



PORT STATE CONTROL REPORT 1999

Australia

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Australia

PREFACE

The 1999 Port State Control Report outlines AMSA's performance during the year and is evidence of the Authority's efforts to maintain maritime safety and marine pollution prevention standards on vessels operating in Australia's maritime jurisdiction.

The Australian Government is committed to the preservation of the marine environment and the protection of life and property at sea.

In recent years, port State control has been acknowledged world-wide as the single most effective tool in combating unseaworthy and substandard shipping. This has occurred through the work of countries, like Australia, who have implemented rigorous and effective port State control regimes.

The significant drop in the detention rate of ships in 1999 compared with previous years once again highlights the success of AMSA's port State control program. While cautiously welcoming the result, AMSA believes that the battle against unseaworthy and substandard shipping will continue. Unfortunately it is a fact that some flag States are still either unwilling or unable to implement their international maritime convention responsibilities.

AMSA believes that the long-term solutions to the problems associated with unseaworthy and substandard ships can only be found through concerted international action by individuals, organisations and governments having responsibility for ship safety.

The ultimate responsibility for the safe operation of any vessel clearly lies with that vessel's owner, manager and flag State. Port State control can never replace the effective operation of a safety management system by responsible owners and managers of ships under their control and the diligent oversight of those ships under international convention requirements.



Clive Davidson
Chief Executive
Australian Maritime Safety Authority
March 2000

SUMMARY OF DETENTIONS AND INSPECTIONS

	1995	1996	1997	1998	1999
Total Inspections	2542	2901	3131	2946	2753
Total Detentions	244	248	203	201	145
Detention %	9.6	8.5	6.5	6.8	5.3

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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 jurisdiction 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 and Indian Ocean Memoranda of Understanding on Port State Control which join the major maritime nations in the Asia-Pacific and Indian Ocean regions to common PSC strategies through the operation of uniform and consistent PSC programs.

It is AMSA's objective to inspect at least 50% 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 six months (three 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 and a PSC Manual 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 credibility from both Australian interests and from foreign stakeholders.

AMSA is always conscious of the need to continually monitor its PSC activities to ensure it is performing in the most effective and efficient manner. The structured training program developed in 1998 for surveyors undertaking PSC inspections maintained its momentum in 1999. All newly recruited AMSA surveyors receive PSC training at the commencement of their service with AMSA. All training material and the PSC manual are continually being updated and improved.

From January 1999, an auditing program was instituted to monitor AMSA surveyors' PSC inspection activities. It is anticipated that the program, together with the training activity already in place, will lead to a higher degree of consistency, uniformity and accountability in the performance of AMSA marine surveyors.

The revised PSC Ship Inspection Record Book brought into use in 1998 has proven to be a success in formalising the standard of AMSA marine surveyors' approach towards PSC inspections, hence facilitating consistency and uniformity. Nonetheless, there is no restriction imposed on surveyors in utilising their professional judgement to decide the extent of inspection as considered appropriate to the ship being inspected. AMSA holds the view that the combination of surveyors' professionalism and expertise and the standard initial inspection are both critical to the success of its PSC program.

Ship distress and safety communication entered a new era on 1 February 1999 with the full implementation of the global maritime distress and safety system (GMDSS). To ensure that all PSC inspections appropriately cover GMDSS compliance, AMSA surveyors were given special training in GMDSS equipment requirements and operation and inspection guidelines were prepared to provide surveyors with guidance in the inspection of radiocommunication installations on board ships.

AMSA's computerised ship inspection database system (SHIPSYS) has been fundamental in support of Australia's port State control regime. During 1999, thorough testing was undertaken to ensure that the system would not be affected by any Y2K-related problems.

With the imminent coming into use of a new Asia-Pacific Computerised Information System (new APCIS) operated by the Asia-Pacific MOU on Port State Control, issues that may affect the compatibility of SHIPSYS with the new APCIS are being addressed and dealt with as necessary.

Port State Control - International Perspective

Introduction

Widespread and growing concern caused by increasing numbers of unsafe ships has been reflected in continuing discussions at the International Maritime Organization (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 and in coordinating action to ensure 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). At present there are seven regional PSC agreements in operation, namely:

- the Paris Memorandum of Understanding on port State control (Paris MOU);
- the Latin America Agreement (Acuerdo de Vina del Mar);
- the Memorandum of Understanding on port State control in the Asia-Pacific region (Tokyo MOU);
- the Memorandum of Understanding of port State control in the Caribbean region (Caribbean MOU);
- the Memorandum of Understanding on port State control in the Mediterranean region (Mediterranean MOU);
- the Indian Ocean Memorandum of Understanding on port State control (Indian Ocean MOU); and
- the Memorandum of Understanding for the West and Central African region (Abuja MOU).

There are two more regional PSC agreements currently under development.

A meeting on the development of PSC in the Persian Gulf region was held in July 1999. The meeting approved a first draft of a regional PSC agreement and complementary training programmes for its implementation.

The first preparatory meeting for the establishment of a port State control system in the Black Sea region took place in September 1999. A draft Memorandum of Understanding was agreed and a related draft training programme was also considered at the meeting.

Significant Developments During 1999

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.

In 1999, the Government responded to the report and accepted a number of recommendations. Some of the recommendations that were accepted are:

- AMSA seeks to have IMO give priority to the development of (a) effective means of ensuring flag States meet their responsibilities under safety and pollution prevention conventions and (b) mechanism for flag States to demonstrate compliance;
- marine pilots are required to report all serious safety deficiencies to AMSA;
- AMSA continues to initiate action through the Asia-Pacific Memorandum of Understanding to achieve a consistently high standard in PSC inspections in the region;
- AMSA monitors more closely ships visiting Australian ports; and
- AMSA continues to maintain its high standard in its PSC 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 was 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 and 1998, the inspection rates in the region were 52% and 60% respectively.

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 were formed. The Committee is composed of a representative of each of the authorities that have adopted the MOU and the Secretariat, to service the Committee, was 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 was established in Canada. Details of AMSA inspections were sent twice a week and information from the database retrieved when details of previous inspections are required for a ship being considered for inspection.

