

# PSC

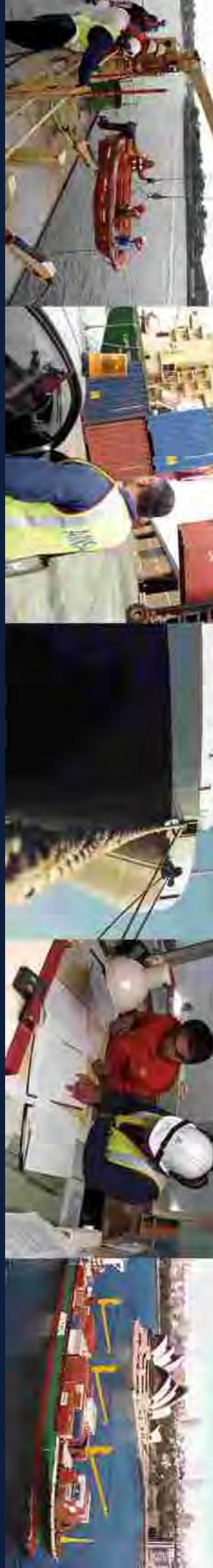
Port State Control

*Australia*



Australian Government  
Australian Maritime Safety Authority

2003 Report



# 2003 PORT STATE CONTROL REPORT



**Australia**

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## PREFACE

Safe, secure and reliable shipping is a cornerstone of the Australian economy and vital if we are to maintain the health of our seas. Sub-standard ships pose a threat to the economy, the marine environment and their crews and will not be permitted by AMSA to operate in Australian waters.

I am pleased to report that the 2003 port State control figures show that the vast bulk of foreign-flagged vessels entering Australia are complying with international shipping standards. The figures demonstrate that the shipping industry is steadily developing and implementing a true safety culture and I believe AMSA's uncompromising approach to port State control has been a significant factor in this shift.

However, the figures also show that some problems remain. While the majority of the industry is continuing to improve, a small number of shippers persist in using vessels which do not measure up to the minimum international standards. AMSA's objective remains to efficiently target its resources so this element of the industry is compelled either to meet international standards or cease operating their substandard ships.

The increased detention rate for 2003 shows that this strategy of directing maximum resources towards high risk ships is working. Our targeting system is helping to ensure that the ships with the highest risk profile are being inspected to the maximum extent possible, while lower risk ships have a correspondingly lower inspection rate. This concentration of effort towards ships with a higher probability of being below standard has led to an increasing detention rate over the past two years, but we expect the trend to plateau in 2004. At the same time the average number of deficiencies per inspection has continued to decline, indicating that the overall quality of the ships visiting Australia is improving.

Over the coming year, AMSA will continue to focus on substandard ships and to broaden our interest beyond the ship owner to include the role of ship charterers and cargo owners in bringing these ships into the Australian trade. The fight against substandard shipping requires all parties, including charterers and cargo owners, to recognise their role in valuing safety and environmental protection in their shipping decisions. At the same time, AMSA remains committed to working with those who share our goal of raising standards across the shipping industry, particularly regional forums aiming to improve ship inspection standards and improve transparency and accountability through exchange of ship inspection data.

Clive Davidson  
Chief Executive Officer  
Australian Maritime Safety Authority  
June 2004

## SUMMARY OF DETENTIONS AND INSPECTIONS

	1999	2000	2001	2002	2003
<b>Total Inspections</b>	2753	2926	2913	2842	2827
<b>Total Detentions</b>	145	125	127	166	190
<b>Detention %</b>	5.3	4.3	4.4	5.8	6.7

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## INTRODUCTION

### **Port State control - what is it and why is it necessary?**

Shipping is a truly international industry; a ship may be owned in one country, managed from another, have a multinational crew and trade to any country with a coast on the seas of the world. Regulating this industry is a suite of international Conventions aimed at ensuring the safety of the ships and their crews and the protection of the world's oceans from ship-sourced pollution. These Conventions have been developed over many years, most recently under the auspices of the International Maritime Organisation (IMO), and are constantly evolving, with new Conventions also being created as the need is perceived. The major Conventions currently accepted are the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on Load Lines, the International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and numerous technical Codes and Resolutions associated with these Conventions. Indeed, the industry does not suffer from a lack of regulations and it is not for this reason that port State control is necessary.

The entity with primary responsibility for enforcing the safety and pollution prevention regulation that applies to a ship is the Administration of the country where the ship is registered; the "flag State". This is made clear in both the international Conventions described above, and the United Nations Convention on the Law of the Sea (UNCLOS). In practice, the flag State delegates this responsibility in the vast majority of cases to "recognised organisations" which are most commonly Classification Societies. This often has the benefit that the Classification Societies have the technical resources and personnel located worldwide to service international trading ships, but also often has the disadvantage that Classification Societies are not "regulators" but a service industry paid for by the ship operators. This can lead to problems where the recognised organisation does not have suitable oversight and back up provided by the flag State.

The other crucial link in the chain of responsibility for ensuring the compliance of shipping with accepted international standards is the ship operator. Where a ship operator accepts their responsibilities and seeks to provide the necessary management and resources to enable a ship to comply with the international Conventions, the role of the flag State becomes secondary; a responsible ship operator working with a quality Classification Society can comply with the necessary international Conventions with minimal involvement by the flag State.

In practice, there have been far too many cases where ship operators have not met their responsibilities, coupled with recognised organisations who have failed to meet their obligations on ships registered in flag States with minimal oversight. When this happens, a country finds ships arriving in its ports which are unsafe and threaten the marine environment. That country, as the "port State" has the right under the international Conventions described above, to intervene to ensure that that ship does not continue to pose a threat to safety or the environment. This is port State control, and it has assumed prominence in the shipping industry, driven by the consistent failure of the other responsible parties to meet their obligations.

## Port State Control in Australia

Port State control is of particular importance to Australia due to the shipping task involved in Australia's trade - some thirty per cent of the world bulk carrier fleet called at an Australian port at least once during 2003 - and sensitivity of the Australian coastline to environmental damage. As such, Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This program is administered by the Australian Maritime Safety Authority, AMSA, which employs 42 Marine Surveyors strategically located at 14 Australian ports. These Marine Surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections and marine qualifications duties. During 2003 they inspected ships at 61 Australian ports, many in remote parts of Australia which required them to travel considerable distances at short notice. All AMSA Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree, and trained in AMSA's ship inspection procedures before commencing their duties. They are also subjected to regular review and audits under an internal audit program specifically tailored to ship inspections, while the processes are subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

AMSA endeavours to inspect a minimum of fifty per cent of "eligible" ships arriving at Australian ports, prioritising ships for inspection on a risk management basis to ensure that inspection resources are most effectively allocated. "Eligible" in the above context means the ship has not been inspected in the previous six months, or three months for passenger ships and tankers over 15 years old. For an analysis of the effectiveness of this targeting system and actual inspection rates achieved, see the section following on the Ship Inspection Task in 2003.

## Flag State Inspections in Australia

Flag State inspections are carried out on Australian ships in the same manner and with the same frequency as port State control inspections. Australia has delegated statutory surveys required under the various maritime conventions for ships under its flag to six prominent Classification Societies (Recognised Organisations) with which it has agreements in place. These agreements are made in accordance with the "Guidelines for the authorisation of organisations acting on behalf of the Administration" contained in IMO Assembly Resolution A.739(18). Several strategies are employed by AMSA to ensure that Australian flagged ships continue to meet the necessary standards:

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

When a vessel is found to be unseaworthy it is detained in the same manner as for a foreign ship during a PSC detention. Subsequent to any such action with Australian ships rigorous follow up to establish the root cause of the system failure that led to a detention is carried out.

## Regional Cooperation

The IMO Assembly Resolution A.682(17) "Regional Cooperation in the Control of Ships and discharges" recognised that more effectiveness could be gained from regional cooperation in port State control rather than by States acting in isolation. The key to such regional cooperation is ensuring that substandard ships do not have ports where they can call with impunity, and that member States share information on inspection results and ensure follow-up of deficiencies found during inspections which may not be able to be rectified in the initial inspection port.

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

## Focused Inspection Campaigns and Concentrated Inspection Campaigns

Periodically, a need is identified to pay particular attention to a specific aspect of ship safety, operations or pollution prevention. This may be done as a purely Australian initiative to deal with issues of particular concern to Australia, or on a regional basis to deal with issues of concern across all the member States of one or more of the regional agreements on port State control. When Australia carries out inspection campaigns in isolation AMSA refers to these as Focused Inspection Campaigns (FIC) to differentiate them from those carried out on a regional basis, which are usually referred to as Concentrated Inspection Campaigns (CIC).

