.4 per cent improvement compared to 2008.

When viewed on the basis of unique foreign flag ships, and applying the priority level grouping to ships over the entire year, the overall inspection rate in 2009 was 63.6 per cent (compared with 64.4 per cent for 2008), with 92.3 per cent of eligible Priority 1 ships inspected (compared with 88.9 per cent for 2008).

Priority Group	2009 Ship Arrivals	2009 Eligible Ships	2009 Ships Inspected	Inspection Rate
P1	712	640	591	92.3%
P2	545	520	441	84.8%
P3	1314	1248	818	65.5%
P4	1770	1688	755	44.7%
Totals	**4341**	**4096**	**2605**	**63.6%**

Table 4
Unique foreign flag ships - by priority level

Inspections

Generally, a ship becomes eligible for inspection every six months. Guidance on conducting PSC inspections are given in IMO Assembly Resolution A.787(19), as amended, and in procedures created under the Tokyo and Indian Ocean MOUs mentioned earlier. During 2009, AMSA Marine Surveyors carried out 2994 initial inspections on foreign flagged ships at 73 Australian ports in conformance with these standards and AMSA internal instructions and training regime. As a result of the initial inspections, AMSA Marine Surveyors carried out 1055 follow-up inspections to 915 individual ships to ensure rectification of deficiencies.

Table 5 provides a breakdown over a five year period of the number of inspections carried out at each Australian port. The number of ports with very few inspections each year gives an indication of one of the major challenges AMSA faces. Vessels arrive at several very small and remote port facilities and we must ensure that our resources are used effectively to maintain our stated goals of inspecting high risk vessels regardless of the port they arrive in.

Table 5
Total ships inspected by port of inspection

Port	2005	2006	2007	2008	2009
Abbot Point, Qld	24	14	15	5	12
Albany, WA	21	18	22	24	20
Ardrossan, SA	0	2	1	2	2
Barrow Island Terminal, WA	0	0	0	0	0
Barry Beach, Vic	0	0	0	0	0
Bell Bay, Tas	38	36	31	40	33
Brisbane, Qld	264	251	226	251	230
Broome, WA	1	0	4	1	2
Bunbury, WA	78	85	66	54	59
Bundaberg, Qld	0	1	0	1	0
Burnie, Tas	17	20	22	17	12
Cairns, Qld	19	27	24	24	19
Cape Cuvier, WA	1	0	0	0	0
Cape Flattery, Qld	0	1	1	1	0
Christmas Island	0	0	4	2	0
Cossack Pioneer Terminal	3	0	0	0	0
Dampier, WA	220	232	241	219	240
Darwin, NT	79	85	101	124	151
Derby, WA	0	0	0	0	0
Devonport, Tas	1	3	3	2	3
Eden, NSW	0	1	0	1	0
Esperance, WA	13	17	22	13	16
Exmouth, WA					2
Fremantle, WA	130	134	128	123	126
Geelong, Vic	59	70	58	36	43
Geraldton, WA	39	51	49	22	50
Gladstone, Qld	178	234	237	206	191
Gove, NT	20	25	19	10	6
Griffin Venture Terminal	0	0	0	0	1
Groote Eylandt, NT	1	13	12	7	5
Hay Point, Qld	303	237	322	331	308
Hobart, Tas	5	7	5	8	17
Karumba, Qld	1	2	1	2	1
Kurnell, NSW	12	12	13	12	8
Koolan Island WA	-	-	1	0	0
Kwinana, WA	222	209	169	130	192
Launceston, Tas	0	0	0	0	0

Continued

Table 5
Total ships inspected by port of inspection (continued)

Port	2005	2006	2007	2008	2009
Lucinda, Qld	7	4	2	3	5
Mackay, Qld	19	17	32	21	16
Melbourne, Vic	167	174	156	134	175
Mourilyan, Qld	12	9	11	7	7
Newcastle, NSW	332	306	264	286	343
Nganhurra, WA	-	-	-	1	0
Onslow, WA	3	0	1	1	2
Other North	1	0	1	0	0
Other West	1	0	1	0	0
Point Wilson	0	1	1	0	0
Port Adelaide, SA	72	73	48	36	66
Port Alma, Qld	13	11	9	11	16
Port Bonython, SA	3	3	0	1	2
Port Botany, NSW	117	147	137	157	128
Port Giles, SA	4	4	1	2	1
Port Hedland, WA	144	139	114	124	137
Port Kembla, NSW	103	97	98	89	116
Port Latta, Tas	4	0	2	2	2
Port Lincoln, SA	8	8	2	7	4
Port Pirie, SA	5	5	2	1	5
Port Stanvac, SA	0	0	0	0	0
Port Walcott, WA	58	56	40	26	35
Portland, Vic	19	21	18	14	13
Risdon, Tas	4	4	0	0	0
Saladin Marine Terminal, WA	0	0	0	0	0
Spring Bay, Tas	7	8	7	6	6
Stanley, Tas	0	0	0	0	0
Sydney, NSW	83	71	90	80	37
Thevenard, SA	5	4	1	1	1
Townsville, Qld	74	77	63	88	97
Useless Loop, WA	10	9	13	2	6
Varanus Island Terminal, WA	0	0	0	0	0
Wallaroo, SA	9	4	4	3	9
Weipa, Qld	20	14	32	14	1
Westernport, Vic	7	12	8	3	11
Whyalla, SA	12	15	7	7	2
Wyndham, WA					2
Wollybutt (Oil facility) WA	-	-	1	0	0
Yamba, NSW	0	0	0	0	0
Yampi Sound, WA	0	0	0	0	0
Totals	**3072**	**3080**	**2963**	**2795**	**2994**

Table 6 provides a similar five year breakdown of the number of vessels inspected against each flag Administration. The table does not reflect any significant change in inspections by flag over the period, particularly over the last three years.

Table 6
Total ships inspected by Flag

Flag	2005	2006	2007	2008	2009
Algeria	0	0	0	0	0
American Samoa, USA	0	0	0	0	0
Antigua and Barbuda	44	34	35	59	60
Bahamas	176	153	159	99	120
Bahrain	0	0	0	0	0
Barbados	1	1	3	3	3
Belgium	8	10	12	10	9
Belize	3	4	4	4	3
Bermuda, UK	20	20	13	13	18
Brazil	0	0	0	0	0
Bulgaria	1	1	0	0	0
Cambodia	0	1	0	0	0
Cayman Islands, UK	7	14	17	14	16
Channel Islands, UK	0	0	0	0	0
Chile	1	0	1	1	0
China	68	75	57	56	72
Cook Islands	0	0	0	2	5
Croatia	7	10	8	8	10
Cyprus	127	122	98	94	96
Denmark	23	16	23	20	17
Dominica	0	2	8	2	7
Egypt	6	5	2	4	4
Fiji	0	0	0	0	0
France	14	14	6	8	8
French Antarctic Territory, France	0	0	0	0	0
Germany	32	24	27	17	29
Gibraltar, UK	4	8	2	3	12
Greece	103	95	87	69	66
Honduras	0	0	0	0	0
Hong Kong, China	269	277	247	251	282
India	27	34	42	22	29
Indonesia	11	8	4	7	3
Iran	10	8	1	4	1
Isle of Man, UK	61	54	47	46	39
Italy	26	28	35	33	41
Jamaica	1	0	0	0	0
Japan	48	47	42	30	41
Korea, Republic of	82	95	89	83	84
Kuwait	5	5	5	6	6
Kyrgyzstan	0	0	0	0	0
Lebanon	0	0	0	0	0

Continued

Table 6
Total ships inspected by Flag (Continued)

Flag	2005	2006	2007	2008	2009
Liberia	201	203	205	206	216
Luxembourg	0	2	4	2	3
Malaysia	36	35	19	7	8
Malta	97	98	91	90	104
Marshall Islands	89	97	115	111	115
Mauritius	0	1	0	0	1
Mongolia	0	0	0	0	0
Morocco	0	0	0	0	0
Myanmar	2	3	4	0	0
Netherlands Antilles, Netherlands	6	7	6	3	4
New Zealand	4	5	4	3	2
Norway	68	52	53	40	42
Oman	0	0	0	0	0
Pakistan	0	1	0	0	0
Panama	944	952	966	951	940
Papua New Guinea	14	16	14	16	16
Philippines	39	54	48	41	47
Portugal	0	3	1	0	1
Qatar	1	0	0	0	0
Russian Federation	12	12	3	6	4
Saint Helena, UK	0	0	0	0	0
Saint Kitts and Nevis	0	0	0	0	0
Saint Vincent and the Grenadines	15	14	9	4	6
Samoa	2	2	2	2	1
Saudi Arabia	0	0	0	0	0
ship's registration withdrawn	0	0	0	0	0
Sierra Leone	0	0	0	0	0
Singapore	162	166	167	194	213
South Africa	0	0	0	0	0
Sri Lanka	0	0	0	0	0
Spain	0	1	0	0	0
Sweden	15	9	10	9	11
Switzerland	7	6	5	3	9
Taiwan, China	26	22	15	18	17
Thailand	16	18	13	9	25
Tonga	3	6	7	6	9
Trinidad Tabago	0	0	1	0	0
Turkey	20	12	9	6	12
Tuvalu	0	0	0	1	0
Ukraine	1	1	0	0	0
United Arab Emirates	0	1	1	1	0
United Kingdom	37	32	32	28	35
United States of America	0	1	1	1	0
Vanuatu	24	29	24	21	26
Vietnam	1	7	10	8	10
Totals	**3072**	**3080**	**2963**	**2795**	**2994**

Figure 2 graphically represents the inspections by flag for vessels having been subject to more than 25 inspections during 2009.

