



PORT STATE CONTROL REPORT 1998

Australia



1998 PORT STATE CONTROL REPORT



Australia

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PREFACE

I am pleased to present AMSA's 1998 Port State Control Report. The report demonstrates AMSA's ongoing commitment to ensuring that vessels trading in Australian waters maintain acceptable maritime safety and marine pollution prevention standards.

The Australian Government is committed to the preservation of the marine environment and the protection of life and property at sea. The actions of some flag States in being either unwilling or unable to implement their international maritime convention responsibilities continues to impose an unacceptable risk on those countries with whom their ships trade, and to the seafarers who sail on their ships. While long term solutions to the problems associated with unseaworthy and substandard vessels can only be achieved through international action by those individuals, organisations, and governments having responsibility for ship safety, Port State Control (PSC) is proving to be an effective strategy utilised by AMSA to ensure that the Australian Government's maritime safety goals are met.

There is objective evidence that AMSA's PSC program is resulting in an improvement in the quality of shipping visiting our ports. In view of this year's implementation of the ISM Code, which requires companies and vessels to develop safety management systems ensuring the safe operation and maintenance of vessels, it is predicted that this trend of improvement will continue.

AMSA has dedicated considerable resources to both enhancing its domestic PSC program and to encouraging the development of a coordinated regional PSC program. Domestically, the focus has been on providing training and resources to ensure consistency and uniformity amongst surveyors. Regionally, AMSA has provided surveyor training to several member States of the Tokyo MOU, participated in surveyor exchange programs and put in place new data sharing arrangements.

The ultimate responsibility for the safe operation of any vessel clearly lies with that vessel's owner, manager, and flag State. PSC can never replace the effective operation of a safety management program by responsible owners and managers of ships under their control and the diligent oversight of those ships by the flag State under the international convention requirements. Hence, while Australia seeks to maintain an effective port State control program, and to assist other States in our region to do the same, we also continue to encourage effective flag State implementation of IMO instruments.



Clive Davidson
Chief Executive
Australian Maritime Safety Authority

SUMMARY OF DETENTIONS AND INSPECTIONS

	1994	1995	1996	1997	1998
Total Inspections	2406	2542	2901	3131	2946
Total Detentions	153	244	248	203	201
Detention %	6.4	9.6	8.5	6.5	6.8

CONTENTS

Preface	iii
OVERVIEW	
Port State Control - Application	1
Port State Control in Australia	1
Port State Control - International Perspective	
Introduction	2
Regional Port State Control	2
Significant Developments during 1998	
Developments resulting from the <i>Ships of Shame</i> inquiry	3
Asia-Pacific Regional Cooperation on Port State Control	3
Developments within the International Maritime Organization	4
ISM Code	5
1998 PORT STATE CONTROL INSPECTIONS	
Inspections	6
Detentions	7
Deficiencies	8
Tables	
Table 1 Total ships inspected by port	9
Table 2 Total ships inspected by flag	10
Table 3 Total ships inspected by ship type	11
Table 4 Total ships detained by ship type	11
Table 5 Total ships detained by flag	12
Table 6 Total ships inspected/detained by classification society	12
Table 7 Total & percentage of deficiency categories	13
Table 8 ISM Code - deficiencies	13
FIGURES	
Figure 1 Annual number of PSC inspections	6
Figure 2 Percentage of inspections by ship type	6
Figure 3 Percentage of detentions by ship type	7
Figure 4 Annual detention rates	7
Figure 5 Major categories of deficiencies as percentage of total deficiencies	8
Annex	
Annex List of ships detained in 1998	14

OVERVIEW

Port State Control - Application

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

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

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

Port State Control in Australia

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

addition to complying with Australian Government safety objectives, AMSA's PSC program also focuses on the aims of the Asia-Pacific Memorandum of Understanding on Port State Control which binds 17 nations to common PSC strategies through the operation of uniform and consistent PSC programs.

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

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

AMSA is always conscious of the need to continually monitor its activities to ensure it is performing in the most effective and efficient manner. An internal review in 1997 into the various aspects of AMSA's port State control program identified the need for more specific inspection guidelines and for the development of a structured ongoing training program for surveyors who are undertaking PSC inspections. These were subsequently developed and implemented during 1998. A full set of comprehensive training material has been developed and a fully revised PSC manual comprising amended inspection guidelines has been distributed to assist AMSA surveyors in achieving greater uniformity and consistency. A training program was also instituted in the second quarter of 1998 and all current AMSA surveyors attended revision training on PSC inspections.

In May 1998, a newly revised PSC Ship Inspection Record Book was brought into use. The book includes

a standard initial inspection list outlining a number of principal items in the different areas of a ship where the surveyor must visit during each inspection. This facilitates consistency and uniformity in inspections between different AMSA surveyors. The list however does not restrict surveyors in using their professional judgement in inspecting more or less items as considered appropriate to the ship being inspected. AMSA considers that the combination of surveyors' professionalism and expertise and the standard initial inspection are both critical to the success of its PSC program.

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

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

Port State Control - International Perspective

Introduction

Widespread and growing concern caused by increasing numbers of unsafe ships has been reflected in continuing discussions at IMO. During these discussions it was agreed that an effective method for combating the risk

posed by substandard ships is port State control. It was also recognised that port State control procedures must be uniformly applied in all parts of the world to prevent unsafe ships being diverted to ports where port State control standards are either minimal or not enforced.

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

This success encouraged the IMO Assembly to promulgate Resolution A.682 (17) - "Regional Cooperation in the Control of Ships and Discharges" which recognises the important contribution to maritime safety and pollution prevention made through regional cooperation. This resolution invites Governments to consider concluding regional agreements on the application of port State control measures in cooperation with IMO.

Regional Port State Control

Since the early nineties, considerable world wide progress has been made in the establishment of regional arrangements for performing port State control in accordance with Resolution A.682 (17). Presently five regional MOUs are in force. The Paris MOU came into operation in 1982, followed by the Latin American agreement, completed in 1992, the Tokyo MOU came into operation in 1994, the Caribbean MOU in February 1996. In 1997 the countries with ports in the Mediterranean entered into a regional agreement, the Mediterranean MOU.

Preparatory work in the establishment of an MOU in the Indian Ocean was continued during 1998. Delegates from Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Seychelles, South Africa, Sri Lanka, Sudan, Tanzania and Yemen attended the Second Preparatory Meeting on Regional Cooperation on Port State Control

in the Indian Ocean region, held at Pretoria, South Africa in June 1998. Also present were representatives from Nigeria, Somalia, IMO, ILO and the Port Management Association of East and Southern Africa (PMAESA).

The meeting concluded with 15 of the Authorities signing the MOU, subject to acceptance at a later date. The MOU is scheduled to come into effect in April 1999.

In February 1998, a meeting was held in Accra, Ghana where 19 west and central African nations agreed to work towards establishing a port State control regime in the region.