In April 1999, AMSA hosted the seventh meeting of the Committee in Cairns. 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. Delegates of all 17 member Authorities attended the meetings. A number of organisations and countries also attended as observers, among them the Secretariat of the Paris MOU and the United States Coast Guard. Representatives from the International Association of Classification Societies (IACS), Oil Companies International Marine Forum (OCIMF) and the European Commission were also present.

The main outcomes of the meetings were:

- choosing Vladivostok in the Russian Federation as the location of the new regional database system (new APCIS);
- agreement that the new regional database system should become fully operable as soon as possible with 1 January 2000 set as the target commencement date;
- agreement on a list of possible actions to be taken on matters stemming from the Joint Ministerial Declaration of the 1998 first Paris/Tokyo MOUs Joint Ministerial Conference;
- the implementation of a concentrated inspection campaign (CIC) on the compliance of global maritime distress and safety system (GMDSS) requirements; and
- adoption of guidance for port State control in relation to the year 2000 (Y2K) problem.

Delegates at the 7th Asia-Pacific Port State Control Committee meeting



AMSA's Manager Ship Inspection, Trevor Rose is the current chairman of the Asia-Pacific MOU Committee.

To facilitate smooth implementation of the new APCIS, a steering group was formed to examine and deal with the technical and administrative issues associated with the development and operation of the new system. AMSA led the steering group which comprised of a number of MOU member Authorities.

The Committee also agreed to the formation of an advisory group to oversee the future development and implementation of the technical cooperation programmes. The programmes include seminars, basic training, expert missions for training Port State Control Officers (PSCOs) and also a PSCO exchange program.

In 1999, AMSA continued to assist other Asia-Pacific MOU member Authorities by sending AMSA surveyors overseas to conduct training. About ninety participants attended two training courses held in Pekanbaru and Ujung Pandang, Indonesia conducted by AMSA surveyors in July.

AMSA surveyors also visited Japan and New Zealand during the year as part of a PSCO exchange program.

As agreed at the Committee meeting, a concentrated inspection campaign was held from October to December 1999 on GMDSS compliance for ships visiting ports of the Asia-Pacific MOU member Authorities. AMSA played a leading role in the development of inspection guidelines for the campaign.

Indian Ocean Regional Cooperation on Port State Control

After two preparatory meetings held in 1997 and 1998, the first PSC Committee meeting of the Indian Ocean MOU on PSC was held in Goa, India in January 1999. Australia signed the acceptance of the Memorandum at this meeting.

During the meeting the chairman of the PSC Committee was elected and the appointment of a secretary for the Secretariat, which is based at Goa in India, was made.

The MOU came into effect on 1 April 1999.

The second PSC Committee meeting was hosted by the Ministry of Land Transport, Shipping and Port

Development of the Republic of Mauritius and held in December 1999.

Issues considered by the meeting included:

- proposed amendments to the MOU;
- development of a PSC Manual;
- development and location of future computerised information system;
- training of PSC officers in the region; and
- publication of an annual report.

The governments whose maritime administrations are parties to this MOU are Australia, Eritrea, India, Mauritius, South Africa, Sri Lanka, Sudan and Tanzania.

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.

At the seventh session of the Sub-Committee (FSI 7) held at IMO Headquarters in London in March 1999, a draft Assembly resolution was agreed on self-assessment of flag State performance for submission to the IMO's 21st Assembly after consideration by the Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC).

The draft resolution includes the Flag State Performance Self-Assessment Form which is intended to establish a

uniform set of internal and external criteria that can be used by flag States to obtain a clear picture of how well their maritime administrations are functioning and to make their own assessment of their performances as flag States. It also urges member Governments to use the Self-Assessment Form for the purpose of identifying their weakness, if any, in discharging their responsibilities as flag States.

IMO resolution A.787(19) - "Procedures for Port State Control" contains comprehensive guidelines and recommendations on port State control procedures. It was adopted in 1995 and has since been customarily referred to by many authorities conducting port State

control inspections. At the seventh session of the Sub-Committee (FSI 7), a draft Assembly resolution was made to amend and update resolution A.787(19).

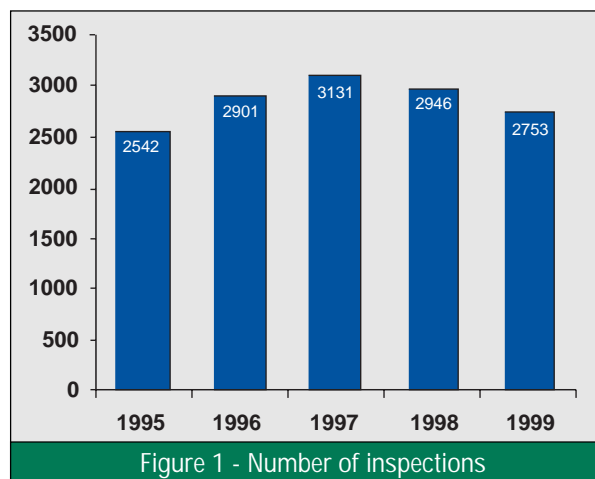
Amongst the amendments are the incorporation of procedures for port State control relating to the ISM Code and a proposed new section relating to "procedures for rectification of deficiencies and release".

After being considered and reviewed by the MSC and MEPC Committees, the two draft resolutions were presented to the IMO Assembly at its 21st session in November 1999 and subsequently adopted with necessary modifications.

1999 PORT STATE CONTROL INSPECTIONS

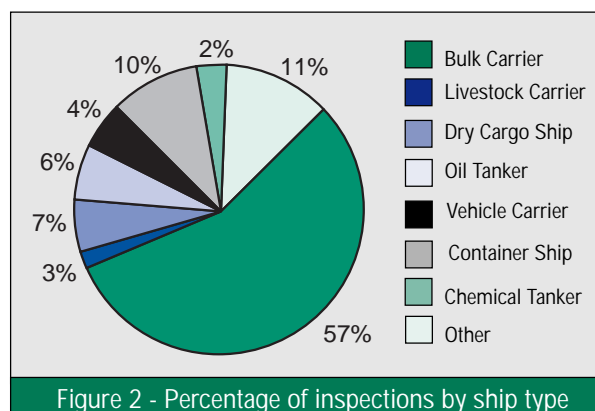
Inspections

AMSA marine surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During 1999, 2753 inspections were carried out on ships from 62 countries. The total number of individual ship visits to all Australian ports during 1999 is estimated to be 18567. Regular traders and ships calling at more than one port made many of these visits. It is estimated that 4658 "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 1999. This gives an inspection rate for the year of 59.1%.