## AMSA's Ship Inspection Database

AMSA maintains a ship inspection database, referred to as "Shipsys2000", which is used to record:

- Ship identification and ownership data.
- Ship details and dimensions.
- Ship arrival information; with associated generation of risk factor.
- Port State control inspection results
- Flag State control inspection results
- Cargo related inspection results
- FIC results
- Ship related incidents.

It is from this database that the information used in this report is extracted.

The system exchanges data with various other systems, most notably the Tokyo MOU information system, APCIS. It is planned to have a similar data exchange facility with the Indian Ocean MOU information system (IOCIS) when it comes on line.

During 2003, various enhancements were made to the system and the design of a facility to allow the system to store digital images was commenced. This facility should be complete in mid-2004 and will allow easy storage and retrieval of digital photographs taken by AMSA Surveyors during PSC inspections.

## 2003 RESULTS

### The Ship Inspection Task in 2003

#### Industry Activity

AMSA recorded 17,585 arrivals by 3201 individual foreign-flag ships at 72 ports over the year - 47 of these ports had less than 100 ship arrivals in the year, while 16 had more than 300 arrivals. 2,978 of these ships were eligible for inspection on at least some of their port visits and 2,313 of these (78%) were inspected on one or more occasions during the year.

The operating patterns of these ships vary considerably, with 837 (26%) making a single port call in Australia in the year, while 174 foreign flag ships (5%) made more than 20 port visits (some of these had permits to engage in coastal trading).

Compared to 2002, there was an overall four per cent increase in ship gross tonnage, suggesting that, on average, slightly larger ships were visiting Australia. The strong demand for iron ore exports has boosted port arrivals at Dampier and Port Hedland in 2003 by an average seven per cent, with gross tonnage rising by nine per cent over 2002 levels across those two ports.

Of the larger ports, Port Botany, Port Adelaide, Port Hedland, Port Walcott and Cairns all experienced growth in excess of ten per cent in shipping traffic in 2003 compared to 2002, although the growth at Port Botany was partially offset by a fall in activity at Port Jackson, i.e., there was some shift in traffic between the two Sydney ports - net growth across these two ports was about four per cent in ship visits and eight per cent in gross tonnage. Some of the larger bulk ports on the east coast showed little growth in shipping traffic, perhaps due to capacity constraints.

The length of time that ships spent in port varied somewhat, with thirty per cent in port for not more than one day and only ten per cent in port for more than three days. This means that there are limited windows of opportunity for inspecting ships, particularly at remote ports that can be difficult to access from AMSA's 14 Offices around the coastline. AMSA addresses this issue by taking the risk rating of ships into account, so that lower risk ships are less likely to be inspected on their first port of call, if it is known that they are making a subsequent visit to a port at or close to an AMSA Office. On the other hand, AMSA is much more likely to send a Surveyor to a remote port to inspect an eligible higher risk ship on its first port call in Australia.

### Profile of the Foreign Flag Fleet

As expected, given the nature of Australia’s foreign trade, bulk carriers dominate the fleet of foreign flag ships coming to the country, accounting for sixty three per cent of all ships. Bulk carriers accounted for only forty per cent of the port visits, though, whereas container ships, which are only seven per cent of the fleet, accounted for twenty one per cent of port visits, due to their typical operating patterns of multiple port calls on each visit to Australia.

The average age of the foreign flag fleet declined a little in 2003, with fifty six per cent of the ships less than 10 years of age (54% in 2002). The age profile of the ships that visited Australia in 2003 is as follows.

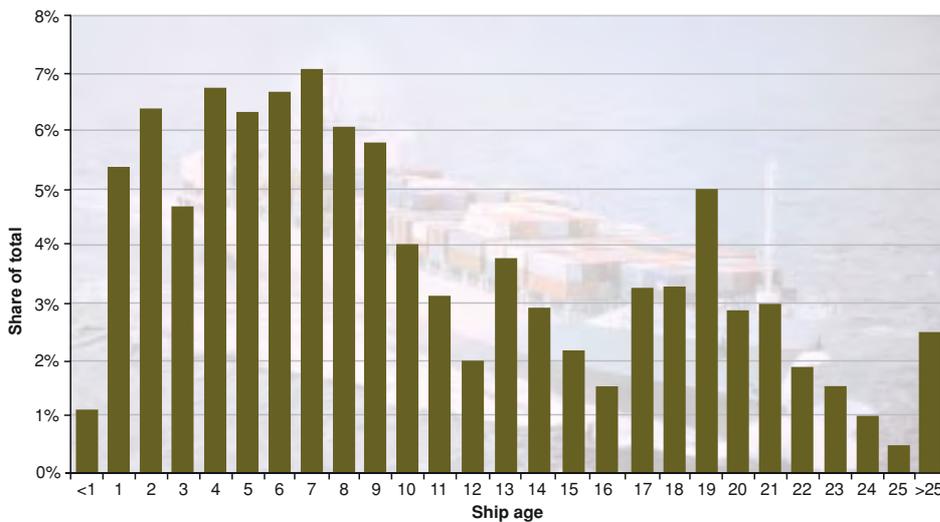


Figure 1  
Foreign fleet age profile

Ships that visited Australia in 2003 but not in 2002 - ie, those “new” to Australian trades - tended to be younger on average than the overall foreign flag fleet with thirty two per cent less than 5 years of age (see chart below).

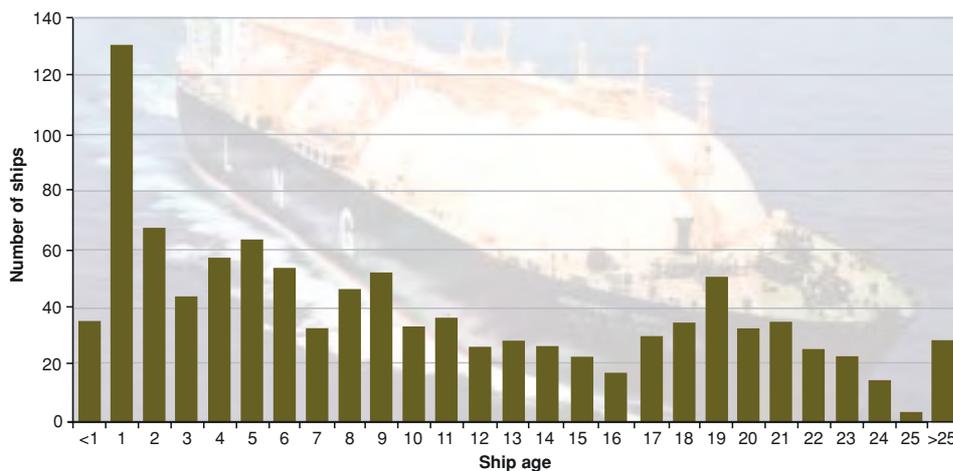


Figure 2  
Age profile of ships that visited Australia in 2003 but not in 2002

### Prioritisation of Ship Inspections

There is a complex mix of factors that need to be taken into consideration when selecting ships for inspection. The diversity of the geographical spread, number and frequency of visits by foreign-flag ships, combined with finite Surveyor resources, means that not all ships can be inspected when eligible. Accordingly, decisions need to be made as to which ships should be inspected so that the Surveyor resources are used effectively. This may mean that a Surveyor travels to a remote port to inspect a higher risk ship rather than inspect two lower risk ships in the same timeframe at a local port. Another consequence of this approach is that lower risk ships are given lower priority and are inspected less often and longer after becoming eligible than higher risk ships.

An important part of this selection process is AMSA's ship inspection decision support system, which allocates a risk factor to each eligible ship on arrival using a statistically based approach. AMSA's Surveyors consider this risk factor in the context of their knowledge of the ships and operators concerned when making the final decision as to which ships are to be inspected.

The results of this approach are shown in the following table:

Eligible port visit at which inspected	Share of inspections for each group				Overall
	High risk group	Medium high risk group	Medium low risk group	Low risk group	
First	89%	78%	65%	51%	73%
Second	9%	16%	21%	25%	17%
Third	1.5%	5%	8%	14%	6%
Fourth	0.5%	1%	4%	5%	2%
Fifth	0%	0%	1%	3%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>99%</b>	<b>98%</b>	<b>99%</b>

This shows that 98% of inspections of high risk group ships were inspected within the first two port calls after becoming eligible for PSC inspection, whereas for the low risk group ships only 76% of inspections occurred within the first two port calls.