In March 1998, the First Joint Ministerial Conference of Paris and Tokyo Memoranda of Understanding on Port State Control was held at Vancouver, Canada. Ministers and ministerial delegates from 30 governments whose maritime Authorities are signatories to the Paris MOU and Tokyo MOU signed a joint ministerial declaration "Tightening the Net - Inter-Regional Action to Eliminate Sub-Standard Shipping" endorsing their support of port State control and expressing commitment by way of a number of actions to enhance maritime safety and pollution prevention.

Significant Developments During 1998

Developments resulting from the *Ships of Shame* Inquiry

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

The Government responded to the Report in August 1993 and accepted the general thrust of the recommendations.

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

This report contains eleven recommendations aimed at improving the quality of ships and the welfare of crew members.

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

In April 1998, the House of Representatives Standing Committee on Communications, Transport and Microeconomic Reform undertook an inquiry into the AMSA *Annual Report 1996-97*. The inquiry built on findings of the earlier reports on *Ships of Shame*. After looking into submissions received and the holding of a public forum, a *Ship Safe* report was released in August 1998. Among the recommendations the Committee stressed that AMSA continue maintaining the high standard of its port State control program.

Asia-Pacific Regional Cooperation on Port State Control

On 1st April 1994 a memorandum of understanding (MOU) on port State control entered into effect for the major maritime nations in the Asia-Pacific region. This agreement requires each administration to establish and maintain an effective system of port State control with a view to ensuring that, without discrimination, foreign merchant ships visiting its ports comply with appropriate international standards. An inspection target rate has been set at 50% of ships operating in the region by the year 2000, while the agreement requires each administration to consult, cooperate and exchange information with the other Authorities in order to further the aims of the MOU.

In 1994, the PSC inspection rate in the Asia-Pacific region was about 32%. This increased to 39% in 1995 and reached the MOU target of 50% in 1996, just three years after the implementation of the Asia-Pacific MOU. In 1997, the inspection rate in the region was 52%.

During 1998, Vietnam accepted and became a party to the MOU. This has expanded the membership to 17.

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

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

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

The Ministry of Maritime Affairs and Fisheries of the Republic of Korea hosted the sixth meeting of the Committee in Seoul between 2 and 4 June 1998. Prior to the committee meeting, a two-day Regional Database Managers meeting was held to consider the development of a new database system and matters relating to inter-regional data exchange.

The main outcomes of the meetings were:

- agreement to publish quarterly ship detention list;
- the establishment of a correspondence group to study the contents of the Vancouver Joint Ministerial Declaration and draw up proposals for follow-up actions;
- adoption of amendments to the MOU;
- adoption of amendments to the Port State Control Manual;
- the implementation of concentrated inspection campaign (CIC) on the ISM Code; and
- approval of a tentative time schedule for development of the new PSC inspection database system and the principle for its financing.

The Committee elected AMSA's Trevor Rose, Manager Survey Operations, as its chairman for the next three meetings.

In the meeting, the Committee reviewed the technical cooperation program activities that had been held since the fifth Committee meeting in training port State control officers (PSCOs) and to achieve uniformity in the inspection standards and procedures of countries within the region. These included seminars, basic training, expert mission for training PSCOs and also PSCO exchange program. Further similar activities were planned to continue in the year ahead.

In 1998, AMSA continued to provide its expertise in port State control to other Asia-Pacific MOU member Governments by sending AMSA surveyors overseas to conduct training. Trips had been made to China, Fiji and Thailand during the year. Some other member Authorities have also expressed their interests in receiving AMSA's training in port State control.

An AMSA surveyor visited Canada while a New Zealand surveyor came to Australia as part of the PSCO exchange program.

As agreed upon in the Committee meeting, a concentrated inspection campaign was held from July to September on ISM Code compliance for applicable ships visiting the ports of the Asia-Pacific MOU member Authorities. The inspection campaign was held concurrently with a similar one run by the Paris MOU member Authorities. The Asia-Pacific campaign was coordinated by AMSA.

Developments within the International Maritime Organization

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

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

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

The sixth session of the Sub-Committee (FSI 6) was held at IMO Headquarters in London in June 1998. An earlier proposal by Australia and the United Kingdom that a new Convention be developed as a means of improving flag State compliance with international maritime conventions had not achieved the necessary consensus. The two countries therefore proposed establishment of criteria for effective flag State implementation without necessarily focussing on the instrument needed to achieve it. The 68th session of the Maritime Safety Committee (MSC) endorsed the FSI Sub-Committee's broad approach, thus putting it firmly on the IMO agenda.

ISM Code

The International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) came into force on 1 July 1998. AMSA views the introduction of the ISM Code as one of the most positive steps that the IMO and industry has taken in recent years to enhance safety.

Table 8 shows the number of deficiencies noted in different areas covered by the ISM Code and their corresponding percentages of the total number of ISM Code deficiencies.

Over 40% of the ISM Code deficiencies are related to the maintenance of the ship and equipment. The lack of or insufficient emergency preparedness action accounted for about 30% of the deficiencies.

1998 PORT STATE CONTROL INSPECTIONS

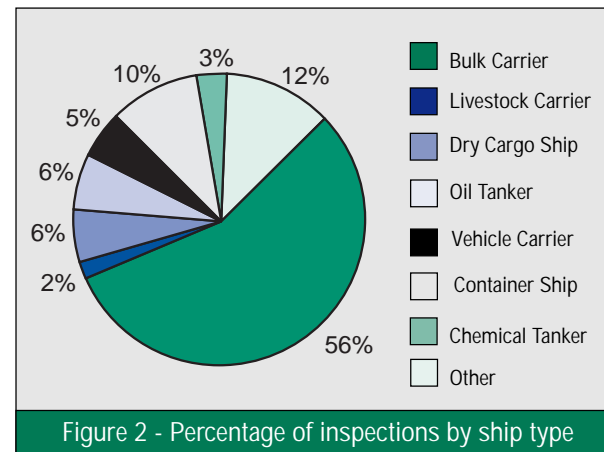
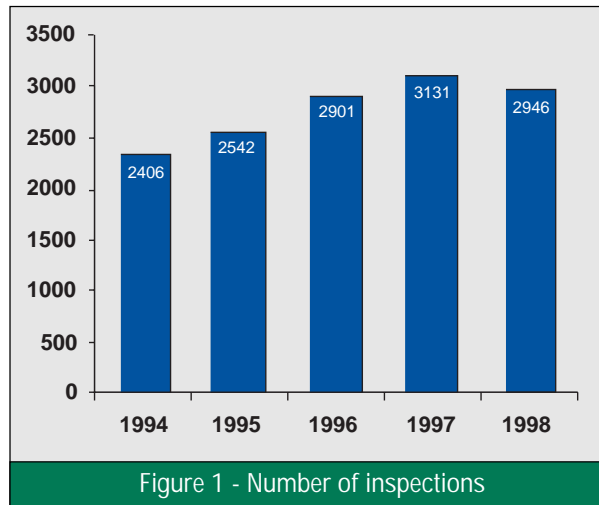
Inspections

AMSA marine surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During 1998, 2946 inspections were carried out on ships registered in 62 countries. This is slightly lower than the number of ships inspected in 1997 and indicates a levelling off after the gradual increase of previous years (see Figure 1). Table 1 gives the number of inspections carried out in each port.