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

The types of ships inspected are summarised in Table 3. Bulk carriers still constituted the majority of inspections by ship type at about 57%. Container ships, general dry cargo ships, oil tankers and vehicle carriers registered a substantial portion of inspections at about 27%. Figure 2 shows the percentage of inspections by ship type.



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 at the time of inspection.

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:

- 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
- 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 1999, 144 ships registered in 36 countries were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. One unregistered ship was also detained. 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 ship inspections was 5.3%. This is the lowest percentage recorded since 1994 and more than a percentage point lower than that of 1997 and 1998. When compared with the 1995 and 1996 figures, it shows an improvement by more than 35%.

The reduction of bulk carrier detentions by 41 compared with that of 1998 contributed much to the overall

improvement of the detention percentage. The number of livestock carrier detentions also reduced substantially. Container ships, gas carriers and general dry cargo ships have not shown any improvement and in fact slightly worsened.

While the detention percentages of refrigerated cargo carriers and tug/towing vessel are well above 10%, the relatively small numbers of inspections on these types of ships have to be taken into consideration.

Figure 3 shows the detention percentages according to ship type of the total number of ship detentions.

Total ships detained by ship type is shown in Table 4.

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

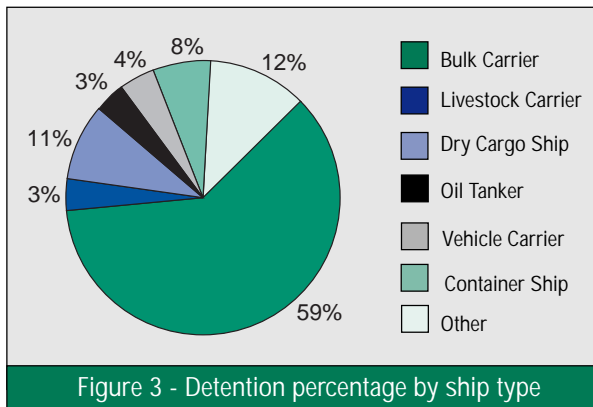


Figure 3 - Detention percentage by ship type

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

The general downward trend together with a significant detention percentage drop in 1999 are positive indications that the quality of ships coming to Australia is improving. AMSA believes that this gives tangible evidence of success of its PSC activities.

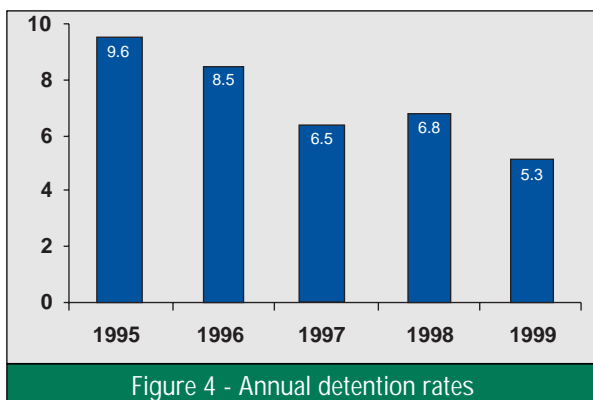


Figure 4 - Annual detention rates

Deficiencies

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

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;
- substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment; and
- wastage or cracking of the ship's structure.

The 10,681 deficiencies observed on ships in 1999 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. In such cases sufficient time was allowed for rectification. Details of all deficiencies have been recorded in this report even though, when viewed in isolation, some may be considered as relatively minor.

The total number of deficiencies recorded in 1999 dropped about 15% compared with that of 1998. Even taking into account the drop in number of inspections, there is still an improvement in the average number of deficiencies per inspection. The average number of deficiencies per inspection in 1999 was 3.88. This compares favourable with 4.70, 4.26 and 4.26 respectively in the three preceding years.

Fire-fighting equipment and life-saving appliance are still the major items where most deficiencies were found. The combined number of deficiencies noted with these two types of equipment constituted about 36% of deficiencies.

While there is a general downward trend in the number of deficiencies found in the majority of deficiency categories, it is noted that the number found in the radio category is worsening. The total number of radio type deficiencies jumped almost 70% when compared with 1998.

The substantial increase of radio type deficiencies in 1999 is associated with the coming into force of the GMDSS requirements on 1 February 1999. During the year a number of ships were detained due to their radio installation not complying with GMDSS requirements or the ships' operators not being competent in the equipment's operation. This indicates that some ships' crews were not adequately prepared for GMDSS. Other deficiencies noted in this category included faults with the MF/HF radio installations, Inmarsat equipment and EPIRBs.

AMSA's advanced training of its surveyors for undertaking GMDSS inspections and the preparation of suitable inspection guidelines also facilitated the identification of GMDSS related deficiencies during inspections.

Table 8 shows the number of deficiencies noted in major areas under the radio category and their corresponding percentages of the total number of radio deficiencies.

The other noticeable increasing trend is with deficiencies related to the operational aspects of the ship. Muster list, communication, fire drills, abandon ship drills, bridge, cargo and machinery operations are included in this deficiency category. Over the years, AMSA surveyors have expanded their inspections from the traditional check of the physical condition of the ship and its equipment to also include the crew's ability and familiarity with the safe and pollution free operations of their ship.