### Effectiveness of Risk Management Strategy

AMSA has been recording ship port arrivals and allocating risk factors to ships since late in 2001. This means that an analysis can now be undertaken of the PSC inspections over this time to see if the risk factor has value; that is, are ships that have been allocated a higher risk factor more likely to have been detained?

A comparison of the risk factor allocated on arrival to ships eligible for inspection and the actual detention rate of such ships after PSC inspection (see chart below) shows a clear relationship, in that the higher the risk factor, the more likely a ship is to be detained. This indicates that the risk factor used by AMSA is a useful indicator of the likelihood of a ship being found to be unseaworthy. The risk factor allocation system used by AMSA is updated from time to time and an improved formula was adopted in October 2003.

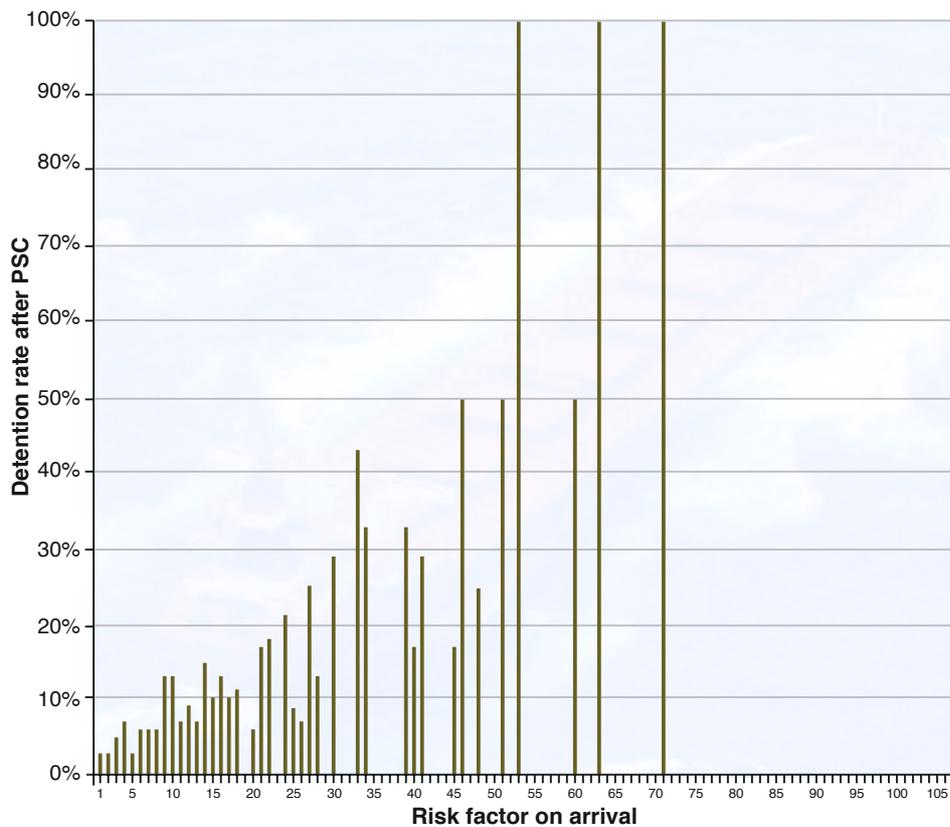


Figure 3  
Risk factors vs  
detention rate 2003

### Single Visit Ships

The effectiveness of AMSA's PSC inspection program is not judged simply on overall inspection rates, as there are particular subsets of the foreign flag fleet visiting Australia that need to be considered in isolation. One of these groups is those ships that make only one port visit to Australia in a year. These accounted for a little over a quarter of the ships that visited Australia in 2003 and most were eligible for inspection. These ships thus provided only one opportunity for inspection.

To be considered effective, AMSA's PSC inspection program needs to have sufficient capability to ensure that the inspection rates of these single-visit ships is sufficient, given their risk profile. The inspection rates indicated below demonstrate that AMSA's PSC inspection program is also effective at covering those ships that make only a single visit to Australia in a year.

Risk group	Number of single visit ships	Number eligible for inspection	Number inspected	Inspection rate
High risk	270	229	219	96%
Medium high	112	102	71	70%
Medium low	261	237	94	40%
Low risk	194	176	47	27%
<b>Totals</b>	<b>837</b>	<b>744</b>	<b>428</b>	<b>58%</b>

## Inspection Results in 2003

### Number of Inspections

A port State control inspection of a ship in an Australian port begins with an initial visit where the Surveyor attempts to gain an impression of the overall condition of the ship. If during this initial inspection deficiencies or clear grounds are established for carrying out a more detailed inspection, then this may be carried out. If deficiencies are found during the inspection that cannot be rectified during the Surveyor's time on board, then a follow-up visit may be necessary to ensure that necessary repairs are carried out. In certain cases where it is safe to do so, a ship may be permitted to carry out repairs within a certain time frame, and this may require follow up during subsequent port calls, either in Australia or other member countries of the Indian Ocean MOU or Tokyo MOU.

During 2003, a total of 2827 initial inspections were carried out on ships in 61 Australian ports; this total is in line with recent years results, as can be seen in figure 4. The slight decrease in total inspections over recent years is a result of the efforts being taken to increase inspection effort on the smaller, high risk section of the industry while reducing inspection effort on the larger, lower risk section. 783 follow up inspections were necessary to ensure rectification of deficiencies.

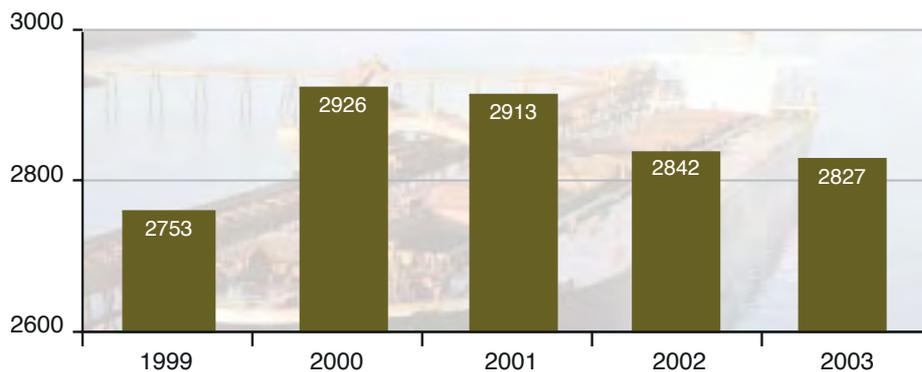


Figure 4  
Number of inspections

When considering the breakdown of ships inspected by ship type, bulk carriers make up the majority (59%), reflecting the nature of Australia's trade, while container ships, general cargo ships and tankers collectively make up another 25%.

Tables 1 to 3 show the breakdown of inspections by port, flag and ship type.

## Deficiencies

Where it is found during an inspection that any aspect of a ship's equipment or operation does not comply with the international Conventions relevant to the ship a deficiency may be recorded in the inspection report issued to the ship. The extent of non-compliance is assessed by the Surveyor and discretion is used to determine the time period in which the deficiency must be rectified. Depending upon the seriousness of the deficiency it may be required to be rectified before the ship departs, at the next port, within 14 days, within 3 months or some other specific requirement determined by the Surveyor. Serious deficiencies which pose an immediate threat to safety or the environment will result in the ship being detained until rectified.

Common examples of areas where deficiencies may arise include:

- 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.
- Wastage or cracking of the ship's structure.
- Crew certification not complying with the requirements of the applicable Convention.
- Factors related to the Safety Management System (ISM Code).
- SOLAS and MARPOL operational issues.

During 2003 a total of 6841 deficiencies were found during all initial and follow up inspections. This gives a deficiency rate of 2.4 deficiencies per inspection, a further decrease over the previous year continuing the trend which AMSA believes indicates a continuing improvement in ship standards.