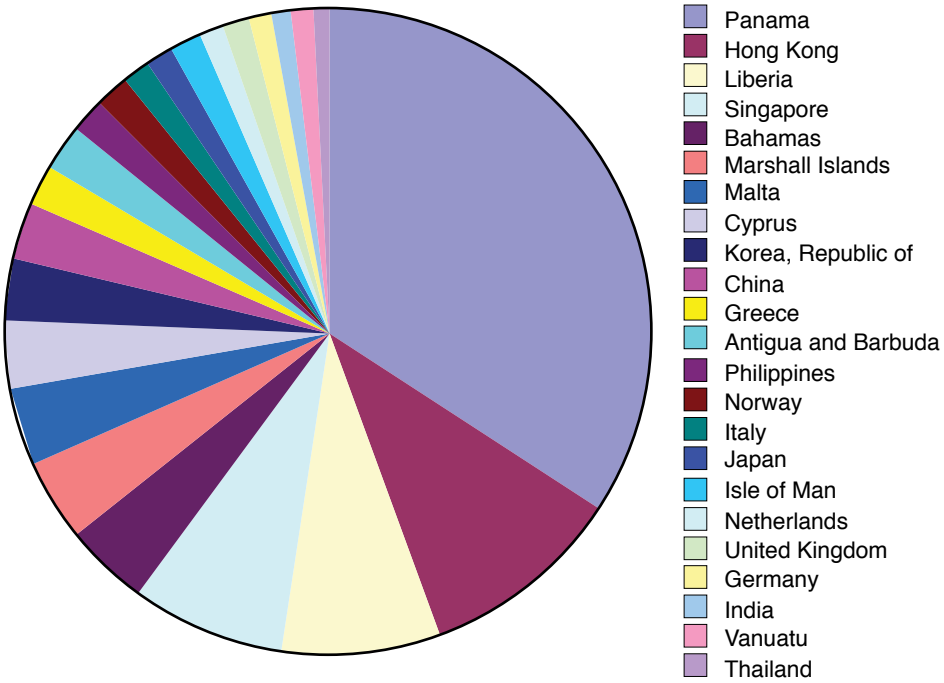

Figure 2
Distribution of inspections by flag for those flags with more than 25 inspections

Table 6 and Figure 2 clearly show that the great majority of inspections (55.4 per cent of the total) are those of the flags Panama (31.4 per cent), Hong Kong China (9.6 per cent), Liberia (7.2 per cent), and Singapore (7.1 per cent).

Table 7 provides details of the number of inspections compared to vessel type, again presented over a five year period.

Ship	2005	2006	2007	2008	2009
Bulk carrier	1798	1788	1714	1596	1747
Chemical tanker	101	92	99	111	125
Combination carrier	23	11	7	4	9
Container ship	271	314	270	279	271
Factory ship	0	0	1	0	0
Gas carrier	46	63	57	40	46
General cargo/multi-purpose ship	188	210	204	199	227
Heavy load carrier	15	16	15	15	25
High speed passenger craft	1	1	1	1	0
Livestock carrier	39	39	38	39	45
MODU & FPSO	6	2	4	5	4
Offshore service vessel	25	24	20	21	29
Oil tanker	211	194	213	163	168
Other types of ship	20	13	17	13	18
Passenger ship	27	27	29	24	29
Refrigerated cargo vessel	13	11	4	3	1
Ro-Ro cargo ship	16	12	7	12	9
Ro-Ro passenger ship	1	2	0	0	1
Special purpose ship	8	9	11	14	12
Tanker, not otherwise specified	5	4	0	0	0
Tugboat	17	23	24	31	42
Vehicle carrier	173	144	145	145	120
Wood-chip carrier	68	81	83	80	66
Totals	**3072**	**3080**	**2963**	**2795**	**2994**

Table 7
Total ships inspected by ship type

In reviewing this table over the period, there appear to be some clear "winners" and "losers" during the financial crisis in the Australian maritime experience that continued into most of 2009. The table clearly shows that bulk carriers continue to be the strongest ship type in Australia and interestingly, the growth of these ships grew 9.5 per cent over 2008 figures to regain the numbers lost from 2007. If the growths and declines of ship types with low statistical significance are ignored, it can be seen that chemical tankers grew 11.2 per cent and general cargo ships grew 14.1 per cent. The notable declining ship types subject to inspection were vehicle carriers and wood-chip carriers with declines of 17.2 per cent and 17.5 per cent respectively. These declines were also notable in that they were very unusual compared to the previous four years in particular.

Figure 3 graphically demonstrates, as indicated in Table 7, that bulk carriers are by far the most inspected ship type in Australia.

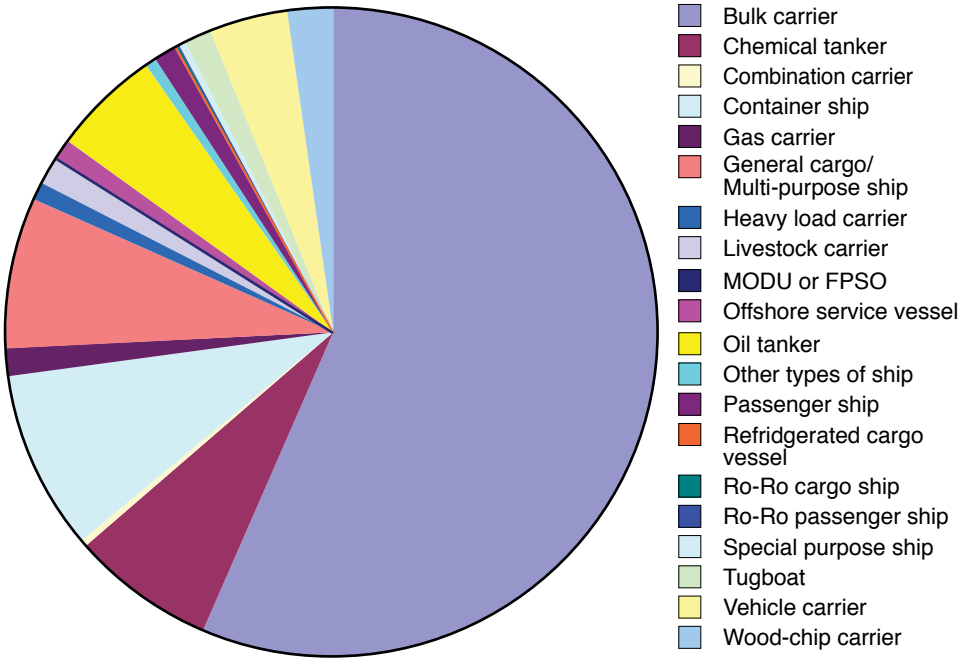

Figure 3
Proportion of PSC inspections by ship type

Deficiencies

An AMSA Marine Surveyor records a deficiency when the condition of the ship, its equipment or how it is operated 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 are determined to exist.

The IMO Resolution on port State Control, ResA.787(19), defines a deficiency as "A condition found not to be in compliance with the requirements of the relevant convention".

AMSA Marine Surveyors use experience and professional judgment to determine the appropriate time frame for the crew to rectify the deficiency. Depending on how serious the AMSA Marine Surveyor perceives the deficiency to be, they may require rectification before the vessel departs, at the next port, within 14 days, within 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. AMSA will apply the detention, irrespective of the scheduled departure of the ship, in accordance with the IMO Resolution on port State Control.

During 2009, AMSA Marine Surveyors recorded a total of 9,059 deficiencies. This gave a deficiency rate of 3.03 deficiencies per inspection, which is a slight improvement compared to 2008 (3.25).

When analysing deficiencies, AMSA finds it useful to categorise deficiencies into the following groups – Structural/Equipment, Operational, ISM and Human Factor. Table 8 shows the numbers of deficiencies for each of these broad groups per vessel type and the numbers of inspections for each vessel type. This table also compares the group rates to those of 2008. It can be seen that the proportion of deficiency groups remains virtually unchanged. Figure 4 shows the proportion of deficiencies for each deficiency category for each vessel type.

Table 8 Deficiency category by inspection number and ship type

Ship Type	Structural/ Equipment	Operational	Human Factor	ISM	Inspections
Bulk carrier	2957	1589	868	376	1747
Chemical tanker	126	42	26	20	125
General cargo/multi-purpose ship	504	285	163	73	227
Wood-chip carrier	67	31	24	5	66
Vehicle carrier	92	65	58	30	120
Container ship	305	183	88	59	271
Offshore service vessel	60	35	11	1	29
Livestock carrier	87	54	18	7	45
Gas carrier	13	12	1	0	46
Combination carrier	23	15	8	2	9
Passenger ship	21	10	15	5	30
Other types of ship	42	37	14	4	18
Oil tanker	113	43	29	9	168
Ro-Ro cargo ship	23	22	8	2	9
Tugboat	73	53	17	4	42
Heavy load carrier	34	17	11	4	25
MODU or FPSO	8	7	2	0	4
Special purpose ship	23	21	2	1	12
Refrigerated cargo vessel	1	1	0	0	1
High speed passenger craft	0	0	0	0	0
Total for 2009	**4572**	**2522**	**1363**	**602**	**2994**
Deficiency Rate	**1.5**	**0.8**	**0.5**	**0.2**	**3.0**
Totals for 2008	**4725**	**2471**	**1284**	**603**	**2795**
Deficiency Rate	**1.7**	**0.9**	**0.5**	**0.2**	**3.3**

As can be seen from Table 8 and Figure 4, whilst some improvements occurred in 2009 the structural/equipment group of deficiencies continue to account for more than 50 per cent of all deficiencies. These deficiencies are the traditional 'hardware' items generally relating to a lack of effective maintenance and inspection regimes onboard. These types of deficiencies should be relatively easy to address by attention onboard and by a strong commitment to safety and pollution prevention by the operating companies.

Figure 4 illustrates that gas carriers, refrigerated cargo ships and to a lesser extent special purpose ships have a larger than average operational deficiency component. The contribution of human factor deficiencies on passenger ships is also apparent from the deficiencies given in 2009.