The total number of individual ship visits to all Australian ports during 1998 is estimated to be 20795. Regular traders and ships calling at more than one port made many of these visits. It is estimated that 5603 “eligible” ships (an eligible ship is one that has not been inspected by AMSA during the previous six months - or three months for passenger ships) visited Australian ports during 1998. This gives an inspection rate for the year of 52.6 %.

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

The types of ships inspected are summarised in Table 3. It will be noted that over half the vessels (56%) inspected were bulk carriers. This is 3% less than last year’s figure. Figure 2 shows the percentage of inspections by vessel type. More than 10 % of livestock carriers, refrigerated cargo carriers and supply ships inspected were detained to ensure rectification of serious deficiencies. The detention rates of tankship (non-specified) and wood chip carriers are at 10%. For bulk carriers, 7.6% of the ships inspected were detained. This is 0.8% higher than the figure in 1997. Total ships detained by vessel type are shown in Table 4.



Detentions

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

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

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

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

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

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

In 1998, 201 ships registered in 40 countries were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. Table 5 gives the number of ships detained according to flag State. The detention rate when expressed as a percentage of the total number of ships inspected was 6.8%. This is slightly higher than in 1997 but compares favourably with previous years where a declining trend has occurred since 1995 when the detention rate was 9.6%. Figure 3

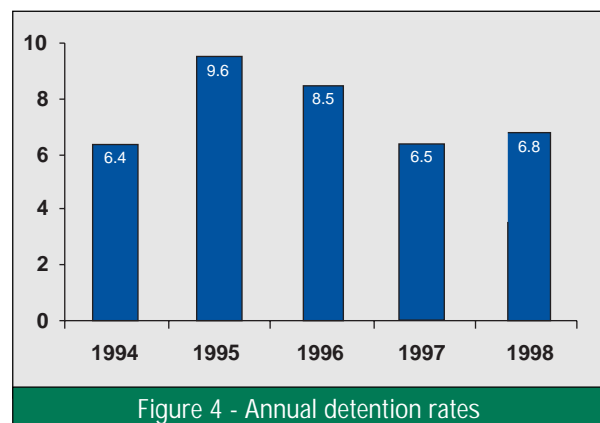
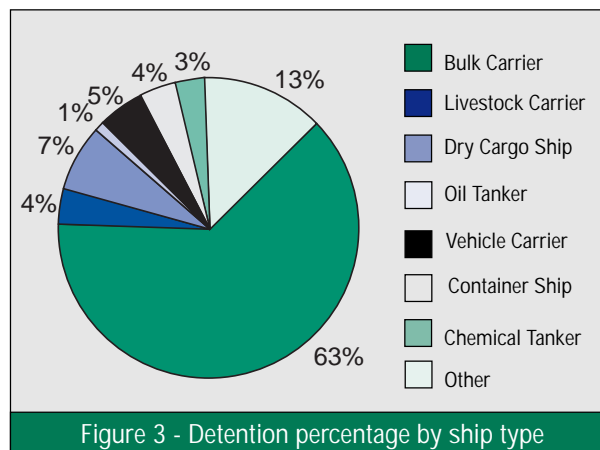
shows the detention percentages according to ship type of the total number of ship detentions.

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

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

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

Despite a 0.3% increase compared with 1997, there is a general downward trend in the detention rate. This is a positive indication that the quality of ships coming to Australia is improving. AMSA believes that this gives tangible evidence of success of its PSC activities.



Deficiencies

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

Deficiencies arise from:

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

The 12,558 deficiencies observed on ships in 1998 are categorised in Table 7. The number of deficiencies in the major categories expressed as a percentage of the total deficiencies is also shown in Figure 5.

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

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

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

It will be noted that 2491 deficiencies were observed in fire-fighting equipment and 2423 in life-saving appliances. Deficiencies observed in life-saving appliances and fire-fighting equipment account for 39% of the total number of deficiencies observed in 1998. Though this figure has decreased from 1996 and 1997, it is still alarming in view of the equipment's importance in the event of fire or a ship safety incident. It is believed that many, if not all, of such deficiencies might have been prevented with proper maintenance. Lack of maintenance may be due to inadequate management of ships by owners or operators, inadequate inspection or concern on the part of ship's officers or crew, inadequate provision of resources for proper rectification of deficiencies, inadequate surveys by the flag States or by classification societies authorised by the flag State. Insufficient crew numbers on board vessels also contributes through a lack of crew available for equipment maintenance.

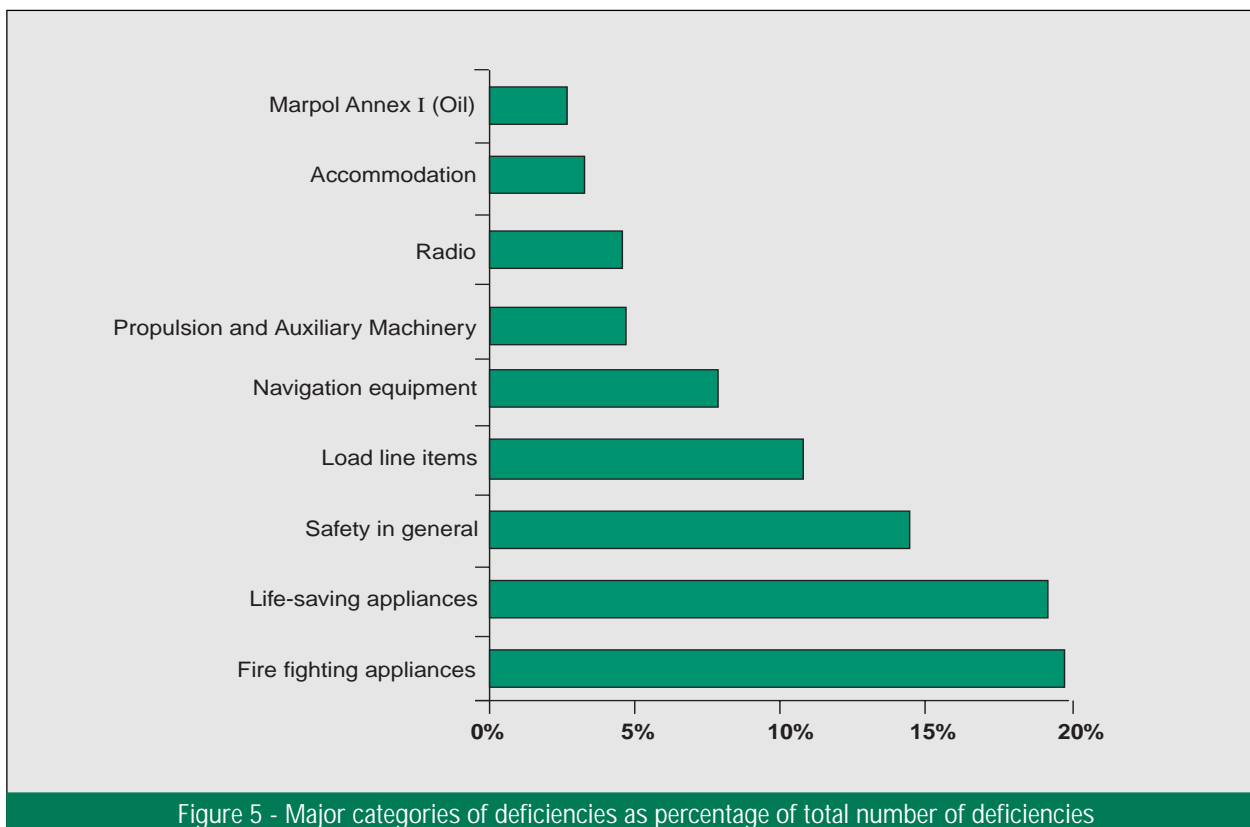


Figure 5 - Major categories of deficiencies as percentage of total number of deficiencies