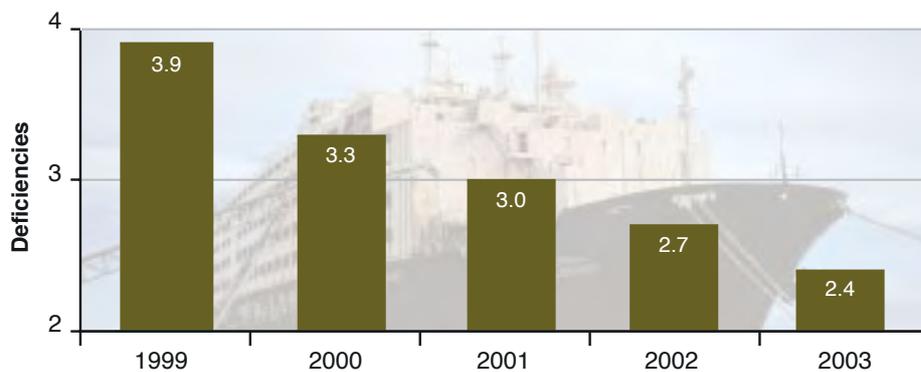


Figure 5  
Average number of deficiencies per inspection

The number of deficiencies by category is shown for the past five years in table 4. Notably, safety of navigation deficiencies increased from 10.8% to 13.7% of all deficiencies, which is likely to have been due to the impact of the Focused Inspection Campaign described below. Similarly, the slight increase in the areas of load line and stability/structure is most likely due to Australia's participation in the Tokyo MOU Concentrated Inspection Campaign on bulk carriers which required increased attention to these areas on bulk carriers. The number of ISM related deficiencies also continues to rise as AMSA Surveyors encourage ship operators to investigate the root cause of other deficiencies. Following the aberrant number of deficiencies related to crew qualifications in 2002, largely due to the end of transitional arrangements associated with the introduction of STCW 95, the numbers in this category have reduced to more normal levels.

### ***Focused Inspection Campaign Results***

During 2003, only one Focused Inspection Campaign (FIC) was carried out in Australia. This campaign was intended to raise awareness about the operational aspects of SOLAS Chapter V, in particular those relating to voyage planning and safety of navigation.

AMSA Surveyors inspected 670 vessels during the campaign resulting in 325 related deficiencies. The largest of these categories was for navigational charts not being corrected with the appropriate Notices to Mariners (19%). The second highest percentage of deficiencies (13%) was attributed to unsuitable nautical charts or publications. It is significant that a third of all the deficiencies recorded in this campaign (32%) resulted from inadequacies in nautical charts or publications in some form. The third highest area of deficiencies (12%) was for the reception of maritime safety information while the fourth highest area of deficiencies (10%) was for the failure of the voyage plan to consider all necessary factors.

## Detentions

A ship is detained when the deficiencies observed during an inspection are considered by the inspecting Surveyor to pose an immediate threat to safety or the environment. In making this decision, the international maritime safety and pollution prevention Conventions are the source of the standard applied and the decision is generally made in consultation with the Surveyor's manager or senior Surveyor. Subsequently, AMSA follows international Convention requirements to inform the flag State of the ship and the Recognised Organisation that issued the statutory certificates relevant to the detainable deficiencies. Details of the detention are subsequently reported to the IMO.

Serious deterioration of the hull structure, overloading or defective equipment such as life saving, radio and fire-fighting appliances would be considered as deficiencies serious enough to render a ship unseaworthy. Vessels which seriously breach the provisions of Marine Orders Part 11 (Substandard Ships), which reflects the requirements of ILO147, may also be detained in order to rectify conditions which pose a threat to the welfare of ships crews.

In 2003, 190 vessels were detained because of serious defects found, giving the annual detention rate of 6.7%. Table 6 shows these detentions by ship type; notably, the detention rate for container ships was 10% for the year, well above the overall rate. On a positive note, oil tanker detention rate was 2.9%, well below the average.

The following figure attempts to compare the performance of the different ship types inspected with respect to detentions. Where the percentage of ships detained is higher than the percentage of ships inspected this indicates that that ship type is overrepresented for detentions. So we see that oil tankers and vehicle carriers performed well, while container ships and general cargo ships are of concern and may need additional attention from the inspection program. If future statistical analysis shows it to be necessary, the risk factor calculation in AMSA's ship inspection database may need adjusting to reflect the higher risk these ships have of detention. However, it may prove to be more effective to target particular ship operators.

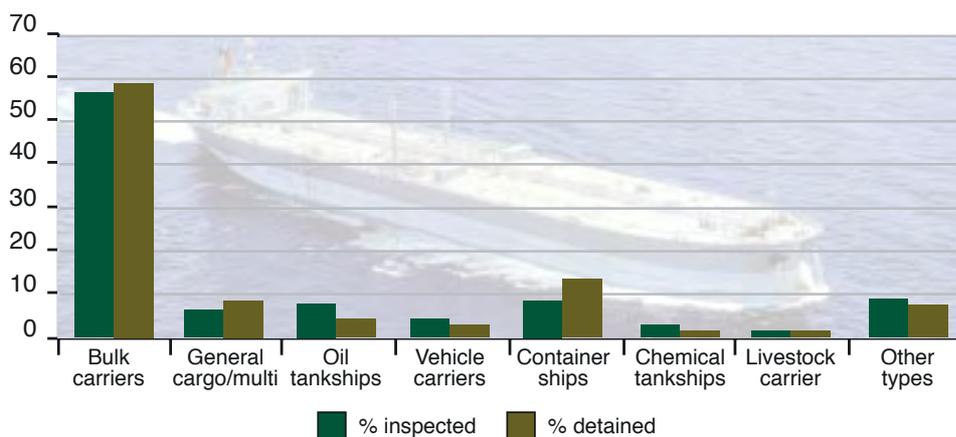


Figure 6  
Percentage of ships inspected compared with percentage of ships detained - by ship type

Looking at detentions by ship flag, shown on table 7, ships from 32 flag States had defects serious enough to warrant detention. Considering ships from flag States which had more than 10 inspections, three countries had detention rates over 20% and six countries had detention rates between 10% and 20%. AMSA's ship inspection database takes ship flag into account when allocating a risk factor to that ship.

The following figure shows the major deficiency categories which resulted in detentions during the year.

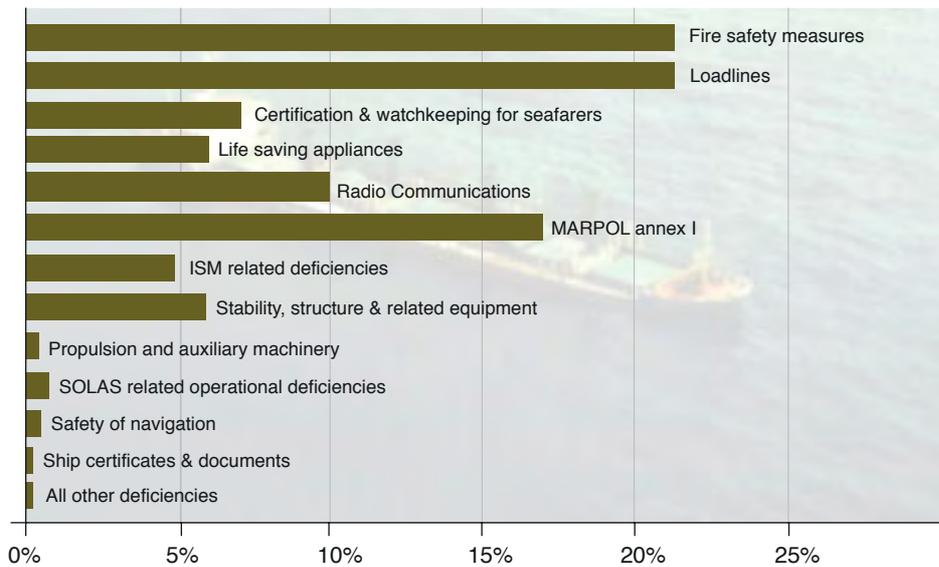


Figure 7  
Deficiencies as a percentage of detentions

Approximately 60% of detainable deficiencies were related to fire safety measures, load lines and oil pollution prevention; this is a significant change from 2002 when these categories made up only 43% of detainable deficiencies. Lifesaving appliances, crew certification and radio communications deficiencies have all dropped in significance at the same time.

Exactly why simple hardware deficiencies should continue to be such a high cause for detention in an environment where every ship has in place an audited and certificated safety management system requires further investigation. It may indicate that these safety management systems are not operating effectively.

Engine room fire dampers are the most significant cause for detention under the fire safety measures category. This item is checked on every inspection carried out by AMSA, yet examples such as those shown here continue to be found, where the damper is not just seized, but almost totally wasted away.



Engine room fire dampers are the most significant cause for detention

Load line issues are another major cause for concern. Should a laden bulk carrier encounter heavy weather then these items will be critical to ensuring the safety of the ship and her crew, yet defects like those shown here remain common.



*Load line issues are another major cause for concern*

Structural issues, while becoming less common, are still found. Such defects pose a direct threat to the safety of the ship and crew, yet they are still found on ships with not only a certificated safety management system in place, but also an enhanced survey program as required by SOLAS XI. AMSA Surveyors will be making further efforts in the face of such deficiencies in future to establish where systems failed, allowing these defects to go undetected.