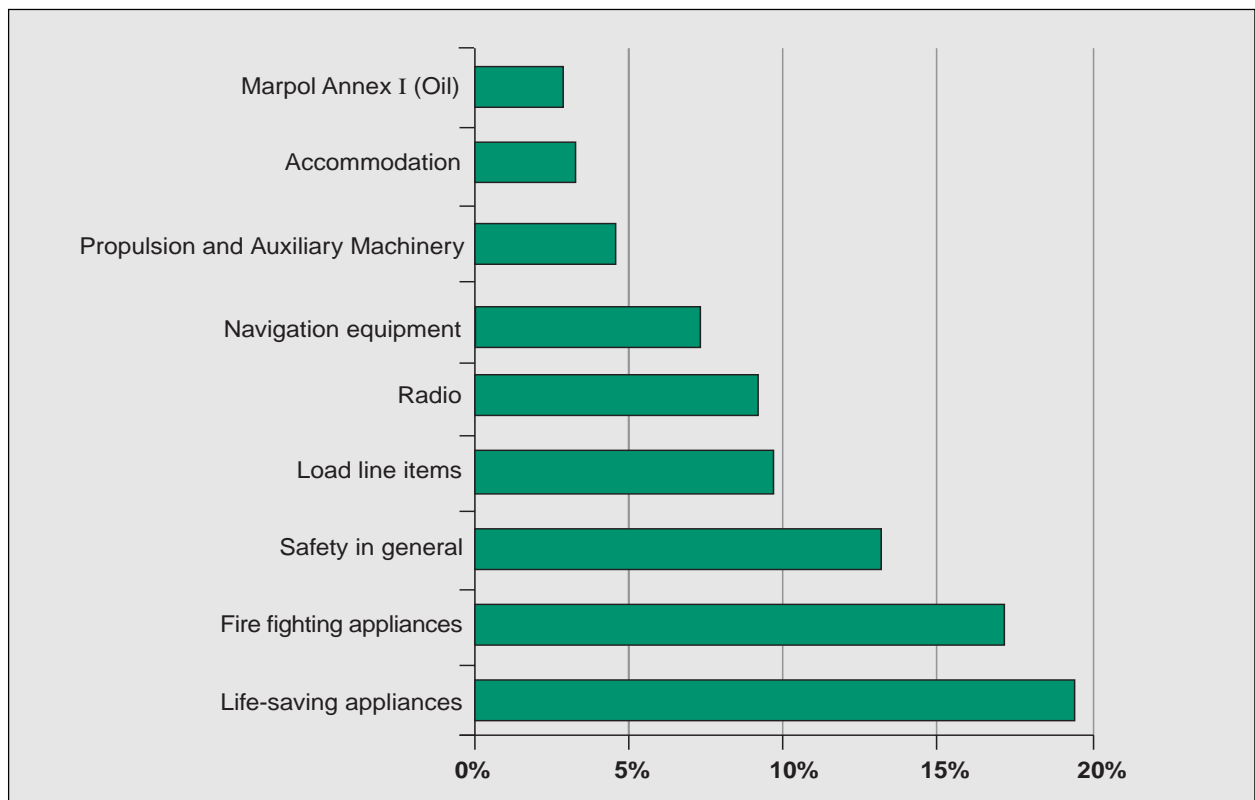


Figure 5 - Major categories of deficiencies as percentage of total number of deficiencies

Table 1 - Total ships inspected by port

Port	Number of Inspections				
	1995	1996	1997	1998	1999
Abbot Point	10	12	23	11	11
Albany	0	3	7	5	6
Ardrossan	5	5	4	5	4
Barry Beach	1	6	1	2	6
Bell Bay	23	19	27	20	27
Bing Bong Creek	1	0	0	2	0
Brisbane	195	216	189	180	181
Bunbury	11	22	50	50	46
Bundaberg	7	2	6	2	1
Burnie	9	8	8	6	4
Cairns	17	18	20	15	15
Cape Flattery	0	1	0	1	0
Christmas Island	0	2	1	0	1
Cockatoo Island	0	1	0	0	0
Dalrymple Bay	52	87	98	64	77
Dampier	280	299	301	263	198
Darwin	47	76	81	93	89
Derby	0	0	0	0	1
Devonport	3	4	4	1	1
Eden	0	1	1	4	3
Esperance	2	11	19	7	12
Exmouth	0	1	0	0	0
Fremantle	38	47	68	115	93
Geelong	81	105	139	97	95
Geraldton	3	7	8	12	3
Gladstone	139	135	107	71	121
Gove	11	6	21	24	13
Groote Eylandt	2	1	7	3	9
Hastings	13	15	11	15	22
Hay Point	73	73	76	66	72
Hobart	5	9	6	10	5
Karumba	2	3	2	2	6
Kurnell	19	14	21	22	21
Kwinana	118	104	179	223	208

Port	Number of Inspections				
	1995	1996	1997	1998	1999
Lucinda	1	4	0	1	0
Mackay	34	41	29	35	18
Melbourne	156	190	222	191	172
Mourilyan	4	8	10	9	7
Newcastle	312	376	357	330	296
Offshore Fixed West	1	0	0	0	0
Offshore Floating South	0	0	0	0	1
Onslow	1	0	1	1	0
Point Wilson	0	3	1	2	2
Port Adelaide	45	59	54	78	75
Port Alma	10	5	5	3	3
Port Bonython	9	5	4	4	5
Port Botany	146	176	150	170	158
Port Giles	2	1	4	6	4
Port Hedland	187	146	143	144	127
Port Kembla	115	141	183	148	132
Port Latta	0	1	0	3	4
Port Lincoln	11	13	13	19	14
Port Pirie	13	23	15	16	13
Port Stanvac	7	9	14	14	13
Port Walcott	61	65	90	68	52
Portland	14	27	34	26	33
Spring Bay	1	6	3	2	4
Stanley	1	0	0	0	0
Sydney	195	208	197	191	162
Thevenard	2	12	8	8	6
Townsville	27	35	67	48	61
Useless Loop	0	0	1	1	0
Wallaroo	6	24	27	24	31
Weipa	4	3	6	2	2
Whyalla	10	5	7	9	5
Yamba	0	2	1	2	2
Total	2542	2901	3131	2946	2753