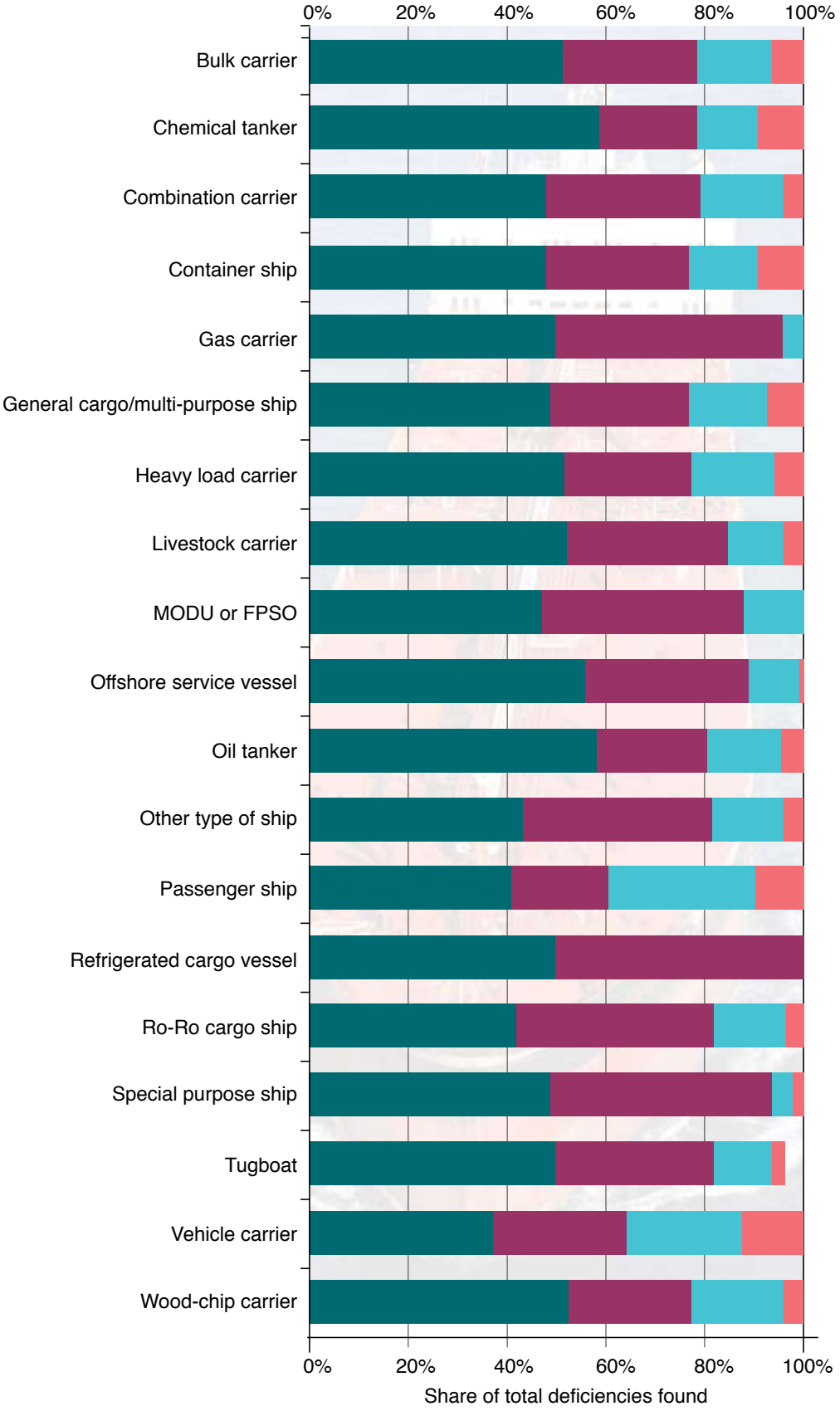

Figure 4 Proportion of deficiency category per vessel type

Detentions

A ship will be detained under the *Navigation Act 1912* when an AMSA Marine Surveyor considers that the deficiencies observed during an inspection render the ship unseaworthy or substandard.

Serious deterioration of the hull structure, overloading, defective equipment such as lifesaving, radio, and fire fighting appliances and poor operational practices are all causes to render a ship unseaworthy. AMSA Marine Surveyors use the criteria and guidance given in the IMO PSC Assembly Resolution and their professional judgement to determine whether or not to detain a ship.

The IMO Resolution defines a detention as *"an intervention as a result of when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the normal schedule of the departure of the ship"*.

When a ship is detained AMSA follows the International Convention and IMO resolution requirements to inform the flag State and Consul or the nearest diplomatic representative of the vessel's flag State and the appropriate Classification Society or Recognised Organisation (RO). The IMO will also receive details of the detention. AMSA publishes the details of the detention each month on the AMSA website at www.amsa.gov.au/Shipping_Safety/Port_State_Control/

During 2009, AMSA Marine Surveyors detained 248 ships, giving an average detention rate of 8.3 per cent (compared to 8.1 per cent in 2008). Table 9 shows these detentions by ship type with a comparison to 2008.

Table 9
Total ships detained by ship type

Ship Type	2009			2008
	Inspections	Detentions	Detention Rate	Detention Rate
bulk carrier	1747	162	9.3%	8.9%
chemical tanker	125	7	5.6%	8.4%
combination carrier	9	1	11.1%	0.0%
container ship	271	15	5.5%	6.8%
gas carrier	46	1	2.2%	10.0%
general cargo/multi-purpose ship	227	34	15.0%	10.1%
heavy load carrier	25	2	8.0%	13.3%
high speed passenger craft	1	0	0.0%	0.0%
livestock carrier	45	1	2.2%	5.1%
MODU or FPSO	4	0	0.0%	0.0%
offshore service vessel	29	1	3.4%	14.3%
oil tanker	168	6	3.6%	3.1%
other types of ship	18	2	11.1%	7.7%
passenger ship	29	2	6.9%	0.0%
refrigerated cargo vessel	1	0	0.0%	33.3%
ro-ro cargo ship	9	1	11.1%	25.0%
special purpose ship	12	0	0.0%	0.0%
tugboat	42	3	7.1%	12.9%
vehicle carrier	120	6	5.0%	4.8%
wood-chip carrier	66	4	6.1%	3.8%
Totals	**2994**	**248**	**8.3%**	**8.1%**

It can be seen that there have been some significant changes in detention rates but in reviewing the data of Table 9 caution needs to be exercised in not only viewing the detention percentage but also the actual numbers of inspections and detentions. It is very easy to obtain a large percentage change with a single detention if only low numbers of inspections were conducted. For example, combination carriers went from 0 to 11.1 per cent but this should not be considered statistically significant for that ship type due to the fact that this rate was a result of a single detention. It is difficult to use this to categorise the performance of that ship type overall. Conversely, it can be noted that passenger ships had an increase of 6.9 per cent, which whilst caused by only two detentions is noteworthy recognising the historically good performance of these ships. The last time AMSA detained a passenger ship was in 2004 and during that year it was a single detention, so this 2009 performance is noted as less than satisfactory for that sector of our industry.

Improvements in some ship type detention rates are obvious, especially considering the volume of inspections conducted – chemical and gas tankers had marked improvements and this is considered a very good outcome for those ship types and one which AMSA applauds.

The standout poor performer was general cargo ships whose detention rate increased from 10.1 per cent to 15.0 per cent. Whilst there were an additional 28 inspections of this ship type during 2009 compared to 2008, there were an additional 14 detentions. Unfortunately, the poor performance of this ship type is regularly seen in PSC reports across most regions and have also been identified in the reports of the Concentrated Inspection Campaigns (CICs) conducted by the various PSC regimes.

AMSA's risk profiling of ships takes into account ship types and AMSA will continue to focus specific attention to general cargo ships based on their poor performance.

Table 10 shows that during the year vessels from 55 flag States were subject to inspections. Of these flag States, 37 had defects serious enough to warrant detention. As explained previously, performance cannot be accurately assessed when low inspection numbers are involved. For this reason, when assessing performance, AMSA only considers that results for flags subject to at least 10 inspections are statistically significant. For vessels from flag States that had 10 or more inspections, 16 flags had detention rates of 10 per cent or more. This compares to six in 2008 and four in 2007. This is a very significant change and those flag States have been informed of each and every detention of their flagged ships with an expectation that they review their overall performance with a view to improving that statistic. Those flags with unusually high detention rates, and therefore a performance that is less than adequate in terms of Australian PSC, are Antigua and Barbuda, Bahamas, Bermuda, Cyprus, Denmark, Gibraltar, India, Isle of Man, Liberia, Malta, Marshall Islands, Papua New Guinea, Taiwan, Turkey, United Kingdom and Vietnam.

flag	Inspections	Detentions	Detention Rate
Antigua and Barbuda	60	8	13.3%
Bahamas	120	12	10.0%
Barbados	3	0	
Belgium	9	0	
Belize	3	0	
Bermuda	18	2	11.1%
Cayman Islands	16	1	6.3%
China	72	2	2.8%
Cook Islands	5	0	
Croatia	10	0	
Cyprus	96	13	13.5%
Denmark	17	3	17.6%
Dominica	7	1	
Egypt	4	0	
France	8	0	
Germany	29	0	
Gibraltar	12	2	16.7%
Greece	66	4	6.1%
Hong Kong	282	15	5.3%
India	29	3	10.3%
Indonesia	3	2	
Iran	1	0	
Isle of Man	39	4	10.3%
Italy	41	4	9.8%
Japan	41	2	4.9%
Korea, Republic of	84	4	4.8%
Kuwait	6	0	
Liberia	216	23	10.6%
Luxembourg	3	0	
Malaysia	8	1	
Malta	104	23	22.1%
Marshall Islands	115	12	10.4%
Mauritius	1	0	

Table 10
Total ships detained by Flag (no rates show where number of inspections is less than 10)

Continued

Table 10
Total ships detained by Flag (continued)

flag	Inspections	Detentions	Detention Rate
Netherlands	36	1	2.8%
Netherlands Antilles	4	1	
New Zealand	2	0	
Norway	42	4	9.5%
Panama	940	59	6.3%
Papua New Guinea	16	5	31.3%
Philippines	47	1	2.1%
Portugal	1	0	
Russian Federation	4	1	
Saint Vincent and the Grenadines	6	3	
Samoa	1	0	
Singapore	213	16	7.5%
Sweden	11	0	
Switzerland	9	0	
Taiwan	17	2	11.8%
Thailand	25	1	4.0%
Tonga	9	1	
Turkey	12	4	33.3%
United Kingdom	35	5	14.3%
Vanuatu	26	1	3.8%
Viet Nam	10	2	20.0%
Totals	**2994**	**248**	**8.3%**

In trying to compare the detention performance of flag States, it can be useful to compare the proportion of their inspections and the proportion of their detentions of the totals. To try and minimise issues of statistical significance mentioned above, Figure 5 shows those flags that had 10 or more inspections and one or more detention.

It can be summarised that if the proportion of detentions is significantly greater than the proportion of inspections, that particular flag State may be underperforming. Figure 5 clearly reflects the data interpretation above.

The figure also clearly demonstrates that the flag States of Panama, Singapore and Hong Kong are performing better than average, particularly considering the volume of inspections. China and the Republic of Korea are also performing reasonably well.

Obviously any flag State with no detentions is also performing particularly well.

Figure 5 also clearly shows that Malta, Liberia and Cyprus, particularly Malta, have an obvious disproportionate ratio of detentions to inspections, especially considering the significant numbers represented in the raw data shown in Table 10.