*Structural issues, while becoming less common, are still found*

### ***Responsibility of Recognised Organisations***

Since the start of 2002, AMSA Surveyors have been required to assess detainable deficiencies to decide if responsibility for that deficiency should be allocated to the recognised organisation responsible for carrying out the statutory survey of that item. The procedures for this and criteria used for assessment are those adopted by the Tokyo MOU and are identical to those used by the Paris MOU and United States Coast Guard.

The following table shows the total number of detainable deficiencies found on ships classed by the recognised organisations listed. The number of these deficiencies that were assessed as the responsibility of the recognised organisation is also listed as a percentage of the total.

Recently, several of the major recognised organisations have significantly improved their processes to follow up on the causes of detainable deficiencies and provided feedback on the actions taken to prevent recurrence. AMSA appreciates these efforts, and hopes to see all recognised organisations follow this approach in future.

Ship Recognised Organisation (RO)	RO Responsible detainable deficiencies	Total detainable deficiencies	RO Responsible as percentage of total detainable
American Bureau of Shipping	11	35	31.43%
Bureau Veritas	17	43	39.53%
China Classification Society	7	13	53.85%
China Corporation Register of Shipping	5	11	45.45%
Croatian Register of Shipping	1	4	25.00%
Det Norske Veritas	16	53	30.19%
Germanischer Lloyd	15	37	40.54%
Indian Register of Shipping	2	4	50.00%
Korean Register of Shipping	2	4	50.00%
Lloyd's Register of Shipping	29	95	30.53%
Nippon Kaiji Kyokai	25	93	26.88%
Registro Italiano Navale	1	9	11.11%
Russian Maritime Register of Shipping	7	10	70.00%
Overall	138	411	33.60%

**Table 1 – Total ships inspected by port***All Sydney arrival statistics are now listed under Port Jackson*

Port	Number of Inspections				
	1999	2000	2001	2002	2003
Abbot Point	11	12	6	12	10
Albany	6	9	9	11	10
Ardrossan	4	5	3	3	0
Barrow Island	0	1	0	0	0
Barry Beach	6	2	2	1	0
Bell Bay	27	22	28	31	25
Bing Bong Creek	0	1	0	0	0
Brisbane	181	200	252	248	255
Broome	0	1	1	1	0
Bunbury	46	66	60	68	74
Bundaberg	1	4	3	2	1
Burnie	4	8	9	17	19
Cairns	15	20	28	29	20
Cape Cuvier	0	2	0	1	1
Cape Flattery	0	0	2	1	1
Christmas Island	1	1	0	3	2
Dampier	198	255	255	266	231
Darwin	89	78	65	89	62
Derby	1	0	0	2	0
Devonport	1	4	4	2	3
Eden	3	1	0	2	4
Esperance	12	15	13	19	6
Exmouth	0	0	0	0	0
Fremantle	93	86	119	127	142
Geelong	95	117	122	65	65
Geraldton	3	16	21	26	26
Gladstone	121	139	178	135	172
Gove	13	12	25	10	11
Griffin Venture Terminal				0	1
Groote Eylandt	9	7	8	12	8
Hay Point / Dalrymple Bay	149	126	173	160	185
Hobart	5	4	4	2	8
Karumba	6	9	3	5	4
Kurnell	21	20	11	18	19
Kwinana	208	201	185	189	185
Lucinda	0	4	3	6	6

Port	Number of Inspections				
	1999	2000	2001	2002	2003
Mackay	18	8	23	8	10
Melbourne	172	155	137	137	153
Mourilyan	7	8	7	10	4
Newcastle	296	342	272	298	255
Onslow	0	0	3	1	2
Other (West)			1	1	3
Point Wilson	2	2	1	0	0
Port Adelaide	75	77	98	82	66
Port Alma	3	5	5	11	7
Port Bonython	5	6	5	1	2
Port Botany	158	148	115	109	130
Port Giles	4	4	7	4	7
Port Hedland	127	173	154	156	159
Port Jackson	162	133	121	99	92
Port Kembla	132	150	120	116	88
Port Latta	4	3	1	2	3
Port Lincoln	14	10	7	10	15
Port Pirie	13	9	13	13	7
Port Stanvac	13	20	19	11	7
Port Walcott	52	71	49	59	72
Portland	33	39	33	16	35
Risdon				0	2
Saladin Marine Terminal			1	0	0
Spring Bay	4	6	6	3	8
Stanley				0	1
Thevenard	6	4	6	4	3
Townsville	61	69	56	74	93
Useless Loop	0	2	4	7	7
Vanarus Island Terminal				1	1
Wallaroo	31	13	25	18	8
Weipa	2	7	9	12	17
Westernport (Hastings)	22	12	17	12	7
Whyalla	5	2	5	2	7
Yamba	2	0	0	1	0
Yampi Sound			1	1	
<b>Total</b>	<b>2752</b>	<b>2926</b>	<b>2913</b>	<b>2842</b>	<b>2827</b>

**Table 2 – Total ships inspected by flag State**

Flag State	Number of Inspections				
	1999	2000	2001	2002	2003
American Samoa			1	0	0
Anguilla	0	1	0	0	0
Antigua and Barbuda	18	20	21	25	25
Bahamas	126	136	138	144	178
Bahrain				1	0
Bangladesh	1	0	0	0	0
Barbados	2	3	2	2	3
Belgium	0	2	0	2	1
Belize	4	7	7	4	2
Bermuda	19	32	34	24	28
Brazil	2	0	2	1	0
Bulgaria	2	1	0	0	0
Cambodia				1	0
Cayman Islands	6	8	10	5	11
Channel Islands	0	0	2	0	0
Chile				0	1
China	79	78	53	45	79
Cook Islands	0	0	0	0	0
Croatia	6	5	4	7	4
Cyprus	108	106	129	127	129
Czech Republic	0	0	0	0	0
Denmark	38	53	47	22	29
Egypt	7	11	12	11	6
Estonia	0	0	0	0	0
Fiji	1	3	4	4	3
France	17	15	17	16	15
French Antarctic Territory	0	0	0	0	1
Germany	22	27	19	18	6
Gibraltar	1	1	2	2	4
Greece	102	100	109	135	119
Honduras	2	1	0	1	0
Hong Kong, China	104	145	159	177	196
India	38	33	35	35	27
Indonesia	14	10	13	10	8
Iran	22	21	31	28	9
Ireland	0	0	0	0	0
Isle of Man	26	27	38	50	40
Italy	12	14	13	17	18
Japan	71	57	69	62	52
Jordan	0	0	0	0	0
Korea (South)	46	46	47	48	61
Kuwait	9	9	9	9	8
Kyrgyzstan	0	0	1	0	0
Liberia	295	248	231	207	207
Luxembourg	1	2	1	1	1

Flag State	Number of Inspections				
	1999	2000	2001	2002	2003
Malaysia	56	66	53	48	51
Malta	48	88	73	78	75
Marshall Islands	15	19	28	37	58
Mauritius	0	0	0	1	0
Morocco				0	1
Myanmar	3	4	8	5	6
Netherlands	38	41	41	39	46
Netherlands Antilles	2	3	5	5	6
New Zealand	11	5	2	4	3
Norway	78	75	72	58	65
Pakistan	0	0	0	0	0
Panama	870	954	918	910	860
Papua New Guinea	7	5	18	14	11
Philippines	99	99	94	84	70
Poland	1	0	2	0	0
Portugal	0	0	0	1	2
Qatar	3	0	3	3	2
Russian Federation	27	24	25	16	25
Saint Helena	0	0	1	0	0
Saint Vincent and the Grenadines	24	18	18	13	14
Samoa	0	0	1	2	2
Saudi Arabia	3	4	4	2	2
Singapore	130	131	129	129	128
Slovakia	1	0	0	0	0
South Africa				0	1
Spain	1	0	0	0	0
Sri Lanka	1	2	2	1	0
Sweden	8	12	9	12	16
Switzerland	8	10	5	11	7
Taiwan	47	49	48	44	30
Thailand	16	20	9	5	10
Tonga	5	4	4	9	6
Turkey	16	24	32	24	13
Tuvalu	0	0	0	1	1
Ukraine	0	1	0	1	0
United Arab Emirates	2	2	1	0	0
United Kingdom	15	21	27	21	23
United States of America	1	2	6	2	1
Uruguay	1	0	0	0	0
Vanuatu	14	21	15	21	18
Vietnam				0	1
Others	1	0	0	0	1
Total	2753	2926	2913	2842	2827

