PSC

Port State Control

Australia

2005 Report

2005

PORT STATE CONTROL REPORT

Darwin

Cairns

Port Hedland
Karratha

Mackay

Gladstone

Brisbane

Fremantle

Newcastle
Sydney
Wollongong

Adelaide
Canberra

Melbourne

Devonport

Australia

PREFACE

Today, the maritime industry is the largest multinational transport industry engaged in the carriage of commodities on all the oceans of the world. A diverse range of ship types that are many and varied carries the commodities.

With such a high level of maritime activity, it is reasonable to assume that some of the vessels engaged in trade would be unseaworthy or substandard. In order to minimise the risk of substandard vessels visiting Australian ports, AMSA has in place a rigorous port State control program to monitor the standard of foreign ships and their crews that visit Australian ports to ensure they meet internationally accepted standards, and do not pose a risk to Australia's marine environment.

This report covers the period from the 1st of January to the 31st of December 2005, where AMSA surveyors inspected 3072 vessels and recorded 7980 deficiencies. A number of these deficiencies ultimately led to the detention of 154 vessels.

As with previous years, visits by foreign flag vessels to Australian ports continued to increase. Despite this increase, AMSA still met its inspection targets for each risk category of ship. Ship operators and charterers should be aware that where they wish to engage tonnage of dubious quality in the Australian trade, there is a high probability that AMSA will carry out an inspection, and detain the vessel if warranted.

It is apparent that port State control has proven to be a valuable tool in addressing many of the current maritime safety problems. However, we must not become complacent; we must remember that port State control is only a single strategy in a total program aimed at raising the level of maritime safety. Australia's PSC program will continually refocus, and refine our risk based management systems. AMSA, with the full support of the Australian Government will continue to conduct our port State control program in a firm, fair, independent, and objective manner.

AMSA will continue to look for ways to reward those who operate their ships in a safe, competent, and environmentally sensitive manner. AMSA will be tireless in seeking out those that try to operate outside the boundaries of the internationally accepted conventions.

AMSA will continually work with our international and regional partners to strengthen the regional arrangements to ensure a robust port State control system that will make it increasingly difficult for unsafe ships to freely ply the trade routes of the world.

Clive Davidson
Chief Executive Officer
Australian Maritime Safety Authority
July 2006

SUMMARY OF DETENTIONS AND INSPECTIONS

	2001	2002	2003	2004	2005
Total Inspections	2913	2842	2827	3201	3075
Total Detentions	127	166	190	173	154
Detention %	4.4	5.8	6.7	5.4	5.0

CONTENTS

Page

INTRODUCTION

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

Port State Control (PSC) is the regime under which nations inspect foreign-flagged vessels that visit their ports. Nations carry out these inspections to ensure that foreign vessels that trade to their ports meet internationally accepted standards, and that their crews are qualified to operate the vessels. Port State control also plays an important role in identifying and ultimately eliminating sub-standard shipping, and their operators.

The United Nations Convention of the Law of the Sea (UNCLOS) provides all nations with many rights in relation to ship registration, freedom of navigation on the high seas and innocent passage through waters of coastal states. However, every right requires a corresponding responsibility. It should be clear that the primary responsibility for ensuring compliance with international conventions rests with flag States. Even the 1929 edition of SOLAS incorporated control provisions to allow officers duly authorised by a Government to verify that the certificates issued to a ship under that SOLAS convention were valid.

But experience has clearly demonstrated that not all ships fully comply with these conventions, as many flag States are unable or unwilling to maintain full and continuous control over their ships.

As a result of some nations continuing to ignore their responsibilities in relation to vessels carrying their flag; coastal and port States have implemented strategies aimed at protecting their resources, ports, and environment from the impact of unsafe and unseaworthy ships. There would be no need for port State control if all nations fulfilled their flag State responsibilities.

We should remember that port State control is an imperfect system operating in an imperfect world. It is neither a cure all, nor does it absolve others from their responsibilities. The active participation and recognition of their responsibilities by ship operators, owners, charterers, underwriters, classification societies, and flag States is essential in the eradication of substandard shipping.

Whenever owners and administrations remain unable, or in some cases unwilling to meet their obligations, port State control will remain an important enforcement approach in the eradication of unsafe and substandard shipping from the trade routes of the world. In general terms, a vessel is substandard if the safety of the ship is in question, or if it is believed that the ship is a threat to the marine environment, or if the welfare of the crew is compromised.

Port State Control in Australia

Australia has for many years carried out safety inspections on foreign vessels visiting Australian ports. However, it was not until the formation of the Paris MOU, and subsequent establishment of the Tokyo MOU that these safety or PSC inspections took on a more formal structure.

Australia's PSC program complies with both the spirit and intent of the control provisions contained in the relevant international conventions. In addition, Australian domestic legislation, i.e. the Navigation Act 1912, provides the authority for AMSA surveyors to board both foreign and domestic vessels at any time to investigate issues that have the potential to jeopardise safety, or the marine environment.

In addition to complying with the Australian Governments safety objectives, AMSA's PSC program focuses on the aims of the Tokyo and Indian Ocean MOUs through the operation of consistent and uniform PSC procedures, and inspections.

To achieve AMSA's PSC objectives, AMSA employs forty-two surveyors located in fourteen ports around Australia to conduct PSC inspections. Apart from PSC inspections, AMSA also requires surveyors to undertake flag State inspections along with marine surveys, cargo related inspections, ISM audits, accident investigation, and marine qualification duties. During the year 2005, AMSA's surveyors inspected a variety of ships in 55 ports.

The sheer size of Australia, with ships calling at numerous ports, many in remote and difficult to access locations, presents AMSA with considerable challenges. AMSA endeavours to ensure that no Australian port is so remote that the presence of a high-risk ship would go undetected.