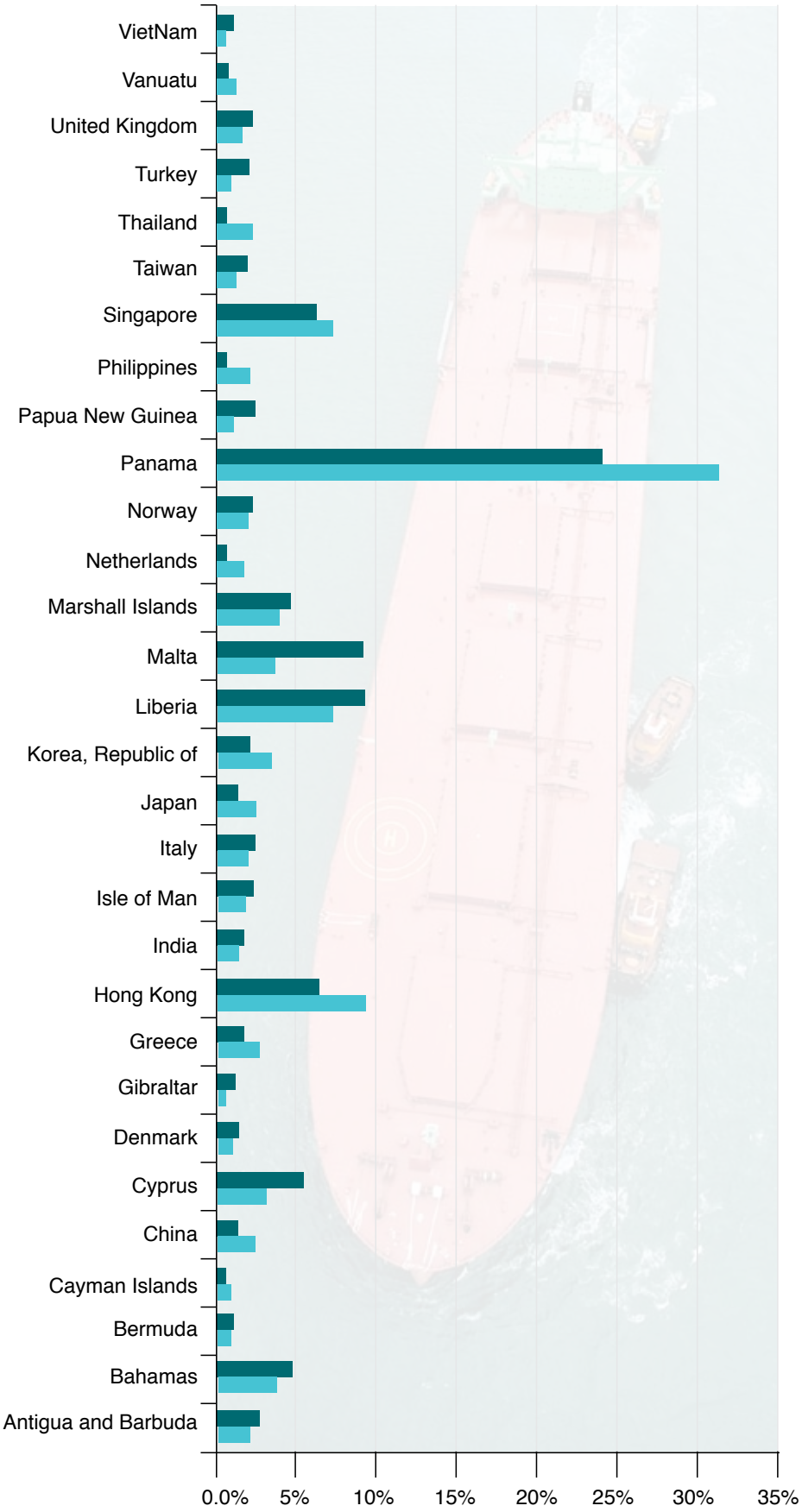

Figure 5
Comparison of proportion of inspections and detentions of totals for flag States with more than 10 inspections and more than 1 detention

During 2009, AMSA Marine Surveyors found 440 deficiencies that were sufficiently serious to result in the detention of the 248 ships. Table 12 indicates the level of detentions in various categories of ships equipment over a three year period.

Detainable Deficiencies by Category	2007 Share	2008	2008 Share	2009	2009 Share
Fire safety measures (SOLAS chapter II-2)	31.9%	110	28.5%	146	33.2%
Life-saving appliances (SOLAS chapter III)	17.0%	84	21.8%	85	19.3%
ISM related deficiencies (SOLAS chapter IX)	7.8%	48	12.4%	59	13.4%
Radio communications (SOLAS chapter IV)	8.8%	45	11.7%	45	10.2%
Load lines	12.2%	43	11.1%	36	8.2%
Carriage of cargo and dangerous goods (SOLAS chapter VI)	0.7%	0	0.0%	18	4.1%
Stability, structure and related equipment (SOLAS chapter II-1, parts a-1,a)	7.8%	14	3.6%	15	3.4%
MARPOL – annex I	5.4%	12	3.1%	13	3.0%
SOLAS-related operational deficiencies	3.4%	16	4.1%	10	2.3%
Machinery and electrical installations (SOLAS chapter II-I, parts C, D)	1.7%	3	0.8%	5	1.1%
Safety of Navigation (SOLAS chapter V)	0.7%	1	0.3%	4	0.9%
Other deficiencies	0.0%	1	0.3%	2	0.5%
MARPOL-related operational deficiencies	0.3%	4	1.0%	1	0.2%
Certification and watchkeeping for seafarers (STCW)	1.0%	2	0.5%	1	0.2%
Additional Bulk Carrier safety measures (SOLAS Chapter XII)	0.0%	2	0.5%	0	0.0%
Ship's certificates and documents (SOLAS, II, MARPOL	1.0%	1	0.3%	0	0.0%
Totals		**386**		**440**	

Table 11 Detainable deficiencies by category

AMSA notes that the 'top 5' detainable categories and their order of influence remains the same as 2008.

Of particular concern is that fire safety measures continue to contribute to more than 30 per cent of all detainable deficiencies. Whilst AMSA continues to disseminate information about our PSC program and continues to identify fire fighting measures as a major item, particularly fire dampers and fire pumps, we are becoming increasingly frustrated that ships do not heed these messages and continue to be detained for the same items over again.

AMSA is also finding the trend of ISM detentions very worrying as this category are possible indications of failures in company commitment and are an indication of systemic failures rather than unusual circumstances.

Some may be slightly encouraged to note that lifesaving detentions have reduced as a percentage but considering the actual number of detainable deficiencies within that group, AMSA does not take any comfort from this and is disappointed that operators and crews have not noted the very strong messages AMSA has been giving about lifeboat release arrangements.

AMSA is extremely pleased to see the decreasing trend of loadline detentions over the last three years and congratulates industry and encourages them in maintaining this trend.

Responsibility of Recognised Organisations

Table 13 lists the Recognised Organisations (RO) associated with ships detained by AMSA. In many cases, a ship's RO 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 the RO.

In accordance with Tokyo MOU Guidelines, AMSA Marine Surveyors are required 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 (www.tokyo-mou.org/).

The table also gives a comparison of deficiencies for each RO.

Table 12
Total ships detained related to their Recognised Organisation

Recognised Organisation	Inspec-tions	Defs	Dets	Det Rate	Total Det Defs	RO Resp Dets	RO Resp as % of Total Det Defs
American Bureau of Shipping (ABS)	260	716	16	6.2%	29	7	24.1%
Biro Klasifikasi Indonesia (BKI)	3	47	2	66.7%	7	2	28.6%
Bureau Veritas (BV)	228	973	24	10.5%	54	3	5.6%
China Classification Society (CCS)	127	283	6	4.7%	9	0	0.0%
China Corporation Register of Shipping (CCRS)	16	59	1	6.3%	3	0	0.0%
Croatian Register of Shipping (CRS)	7	19	1	14.3%	1	0	0.0%
Det Norske Veritas (DNV)	282	858	25	8.9%	34	6	17.6%
Germanischer Lloyd (GL)	258	777	23	8.9%	47	2	4.3%
Indian Register of Shipping (IRS)	24	75	3	12.5%	6	1	16.7%
Isthmus Bureau of Shipping (IBS)	2	18	1	50.0%	1	1	100.0%
Korea Classification Society (KCS)	1	0	0	0.0%	0	0	
Korean Register of Shipping (KR)	200	552	9	4.5%	11	2	18.2%
Lloyd's Register (LR)	391	1186	40	10.2%	76	11	14.5%
Nippon Kaiji Kyokai (NK)	1100	3147	85	7.7%	139	21	15.1%
Polski Rejestr Statkow (PRS)	1	1	0	0.0%	0	0	
Registro Italiano Navale (RINA)	79	218	8	10.1%	12	0	0.0%
Russian Maritime Register of Shipping (RS)	11	83	3	27.3%	9	0	0.0%
Viet Nam Register of Shipping (VRS)	4	47	1	25.0%	2	0	0.0%
Totals	**2994**	**9059**	**248**	**8.3%**	**440**	**56**	**12.8%**

As the performance of ROs is routinely assessed, comparison to previous performance is warranted. Table 14 provides a comparison of the 2008 and 2009 performance of relevant ROs based on the criteria of inspections, deficiency rates, detention rates and the percentage of the detainable items that were allocated RO responsibility for those detentions. The table indicates that the performance of the ROs across the criteria remains relatively constant with some good improvements in the RO Responsibility results of some ROs.

Table 13 Recognised Organisation performance

Recognised Organisation	2008 Inspections	2009 Inspections	2008 Deficiency rate	2009 Deficiency rate	2008 Detention Rate	2009 Detention Rate	2008 RO Resp as % of Total Det Defs	2009 RO Resp as % of Total Det Defs
American Bureau of Shipping (ABS)	259	260	3.2	2.6	8.1%	6.2%	22.9%	24.1%
Biro Klasifikasi Indonesia (BKI)	3	3	19	15.7	33.3%	66.7%	0.0%	28.6%
Bureau Veritas (BV)	215	228	4.7	4.3	8.8%	10.5%	18.4%	5.6%
China Classification Society (CCS)	117	127	3.1	2.2	4.3%	4.7%	12.5%	0.0%
China Corporation Register of Shipping (CCRS)	19	16	11.1	3.7	21.1%	6.3%	40.0%	0.0%
Croatian Register of Shipping (CRS)	7	7	3.9	2.7	14.3%	14.3%	0.0%	0.0%
Det Norske Veritas (DNV)	219	282	2.7	3	6.8%	8.9%	40.5%	17.6%
Germanischer Lloyd (GL)	246	258	3.1	3	7.7%	8.9%	2.9%	4.3%
Indian Register of Shipping (IRS)	19	24	2.6	3.1	5.3%	12.5%	0.0%	16.7%
Korean Register of Shipping (KR)	162	200	3.4	2.8	8.0%	4.5%	16.7%	18.2%
Lloyd's Register (LR)	365	391	3.7	3	8.2%	10.2%	15.7%	14.5%
Nippon Kaiji Kyokai (NK)	1094	1100	2.8	2.9	7.5%	7.7%	9.9%	15.1%
Registro Italiano Navale (RINA)	54	79	4.6	2.8	16.7%	10.1%	0.0%	0.0%
Russian Maritime Register of Shipping (RS)	10	11	4.9	7.5	10.9%	27.3%	0.0%	0.0%
Polski Rejestr Statkow (PRS)	1	1	0	1	0.0%	0.0%	0.0%	0.0%
Viet Nam Register of Shipping (VRS)	2	4	13.5	11.5	100%	25%	0.0%	0.0%
Totals	**2795**	**2994**	**3.3**	**3**	**8.1%**	**8.3%**	**14.8%**	**12.8%**

SUMMARY OF 2009 AUSTRALIAN PSC

The overall detention rate increased slightly during 2009 compared to 2008. Whilst the deficiency rate per inspection reduced marginally, there are no indicators from the data for 2009 to reflect that AMSA should reduce its focus or dedication of resources to conducting a firm and active PSC program.