**Table 3 – Total ships inspected by type of ship**

Ship Type	Number of Inspections					Ship Type	Number of Inspections				
	1999	2000	2001	2002	2003		1999	2000	2001	2002	2003
Bulk Carrier	1572	1723	1757	1694	1602	Oil Tanker	178	201	208	202	239
Chemical Tanker	64	72	65	68	76	Other Types	14	12	15	12	12
Combination Carrier	12	15	22	16	23	Passenger Ship	38	30	27	32	22
Container Ship	275	239	236	226	251	Refrigerated Cargo Carrier	20	24	20	18	19
Fishing Vessel	1	0	0	2	2	Ro-Ro Cargo Ship	20	14	17	22	11
Gas Carrier	61	64	58	50	53	Ro-Ro Passenger Ships	1	0	1		1
General Cargo / Multi-Purpose Ship	183	222	196	159	197	Special Purpose Vessel	4	7	15	11	6
Heavy Load Carrier	9	5	8	9	7	Tankship – Non Specified	12	5	3	1	3
High Speed Passenger Craft	7	2	2	2	0	Tugboat	12	8	5	12	9
Livestock Carrier	71	74	69	74	59	Vehicle Carrier	117	125	113	135	138
MODU & FPSO	1	0	0	3	2	Wood chip/pulp Carrier	56	68	58	64	69
Offshore Service Vessel	25	16	18	30	26	<b>TOTAL</b>	<b>2753</b>	<b>2926</b>	<b>2913</b>	<b>2842</b>	<b>2827</b>

**Table 4 – Totals and percentages of deficiency categories**

Note: the titles of some categories have been changed to better reflect function

Deficiency Categories	Number of deficiencies					Percentage of total				
	1999	2000	2001	2002	2003	1999	2000	2001	2002	2003
Life-saving Appliances	2030	1641	1375	1218	1012	19.01	17.08	15.59	16.3	14.8
Fire Safety Measures	1810	1337	1388	1181	1103	16.95	16.36	15.74	15.8	16.1
Safety in General	1373	1320	-	-	-	12.85	13.74	-	-	-
Safety of Navigation	796	937	934	803	940	7.45	9.75	10.59	10.8	13.7
Load Line items	997	918	770	630	669	9.33	9.55	8.73	8.4	9.8
Radio Communications	955	849	1206	691	520	8.94	8.84	13.68	9.3	7.6
Propulsion and Auxiliary Machinery	464	343	304	280	267	4.34	3.57	3.45	3.8	3.9
Marpol Annex I (Oil)	308	333	277	413	350	2.88	3.47	3.14	5.5	5.1
ISM Related Deficiencies	214	277	175	229	347	2	2.88	1.98	3.1	5.1
Solas Operational Deficiencies	245	275	478	360	348	2.29	2.86	5.42	4.8	5.1
Crew and Accommodation (ILO 147)	316	241	348	164	91	2.96	2.51	3.95	2.2	1.3
Food and Catering (ILO 147)	208	173	160	87	69	1.95	1.8	1.81	1.2	1.0
Mooring Arrangements (ILO 147)	183	153	151	55	43	1.71	1.59	1.71	0.7	0.6
Ship's Certificates and Documents	188	120	94	94	81	1.76	1.25	1.07	1.3	1.2
Accident Prevention (ILO 147)	151	101	177	96	82	1.41	1.05	2.01	1.3	1.2
Carriage of Cargo and Dangerous Goods	109	98	97	82	74	1.02	1.02	1.1	1.1	1.1
Marpol Annex V	70	75	83	177	145	0.66	0.78	0.94	2.4	2.1
Certification and Watchkeeping for Seafarers	127	67	69	325	112	1.19	0.7	0.78	4.4	1.6
Working Spaces	60	48	34	22	13	0.56	0.5	0.39	0.3	0.2
MARPOL Related Operational Deficiencies	31	31	23	11	12	0.29	0.32	0.26	0.2	0.2
Alarm Signals	24	18	10	2	7	0.22	0.19	0.11	0.02	0.1
Oil, Chemical Tankers & Gas Carriers	7	10	8	17	27	0.07	0.1	0.09	0.2	0.4
MARPOL Annex II (Chemicals)	0	3	2	3	0	0	0.03	0.02	0.02	0
Bulk Carriers – Additional Safety Measures			12	35	26			0.14	0.16	0.4
Stability, Structure and related items			669	472	498			7.59	6.3	7.3
All Other Deficiencies	14	5	24	12	5	0.13	0.05	0.27	0.2	0.1
<b>TOTAL</b>	<b>10681</b>	<b>9609</b>	<b>8818</b>	<b>7460</b>	<b>6841</b>					

**Table 5 – Total ships detained by ship type**

No percentages are shown where the number of inspections is less than ten.

Type	Inspected	Detained	% of ships inspected
Bulk carrier	1602	112	7.0
Chemical tankers	76	4	5.4
Combination carrier	23	2	9.3
Container ships	251	25	10.0
Fishing vessel	2	0	
Gas carriers	53	1	1.9
General cargo / multi purpose	197	18	9.1
Heavy load carriers	7	1	
High speed passenger craft		0	
Livestock carriers	59	4	6.7
MODU & FPSO	2	0	
Offshore service vessel	26	0	
Oil tankers	239	7	2.9
Other types of ships	12	1	8.3
Passenger ships	22	1	4.5
Refrigerated cargo vessels	19	3	15.8
RO-RO cargo ships	11	2	18.2
RO-RO passenger ships	1		
Special purpose ship	6	1	
Tanker, not otherwise specified	3	0	
Tugboat	9	2	
Vehicle carriers	138	5	3.7
Wood-chip carriers	69	5	7.2
<b>TOTAL</b>	<b>2827</b>	<b>190</b>	

**Table 6 – Total ships detained by Classification Society**

Classification Society	Inspected	Detained	Inspections where RO Responsible
American Bureau of Shipping	258	15	4
Biro Klasifikasi Indonesia	2		
Bureau Veritas	198	18	8
China Classification Society	120	3	3
China Corporation Register of Shipping	31	6	2
Croatian Register of Shipping	6	2	1
Det Norske Veritas	334	21	5
Germanischer Lloyd	193	17	3
Indian Register of Shipping	17	2	
Korean Register of Shipping	123	2	1
Lloyd's Register of Shipping	441	45	16
Nippon Kaiji Kyokai	1040	52	11
Registro Italiano Navale	33	3	
Russian Maritime Register of Shipping	24	4	2
other	6	0	
<b>TOTAL</b>	<b>2827</b>	<b>190</b>	<b>56</b>

**Table 7 - Total ships detained by flag**

No percentages are shown where the number of inspections is less than ten.

Flag	Inspected	Detained	% of ships inspected
Antigua and Barbuda	25	4	16.0
Bahamas	178		0
Barbados	3		
Belgium	1		
Belize	2		
Bermuda, UK	28	2	7.7
Cayman Islands, UK	11	1	9.1
Chile	1		
China	79	2	2.6
Croatia	4	2	
Cyprus	129	17	13.2
Denmark	29		0
Egypt	6	1	
Fiji	3		
France	15		0
French Antarctic Territory	1		
Germany	6	1	
Gibraltar, UK	4		
Greece	119	10	8.4
Hong Kong, China	196	7	3.6
India	27	2	7.4
Indonesia	8		
Iran	9	3	
Isle of Man, UK	40	3	7.5
Italy	18	2	11.1
Japan	52	2	3.8
Korea (South)	61	2	3.3
Kuwait	8	1	
Liberia	207	12	5.8
Luxembourg	1		
Malaysia	51	3	5.9
Malta	75	8	10.7

Flag	Inspected	Detained	% of ships inspected
Marshall Islands	58	2	3.4
Morocco	1		
Myanmar	6		
Netherlands	46		0
Netherlands Antilles	6	1	
New Zealand	3		
Norway	65	5	7.7
Panama	860	49	5.7
Papua New Guinea	11	3	27.3
Philippines	70	4	5.7
Portugal	2	1	
Qatar	2		
Russia	25	3	12.0
Saint Vincent and the Grenadines	14	3	21.4
Samoa	2	1	
Saudi Arabia	2		
Singapore	128	8	6.3
South Africa	1		
Sweden	16		0
Switzerland	7		
Taiwan, China	30	6	20
Thailand	10	1	10
Tonga	6	1	
Turkey	13	2	15.4
Tuvalu	1		
United Kingdom	23	1	4.3
United States of America	1		
Vanuatu	18		0
Vietnam	2		
Other	1		
<b>Total</b>	<b>2827</b>	<b>190</b>	