Table 1 - Total ships inspected by port

Port	Number of Inspections				
	1994	1995	1996	1997	1998
Abbot Point	5	10	12	23	11
Albany	2	0	3	7	5
Ardrossan	7	5	5	4	5
Barry Beach	2	1	6	1	2
Bell Bay	24	23	19	27	20
Bing Bong Creek	0	1	0	0	2
Brisbane	148	195	216	189	180
Broome	1	0	0	0	0
Bunbury	12	11	22	50	50
Bundaberg	2	7	2	6	2
Burnie	8	9	8	8	6
Cairns	27	17	18	20	15
Cape Flattery	1	0	1	0	1
Christmas Island	0	0	2	1	0
Cockatoo Island	0	0	1	0	0
Dalrymple Bay	29	52	87	98	64
Dampier	260	280	299	301	263
Darwin	23	47	76	81	93
Devonport	4	3	4	4	1
Eden	1	0	1	1	4
Esperance	5	2	11	19	7
Exmouth	0	0	1	0	0
Fremantle	42	38	47	68	115
Geelong	96	81	105	139	97
Geraldton	6	3	7	8	12
Gladstone	131	139	135	107	71
Gove	1	11	6	21	24
Groote Eylandt	0	2	1	7	3
Hastings	9	13	15	11	15
Hay Point	40	73	73	76	66
Hobart	3	5	9	6	10
Karumba	0	2	3	2	2
Kurnell	15	19	14	21	22
Kwinana	141	118	104	179	223

Port	Number of Inspections				
	1994	1995	1996	1997	1998
Lucinda	5	1	4	0	1
Mackay	28	34	41	29	35
Melbourne	87	156	190	222	191
Mourilyan	7	4	8	10	9
Newcastle	264	312	376	357	330
Offshore Fixed West	0	1	0	0	0
Onslow	2	1	0	1	1
Point Wilson	1	0	3	1	2
Port Adelaide	62	45	59	54	78
Port Alma	9	10	5	5	3
Port Bonython	4	9	5	4	4
Port Botany	170	146	176	150	170
Port Giles	1	2	1	4	6
Port Hedland	168	187	146	143	144
Port Kembla	156	115	141	183	148
Port Latta	1	0	1	0	3
Port Lincoln	10	11	13	13	19
Port Pirie	19	13	23	15	16
Port Stanvac	3	7	9	14	14
Port Walcott	71	61	65	90	68
Portland	34	14	27	34	26
Spring Bay	3	1	6	3	2
Stanley	1	1	0	0	0
Sydney	184	195	208	197	191
Thevenard	6	2	12	8	8
Townsville	38	27	35	67	48
Useless Loop	0	0	0	1	1
Wallaroo	19	6	24	27	24
Weipa	3	4	3	6	2
Whyalla	2	10	5	7	9
Yamba	0	0	2	1	2
Other	3	0	0	0	0
Total	2406	2542	2901	3131	2946

Table 2 - Total ships inspected by flag

Flag	Number of Inspections				
	1994	1995	1996	1997	1998
Anguilla	0	0	0	0	1
Algeria	1	1	0	0	0
Antigua and Barbuda	15	26	28	28	20
Austria	3	1	0	0	0
Bahamas	109	116	120	129	131
Barbados	0	0	1	4	3
Belgium	3	4	0	0	4
Belize	0	1	1	2	3
Bermuda	12	19	10	24	13
Brazil	2	2	2	3	0
Bulgaria	1	0	1	0	1
Cayman Islands	1	0	1	1	7
Channel Islands	0	0	0	1	0
Chile	0	1	0	0	0
China, People's Republic of	136	109	124	98	75
Colombia	1	0	0	0	0
Cook Islands	0	0	1	0	2
Croatia	0	2	1	5	4
Cyprus	80	78	100	109	94
Czech Republic	2	0	1	0	0
Denmark	35	44	37	48	42
Egypt	13	8	7	19	13
Estonia	1	2	1	2	0
Fiji	1	3	3	1	2
France	17	15	18	18	17
French Polynesia	1	2	1	1	0
Germany	32	40	41	34	33
Gibraltar	2	0	0	0	0
Greece	182	169	181	171	127
Honduras	2	2	2	0	0
Hong Kong	102	105	126	120	118
India	44	51	57	67	49
Indonesia	9	10	14	14	9
Iran	22	18	35	18	30
Ireland	2	1	1	2	0
Isle of Man	12	16	28	25	25
Israel	3	0	0	0	0
Italy	12	11	12	12	10
Japan	110	112	98	103	68
Jordan	1	0	0	1	0
Kiribati	0	0	0	1	0
Korea, Democratic People's Republic of	0	1	1	0	0
Korea, Republic of	58	49	63	65	53
Kuwait	7	8	5	7	7
Latvia	2	0	0	0	0

Flag	Number of Inspections				
	1994	1995	1996	1997	1998
Lebanon	2	4	1	0	0
Liberia	209	235	259	295	295
Libya	0	1	0	0	0
Luxembourg	11	8	6	2	0
Malaysia	36	36	51	58	58
Malta	31	39	50	50	51
Marshall Islands	6	3	8	16	14
Mauritius	1	3	0	2	0
Mexico	1	1	0	0	0
Myanmar	3	9	15	11	8
Netherlands	32	46	47	49	69
Netherlands Antilles	10	10	11	12	2
New Zealand	13	12	15	12	13
Norway	90	83	89	101	117
Pakistan	0	0	1	1	0
Panama	407	479	626	771	842
Papua New Guinea	4	3	3	9	6
Philippines	190	189	172	184	120
Poland	6	7	8	2	2
Portugal	2	1	0	1	2
Qatar	2	0	2	0	3
Romania	5	4	4	6	2
Russian Federation	50	46	39	35	28
Saint Vincent and the Grenadines	29	23	38	53	36
Saudi Arabia	4	2	4	5	5
Singapore	76	110	134	144	146
Slovakia	0	0	1	3	2
Sri Lanka	1	1	2	1	2
Sweden	0	2	3	0	5
Switzerland	3	6	8	6	5
Taiwan	42	43	49	52	45
Thailand	9	13	17	18	22
Tonga	6	6	8	4	10
Turkey	21	20	43	39	26
Tuvalu	0	1	0	1	0
Ukraine	16	10	12	10	5
United Arab Emirates	5	2	3	4	2
United Kingdom	29	27	28	20	20
United States of America	2	9	2	5	1
Uruguay	0	0	0	0	1
Vanuatu	15	20	19	16	20
Venezuela	1	0	0	0	0
Others	0	1	1	0	0
TOTAL	2406	2542	2901	3131	2946