It is of concern that the detention rate has remained above eight per cent for the second year in a row.

On the basis of the 2009 data AMSA will continue to monitor closely the types of deficiencies and detentions with a view to continually refining the inspection process. The current focus on lifeboat launching arrangements will continue in addition to the very well established areas of fire fighting appliances, lifesaving appliances, load line arrangements, communication equipment and pollution prevention arrangements.

This ability to focus on vessels that are more in need of inspection continues to be a valuable avenue to enable AMSA to ensure that resources are allocated appropriately and to ensure that substandard ships are identified and inspected.

AMSA continues to contribute actively to the regional partnerships to which we are a member.

Equally important, AMSA will participate in various forums both nationally and internationally with a view to promoting safety and pollution prevention and how Australia strives to achieve these. This includes working with operators, ROs and flag States in promoting safe ships prior to any PSC or FSC intervention being required.

AMSA notes specifically the impact of structural/equipment deficiencies particularly within the fire fighting arrangements and lifesaving appliances. AMSA strongly encourages operators and ship crews to recognise the significance of these items and the worrying trend in ISM deficiencies and detentions. Any ship operating to Australia is encouraged to make particular efforts to improve these areas as this could have a significant impact not only on improving safety of seafarers and pollution prevention but also on their ship, operator, flag and RO performances. They should also realise that improving their performance will also have significant gains as the commercial benefits from having a good PSC history are also well known.

A detailed list of the detained ships of 2009 is shown in Table 14.

Table 14 - List of ships detained in 2009

Ship Name	IMO Number	Flag	Ship type	Detainable deficiency category	Detention period	Delayed beyond scheduled sailing time
ACE DRAGON	9143726	Panama	Bulk Carrier	Minimum Safe Manning	1 d 1 h 30 min	0 d 3 h 30 min
ACHILLES	8322105	Singapore	General Cargo/ Multi-purpose	Structural Fire fighting appliances OWS ISM - maintenance	4 d 22 h 30 min	2 d 23 h 0 min
AEOLIAN BREEZE	9233521	Cyprus	Bulk Carrier	Lifeboat release arrangements Fire dampers	0 d 20 h 30 min	0
AEOLIAN GLORY	9116709	Cyprus	Bulk Carrier	Lifeboat release arrangements	1 d 1 h 0 min	0 d 16 h 0 min
AFRICAN ORCHID	9151515	Antigua and Barbuda	Other	Lifeboat release arrangements	0 d 15 h 0 min	0 d 8 h 30 min
AGHIA MARINA	9087805	Malta	Bulk Carrier	Fire fighting E/R isola-tion arrangements Emergency Generator	2 d 0 h 45 min	0
ALPHA ACTION	9074494	Malta	Bulk Carrier	Fire detection system	0 d 7 h 45 min	0 d 3 h 15 min
ALTAIR	9214331	Greece	Bulk Carrier	GMDSS Radio	0 d 3 h 15 min	0
ALTO ACRUX	9343106	Bahamas	Gas Carrier	Fire fighting equipment	0 d 10 h 0 min	0
ANL KOKODA	9117777	Saint Vincent & The Grenadines	Container	Lifeboat batteries Fire dampers	0 d 21 h 0 min	0
ANL WARRINGA	9324837	Marshall Islands	Container	Fire dampers Oily seperator Quick closing valves ISM emergency preparedness	0 d 12 h 0 min	0
AOWISDOM	8716320	Panama	Bulk Carrier	MF/HF Radio Load line items	2 d 22 h 20 min	1 d 23 h 0 min
APJ SURYAVIR	8902151	India	Bulk Carrier	Port lifeboat onload release	1 d 23 h 15 min	0
APL BANGKOK	9328481	Hong Kong	Container	GMDSS Equipment	0 d 6 h 30 min	0
B ASIA	8806503	Malta	Bulk Carrier	Oily water separator	8 d 23 h 0 min	0
B INDONESIA	8811376	Malta	Bulk Carrier	Oily Water Separator	0 d 3 h 18 min	0
BALTIC FRONTIER	9019030	Singapore	Bulk Carrier	Emergency fire pump	0 d 12 h 0 min	0
BBC CANADA	9197686	Gibraltar	General Cargo/ Multi-purpose	Fire dampers ISM procedures Stowage of dangerous goods	4 d 22 h 0 min	0
BELEM	9081784	Liberia	Bulk Carrier	Emergency fire pump	0 d 2 h 0 min	0
BELUGA EFFICIENCY	9283954	Antigua and Barbuda	General Cargo	Fire dampers	0 d 10 h 0 min	0 d 5 h 30 min
BET COMMANDER	9006186	Isle of Man	Bulk Carrier	Machinery installation	0 d 7 h 30 min	0

Ship Name	IMO Number	Flag	Ship type	Detainable deficiency category	Detention period	Delayed beyond scheduled sailing time
BIC CLARE	9006863	Bahamas	Combina-tion Carrier	Lifeboat release arrangements	1 d 22 h 30 min	0
BRIGHT CORAL	9114476	Panama	Bulk Carrier	Fire dampers	0 d 20 h 0 min	0
BRITANNIA	9220706	United Kingdom	Bulk Carrier	Fire dampers Emergency fire pump	2 d 20 h 45 min	0
BRITOIL 41	9257230	Singapore	Tug	Fire dampers	0 d 15 h 30 min	0
CAP DELGADO	9187875	Liberia	Container	OWS	0 d 11 h 50 min	0
CAPE	9128233	Italy	Bulk Carrier	Lifeboat release arrangements	0 d 18 h 30 min	0
CAPE HOWE	8918071	Marshall Islands	General Cargo	Lifeboat release arrangements	0 d 19 h 45 min	0 d 16 h 30 min
CAPITAINE TASMAN	9210725	Tonga	General cargo/ multi-pur-pose ship	Radio equipment	1 d 6 h 0 min	0 d 1 h 30 min
CAPTAIN DIAMANTIS	9212242	Greece	Bulk Carrier	GMDSS Equipment Fire dampers	0 d 7 h 0 min	0
CARIBBEAN FRONTIER	9258325	Singapore	Bulk Carrier	Fire dampers Lifeboat release arrangements GMDSS equipment Lifeboat engine	1 d 1 h 0 min	0
CAROL	9209116	Malta	Bulk Carrier	Lifeboat release arrangements	2 d 16 h 15 min	0
CE-DUKE	9219018	Malta	Bulk Carrier	Fire dampers Lifeboat release arrangements	1 d 7 h 30 min	0
CLEAN SEAS	9109366	Cayman Is	Bulk Carrier	Lifeboat release arrangements	1 d 10 h 0 min	0
CMA CGM LA TOUR	9224946	Cyprus	Container Ship	Lifeboat release arrangements ISM - maintenance & corrective actions	1 d 11 h 0 min	0 d 23 h 0 min
CONSTANTIA	9132686	Bahamas	Bulk Carrier	Fire dampers	1 d 2 h 30 min	0 d 9 h 0 min
CORONA ACE	9084164	Panama	Bulk Carrier	Lifeboat release arrangements Oily Water Separator	0 d 23 h 0 min	0
COS GLORY	9168893	Panama	Bulk Carrier	Fire dampers	0 d 21 h 45 min	0
CS SACHA	9237395	Bahamas	Bulk Carrier	Lifeboat engine ISM Maintenance	1 d 7 h 15 min	0
DA QING 451	9232709	China	Oil Tanker	Emergency generator	0 d 21 h 0 min	0
DANOS Z	9227833	Malta	Bulk Carrier	Fire dampers Port lifeboat onload release	0 d 21 h 24 min	0
DD LEADER	8507755	Saint Vincent and the Grenadines	Bulk Carrier	ISM procedures Load Line items	5 d 0 h 30 min	4 d 4 h 30 min

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DOLLART	9116785	Gibraltar	General Cargo/ Multi-purpose	EPIRB ISM maintenance	2 d 2 h 15 min	1 d 15 h 0 min
DONGBANG GIANT NO. 1	9351933	Korea, Republic of	Heavy Load Carrier	Fire dampers	0 d 6 h 15 min	0
DYNA AUK	8903260	Hong Kong	Bulk Carrier	GMDSS radio Emergency fire pump	0 d 21 h 30 min	0
EAST SUNRISE GUANGZHOU	8319639	Panama	Bulk Carrier	Fire dampers Load Line items	7 d 2 h 30 min	6 d 4 h 30 min
EIRINI K	9083811	Malta	Bulk Carrier	Fire dampers	3 d 19 h 0 min	0
ELINAKOS	9159555	Panama	Bulk Carrier	Lifeboat release arrangements EPIRB Fire fighting arrangements	2 d 5 h 0 min	0
ENERGY TRADE	9153109	Panama	Bulk Carrier	Emergency generator	0 d 22 h 25 min	0 d 19 h 45 min
EUROGRACHT	9086253	Netherlands	General cargo/multi-purpose ship	Fire detection system	7 d 5 h 30 min	0
EUROPA	9183855	Bahamas	Passenger Ship	Lifeboat release arrangements	0 d 3 h 45 min	0
EVER BLOSSOM	9159529	Panama	Bulk Carrier	Fire dampers Emergency generator	1 d 22 h 0 min	1 d 14 h 30 min
FALCONIA	7303231	Panama	Livestock Carrier	Ship side frame structure	13 h 11 h 30 min	0
FAR FOSNA	9060364	Norway	Tugboat	Fire dampers	1 d 2 h 0 min	0
FAREAST SUNNY	8819201	Hong Kong	Bulk Carrier	Lifeboat release arrangements	1 d 2 h 15 min	0
FEYZA	8118566	Turkey	Bulk Carrier	Loadline Cargo fire fighting arrangements	2 d 8 h 0 min	0 d 5 h 0 min
FORESTAL DIAMANTE	9242699	Panama	Wood-chip	MF/HF Radio	1 d 8 h 0 min	0
FORMOSABULK NO. 4	8202018	Liberia	Bulk Carrier	Fire dampers Fire detection Lifeboat release arrangements	2 d 23 h 0 min	1 d 22 h 0 min
FREE MAVERICK	9157416	Liberia	Bulk Carrier	Engine room cleanliness ISM Maintenance	3 d 19 h 15 min	3 d 11 h 45 min
FULGUR	9216925	Isle of Man	Chemical tanker	Emergency fire pump	0 d 3 h 0 min n	0
FURNESS AUSTRALIA	9243459	Panama	Bulk Carrier	Lifeboat release arrangements	1 d 17 h 0 min	0