Table 2 - Total ships inspected by flag

Flag	Number of Inspections				
	1995	1996	1997	1998	1999
Anguilla	0	0	0	1	0
Algeria	1	0	0	0	0
Antigua and Barbuda	26	28	28	20	18
Austria	1	0	0	0	0
Bahamas	116	120	129	131	126
Bangladesh	0	0	0	0	1
Barbados	0	1	4	3	2
Belgium	4	0	0	4	0
Belize	1	1	2	3	4
Bermuda	19	10	24	13	19
Brazil	2	2	3	0	2
Bulgaria	0	1	0	1	2
Cayman Islands	0	1	1	7	6
Channel Islands	0	0	1	0	0
Chile	1	0	0	0	0
China, People's Republic of	109	124	98	75	79
Cook Islands	0	1	0	2	0
Croatia	2	1	5	4	6
Cyprus	78	100	109	94	108
Czech Republic	0	1	0	0	0
Denmark	44	37	48	42	38
Egypt	8	7	19	13	7
Estonia	2	1	2	0	0
Fiji	3	3	1	2	1
France	15	18	18	17	17
French Polynesia	2	1	1	0	0
Germany	40	41	34	33	22
Gibraltar	0	0	0	0	1
Greece	169	181	171	127	102
Honduras	2	2	0	0	2
Hong Kong	105	126	120	118	104
India	51	57	67	49	38
Indonesia	10	14	14	9	14
Iran	18	35	18	30	22
Ireland	1	1	2	0	0
Isle of Man	16	28	25	25	26
Italy	11	12	12	10	12
Japan	112	98	103	68	71
Jordan	0	0	1	0	0
Kiribati	0	0	1	0	0
Korea, Democratic People's Republic of	1	1	0	0	0
Korea, Republic of	49	63	65	53	46
Kuwait	8	5	7	7	9
Lebanon	4	1	0	0	0
Liberia	235	259	295	295	295

Flag	Number of Inspections				
	1995	1996	1997	1998	1999
Libya	1	0	0	0	0
Luxembourg	8	6	2	0	1
Malaysia	36	51	58	58	56
Malta	39	50	50	51	48
Marshall Islands	3	8	16	14	15
Mauritius	3	0	2	0	0
Mexico	1	0	0	0	0
Myanmar	9	15	11	8	3
Netherlands	46	47	49	69	38
Netherlands Antilles	10	11	12	2	2
New Zealand	12	15	12	13	11
Norway	83	89	101	117	78
Pakistan	0	1	1	0	0
Panama	479	626	771	842	870
Papua New Guinea	3	3	9	6	7
Philippines	189	172	184	120	99
Poland	7	8	2	2	1
Portugal	1	0	1	2	0
Qatar	0	2	0	3	3
Romania	4	4	6	2	0
Russian Federation	46	39	35	28	27
Saint Vincent and the Grenadines	23	38	53	36	24
Saudi Arabia	2	4	5	5	3
Singapore	110	134	144	146	130
Slovakia	0	1	3	2	1
Spain	0	0	0	0	1
Sri Lanka	1	2	1	2	1
Sweden	2	3	0	5	8
Switzerland	6	8	6	5	8
Taiwan	43	49	52	45	47
Thailand	13	17	18	22	16
Tonga	6	8	4	10	5
Turkey	20	43	39	26	16
Tuvalu	1	0	1	0	0
Ukraine	10	12	10	5	0
United Arab Emirates	2	3	4	2	2
United Kingdom	27	28	20	20	15
United States of America	9	2	5	1	1
Uruguay	0	0	0	1	1
Vanuatu	20	19	16	20	14
Others	1	1	0	0	1
TOTAL	2542	2901	3131	2946	2753

Table 3 - Total ships inspected by ship type

Ship Type	Number of Inspections				
	1995	1996	1997	1998	1999
Barge Carrier	0	1	2	1	1
Cement Carrier	0	0	0	1	0
Chemical Tanker	78	78	78	86	64
Container Ship	221	269	269	284	275
Cutter/Dredger	1	2	4	4	1
Dry Bulk Carrier	1462	1716	1866	1654	1572
DSC or HSC Craft	0	2	4	5	7
Dumb Barge	0	0	1	2	2
Ferry	4	1	2	0	1
Fishing Vessel	2	0	0	0	1
Gas Carrier	47	72	79	78	61
General Dry Cargo Ship	175	192	220	182	183
Heavy Load Carrier	5	10	16	7	9
Livestock Carrier	53	66	85	72	71
Mobile Offshore Drilling Unit	0	1	0	2	1
Oil Tanker	132	154	181	186	178
Ore/Bulk/Oil Carrier	34	13	10	13	12
Passenger Ship	30	36	25	28	38
Refrigerated Cargo Carrier	28	17	18	27	20
Rescue/Standby Ship	3	1	0	1	0
Research Ship	5	4	9	7	2
Ro-Ro Cargo Ship	73	53	49	45	20
Sailing Vessel	0	2	0	1	1
Special Purpose Vessel	3	9	7	11	4
Supply Ship	14	26	17	32	25
Survey Vessel	2	2	0	6	0
Tankship - Non Specified	13	10	8	10	10
Training Ship	1	0	0	1	0
Tug/Towing Vessel	4	6	7	12	12
Unitised Vessel	3	1	1	0	1
Vegetable Oil Tanker	1	0	1	1	2
Vehicle Carrier	94	97	119	131	117
Woodchip Carrier	45	51	48	50	56
Wood Pulp Carrier	0	1	0	0	0
Other Types	9	8	5	6	6
TOTAL	2542	2901	3131	2946	2753

Table 4 - Total ships detained by ship type

Ship Type	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Barge Carrier	0	1	-
Chemical Tanker	3	64	4.7
Container Ship	12	275	4.4
Cutter/Dredger	0	1	-
Dry Bulk Carrier	85	1572	5.4
DSC or HSC Craft	0	7	-
Dumb Barge	0	2	-
Ferry	0	1	-
Fishing Vessel	0	1	-
Gas Carrier	3	61	4.9
General Dry Cargo Ship	16	183	8.7
Heavy Load Carrier	1	9	-
Livestock Carrier	4	71	5.6
Mobile Offshore Drilling Unit	0	1	-
Oil Tankship	4	178	2.2
Ore/Bulk/Oil Carrier	0	12	-
Passenger Ship	0	38	-
Refrigerated Cargo Carrier	3	20	15.0
Research Ship	0	2	-
Ro-Ro Cargo Ship	0	20	-
Sailing Vessel	0	1	-
Special Purpose Ship	0	4	-
Supply Ship	1	25	4.0
Tankship (non specified)	0	10	-
Tug/Towing Vessel	3	12	25.0
Unitised Vessel	0	1	-
Vegetable Oil Tankship	0	2	-
Vehicle Carrier	6	117	5.1
Wood Chip Carrier	2	56	3.6
Other Type	2	6	-
Total	145	2753	5.3