Table 3 - Total ships inspected by ship type

Ship Type	Number of Inspections				
	1994	1995	1996	1997	1998
Barge Carrier	0	0	1	2	1
Cement Carrier	0	0	0	0	1
Chemical Tanker	68	59	65	78	86
Combined Oil/ Chemical Tanker	7	19	13	0	0
Container Ship	197	221	269	269	284
Cutter/Dredger	0	1	2	4	4
Dry Bulk Carrier	1458	1462	1716	1866	1654
DSC or HSC	0	0	2	4	5
Dumb Barge	0	0	0	1	2
Ferry	16	4	1	2	0
Fishing Vessel	0	2	0	0	0
Gas Carrier	44	47	72	79	78
General Dry Cargo	175	175	192	220	182
Heavy Lift Carrier	7	5	10	16	7
Livestock Carrier	36	53	66	85	72
Mobile Offshore Drilling Unit	0	0	1	0	2
Oil Tanker	115	132	154	181	186
Ore/Bulk/Oil Carrier	19	34	13	10	13
Other Type - Tanker	10	0	0	0	0
Pallets Carrier	2	0	0	0	0
Passenger V/L	17	30	36	25	28
Refrigerated Cargo Carrier	43	28	17	18	27
Rescue/Standby Ship	0	3	1	0	1
Research Ship	2	5	4	9	7
Ro-Ro Cargo Ship	61	73	53	49	45
Sailing Vessel	0	0	2	0	1
Special Purpose Vessel	4	3	9	7	11
Supply Ship	9	14	26	17	32
Survey Vessel	1	2	2	0	6
Tankship - Non Specified	0	13	10	8	10
Training Ship	0	1	0	0	1
Tug/Towing Vessel	6	4	6	7	12
Unitised Vessel	0	3	1	1	0
Vegetable Oil Tanker	3	1	0	1	1
Vehicle Carrier	53	94	97	119	131
Woodchip Carrier	35	45	51	48	50
Wood Pulp Carrier	0	0	1	0	0
Other Types	18	9	8	5	6
TOTAL	2406	2542	2901	3131	2946

Table 4 - Total ships detained by ship type

Ship Type	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Barge Carrier	0	1	-
Cement Carrier	0	1	-
Chemical Tankship	5	86	5.8
Container Ship	8	284	2.8
Cutter/Dredger	0	4	-
Dry Bulk Carrier	126	1654	7.6
DSC or HSC Craft	0	5	-
Dumb Barge	0	2	-
Gas Carrier	1	78	1.3
General Dry Cargo Ship	15	182	8.2
Heavy Load Carrier	0	7	-
Livestock Carrier	8	72	11.1
Mobile Offshore Drilling Unit	0	2	-
Oil Tankship	3	186	1.6
Ore/bulk/oil carrier	1	13	7.7
Passenger Ship	2	28	7.1
Refrigerated Cargo Carrier	3	27	11.1
Rescue/Standby Ship	0	1	-
Research Ship	2	7	-
Ro-Ro Cargo Ship	4	45	8.9
Sailing Vessel	0	1	-
Special Purpose Ship	0	11	-
Supply Ship	5	32	15.6
Survey Vessel	0	6	-
Tankship (non specified)	1	10	10.0
Training Ship	0	1	-
Tug/Towing Vessel	0	12	-
Vegetable Oil Tankship	0	1	-
Vehicle Carrier	10	131	7.6
Wood Chip Carrier	5	50	10.0
Other Type	2	6	-
Total	201	2946	6.8

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

Table 5 - Total ships detained by flag

Flag	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Bahamas	3	131	2.3
Barbados	1	3	-
Belize	1	3	-
Bulgaria	1	1	-
Cayman Islands	2	7	-
China, People's Republic of	7	75	9.3
Cyprus	5	94	5.3
Denmark	3	42	7.1
Egypt	1	13	7.7
France	2	17	11.8
Germany	1	33	3.0
Greece	4	127	3.1
Hong Kong	10	118	8.5
India	6	49	12.2
Iran	3	30	10.0
Italy	1	10	10.0
Japan	2	68	2.9
Korea, Republic of	4	53	7.5
Liberia	21	295	7.1
Malaysia	7	58	12.1
Malta	7	51	13.7
Netherlands	1	69	1.4
New Zealand	1	13	7.7
Norway	4	117	3.4
Panama	51	842	6.1
Papua New Guinea	2	6	-
Philippines	7	120	5.8
Portugal	1	2	-
Russian Federation	1	28	3.6
Saudi Arabia	1	5	-
Singapore	14	146	9.6
St. Vincent & the Grenadines	7	36	19.4
Sri Lanka	1	2	-
Taiwan	6	45	13.3
Thailand	4	22	18.2
Tonga	1	10	10.0
Turkey	4	26	15.4
United Arab Emirates	1	2	-
United Kingdom	1	20	5.0
Vanuatu	1	20	5.0
Total	201		

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

Table 6 - Total ships inspected/detained by classification society

Classification Society	Number of Ships		Detentions as % of ships inspected
	Detained*	Inspected	
American Bureau of Shipping (AB)	13	288	4.5
Biro Klasifikasi Indonesia (KI)	0	3	-
Bulgarski Koraben Register (BKR)	0	1	-
Bureau Vertias (BV)	12	188	6.4
China Classification Society (CCS)	16	108	14.8
China Corporation Register of Shipping (CR, Taiwan)	6	44	13.6
Croatian Register of Shipping (CRS)	0	9	-
Det Norske Veritas (DNV)	20	335	6.0
Germanischer Lloyd (GL)	9	172	5.2
Indian Register of Shipping (IRS)	1	20	5.0
Korean Register of Shipping (KR)	7	137	5.1
Lloyd's Register of Shipping (LR)	27	555	4.9
Nippon Kaiji Kyokai (NK)	56	991	5.7
Polski Rejestr Statkov (PRS)	1	4	-
Panama Maritime Surveyors Bureau (PMS)	0	1	-
Registro Italiano Navale (RINA)	10	46	21.7
Registrul Naval Roman (RNR)	0	2	-
Rinave Portuguesa (RP)	1	1	-
Russian Maritime Register of Shipping (RS)	2	33	6.1
Others/not classed	1	8	-
Detention not related to class authorised/delegated matter	19	-	
Total	201	2946	