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GAN-SHIELD	9315068	Liberia	Chemical Tanker	Oily water separator	0 d 18 h 15 min	0
GINGA LANNER	9244984	Panama	Oil Tanker	GMDSS equipment	0 d 7 h 0 min	0
GLOBAL PARTNERSHIP	9311282	Panama	Bulk Carrier	Emergency generator	0 d 22 h 0 min	0
GLOBAL PIONEER	9145798	Panama	General Cargo	Fire dampers	0 d 22 h 30 min	0
GO PATORO	8907917	Marshall Islands	Bulk Carrier	Hull integrity	1 d 18 h 0 min	0 d 9 h 0 min
GOADA CHIEF	9154816	PNG	General Cargo	Rescue boat ISM - maintenance	5 d 17 h 30 min	0
GOADA CHIEF	9154816	PNG	General Cargo/ Multi-purpose	Cargo lashing and securing stability calculation	4 d 23 h 30 min	4 d 16 h 0 min
GOKCAN	8124802	Turkey	Bulk Carrier	Fire dampers	1 d 5 h 15 min	0
GOLDEN AKANE	9166962	Panama	Chemical Tanker	Lifeboat release arrangements	0 d 22 h 30 min	0
GOLDEN JOY	9113563	Bahamas	Bulk Carrier	Hatch securing Fire dampers	0 d 12 h 0 min	0 d 0 h 0 min
GOLDEN SHADOW	9164615	Hong Kong	Bulk Carrier	Lifeboat release arrangements	1 d 2 h 30 min	0
GOLDEN TAKA	9305544	Panama	Chemical Tanker	Lifeboat release arrangements	0 d 10 h 20 min	0 d 3 h 30 min
GRAFTON	9105645	Bermuda	Bulk Carrier	Ballast tank integrity into cargo hold Port lifeboat onload release	0 d 22 h 30 min	0
GRAND SPARTOUNTA	8521191	Liberia	Bulk Carrier	Structural	7 d 5 h 45 min	4 d 22 h 15 min
GREAT CENTURY	9206205	Hong Kong	Bulk Carrier	Lifeboat release arrangements	0 d 15 h 30 min	0
GRIGORPAN	9222338	Malta	Bulk Carrier	Lifeboat release arrangements	0 d 5 h 0 min	0
HALIS KALKAVAN	8311144	Turkey	Bulk Carrier	Hatch cover securing	1 d 2 h 0 min	0
HANA	8413497	Malta	Bulk Carrier	Starboard lifeboat engine	1 d 19 h 30 min	0
HAPPY VENTURE	9153707	Malta	Bulk Carrier	Emergency generator	5 d 2 h 30 min	4 d 15 h 0 min
HEBEI TIGER	8406078	Hong Kong	Bulk Carrier	Hull integrity	0 d 22 h 0 min	0
HELLENIC SKY	9104457	Malta	Bulk Carrier	Lifeboat release arrangements Fire dampers	3 d 7 h 30 min	2 d 8 h 30 min
HERCULES HIGHWAY	8612316	Japan	Vehicle Carrier	Fire dampers	0 d 7 h 0 min	0 d 2 h 0 min
HERON	9230191	Marshall Islands	Bulk Carrier	Lifeboat release arrangements	0 d 21 h 48 min	0

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HEYTHROP	9113305	Bermuda	Bulk Carrier	ISM Maintenance Fire dampers Hull integrity	3 d 0 h 0 min	0
HOEGH TRADER	9171280	Bahamas	Vehicle Carrier	Radio equipment	1 d 6 h 15 min	0 d 23 h 30 min
HOEGH TREASURE	9184859	Norway	Vehicle Carrier	GMDSS Radio	0 d 8 h 45 min	0 d 5 h 30 min
HYUNDAI OLYMPIA	8519019	Korea, Republic of	Bulk Carrier	Lifeboat release arrangements	1 d 12 h 30 min	0 d 9 h 0 min
HYUNDAI QINGDAO	9383235	Liberia	Container	Fire dampers	0 d 3 h 55 min	0
IKAN KEMBONG	9288423	Panama	Bulk Carrier	GMDSS radio	1 d 6 h 0 min	0
IKAN SIAKAP	9403047	Panama	Bulk Carrier	Emergency generator	0 d 5 h 15 min	0
INDIC	9264245	Antigua and Barbuda	Container	Fire dampers Fire fighting arrangements ISM procedures	4 d 2 h 45 min	0
IRAN GOLESTAN	9226944	Malta	Bulk Carrier	GMDSS Radio	1 d 9 h 25 min	0 d 6 h 25 min
IRAN HAMADAN	9226956	Malta	Bulk Carrier	Fire dampers	1 d 5 h 15 min	0 d 1 h 45 min
IRINI F	8902462	Cyprus	Bulk Carrier	Lifeboat release arrangements	1 d 7 h 0 min	0
JAG ARNAV	9109392	India	Bulk Carrier	Lifeboat release arrangements	2 d 3 h 0 min	0 d 22 h 30 min
JIMRICH	8029090	Panama	Bulk Carrier	ISM - maintenance Operational control - non reporting of defects	5 d 0 h 30 min	3 d 19 h 15 min
JIN BI	9205914	Hong Kong	Bulk Carrier	GMDSS radio	1 d 1 h 30 min	0
JOSEPHINE MAERSK	9215191	Denmark	Container Ship	Fire dampers	0 d 3 h 15 min	0
JUPITER II	9467897	Panama	Bulk Carrier	Fire fighting arrangements Fire dampers	0 d 1 h 30 min	0
KALLIOPI L	9233284	Liberia	Bulk Carrier	Radio equipment	1 d 6 h 30 min	0 d 18 h 0 min
KAMSAR GOLD	9310630	Panama	Bulk Carrier	Fire dampers	0 d 2 h 20 min	0
KANAK PREM	9130975	Singapore	Bulk Carrier	Navigational lights	0 d 19 h 30 min	0
KANG HONG	9323558	Hong Kong	Bulk Carrier	Lifeboat release arrangements	0 d 23 h 30 min	0
KANG YAO	9278777	Hong Kong	Bulk Carrier	Lifeboat release arrangements	0 d 5 h 30 min	0 d 0 h 30 min

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KATHRYN BAY	9143817	Singapore	General Cargo/ Multi-purpose	Cargo securing arrangements	0 d 3 h 0 min	0
KATSURAGI MARU	8416138	Malta	Bulk Carrier	Fire dampers	0 d 22 h 0 min	0
KEN GOH	9236066	Vanuatu	Bulk Carrier	Lifeboat release arrangements	2 d 2 h 15 min	1 d 3 h 45 min
KEN HO	8822272	Taiwan	Bulk Carrier	ISM - maintenance and emergency preparedness Fire dampers	3 d 0 h 25 min	1 d 21 h 25 min
KEN OCEAN	9085584	Liberia	Bulk Carrier	MF/HF DSC radio	0 d 23 h 0 min	0
KEN UN	9135468	Panama	Bulk Carrier	Fire dampers	0 d 19 h 30 min	0
KESARI PREM	9130963	Singapore	Bulk Carrier	Emergency generator Lifeboat release arrangements	3 d 2 h 5 min	2 d 10 h 30 min
KITA DAKE	9084229	Malta	Bulk Carrier	Oily water separator	1 d 2 h 0 min	0 d 10 h 0 min
KIUNGA CHIEF	9195119	Papua New Guinea	General Cargo	ISM Maintenance Cargo securing	2 d 21 h 0 min	2 d 9 h 1 min
KONKAR THEO	9104407	Panama	Bulk Carrier	Fire dampers	0 d 17 h 18 min	0
KUNIANG	9481623	Hong Kong	Bulk Carrier	Load Line items	2 d 1 h 15 min	0 d 19 h 15 min
LAKE GLOBE	9070785	Bahamas	Bulk Carrier	ISM - Maintenance GMDSS Radio Fire damper	2 d 10 h 45 min	0 d 3 h 15 min
LAKE MAJA	9135509	Liberia	General Cargo/ Multi-purpose	Fire dampers	0 d 23 h 14 min	0
LUSTROUS PEARL	9111606	Panama	Bulk Carrier	GMDSS Radio	2 d 22 h 0 min	0
LYNX	9078050	Denmark	General Cargo	Stowage of dangerous goods	3 d 1 h 0 min	0
MAERSK GATESHEAD	9235543	United Kingdom	Container	Lifeboat release arrangements	1 d 1 h 15 min	0
MAJALA	9190810	Antigua and Barbuda	Container	ISM procedures	1 d 2 h 30 min	0 d 16 h 0 min
MAKRA	9106730	Cyprus	Bulk Carrier	ISM - emergency preparedness Port & starboard lifeboat release arrangements OWS	2 d 13 h 0 min	1 d 6 h 30 min
MARIA BOTTIGLIERI	9085948	Italy	Bulk Carrier	Fire dampers	1 d 1 h 15 min	0

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MARINA TSVETAYEVA	8509181	Russian Federation	Passenger Ship	Radio equipment Oily water separator ISM - maintenance and emergency preparedness	1 d 1 h 45 min	0 d 14 h 1 min
MARTHA	9039054	Malta	Bulk Carrier	Load Line items MF/HF radio	0 d 22 h 15 min	0
MCP BLANKENESE	9371983	Liberia	General Cargo	Lifeboat release arrangements	0 d 11 h 30 min	0
MCP SALZBURG	9383481	Cyprus	General Cargo	Lifeboat release arrangements	1 d 6 h 0 min	0 d 14 h 0 min
MEDI TOKYO	9189768	Italy	Bulk Carrier	Fire dampers	1 d 5 h 30 min	0
MEDI TRADER	9200457	Philippines	Bulk Carrier	Lifeboat release arrangements	2 d 3 h 30 min	0
MEGAH TIGA	8130215	Panama	General Cargo/ Multi-purpose	GMDSS Radio Structural Fire dampers Load Line Fuel pipes	12 d 14 h 0 min	11 d 12 h 0 min
MERCURY FRONTIER	9114488	Hong Kong	Bulk Carrier	Loadline ISM - maintenance Oily water separator fire pumps	7 d 19 h 0 min	6 d 21 h 0 min
MIDEN MAX	9050371	Isle of Man	Bulk Carrier	MF/HF Radio	0 d 19 h 0 min	0
MORNING MELODY	8708907	Panama	Vehicle carrier	Fire dampers	0 d 3 h 0 min	0 d 1 h 30 min
MSC MARTINA	9060637	Panama	Container	Fire dampers	1 d 3 45 min	0
MSC VENEZUELA	9103697	United King-dom	Container	Oily water separator	0 d 4 h 15 min	0
MULTI EXPRESS	8807337	Indonesia	General Cargo	Load Line items Fire fighting arrangements Structural defect	2 d 2 h 0 min	0 d 22 h 0 min
MYOKEN	9146936	Panama	Bulk Carrier	Lifeboat engine	0 d 4 h 48 min	0 d 1 h 18 min
MYRON N	8811364	Cyprus	Bulk Carrier	Lifeboat release arrangements	1 d 2 h 0 min	0
NAVIOS ORBITER	9286865	Panama	Bulk Carrier	GMDSS radio Oily water seperator	1 d 5 h 0 min	0
NAXOS WARRIOR	8809385	Dominica	Bulk Carrier	Structural defects	4 d 15 h 12 min	3 d 6 h 0 min
NEW EMINENCE	9100401	Panama	Bulk Carrier	Fire dampers	0 d 18 h 15 min	0
NEW LEADER	9121924	Panama	Bulk Carrier	Lifeboat release arrangements	7 d 2 h 0 min	0