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	
Antigua & Bermuda	1	18	5.6
Bahamas	5	126	4.0
Bermuda	1	19	5.3
Cayman Islands	2	6	-
China, People's Republic of	3	79	3.8
Crotaia	1	6	-
Cyprus	6	108	5.6
Denmark	4	38	10.5
Greece	6	102	5.9
Hong Kong	3	104	2.9
India	2	38	5.3
Indonesia	1	14	7.1
Iran	4	22	18.2
Italy	1	12	8.3
Japan	2	71	2.8
Korea, Republic of	3	46	6.5
Liberia	12	295	4.1
Malaysia	6	56	10.7
Malta	5	48	10.4
Marshall Islands	1	15	6.7
Netherlands	1	38	2.6
New Zealand	1	11	9.1
Norway	5	78	6.4
Panama	34	870	3.9
Papua New Guinea	1	7	-
Philippines	8	99	8.1
Russian Federation	2	27	7.4
Singapore	5	130	3.8
Slovakia	1	1	-
Saint Vincent & the Grenadines	4	24	16.7
Taiwan	3	47	6.4
Thailand	1	16	6.3
Tonga	2	5	-
Turkey	5	16	31.3
United Arab Emirates	1	2	-
Vanuatu	1	14	7.1
Unregistered/No flag	1	1	-
TOTAL	145		

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	258	5.0
Biro Klasifikasi Indonesia (KI)	0	5	-
Bulgarski Koraben Register (BKR)	0	2	-
Bureau Vertias (BV)	16	174	9.2
China Classification Society (CCS)	5	99	5.1
China Corporation Register of Shipping (CR, Taiwan)	3	44	6.8
Croatian Register of Shipping (CRS)	1	6	-
Det Norske Veritas (DNV)	17	292	5.8
Germanischer Lloyd (GL)	6	162	3.7
Honduras International Naval Surveying and Inspection Bureau (HINSIB)	0	1	-
Indian Register of Shipping (IRS)	0	18	-
Korean Register of Shipping (KR)	6	129	4.7
Lloyd's Register of Shipping (LR)	19	462	4.1
Nippon Kaiji Kyokai (NK)	34	1014	3.4
Panama Maritime Surveyors Bureau (PMS)	0	3	-
Polski Rejestr Statkow (PRS)	1	3	-
Registro Italiano Navale (RINA)	1	39	2.6
Russian Maritime Register of Shipping (RS)	2	36	5.6
Others/not classed	2	6	-
Detention not related to class	19	-	
Total	145	2753	

* Includes only ships which were detained because of deficiencies to items which were related to certificates issued by the classification society.

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				
	1995	1996	1997	1998	1999	1995	1996	1997	1998	1999
Life-saving Appliances	2624	3542	3089	2423	2030	24.84	25.97	23.17	19.29	19.01
Fire Fighting Appliances	2180	2445	2389	2491	1810	20.64	17.92	17.92	19.84	16.95
Safety in General	1401	2003	1838	1813	1373	13.26	14.69	13.78	14.44	12.85
Load Line items	1231	1664	1424	1327	997	11.65	12.20	10.68	10.57	9.33
Radio	258	332	461	564	955	2.44	2.43	3.46	4.49	8.94
Navigation Equipment	594	833	884	931	796	5.62	6.11	6.63	7.41	7.45
Propulsion and Auxiliary Machinery	569	660	605	583	464	5.39	4.84	4.54	4.64	4.34
Accommodation	360	590	767	381	316	3.41	4.33	5.75	3.03	2.96
Marpol Annex I (Oil)	255	259	340	315	308	2.41	1.90	2.55	2.51	2.88
Solas Operational Deficiencies	52	78	142	271	245	0.49	0.57	1.06	2.16	2.29
ISM Code*	-	-	-	242	214	-	-	-	1.93	2.00
Food and Catering	324	427	413	256	208	3.07	3.13	3.10	2.04	1.95
Ship's Certificates	221	177	221	184	188	2.09	1.30	1.66	1.47	1.76
Mooring Arrangements	111	181	172	160	183	1.05	1.33	1.29	1.27	1.71
Accident Prevention	61	79	129	123	151	0.58	0.58	0.97	0.98	1.41
Crew Qualifications/Crew	102	114	133	130	127	0.97	0.84	1.00	1.04	1.19
Cargo/Cargo Gear	78	101	126	137	109	0.74	0.74	0.94	1.09	1.02
Marpol Annex V (Garbage)*	-	-	-	18	70	-	-	-	0.14	0.66
Working Space	46	57	78	83	60	0.44	0.42	0.58	0.66	0.56
Marpol Operational Deficiencies	31	25	56	56	31	0.29	0.18	0.42	0.45	0.29
Alarm Signals	27	25	32	29	24	0.26	0.18	0.24	0.23	0.22
Tanker items	22	33	16	22	7	0.21	0.24	0.12	0.18	0.07
Marpol Annex III (Harmful Substances)	0	3	2	2	1	0	0.02	0.01	0.02	0.01
Marpol Annex II (Chemicals)	11	3	5	3	0	0.10	0.02	0.04	0.02	0
Other	5	7	12	14	14	0.05	0.05	0.09	0.11	0.13
TOTAL	10563	13638	13334	12558	10681					

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

Table 8 - Radio deficiencies

Deficiency Categories	Number of occurrences	Percentage of total radio deficiencies
Main radio installation	45	4.71
MF/HF radio installation	220	23.04
Inmarsat ship earth station	53	5.55
VHF radio installation	15	1.57
Facilities for receiving marine safety information	95	9.95
Satellite EPIRB 406 MHz/1.6GHz	68	7.12
Radar transponder	11	1.15
Reserve source of energy	50	5.24
Radio log	51	5.34
Operation/maintenance	114	11.94
Miscellaneous	233	24.40
Total	955	