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

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

Table 7 - Total & percentage of deficiency categories

Deficiency Categories	Number of occurrences					Percentage of Total				
	1994	1995	1996	1997	1998	1994	1995	1996	1997	1998
Fire Fighting Appliances	2027	2180	2445	2389	2491	21.63	20.64	17.92	17.92	19.84
Life-saving Appliances	2415	2624	3542	3089	2423	25.77	24.84	25.97	23.17	19.29
Safety in General	1186	1401	2003	1838	1813	12.65	13.26	14.69	13.78	14.44
Load Lines	1085	1231	1664	1424	1327	11.58	11.65	12.20	10.68	10.57
Navigation Equipment	445	594	833	884	931	4.75	5.62	6.11	6.63	7.41
Propulsion and Auxiliary Machinery	550	569	660	605	583	5.87	5.39	4.84	4.54	4.64
Radio	91	258	332	461	564	0.97	2.44	2.43	3.46	4.49
Accommodation	399	360	590	767	381	4.26	3.41	4.33	5.75	3.03
Marpol Annex I (Oil)	150	255	259	340	315	1.60	2.41	1.90	2.55	2.51
Solas Operational Deficiencies	9	52	78	142	271	0.10	0.49	0.57	1.06	2.16
Food and Catering	327	324	427	413	256	3.49	3.07	3.13	3.10	2.04
ISM Code*	-	-	-	-	242	-	-	-	-	1.93
Ship's Certificates	130	221	177	221	184	1.39	2.09	1.30	1.66	1.47
Mooring Arrangements	127	111	181	172	160	1.36	1.05	1.33	1.29	1.27
Cargo/Cargo Gear	150	78	101	126	137	1.60	0.74	0.74	0.94	1.09
Crew Qualifications/Crew	62	102	114	133	130	0.66	0.97	0.84	1.00	1.04
Accident Prevention	62	61	79	129	123	0.66	0.58	0.58	0.97	0.98
Working Space	81	46	57	78	83	0.86	0.44	0.42	0.58	0.66
Marpol Operational Deficiencies	1	31	25	56	56	0.01	0.29	0.18	0.42	0.45
Alarm Signals	13	27	25	32	29	0.14	0.26	0.18	0.24	0.23
Tankers	29	22	33	16	22	0.31	0.21	0.24	0.12	0.18
Marpol Annex V (Garbage)*	-	-	-	-	18	-	-	-	-	0.14
Marpol Annex II (Chemicals)	5	11	3	5	3	0.05	0.10	0.02	0.04	0.02
Marpol Annex III (Harmful Substances)	0	0	3	2	2	0	0	0.02	0.01	0.02
Other	28	5	7	12	14	0.30	0.05	0.05	0.09	0.11
TOTAL	9372	10563	13638	13334	12558					

* The numbers of deficiencies recorded for Marpol Annex V (Garbage) and ISM Code were only for part the year as the respective requirements came into force from 1 July 1998.

Table 8 - ISM Code - deficiencies

Deficiency Categories	Number of occurrences	Percentage of total ISM deficiencies
Safety and environmental policy	3	1.24
Company responsibility and authority	1	0.41
Designated person(s)	7	2.89
Master's responsibility and authority	9	3.72
Resources and personnel	2	0.83
Development of plans for shipboard preparations	7	2.89
Emergency preparedness	73	30.17
Reports and analysis of non-conformities, accidents and hazardous occurrences	2	0.83
Maintenance of the ship and equipment	103	42.56
Documentation	25	10.33
Company verification, review and evaluation	1	0.41
Certification, verification and control	9	3.72
Total	242	

ANNEX - LIST OF SHIPS DETAINED IN 1998

Note : (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.

(2) Ship detained on more than one occasion.

(3) Time that vessel was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
ACRUX	7712573	Malta	Registro Italiano Navale	Nil
ADIB	7387081	Iran	Lloyd's Register of Shipping	288
ALAM SAYANG	8401341	Malaysia	Det Norske Veritas	Nil
ALAM TABAH	7616688	Malaysia	Lloyd's Register of Shipping	24
ALIKRATOR	8029167	Bahamas	Lloyd's Register of Shipping	2
ALLEGRA	7624207	Panama	Lloyd's Register of Shipping	67
AMBER	7342823	Singapore	Germanischer Lloyd	Nil
ANDHIKA ADHISATYA	8512190	Singapore	Nippon Kaiji Kyokai	6
APEX	7380370	Panama	American Bureau of Shipping	261
ARKTIS CARRIER	8616594	Denmark	Lloyd's Register of Shipping	20
ARKTIS QUEEN	8702355	Denmark	Lloyd's Register of Shipping	Nil
ARTISGRACHT	8811936	Netherlands	Lloyd's Register of Shipping	Nil
ASEAN VICTORY	8126056	Singapore	Nippon Kaiji Kyokai	Nil
ASIA ANGEL	7319618	St. Vincent & the Grenadines	American Bureau of Shipping	Nil
ASIAN CHALLENGER	9007362	Hong Kong	Nippon Kaiji Kyokai	Nil
ATHENIAN FAITH	7625251	Malta	Registro Italiano Navale	217
ATLAS	8314811	Cayman Islands	American Bureau of Shipping	Nil
BALANGUT	9139751	Papua New Guinea	American Bureau of Shipping	194
BOHOL SAMPAGUITA	8309127	Panama	Nippon Kaiji Kyokai	Nil
BOSAVI	8108286	Papua New Guinea	American Bureau of Shipping	Nil
BULK PROSPEROUS	8818867	Panama	Det Norske Veritas	Nil
C. S. SUNNY	8319653	Panama	Nippon Kaiji Kyokai	21
CAPE HORN	8024363	Cyprus	Bureau Veritas	Nil
CAPE JACARANDA	9105322	Panama	Nippon Kaiji Kyokai	Nil
CAPE JERVIS	8220242	Hong Kong	Lloyd's Register of Shipping	Nil
CAPE KEPPEL	8124943	Liberia	Korean Register of Shipping	Nil
CAPE NELSON	8124931	Liberia	Korean Register of Shipping	Nil
CAPITANO GIOVANNI	9083524	Italy	Registro Italiano Navale	Nil
CGM RACINE	7705958	France	Bureau Veritas	Nil
CHC NO.1	8307894	Panama	Nippon Kaiji Kyokai	Nil
CHETTINAD PRINCE	8323941	India	Bureau Veritas	119
CHINA BRIGHT	7117113	Panama	China Classification Society	Nil
CHINA BRIGHT ²	7117113	Panama	China Classification Society	53
CHINA BRILLIANCE	7011266	Panama	China Classification Society	4
CHINA SPIRIT	9041019	Liberia	American Bureau of Shipping	Nil
CHINA STEEL ENTREPRENEUR	8128743	Taiwan	China Corporation Register of Shipping	Nil
CLIPPER VENTURE	7913816	Liberia	Lloyd's Register of Shipping	Nil
COLUMBUS OLIVOS	7820461	Bahamas	Germanischer Lloyd	Nil
CORTESIA DUCKLING	7376331	Panama	Nippon Kaiji Kyokai	Nil
COSMO TRUST	7374187	Panama	Nippon Kaiji Kyokai	Nil
COSTIS	8307222	Greece	American Bureau of Shipping	Nil