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NILS B	9194842	Antigua & Barbuda	General Cargo	ISM - maintenance & emergency preparedness GMDSS radio Compass	1 d 6 h 30 min	0 d 9 h 0 min
NIREFS	9215933	Bahamas	Bulk Carrier	Fire dampers	0 d 18 h 50 min	0
NIU AILAN COAST	9121261	Papua New Guinea	General Cargo/ Multi-pur-pose	Loadline (cargo hatch weather-tight integrity)	0 d 3 h 0 min	0
NORD ANNAPOLIS	9414008	Panama	Bulk Carrier	Lifeboat release arrangements Fire dampers	0 d 11 h 0 min	0
NORD PEGASUS	9336608	Panama	Bulk Carrier	Emergency generator	2 d 0 h 0 min	1 d 17 h 30 min
NORDANA FREJA	9017628	Singapore	General Cargo	MF/HF Radio	1 d 22 h 30 min	0 d 3 h 30 min
NORDANA SARAH	8614223	Saint Vincent and the Grenadines	General Cargo/ Multi-pur-pose	DG cargo stowage ISM for DG cargo stowage	1 d 21 h 30 min	1 d 11 h 30 min
OCEAN CASTLE	8912584	Japan	Bulk Carrier	Structural defects ISM procedures	1 d 10 h 0 min	0
OCEAN DIAMOND	9181508	Marshall Islands	Bulk Carrier	Radio equipment Fire dampers Lifeboat engine	2 d 1 h 15 min	0
OCEAN EMPEROR	9153795	Liberia	Bulk Carrier	GMDSS batteries	0 d 6 h 15 min	0
OCEAN KING	9233985	Panama	Bulk Carrier	Lifeboat release arrangements	0 d 21 h 30 min	0
OCEAN PEARL	9060247	Cyprus	Bulk Carrier	MF/HF radio Fire dampers	2 d 6 h 20 min	1 d 2 h 0 min
OCEAN PREDATOR	9250579	United Kingdom	Bulk Carrier	Lifeboat release arrangements	0 d 5 h 0 min	0
OCEAN QUEEN	8608092	Korea, Republic of	Bulk Carrier	Lifeboat release arrangements	1 d 5 h 30 min	0
OCEAN RIDER	9083823	Malta	Bulk Carrier	Lifeboat release arrangements	6 d 22 h 30 min	3 d 0 h 0 min
OGNA	9413418	Norway	Bulk Carrier	Fire dampers	0 d 2 h 30 min	0
OINOUSSIAN LADY	9294501	Greece	Bulk Carrier	Fire dampers	0 d 5 h 0 min	0
OJI NEW CENTURY	9130626	Panama	Wood-chip	Fire dampers	0 d 5 h 15 min	0
ORIENTE SKY	9152480	Panama	Bulk Carrier	MF/HF radio	0 d 6 h 0 min	0
PACIFIC ACE	9217826	Panama	Bulk Carrier	Fire dampers	0 d 4 h 30 min	0
PACIFIC ADVENTURER	9003847	Hong Kong	General Cargo/ Multi-purpose	ISM - notifications and maintenance Hatch and cargo securing arrangements	28 d 2 h 0 min	28 d 2 h 0 min

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PACIFIC CARRIER	8417637	Panama	Bulk Carrier	Lifeboat engine	1 d 3 h 0 min	0
PACIFIC CHALLENGER	8209274	Singapore	Offshore Service Supply Vessel	Fire fighting arrangements	7 d 2 h 30 min	6 d 22 h 30 min
PACIFIC DREAM	9231107	Marshall Islands	General Cargo/ Multi-purpose	Fire dampers	0 d 10 h 30 min	0
PACIFIC EXPLORER	9007362	Hong Kong	General Cargo/ Multi-purpose	Fire dampers	0 d 23 h 15 min	0
PACIFIC FALCON	9197612	Panama	Container	Lifeboat release arrangements	0 d 9 h 0 min	0 d 6 h 30 min
PACIFIC FANTASY	9117600	Liberia	General Cargo	ISM - emergency preparedness Fire fighting equip-ment availability	2 d 9 h 15 min	1 d 8 h 45 min
PACIFIC YUANLI	9035773	Panama	Bulk Carrier	ISM - corrective actions Structural Lifeboat release arrangements	1 d 19 h 0 min	0
PANAGIOTIS D	9013268	Malta	Bulk Carrier	MF/HF Radio	2 d 2 h 30 min	1 d 0 h 30 min
PANAMAX DAWN	8100961	Cyprus	Bulk Carrier	SARTS defective Fire dampers ISM for compliance with mandatory rules	3 d 7 h 30 min	2 d 22 h 0 min
PENELOPE	9120803	Greece	Bulk Carrier	Lifeboat release arrangements	1 d 16 h 30 min	1 d 13 h 0 min
PETRA FRONTIER	9509190	Marshall Islands	Tug	Fire dampers Fire fighting arrangements	1 d 20 h 15 min	1 d 16 h 30 min
PHOENIX LEADER	9283875	Panama	Vehicle Carrier	Lifeboat release arrangements	0 d 21 h 0 min	0
POLARQUEEN	9197088	Panama	Bulk Carrier	MF/HF DSC radio Port lifeboat engine	0 d 23 h 0 min	0
PORT MAUBERT	9358864	Marshall Islands	Bulk Carrier	ISM - maintenance Availability fire equipment	2 d 0 h 30 min	1 d 16 h 0 min
POWER LOONG	9047051	Panama	Bulk Carrier	Load line items	1 d 2 h 30 min	0 d 6 h 0 min
PREM VEENA	9336373	Singapore	Bulk Carrier	Port and Starboard lifeboat on-load releases	0 d 20 h 30 min	0
PRIMROSE	9248899	Italy	Bulk Carrier	Lifeboat release arrangements	0 d 7 h 30 min	0

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PRINCESS ISABELLA	9378242	Antigua and Barbuda	General Cargo/ Multi-purpose	DG cargo stowage ISM for DG cargo stowage	1 d 8 h 15 min	0
PRINCESS NATALIE	8803446	Cyprus	Bulk Carrier	Lifeboat release arrangements	1 d 2 h 0 min	0
QIANG SHENG 1	8607787	Hong Kong	Bulk Carrier	Watertight integrity	1 d 5 h 0 min	0 d 21 h 0 min
QUEEN OF THE NETHERLANDS	9164031	Cyprus	Other	Oily water separator ISM for compliance with mandatory rules	2 d 0 h 40 min	0 d 12 h 0 min
RTS PIONEER	9131541	United Kingdom	Bulk Carrier	Loadline (cargo hatch weather-tight integrity) ISM for maintenance procedures	4 d 4 h 0 min	3 d 21 h 30 min
RUBIN CRANE	9064114	Panama	Bulk Carrier	Fire dampers Load line items	0 d 7 h 15 min	0
S. PARTNER	9290050	Marshall Islands	General Cargo	Cargo stowage arrangements	2 d 4 h 30 min	0
SABRINA I	9274927	Panama	Bulk Carrier	Port and Starboard lifeboat steering Port and Starboard lifeboat onload releases	0 d 22 h 0 min	0
SABRINA SCAN	9525429	Panama	General Cargo	Stowage of cargo ISM essential procedures ISM masters authority	2 d 3 h 0 min	0
SANKO EAGLE	9168348	Liberia	General Cargo/ Multi-purpose	GMDSS reserve source of power	1 d 0 h 30 min	0
SANTA FELICITA	9162277	Liberia	Container	Fire dampers	0 d 4 h 30 min	0
SCAN HANSA	9198238	Isle of Man	General Cargo	Stowage of cargo MF/HF radio ISM procedures	2 d 2 h 30 min	0 d 7 h 0 min
SEA GLORY	9162459	Liberia	Bulk Carrier	GMDSS Radio Fire fighting appliances	1 d 4 h 0 min	0 d 23 h 0 min
SEA SUCCESS	9174816	Liberia	Bulk Carrier	Starboard lifeboat on-load release Fire dampers	1 d 7 h 0 min	0
SEJAHTERA	9087740	Panama	Bulk Carrier	Fire dampers Load line items ISM maintenance	1 d 19 h 30 min	1 d 14 h 0 min
SELETAR HOPE	9214264	Singapore	Bulk Carrier	ISM maintenance Conditions after survey	8 d 0 h 0 min	0
SELINDA	9235957	Liberia	Bulk Carrier	Fire dampers	0 d 8 h 0 min	0