ANNEX - LIST OF SHIPS DETAINED IN 1999

- Note : (1) Not all ships were detained as a result of defects in items which were related to certificates issued by the Classification Society.
 (2) Ship detained on more than one occasion.
 (3) Time that vessel was delayed beyond its scheduled sailing time.
 (4) "-" indicates information not applicable or not available.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
29 EKIM	7530975	Turkey	American Bureau of Shipping	55
A. ALAMDAR	7374204	Liberia	Lloyd's Register of Shipping	24
AFROS	8124280	Cyprus	American Bureau of Shipping	Nil
AL FARES	5202122	Saint Vincent & the Grenadines	Registro Italiano Navale	120
AN NOORU	7375325	Panama	Bureau Veritas	19
ANANGEL EAGLE	8103846	Greece	Lloyd's Register of Shipping	Nil
ANANGEL EXPRESS	8004650	Greece	Bureau Veritas	Nil
ANOMIS	7233711	Liberia	Lloyd's Register of Shipping	Nil
ARETE	8702795	Bahamas	American Bureau of Shipping	32
ARKTIS QUEEN	8702355	Denmark	Lloyd's Register of Shipping	2
ARKTIS SIRIUS	8619027	Denmark	Lloyd's Register of Shipping	2
ASIA STAR	7900065	Hong Kong	Germanischer Lloyd	Nil
ASSETS ENERGY	8025032	Singapore	Nippon Kaiji Kyokai	25
ATLANTIC SAPPHIRE	8401250	Panama	Nippon Kaiji Kyokai	Nil
AUTOMOBIL ACE	7924437	Panama	American Bureau of Shipping	57
BANOWATI	9168233	Panama	Bureau Veritas	Nil
BAUMARE II	8517578	Norway	Det Norske Veritas	Nil
BIANCA	7929762	Panama	Nippon Kaiji Kyokai	72
BLAZING RIVER	9072628	Philippines	Nippon Kaiji Kyokai	Nil
BRIGIT	7326659	Panama	Lloyd's Register of Shipping	Nil
BUNGA ORKID EMPAT	9110353	Malaysia	Det Norske Veritas	Nil
CALATAGAN	8201337	Philippines	Lloyd's Register of Shipping	7
CAPE NELSON	8124931	Liberia	Korean Register of Shipping	Nil
CAPITAINE BLIGH	8317978	Antigua & Barbuda	Germanischer Lloyd	16
CAPITAINE MAGELLAN	8915873	Cyprus	Lloyd's Register of Shipping	Nil
CHINA SPIRIT	9041019	Liberia	American Bureau of Shipping	Nil
CLIPPER FIESTA	9168154	Bahamas	American Bureau of Shipping	Nil
COSMOWAY	8403143	Panama	Nippon Kaiji Kyokai	Nil
CRYSTAL BULKER	9116280	Philippines	Nippon Kaiji Kyokai	Nil
DAEBO GEMMA	8400311	Korea, Republic of	Korean Register of Shipping	Nil
DANIELLA	8718873	Netherlands	Lloyd's Register of Shipping	23
DIMITRIS A	8028137	Greece	Det Norske Veritas	29
DIRECT EAGLE	7526728	Bahamas	Bureau Veritas	21
DIRECT FALCON	9150406	Liberia	Germanischer Lloyd	14
DIRECT FALCON	7526704	Bahamas	Bureau Veritas	1
ECO CHALLENGE	8029507	Malaysia	Nippon Kaiji Kyokai	Nil
ECO CHAMPION	8214906	Malaysia	Nippon Kaiji Kyokai	Nil
ECO CHAMPION ²	8214906	Malaysia	Nippon Kaiji Kyokai	52
EDIP KARAHASAN	8901810	Turkey	American Bureau of Shipping	Nil
ENERGY EXPLORER	9052862	Panama	Nippon Kaiji Kyokai	Nil
ENERGY ORPHEUS	9046784	Panama	Nippon Kaiji Kyokai	Nil

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 (4) "-" indicates information not applicable or not available.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
ENTERPRISE	8321890	Norway	Det Norske Veritas	28
EVER BLESSING	8026892	Taiwan	China Corporation Register of Shipping	Nil
FORTUNE LIGHT	8600167	Panama	Nippon Kaiji Kyokai	Nil
GARDENIA ACE	7927415	Panama	Nippon Kaiji Kyokai	38
GENERAL MOJICA	8201349	Philippines	Lloyd's Register of Shipping	66
GINA IULIANO	8807026	Italy	Registro Italiano Navale	45
GOLDEN ALOE	9154610	Philippines	Bureau Veritas	Nil
GREEN ISLAND	9132674	Panama	Nippon Kaiji Kyokai	Nil
H.HASAN YARDIM	8307832	Turkey	American Bureau of Shipping	Nil
HAKULA	8508929	Tonga	Lloyd's Register of Shipping	4
HANDY LILY	8210388	Philippines	Nippon Kaiji Kyokai	119
HANNOVER	8519722	Liberia	Germanischer Lloyd	Nil
HAYDAR	7930682	Turkey	Lloyd's Register of Shipping	Nil
HIGH CHALLENGE	9174608	Liberia	American Bureau of Shipping	Nil
HUDSON TRADER	9133290	Philippines	Bureau Veritas	Nil
HWANG TONG	-	-	Not classed	-
INGOLSTADT	8602816	Panama	Nippon Kaiji Kyokai	18
IOANNIS M	7621932	Cyprus	Nippon Kaiji Kyokai	Nil
IRAN CHAMRAN	8309610	Iran	Lloyd's Register of Shipping	1
IRAN DEYANAT	8107579	Iran	Det Norske Veritas	4
IRAN JAMAL	8320133	Iran	Det Norske Veritas	23
IRAN SHARIATI	8309696	Iran	Det Norske Veritas	Nil
JAG RASHMI	8005111	India	Indian Register of Shipping	Nil
JOYAMA	8406054	Panama	Nippon Kaiji Kyokai	Nil
JULIANA	8419374	Malaysia	Nippon Kaiji Kyokai	22
K.CAMELLIA	8813673	Panama	Korean Register of Shipping	Nil
KARAMEA	7700398	New Zealand	Bureau Veritas	51
KHUDOZHNIK ZHUKOV	7614317	Russian Federation	Russian Maritime Register of Shipping	36
LAKE ARTHUR	8207812	Marshall Islands	Det Norske Veritas	Nil
LAMBERT MARU	8200448	Japan	Nippon Kaiji Kyokai	Nil
LANCELOT	8018089	Malta	Bureau Veritas	1
LEVIN	8103755	Singapore	Germanischer Lloyd	4
LING SHUI 5 HAO	7374981	China	China Classification Society	138
M.AKSU	7433672	Turkey	American Bureau of Shipping	192
M.G.TSANGARIS	8010843	Panama	Lloyd's Register of Shipping	Nil
MAASMOND	7103136	Tonga	Bureau Veritas	Nil
MAGELLAN MARU	8512839	Panama	Nippon Kaiji Kyokai	Nil
MAKSIM MIKHAYLOV	7614379	Russian Federation	Russian Maritime Register of Shipping	9
MARATHA MEMORY	9118678	India	Bureau Veritas	Nil
MARIENVOY	8020575	Liberia	Bureau Veritas	Nil
MARINA MAS	7919767	Indonesia	Biro Klasifikasi Indonesia	49