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 (2) Ship detained on more than one occasion.
 (3) Time that vessel was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
CRYSTAL PRINCE	8912120	Liberia	Germanischer Lloyd	Nil
DA MING SHAN	8831352	China	China Classification Society	68
DAIO ANDES	8812643	Liberia	Nippon Kaiji Kyokai	Nil
DE RONG HAI	6907664	China	China Classification Society	Nil
DILMUN SHEARWATER	8220084	Cayman Islands	Lloyd's Register of Shipping	Nil
DOCEBAY	8317796	Liberia	American Bureau of Shipping	Nil
DOOYANG HOPE	8802210	Korea, Republic of	Korean Register of Shipping	Nil
E CHENG	7708259	China	China Classification Society	8
ECO CHALLENGE	8029507	Malaysia	Nippon Kaiji Kyokai	Nil
EL NOVILLO	6706450	Panama	Registro Italiano Navale	30
ESER KAPTANOGLU	8102414	Turkey	Nippon Kaiji Kyokai	Nil
ETHNOS	8025812	Panama	American Bureau of Shipping	Nil
ETHNOS ²	8025812	Panama	American Bureau of Shipping	Nil
EUTERPIA	8800391	Liberia	Bureau Veritas	Nil
EVERISE GRACE	7612967	Malaysia	Nippon Kaiji Kyokai	Nil
FAIR PRINCESS	5063629	Liberia	Lloyd's Register of Shipping	Nil
FARID F	7203663	St. Vincent & the Grenadines	Registro Italiano Navale	3
FEDERAL BERGEN	8306797	Hong Kong	Det Norske Veritas	Nil
FENG KANG	7352957	Panama	China Classification Society	Nil
FERIDE	8016627	Turkey	Det Norske Veritas	Nil
FORTUNA II	8017891	Panama	Nippon Kaiji Kyokai	65
FRIENDLY OCEAN	8009090	Panama	China Classification Society	68
FRIENDLY OCEAN ²	8009090	Panama	China Classification Society	79
GAS MIRACLE	9041655	Korea, Republic of	Korean Register of Shipping	Nil
GOLDEN FALCON	8117134	Greece	American Bureau of Shipping	9
GOLDENSARI INDAH	8408715	Singapore	Det Norske Veritas	Nil
GREEN SAIKAI	8204573	Panama	Nippon Kaiji Kyokai	Nil
GTS SUNRISE	7921203	Singapore	China Classification Society	Nil
GU BEI KOU	7822196	China	China Classification Society	Nil
HAKUBA MARU	7900699	Japan	Nippon Kaiji Kyokai	Nil
HANDY EMERALD	8400555	Philippines	Det Norske Veritas	Nil
HANEI SUN	8405361	Panama	Nippon Kaiji Kyokai	Nil
HANNOVER	8519722	Liberia	Germanischer Lloyd	Nil
HARDWAR	8321096	India	Indian Register of Shipping	Nil
HELLEN C	7925493	Cyprus	Bureau Veritas	Nil
HERACLITUS	-	Belize	-	165
HIRMA	7724162	Portugal	Rinave Portuguesa	43
HUA KUN	7519012	China	China Classification Society	100
HUDSON BAY	7819400	Cyprus	Bureau Veritas	Nil
ICL JAYAM KONDAN	7930369	Liberia	Lloyd's Register of Shipping	Nil
IRAN CHAMRAN	8309610	Iran	Lloyd's Register of Shipping	Nil

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

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
IRAN FALLAHI	7232779	Iran	Det Norske Veritas	Nil
J. EMMA	8500496	Philippines	Nippon Kaiji Kyokai	Nil
JAPAN LINDEN	8412479	Japan	Nippon Kaiji Kyokai	Nil
JIN DA	8412766	Panama	Bureau Veritas	10
JIN FENG	8402955	Hong Kong	Nippon Kaiji Kyokai	Nil
JOYFUL SPIRIT	8004636	Panama	Nippon Kaiji Kyokai	Nil
JUPITER DIAMOND	7718462	Singapore	Nippon Kaiji Kyokai	3
KALYMNIAN EXPRESS	6422418	Panama	Lloyd's Register of Shipping	Nil
KANEV	7600768	Liberia	Russian Maritime Register of Shipping	16
KEE LUNG	8128755	Taiwan	China Corporation Register of Shipping	Nil
KHUDOZHNIK IOGANSON	7532765	Russian Federation	Russian Maritime Register of Shipping	91
KIHO	7379785	St. Vincent & the Grenadines	Nippon Kaiji Kyokai	Nil
KIHO ²	7379785	St. Vincent & the Grenadines	Nippon Kaiji Kyokai	179
KOLIBRY	9035539	Malta	Lloyd's Register of Shipping	89
KOTA PERWIRA	9109029	Germany	Germanischer Lloyd	Nil
KUANYIN	9039339	Hong Kong	Det Norske Veritas	Nil
LAMYRA	8025288	Greece	Lloyd's Register of Shipping	Nil
LANKA MANEL	8403026	Sri Lanka	Nippon Kaiji Kyokai	Nil
LION TIDE	8206014	Vanuatu	American Bureau of Shipping	18
LOCH RANNOCH	9160619	United Kingdom	Lloyd's Register of Shipping	5
LOK KRANTI	7522643	India	Bureau Veritas	Nil
LUCKY FORTUNE	8912314	Liberia	Nippon Kaiji Kyokai	Nil
LUCKYFIELD	8103456	Panama	Nippon Kaiji Kyokai	Nil
M. NURI CERRAHOGLU	7915656	Turkey	Det Norske Veritas	12
M. AKSU	7433672	Turkey	American Bureau of Shipping	Nil
MAERSK TIYAGA	9074482	Philippines	Nippon Kaiji Kyokai	Nil
MAGNOLIA	8408375	Panama	Nippon Kaiji Kyokai	Nil
MALIKSI	8110239	Philippines	Nippon Kaiji Kyokai	28
MANDARIN SKY	7708792	Singapore	China Classification Society	Nil
MANILA FELIZ	8323719	Panama	Nippon Kaiji Kyokai	8
MARATHA PRUDENCE	8110291	India	Lloyd's Register of Shipping	Nil
MARICOBBER	8020563	Panama	Bureau Veritas	8
MARINE UNIVERSAL II	8123030	Panama	Nippon Kaiji Kyokai	Nil
MARINEOS	6503963	United Arab Emirates	Lloyd's Register of Shipping	24
MARITIME RAYONG	7433074	Singapore	Lloyd's Register of Shipping	Nil
MAWASHI AL-GASSEEM	7326893	Saudi Arabia	Nippon Kaiji Kyokai	Nil
MEI GUI HAI	7002306	China	China Classification Society	1
MOANA III	7411832	France	Bureau Veritas	24
MORNING CHARM	7729368	Panama	Nippon Kaiji Kyokai	115
MORNING CLOUD	8025795	Panama	Nippon Kaiji Kyokai	Nil
NAND RATI	8026139	India	Lloyd's Register of Shipping	Nil
NATCHA NAREE	8408014	Thailand	Nippon Kaiji Kyokai	Nil