Ship Name	IMO Number	Flag	Ship type	Detainable deficiency category	Detention period	Delayed beyond scheduled sailing time
SELMA	9057159	Antigua & Barbuda	Container	Stowage of cargo Bridge visibility Fire dampers ISM maintenance	1 d 8 h 15 min	1 d 8 h 45 min
SERIFE	8307569	Malta	Bulk Carrier	Load line appliances Fire dampers	1 d 20 h 0 min	0
SEVEN SEAS	9114490	Panama	Bulk Carrier	ISM - corrective actions Radar Lifeboat equipment	1 d 1 h 30 min	0
SHIYO	9233533	Panama	Bulk Carrier	Fire dampers	0 d 14 h 0 min	0
SIAM JADE	8400555	Bahamas	Bulk Carrier	Lifeboat equipment Structural	4 d 4 h 0 min	0
SIAM OCEAN	9123934	Panama	Wood-chip Carrier	Fire dampers Structural defects	1 d 0 h 15 min	0
SILVERSTAR	9194880	Cyprus	Bulk Carrier	Lifeboat release arrangements	0 d 18 h 45 min	0
SINGAPORE RIVER	9259173	Singapore	Oil tanker	GMDSS equipment	0 d 23 h 20 min	0
SITEAM ANATAS	8301204	Marshall Islands	Chemical Tanker	ISM for repeated detentions for life-boat onload release deficiencies	1 d 3 h 15 min	0
SKARVEN	8618231	Malaysia	Chemical Tanker	Lifeboat release arrangements ISM - maintenance & emergency preparedness	4 d 6 h 0 min	0
SOLAR ASIA	9153111	Liberia	Bulk Carrier	Fire dampers Lifeboat release arrangements ISM - emergency preparedness and crew familiarisation	4 d 0 h 45 min	0
SPAR CANIS	9299290	Norway	Bulk Carrier	Fire dampers	0 d 4 h 30 min	0
ST. PAUL	9044281	Liberia	Bulk Carrier	Fire dampers Fire fighting arrangements ISM procedures	2 d 21 h 45 min	1 d 18 h 30 min
STAR ANGEL	9110121	Panama	Bulk Carrier	Emergency fire pump	0 d 20 h 0 min	0
STAR SEA RAINBOW	9172961	Hong Kong	Bulk Carrier	Fire dampers Fire main Fire detection	1 d 7 h 0 min	0
STARGOLD TRADER	9103178	Panama	Bulk Carrier	Lifeboat release arrangements	0 d 12 h 0 min	0
STELLAR COSMO	9007805	Korea, epublic of	Bulk Carrier	Lifeboat release arrangements	1 d 1 h 35 min	0
STOLT BOTAN	9156553	Liberia	Chemical Tanker	Lifeboat release arrangements	1 d 3 h 0 min	0
STX EDELWEISS	9449508	Panama	Bulk Carrier	Fixed fire fighting system	0 d 5 h 45 min	0

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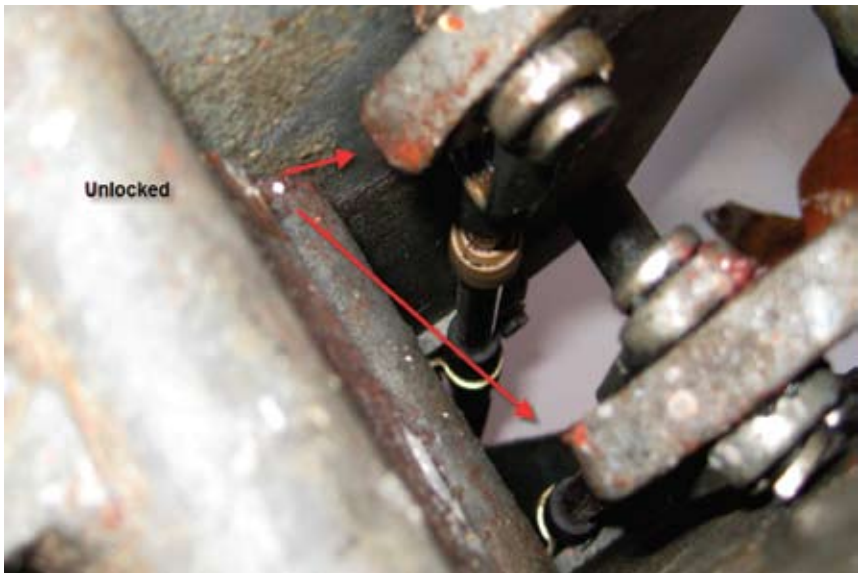
STX PIONEER	9296274	Panama	Bulk Carrier	Emergency fire pump	0 d 5 h 0 min	0
SUMA	9072044	Singapore	Bulk Carrier	Loadline (ballast tank vents)	1 d 0 h 30 min	0
SUMA	9072044	Singapore	Bulk Carrier	Lifeboat release arrangements	0 d 9 h 30 min	0
SUPER SERVANT 3	8025331	Netherlands Antilles	Heavy Load Carrier	MF/HF Radio	0 d 7 h 30 min	0 d 5 h 30 min
SWIFT RESOLUTE	8005082	Marshall Islands	Bulk Carrier	Emergency fire pump	0 d 20 h 30 min	0
TAIO COSMOS	8705993	Liberia	Wood-chip Carrier	Lifeboat release arrangements Emergency generator	0 d 21 h 0 min	0
TAIPOWER PROSPERITY I	9200653	Taiwan	Bulk Carrier	Lifeboat release arrangements	0 d 10 h 0 min	0
TAIYOH I	8920086	Singapore	Oil Tanker	Fire dampers	0 d 18 h 0 min	0
TAMIL NADU	9107631	India	Bulk Carrier	Fire dampers Emergency fire pump Quick-closing valves ISM for emergency preparedness	4 d 5 h 15 min	2 d 9 h 0 min
TASMAN INDEPENDENCE	8714920	Marshall Islands	General Cargo/ Multi-pur-pose	Fire dampers Load line items	2 d 3 h 0 min	1 d 9 h 0 min
TERRITORY TRADER	8812899	Indonesia	General Cargo/ Multi-pur-pose	Machinery Load line items Cargo securing	0 d 1 h 55 min	0
TOPEKA	9211585	Malta	Bulk Carrier	Loadline (ballast tank vents) Oily water separator	0 d 7 h 0 min	0
TORM GUDRUN	9199127	Denmark	Oil Tanker	Fire dampers	2 d 13 h 14 min	1 d 13 h 59 min
TORM TINA	9207778	Singapore	Bulk Carrier	GMDSS reserve source of power Port lifeboat onload release	1 d 4 h 15 min	0
TORO	9075735	Malta	Bulk Carrier	Lifeboat release arrangements	0 d 7 h 0 min	0
TRIGLAV	9144304	Liberia	Bulk Carrier	MF/HF Radio	0 d 20 h 30 min	0 d 17 h 30 min
TRITON	9225043	Bahamas	Bulk Carrier	Lifeboat release arrangements	1 d 5 h 0 min	0 d 14 h 0 min
ULUSOY-8	9458250	Turkey	Bulk Carrier	MF/HF Radio Load Line items ISM procedures	2 d 6 h 0 min	0
VELOS	8902216	Cyprus	Bulk Carrier	Load line items ISM maintenance	2 d 1 h 30 min	0 d 19 h 30 min

Ship Name	IMO Number	Flag	Ship type	Detainable deficiency category	Detention period	Delayed beyond scheduled sailing time
VICTORY ACE	8418291	Panama	Vehicle Carrier	Fire dampers Load line items ISM maintenance ISM shipboard operations	1 d 4 h 30 min	1 d 4 h 30 min
VIJITRA NAREE	9159347	Thailand	Bulk Carrier	Loadline (ballast tank vents)	0 d 4 h 0 min	0
VINALINES FORTUNA	9018751	Panama	Bulk Carrier	Fire fighting E/R isolation arrangements	5 d 18 h 15 min	4 d 13 h 15 min
VINALINES OCEAN	9047013	Vietnam	Bulk Carrier	Fire dampers Fire alarms	1 d 3 h 30 min	0 d 16 h 0 min
VINALINES OCEAN	9047013	Vietnam	Bulk Carrier	Loadline appliances ISM Maintenance	6 d 1 h 0 min	2 d 2 h 0 min
VOBSTER	9305221	Malta	Bulk Carrier	Emergency fire pump	5 d 18 h 30 min	0
VOC GALLANT	9257072	Antigua & Barbuda	Bulk Carrier	GMDSS equipment	0 d 8 h 0 min	0
WESTERN STAR	8842480	Papua New Guinea	General Cargo/ Multi-purpose	ISM - implementation Radio operation Cargo securing	9 d 2 h 0 min	8 d 12 h 0 min
YL CONFIDENCE	9169809	Bahamas	General Cargo/ Multi-purpose	Fire damper Load Line appliances	4 d 3 h 0 min	2 d 4 h 30 min
YU LAN HAI	8807210	China	Bulk Carrier	Hatch cover securing	3 d 23 h 0 min	0
YUSHO SPICA	9342853	Panama	Bulk Carrier	Radio equipment	1 d 0 h 0 min	0 d 3 h 0 min
ZAO EXPRESS	9310161	Panama	Oil Tanker	Fire fighting arrangements	3 d 18 h 30 min	0



Unlocked lifeboat hydrostatic interlock

Pilot ladder as found

Lifeboat release handle missing

Navigational chart used for coastal navigation

Mooring line as found

Lifeboat release cable to hooks

Condition of lifeboat release cables and arrangements

Condition of lifeboat release and interlock arrangements

Hatch securing arrangement – excess clearance means no positive securing forces

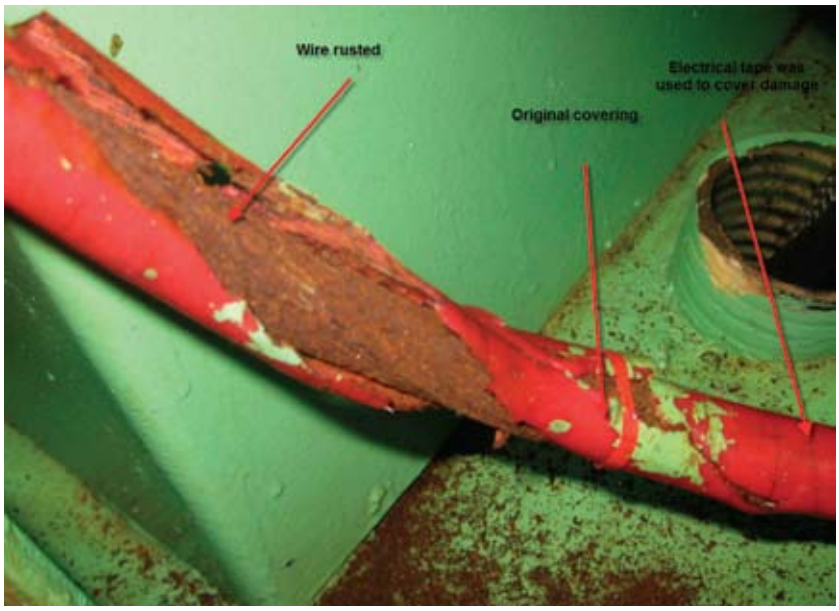
Grain bulkhead

Fire damper condition

Lifeboat embarkation ladder fixing point condition

Fire damper condition

Fire damper condition



Lifeboat release cable conditions

Lifeboat release cable conditions

Means of access to ship

Hatch cover as found, in fully closed position

Hatch cover as found, in fully closed position and secured. Note lack of sealing