## LIST OF SHIPS DETAINED IN 2003

Ship Name	IMO Number	Flag	Recognised organisation <sup>1</sup>	Delay <sup>2</sup> (hours)	RO responsible	No. of RO responsible deficiencies
Aegiali	8613516	Greece	Nippon Kaiji Kyokai			
Agie SB	8501610	Cyprus	American Bureau Of Shipping			
Al Messilah	7924425	Kuwait	Lloyd's Register Of Shipping			
Alam Selamat	9006643	Malaysia	Lloyd's Register Of Shipping			
Aliakmon	8005783	Greece	American Bureau Of Shipping			
Alwine Oldendorff	8807193	Liberia	Lloyd's Register Of Shipping			
Amber Wave	8400531	Panama	Nippon Kaiji Kyokai		Yes	2
Anageia	8011469	Liberia	Russian Maritime Register Of Shipping			
Anangel Express	8004650	Greece	Bureau Veritas		Yes	1
ANL Pioneer	8614194	Germany	Germanischer Lloyd	114.8		
Anntoro	7102247	Norway	Bureau Veritas	96.0		
Asian Nova	9109495	Panama	Nippon Kaiji Kyokai			
Ata	8406377	Turkey	Nippon Kaiji Kyokai			
Atagosan Maru	8607763	Japan	Nippon Kaiji Kyokai	10.0	Yes	2
Bahia Blanca	9156589	Panama	Nippon Kaiji Kyokai			
Bartolomeu Dias	8911217	Portugal	Det Norske Veritas	11.3		
Bela Mondo	9087738	Panama	Nippon Kaiji Kyokai			
Bosavi	8108286	Papua New Guinea	American Bureau Of Shipping			
Botany Tradewind	8504636	Panama	Nippon Kaiji Kyokai			
Bright Ocean 2	9205952	Panama	Nippon Kaiji Kyokai			
Brussel	8508905	Panama	Det Norske Veritas			
Cannanore	8601824	Hong Kong, China	Det Norske Veritas			
Cape Breeze	8814732	Cyprus	Det Norske Veritas			
Cape Cosmos	7926021	Cyprus	Lloyd's Register Of Shipping			
Cape Denison	9231119	Marshall Islands	Germanischer Lloyd			
Cape Maria	8024296	Cyprus	Nippon Kaiji Kyokai		Yes	1
Cape Oceania	9072032	Taiwan, China	China Corporation Register Of Shipping		Yes	3
Cape York	8122581	Cyprus	Bureau Veritas	0.5	Yes	1
Capetan Tassos	8029260	Greece	American Bureau Of Shipping		Yes	1
Captain George 1	8102256	Panama	Lloyd's Register Of Shipping			
CEC Spring	9015670	Isle Of Man, Uk	Bureau Veritas	2.7		
Cemtex Hunter	8712477	Taiwan, China	China Corporation Register Of Shipping		Yes	1
Cemtex Leader	8716643	Taiwan, China	China Corporation Register Of Shipping	7.0		
Champion	9134610	United Kingdom	Germanischer Lloyd			
China Prosperity	8420593	Singapore	Lloyd's Register Of Shipping	2.5	Yes	1
China Steel Realist	8128717	Taiwan, China	China Corporation Register Of Shipping	29.5		
CIC Horizon	9055620	Panama	Lloyd's Register Of Shipping			

<sup>1</sup>Not all ships were detained as a result of defects related to certificates issued by the Classification Society listed as the recognised organisation

<sup>2</sup>Time that a ship was delayed beyond its scheduled sailing time

Ship Name	IMO Number	Flag	Recognised organisation <sup>1</sup>	Delay <sup>2</sup> (hours)	RO responsible	No. of RO responsible deficiencies
Claudia	8804098	Panama	Lloyd's Register Of Shipping		Yes	3
Clipper Chepstow	9169873	Bahamas	Det Norske Veritas			
CMA CGM Manet	9224958	Bahamas	Bureau Veritas	15.0		
CMC Diamond	7814826	Cyprus	American Bureau Of Shipping		Yes	4
Costas	8106721	Greece	Lloyd's Register Of Shipping		Yes	1
Cotswold	8503498	Bermuda, Uk	Lloyd's Register Of Shipping		Yes	1
CSCL Genoa	9222091	Antigua And Barbuda	Germanischer Lloyd			
CSCL Longkou	9226504	Liberia	Germanischer Lloyd			
Disco Volante	8114314	Malta	Bureau Veritas		Yes	1
Dixie Monarch	8914051	Panama	Nippon Kaiji Kyokai			
Dubai Freedom	9082752	Panama	Nippon Kaiji Kyokai			
Dynasty	8103626	Korea (South)	Korean Register Of Shipping	25.5		
EDCO Star	8025850	Egypt	Lloyd's Register Of Shipping	37.5	Yes	1
Eleoussa	9071765	Malta	Nippon Kaiji Kyokai			
Elisabeth Oldendorff	9032707	Liberia	Lloyd's Register Of Shipping		Yes	2
Ermis	8307002	Cyprus	Nippon Kaiji Kyokai	6.2		
Far Eastern Silo	9003108	Taiwan, China	China Corporation Register Of Shipping		Yes	1
Flecha	8022456	Malta	Bureau Veritas		Yes	2
Flipper	9187708	Cyprus	Bureau Veritas			
Floriana	8318879	Malta	Bureau Veritas		Yes	2
Forum Samoa II	9210713	Samoa	Germanischer Lloyd			
Fret Moselle	9238088	Antigua And Barbuda	Germanischer Lloyd		Yes	1
Friesian Express	8118176	Philippines	Bureau Veritas	12.3		
Front Breaker	8906872	Norway	Lloyd's Register Of Shipping			
Fugaku Maru	8011299	Singapore	Nippon Kaiji Kyokai	28.7	Yes	1
General Villa	8313025	Philippines	Det Norske Veritas			
Genmar Star	9002257	Liberia	Det Norske Veritas			
Global Diamond	9145774	Panama	Nippon Kaiji Kyokai			
Global Ocean	9163477	Panama	Det Norske Veritas			
Glorious Rena	8509428	Bahamas	Bureau Veritas			
Goada Chief	9154816	Papua New Guinea	Lloyd's Register Of Shipping	3.8		
Golden Frontier	8516653	Panama	Nippon Kaiji Kyokai	2.5	Yes	2
Good Light	7616494	India	Indian Register Of Shipping		Yes	1
Grand Fortune	9044475	Panama	Nippon Kaiji Kyokai			
Grande Italia	9227912	Italy	Registro Italiano Navale	0.8		
Great Moon	8204444	Korea (South)	Korean Register Of Shipping		Yes	1
Grumant	8300626	Saint Vincent and the Grenadines	Det Norske Veritas	27.5	Yes	3
Gyn Yoh	8812693	Philippines	Nippon Kaiji Kyokai			
Handy Trader	8509430	Panama	Nippon Kaiji Kyokai			

<sup>1</sup>Not all ships were detained as a result of defects related to certificates issued by the Classification Society listed as the recognised organisation