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 (3) Time that vessel was delayed beyond its scheduled sailing time.
 (4) “-” indicates information not applicable or not available.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
MARINEOS	6503963	United Arab Emirates	Lloyd's Register of Shipping	Nil
METAXATA	8316091	Greece	Lloyd's Register of Shipping	Nil
MILLENIUUM HAWK	8200503	Cayman Islands	Det Norske Veritas	Nil
MIN NOBLE	7929968	Panama	Lloyd's Register of Shipping	Nil
MING MERCY	8026919	Taiwan	China Corporation Register of Shipping	28
MIRA	8313063	Malta	Det Norske Veritas	48
MIRNA	7908794	Croatia	Croatian Register of Shipping	95
MSC MONICA	9060649	Panama	Germanischer Lloyd	Nil
MSC VIVIANA	7373418	Panama	Bureau Veritas	Nil
MULBERRY	8716124	Panama	Nippon Kaiji Kyokai	Nil
NAN SHAN	7433490	Saint Vincent & the Grenadines	China Classification Society	Nil
NEGO NOMIS	8511720	Hong Kong	Nippon Kaiji Kyokai	Nil
NEPTUNE STORM	7350002	Saint Vincent & the Grenadines	Bureau Veritas	54
NOPPORN NAREE	7825033	Thailand	Nippon Kaiji Kyokai	199
NORDASIA	9178329	Denmark	American Bureau of Shipping	30
OCEAN HOPE II	9108594	Panama	Nippon Kaiji Kyokai	Nil
OCEAN HOST	8024399	Korea, Republic of	Korean Register of Shipping	Nil
OCEAN KOREA	8113516	Korea, Republic of	Korean Register of Shipping	Nil
OCEAN KOYO	8417962	Panama	Nippon Kaiji Kyokai	Nil
OCEAN MERCURY	8872136	Singapore	Bureau Veritas	10
OCEAN MERCURY ²	8872136	Singapore	Bureau Veritas	Nil
OOCL EXPORTER	7526493	Liberia	American Bureau of Shipping	36
ORIENT HONESTY	7916571	Panama	Nippon Kaiji Kyokai	48
OTAVA	8602373	Slovakia	Lloyd's Register of Shipping	16
PACIFIC CHUNGSAM	7391850	Taiwan	China Corporation Register of Shipping	108
PACIFIC GAS	8915421	Vanuatu	American Bureau of Shipping	Nil
PACIFIC JASMIN	7427714	Liberia	Nippon Kaiji Kyokai	Nil
PANAMAX STRENGTH	8204420	Cyprus	American Bureau of Shipping	Nil
PERNAS AMANG	8316596	Malaysia	Det Norske Veritas	48
POS BRAVERY	9037721	Panama	Korean Register of Shipping	Nil
PROPONTIS	7903275	Cyprus	American Bureau of Shipping	Nil
PRUDENCE	8314823	Cayman Islands	American Bureau of Shipping	10
SAN PEDRO	7628370	Papua New Guinea	Not classed	144
SANKO MOON	8307040	Panama	Nippon Kaiji Kyokai	Nil
SANYO MARU	8315308	Japan	Nippon Kaiji Kyokai	Nil
SEA BIRD	8117328	Malta	Bureau Veritas	Nil
SEA GOOD VANESSA	9195183	Singapore	American Bureau of Shipping	13
SEA PREMIER	8024284	Norway	Det Norske Veritas	Nil
SEA SWIFT	8300511	Panama	Nippon Kaiji Kyokai	Nil
SHOYOH	8908765	Panama	Nippon Kaiji Kyokai	Nil
SILVER SEN	8025290	Saint Vincent & the Grenadines	China Classification Society	Nil

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 (2) Ship detained on more than one occasion.
 (3) Time that vessel was delayed beyond its scheduled sailing time.
 (4) “-” indicates information not applicable or not available.

Ship Name	IMO Number	Flag	Classification Society ¹	Delay ³ (hours)
SILVER ZHANG	8508187	Panama	Bureau Veritas	12
SINCERE GEMINI	8300391	Panama	American Bureau of Shipping	54
SINCERE SUCCESS	9019030	Hong Kong	Nippon Kaiji Kyokai	Nil
SOUTHERN LION	9175729	Panama	Nippon Kaiji Kyokai	1
STAR BIRD	9041423	Denmark	Germanischer Lloyd	Nil
STAR MICHALIS	8318697	Greece	Det Norske Veritas	Nil
STAVANGER BREEZE	8313128	Norway	Det Norske Veritas	2
SUMMER BREEZE	8410586	Bermuda	Det Norske Veritas	Nil
SUN P	7929970	Greece	Nippon Kaiji Kyokai	8
SUNNY CLIPPER	7506493	Liberia	Lloyd's Register of Shipping	163
SWAN ARROW	7395026	Bahamas	Det Norske Veritas	Nil
TAMDHU	8519459	Philippines	Nippon Kaiji Kyokai	Nil
TANCRED	8605167	Norway	Det Norske Veritas	Nil
TENHIRO	8517554	Panama	Nippon Kaiji Kyokai	Nil
TOMIS FUTURE	8607957	Malta	Det Norske Veritas	455
TOP GLORY	8307820	Liberia	American Bureau of Shipping	Nil
UNITY 1	7329584	Panama	Polski Rejestr Statkow	2
VISAYAN GLORY	8118360	Panama	Nippon Kaiji Kyokai	1
WAN LING	7526510	China	China Classification Society	72
WESTERN KOURION	8312758	Cyprus	Lloyd's Register of Shipping	Nil
XIANG CANG	9050539	China	China Classification Society	Nil
YELLOW ROSE	8421341	Malta	Nippon Kaiji Kyokai	12