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

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
NEPLINE TERATAI	8408430	Malaysia	Det Norske Veritas	195
NEPTUNE STORM	7350002	St. Vincent & the Grenadines	Bureau Veritas	Nil
NEW SUCCESS	8313269	Taiwan	China Corporation Register of Shipping	72
NEW SUCCESS ²	8313269	Taiwan	China Corporation Register of Shipping	Nil
NEW WHITE	8202018	Panama	Nippon Kaiji Kyokai	Nil
NEWAYS	7113260	Panama	China Classification Society	24
NORWEGIAN STAR	7304314	Bahamas	Det Norske Veritas	Nil
NST CHALLENGE	8306802	Panama	Nippon Kaiji Kyokai	Nil
OAKLAND BAY	9145712	Panama	Nippon Kaiji Kyokai	Nil
OCEAN IRENE	8408703	Singapore	Det Norske Veritas	Nil
OPTIMIST	8011249	Panama	Det Norske Veritas	Nil
ORANGE WAVE	8216801	Singapore	Nippon Kaiji Kyokai	23
ORIENT HONESTY	7916571	Panama	Nippon Kaiji Kyokai	Nil
ORIENTE GRACE	9084217	Panama	Nippon Kaiji Kyokai	Nil
OSA GHENT	7435606	Liberia	Germanischer Lloyd	3
OSA LERWICK	7349431	Liberia	Germanischer Lloyd	70
OSA LONDON	7349443	Malaysia	Germanischer Lloyd	19
OSAKA BAY	7815179	Barbados	Det Norske Veritas	Nil
PACIFIC CHUNGSAM	7391850	Taiwan	China Corporation Register of Shipping	5
PAN YARD	7361099	Korea, Republic of	Korean Register of Shipping	130
PANORIA	8014162	Greece	Lloyd's Register of Shipping	12
PAPYRUS	8706662	Philippines	Nippon Kaiji Kyokai	Nil
PEREGRINE X	8020551	Liberia	Registro Italiano Navale	Nil
PERIANDROS OF KORINTHOS	7923940	Malta	Registro Italiano Navale	Nil
PERNAS AMANG	8316596	Malaysia	Det Norske Veritas	Nil
PHILOMENA PURCELL	7303231	Denmark	Bureau Veritas	96
POLYCARP	8902802	Norway	Lloyd's Register of Shipping	Nil
PRABHU DAS	8411401	India	Indian Register of Shipping	Nil
PRINCESS CATHRYN	8331962	Tonga	Registro Italiano Navale	3
PROSPER VENTURE	8323422	Panama	Nippon Kaiji Kyokai	Nil
QENA	8203402	Egypt	Lloyd's Register of Shipping	Nil
RAICHO II	9002532	Liberia	Nippon Kaiji Kyokai	Nil
REGINA	7370959	Panama	Germanischer Lloyd	Nil
ROYAL CLIPPER	7374125	Hong Kong	Lloyd's Register of Shipping	Nil
SAI KUNG	7633777	Hong Kong	Lloyd's Register of Shipping	38
SALINTHIP NAREE	8202551	Thailand	Nippon Kaiji Kyokai	95
SAMSUN SPIRIT	8111582	St. Vincent & the Grenadines	Korean Register of Shipping	Nil
SAMSUN UNITY	8407278	St. Vincent & the Grenadines	Nippon Kaiji Kyokai	Nil
SANKO REQUEST	9074781	Liberia	Nippon Kaiji Kyokai	Nil
SEA CHALLENGER	6922389	Panama	Det Norske Veritas	Nil
SEA GOOD VANESSA	9195183	Singapore	American Bureau of Shipping	80
SEA PRIDE	8011794	Malta	Registro Italiano Navale	Nil

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

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
SEA RADIANCE	7356616	Hong Kong	Lloyd's Register of Shipping	50
SEVEN PIONEER	8122969	Korea, Republic of	Korean Register of Shipping	96
SGC SEAWIND	7402362	Malta	Nippon Kaiji Kyokai	Nil
SINCERE OLYMPUS	8213691	Panama	Nippon Kaiji Kyokai	Nil
SINGA ACE	8313324	Singapore	Nippon Kaiji Kyokai	Nil
SINGAPORE ACE	8103626	Panama	Nippon Kaiji Kyokai	Nil
SKAUSTRAND	8412132	Norway	Det Norske Veritas	Nil
SOUTHERN CROSS	8821539	Philippines	Nippon Kaiji Kyokai	12
SPRINGWIND	9030424	Singapore	Nippon Kaiji Kyokai	25
ST IRENE	8901937	Cyprus	Lloyd's Register of Shipping	Nil
ST CLOUD	8201351	Hong Kong	Lloyd's Register of Shipping	25
STELLAR LIGHT	9166871	Panama	Nippon Kaiji Kyokai	13
SUMA	9072044	Singapore	Nippon Kaiji Kyokai	Nil
SUN ACE	8025484	Panama	Nippon Kaiji Kyokai	Nil
SUNNY CLIPPER	7506493	Liberia	Lloyd's Register of Shipping	5
SVILEN RUSSEV	8128145	Bulgaria	Bulgarski Koraben Registar	4
TAGUS	8309579	Norway	Det Norske Veritas	Nil
TAISEI MARU	8604383	Panama	Nippon Kaiji Kyokai	Nil
THOR SAILOR	8311376	Thailand	American Bureau of Shipping	Nil
THOR STAR	8311364	Thailand	Bureau Veritas	4
TRADEWIND EXPRESS	8504636	Panama	Lloyd's Register of Shipping	Nil
TRANS PACIFIC 8	8204250	Panama	Nippon Kaiji Kyokai	Nil
UNION PACIFIC	7906332	Panama	Lloyd's Register of Shipping	270
UNION ROTOMA	7359711	New Zealand	Bureau Veritas	Nil
VAKIS T	7626401	Cyprus	Polski Rejestr Statkow	71
VITORANDIS	7213216	Liberia	Det Norske Veritas	Nil
VITORANDIS ²	7213216	Liberia	Det Norske Veritas	2
VITTORIOSA	7426057	Malta	Registro Italiano Navale	Nil
WESTERN FRIEND	8029715	Panama	Det Norske Veritas	Nil
WESTERN IRIS	9144299	Norway	Lloyd's Register of Shipping	Nil
WORLD ACTION	9074494	Hong Kong	Det Norske Veritas	Nil
WORLD TRADER	7929293	Philippines	Nippon Kaiji Kyokai	Nil
YOU MEI	8913203	Panama	Nippon Kaiji Kyokai	Nil
YU TSAO II	8617122	Taiwan	China Corporation Register of Shipping	22
ZHE LENG 5	7374993	China	China Classification Society	194