<sup>2</sup>Time that a ship was delayed beyond its scheduled sailing time

Ship Name	IMO Number	Flag	Recognised organisation <sup>1</sup>	Delay <sup>2</sup> (hours)	RO responsible	No. of RO responsible deficiencies
Harmonic Halo	9162966	Panama	Nippon Kaiji Kyokai			
Hual Triumph	8606185	Norway	Det Norske Veritas	31.8		
Ikan Kerisi	8209030	Singapore	Nippon Kaiji Kyokai			
Integra Duckling	7921837	Panama	Det Norske Veritas		Yes	1
Ios	7929487	Panama	Bureau Veritas	12.0	Yes	5
Iran Ghafari	8309658	Iran	Lloyd's Register Of Shipping	2.0	Yes	6
Iran Kashani	8309608	Iran	Lloyd's Register Of Shipping			
Iran Sarbaz	8113011	Iran	Lloyd's Register Of Shipping			
Irene	8401303	Greece	Lloyd's Register Of Shipping	0.5		
Irenes Myth	8202111	Cyprus	Lloyd's Register Of Shipping			
Iron King	9108300	Isle Of Man, Uk	Bureau Veritas			
Ispat Umang	8915976	Liberia	Nippon Kaiji Kyokai			
Japonica	8613281	Bahamas	Lloyd's Register Of Shipping			
Jin An	9214094	Hong Kong, China	American Bureau Of Shipping			
Jin Hui	9039341	China	China Classification Society	16.5	Yes	5
Jin Shun	8323094	Panama	Nippon Kaiji Kyokai			
Juniper	9252060	Bahamas	Lloyd's Register Of Shipping			
Kavo Platanos	8400232	Panama	Germanischer Lloyd			
Khudozhnik Zhukov	7614317	Russian Federation	Russian Maritime Register Of Shipping	0.5	Yes	3
Kohfukusan	9176113	Panama	Nippon Kaiji Kyokai			
Konkar Star	8500159	Greece	Nippon Kaiji Kyokai	36.5	Yes	1
La Mer	7920766	Panama	Nippon Kaiji Kyokai		Yes	4
Lady Dawn	8107062	Norway	Det Norske Veritas	13.3		
Leda	8601604	Panama	Nippon Kaiji Kyokai			
Lemmergracht	8714695	Netherlands	Lloyd's Register Of Shipping			
Lemmergracht	8714695	Netherlands	Lloyd's Register Of Shipping		Yes	1
Lijnbaansgracht	8611116	Netherlands	Lloyd's Register Of Shipping		Yes	1
Lis E	8813037	Singapore	Germanischer Lloyd			
Lok Pragati	7503855	India	Indian Register Of Shipping		Yes	1
Luciana Della Gatta	8807038	Italy	Registro Italiano Navale	0.5	Yes	1
Lycaste Peace	9249336	Panama	Nippon Kaiji Kyokai			
Ma Cho	9118252	Hong Kong, China	Lloyd's Register Of Shipping			
Madang Coast	8518089	Papua New Guinea	American Bureau Of Shipping	3.5		
Maersk Sun	8507664	Singapore	Lloyd's Register Of Shipping			
Maersk Trondheim	8300145	Greece	Lloyd's Register Of Shipping			
Maganda	9086538	Malta	Nippon Kaiji Kyokai			
Mandarin Bright	8318623	Singapore	Bureau Veritas			
Mare Caspium	9110951	Antigua And Barbuda	Germanischer Lloyd			
Maria V	8315281	Greece	Nippon Kaiji Kyokai			
Marine Universal II	8123030	Panama	Nippon Kaiji Kyokai	12.5		

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<sup>2</sup>Time that a ship was delayed beyond its scheduled sailing time

Ship Name	IMO Number	Flag	Recognised organisation <sup>1</sup>	Delay <sup>2</sup> (hours)	RO responsible	No. of RO responsible deficiencies
Maritime Lapis	8921420	Hong Kong, China	Nippon Kaiji Kyokai			
Marquisa	9125229	Malaysia	Lloyd's Register Of Shipping	0.8		
Masovia	9112909	Liberia	Germanischer Lloyd	7.0		
Maysora	8310542	Bahamas	Bureau Veritas			
Mighty Confidence	9052721	Cyprus	Lloyd's Register Of Shipping			
Mighty Michalis	8023254	Malta	Det Norske Veritas	26.0		
Mihalis P	8005927	Greece	Bureau Veritas	7.5	Yes	2
Min Noble	7929968	Panama	Lloyd's Register Of Shipping		Yes	2
MSC Alice	7359852	Panama	American Bureau Of Shipping	4.0		
MSC Canberra	9102722	Liberia	American Bureau Of Shipping			
MSC Federica	7347512	Cyprus	Lloyd's Register Of Shipping		Yes	1
MSC Insa	7121243	Panama	Germanischer Lloyd			
MSC Katie	7434444	Panama	American Bureau Of Shipping		Yes	1
MSC Katie	7434444	Panama	American Bureau Of Shipping			
MSC Samia	7310143	Panama	Germanischer Lloyd			
MSC Teresa	7320253	Panama	Germanischer Lloyd		Yes	2
National Prestige	9110523	Panama	Det Norske Veritas			
Navios Arc	9267431	Panama	Nippon Kaiji Kyokai			
New Bright	8600569	Panama	Nippon Kaiji Kyokai		Yes	2
New Halcyon	9035773	Taiwan, China	China Corporation Register Of Shipping			
New Harvest	8124773	Panama	Nippon Kaiji Kyokai			
Nichiho Maru	9102617	Japan	Nippon Kaiji Kyokai			
Norfolk Guardian	8600856	Tonga	Bureau Veritas	1.0		
Nurten Ana	8308977	Turkey	Nippon Kaiji Kyokai	136.0		
Ocean Baron	9267211	Panama	Nippon Kaiji Kyokai	15.3		
Oriana C	8315102	Marshall Islands	Det Norske Veritas			
P&O Nedlloyd Los Angeles	7811484	Netherlands	Lloyd's Register Of Shipping	2.3	Yes	
P&O Nedlloyd Mairangi	9244881	Liberia	Germanischer Lloyd			
Pacific Carrier	9123647	Singapore	Nippon Kaiji Kyokai			2
Pacific Frontier	9074729	Hong Kong, China	Nippon Kaiji Kyokai		Yes	1
Pacific Logger	9218301	Hong Kong, China	Nippon Kaiji Kyokai			
Pacific Onyx	8806383	Panama	Nippon Kaiji Kyokai			
Pacific Sky	8013766	Malta	American Bureau Of Shipping			
Paclogger	9125360	Liberia	Lloyd's Register Of Shipping			
Paleisgracht	8414764	Netherlands	Lloyd's Register Of Shipping			
Panamax Sun	8023967	Cyprus	China Classification Society	120.3	Yes	1
Papuan Chief	8901705	Hong Kong, China	Lloyd's Register Of Shipping			
Pearl Of Fujairah	8518106	Cyprus	Bureau Veritas		Yes	1
Pernas Amang	8316596	Malaysia	Det Norske Veritas	15.0		
Petersfield	8309713	Bahamas	Lloyd's Register Of Shipping			

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Petka	9082879	Croatia	Croatian Register Of Shipping	7.0	Yes	1
Planter	8713574	Liberia	American Bureau Of Shipping			
Raku Yoh	9004102	Philippines	Nippon Kaiji Kyokai			
Rangitane	8405933	Antigua And Barbuda	Germanischer Lloyd	2.0	Yes	1
Red Fern	9137636	Isle Of Man, Uk	Registro Italiano Navale			
Saramati	8503670	Singapore	Nippon Kaiji Kyokai		Yes	3
SD Progress	8806034	Panama	Lloyd's Register Of Shipping	8.5		
Sea Blessing	8401303	Saint Vincent and the Grenadines	Lloyd's Register Of Shipping			
Serife	8307569	Malta	Det Norske Veritas		Yes	1
Singapore Spirit	8611960	Bahamas	Lloyd's Register Of Shipping			
South Cross	9044281	Panama	Lloyd's Register Of Shipping			
Southern Salvor	6818459	Saint Vincent and the Grenadines	Lloyd's Register Of Shipping	41.1		
Spring Brave	9106223	Panama	Nippon Kaiji Kyokai			
Spring Deli	8220424	Netherlands Antilles	Germanischer Lloyd			
Spring Peacock	9170262	Panama	Nippon Kaiji Kyokai		Yes	1
Star Flower	8603262	Panama	Nippon Kaiji Kyokai		Yes	4
Stone Gemini	7908897	Cyprus	American Bureau Of Shipping		Yes	4
Sun Suma	7631511	Bahamas	Lloyd's Register Of Shipping		Yes	1
Sveti Nikola I	9102966	Croatia	Croatian Register Of Shipping			
Tachibana	9213167	Panama	Nippon Kaiji Kyokai			
Taiho Maru	9140358	Panama	Nippon Kaiji Kyokai	2.5		
Taio Frontier	8704432	Panama	Nippon Kaiji Kyokai		Yes	1
Tate J	8901822	Cayman Islands, Uk	American Bureau Of Shipping			
Team Anemonia	8917089	Cyprus	Lloyd's Register Of Shipping		Yes	1
Team Merkur	7926241	Norway	Det Norske Veritas		Yes	8
Thor Triumph	8702082	Thailand	Lloyd's Register Of Shipping		Yes	4
Top Trader	9003093	Liberia	Det Norske Veritas			
Vasily Golovnin	8723426	Russian Federation	Russian Maritime Register Of Shipping	90.8	Yes	3
Velos	8902216	Cyprus	Det Norske Veritas			
Velos	8902216	Cyprus	Det Norske Veritas	6.5	Yes	2
Voyager	8110198	Panama	Nippon Kaiji Kyokai			
Waterford	8810114	Bermuda, Uk	Lloyd's Register Of Shipping		Yes	1
Yenisei	8311168	Russian Federation	Russian Maritime Register Of Shipping	3.5	Yes	1
Yu Qi Hai	8000563	China	China Classification Society		Yes	1

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