AMSA conducts PSC inspections in accordance with international guidelines and within the limitations of its authority under modern administrative law. In conducting PSC inspections, Australian port State control officers follow a set of instructions, along with a PSC manual for guidance. The basis of these instructions is a number of resolutions promulgated by both the IMO and ILO.

All AMSA surveyors are suitably qualified, being ex ship masters, chief engineers, or have a degree in Naval Architecture. Before commencing their duties, AMSA ensures that each new surveyor has a thorough understanding of ship inspection procedures.

Consistency, uniformity, and objectivity are the keys to a successful and credible PSC program. To achieve these ends, AMSA conducts a comprehensive ongoing training and auditing program for surveyors in order to achieve consistency in PSC inspection decision-making. AMSA continually strives to enhance performance in these areas to ensure Australia's PSC Program continues to gain credibility from both Australian and foreign interests.

AMSA's objective is to inspect at least 50% of foreign vessels visiting Australian ports. The basis of this percentage is the number of eligible ships visiting our ports during a given year. For this purpose, an eligible ship means one that AMSA has not inspected during the previous six months (three months for tankers over fifteen years old, and passenger ships of any age) immediately preceding the date of arrival at a port.

Flag State Inspections in Australia

For a nation to commit itself to a credible port State control program, without initially ensuring that it fulfils its own role as a flag State, not only brings its objectivity into question, but also undermines the effectiveness of port State control.

To this end, AMSA carries out comprehensive flag State inspections on Australian registered trading vessels. AMSA carries out these inspections in the same manner, and with the same frequency as that undertaken for PSC inspections.

Flag State inspections not only cover the same areas as PSC inspections, but also incorporate the requirements placed on AMSA as the inspectorate under the *Occupational Health and Safety (Maritime Industry) Act 1993*.

When AMSA finds an Australian vessel to be unseaworthy, AMSA will detain the vessel as it would for any foreign ship found to be unseaworthy. Subsequent to any rectification action, AMSA would try to establish the cause of the system failure that lead to the detention.

Regional Cooperation

Today, the establishment of regional cooperation programs in the control of ships has enhanced port State control around the world. Such cooperative programs include among others, the Tokyo and Indian Ocean Memorandums of Understanding (MOU), of which Australia is a member. Membership of these organisations is beneficial in the harmonisation of port State control inspections.

The benefits to Australia and shipowners of Australia's participation in these MOUs is that when a foreign vessel visiting an Australian port is subject to a PSC inspection, AMSA will carry out the inspection in a manner consistent with those carried out by other members of the MOUs.

Additionally, members of an MOU have direct access to inter-regional PSC information held on the Asia-Pacific Computerised Information System (APCIS), the Indian Ocean database (IOCIS), along with the Paris MOUs computerised information system (SIRENAC) and the EQUASIS and GISIS databases. Access to these information systems assists in targeting vessels and avoids duplication of PSC inspections.

The effectiveness of information exchange is the core to any MOU on port State control. Regional cooperation on PSC has the most effect when the information that one member (or country) collects on a ship is promptly made available to other countries in the region. This exchange of information helps to ensure that substandard ships do not have ports within the region where they can call with impunity.

Australia is fully committed to the aims of both the Tokyo and Indian Ocean MOUs, and the benefits it can bring to ensure safer shipping in the respective regions.

AMSA's Ship Inspection Database

To assist surveyors in conducting PSC inspections, AMSA has over the years developed a comprehensive database, referred to as 'Shipsys 2000'. The Shipsys 2000 database contains information received from various sources on a large number of vessels. This information not only includes the general particulars of a vessel, but also their PSC inspection history gleaned from within the Indian and Tokyo MOU regions.

Given that Shipsys 2000 is an important tool in AMSAs PSC inspection program. AMSA strives to keep the database contemporary by continually enhancing its capability. The Shipsys 2000 database provided the data presented in this report.

In order to best utilise AMSAs resources, during the year 2002 AMSA initiated a detailed statistical analysis of the PSC records held on the database from the preceeding 6 years, to identify the factors that influenced the seaworthiness of ships so that a risk based approach could be applied to the PSC inspection program by identifying higher risk ships.

The result of this work is that today AMSA has within the Shipsys 2000 database a risk-based ship-targeting system, based upon thorough statistical analysis. The overall 50% inspection rate has been broken into four categories. Each of the risk categories has a target inspection rate, weighted to achieve the overall 50%. The intention is of course to concentrate AMSA's resources where they are most needed, which is why AMSA settled on the 80% target rate for the high-risk ships, and 25% rate for lower risk ships. This enables AMSA to leave the better operators alone.

The system is designed to be a guide to AMSAs surveyors, rather than a definitive targeting system. AMSA holds the view that there is no restriction imposed on its surveyors utilizing their professional judgement to decide on the extent of an inspection. Local knowledge and professional judgement are considered to be important factors in deciding which ship to inspect.

AMSA continues to undertake an analysis of the risks involved with sub-standard shipping to further refine the targeting system.

INDUSTRY TRENDS 2005

General

Foreign flag vessel activity grew strongly in 2005, in average ship size as well as numbers of port visits. The ongoing high levels of demand for mineral and gas exports and imports of manufactured goods resulted in significant growth at key ports such as Dampier (visits up by 12.5% and total gross tonnage up by around 17%). Port Hedland, Brisbane and Port Botany enjoyed similar growth rates, while visits to Newcastle, Melbourne, Fremantle and Port Adelaide only grew at average or lower than average rates. Some capacity-constrained ports, such as Hay Point, showed no growth over 2005 in spite of strong demand for the commodities typically shipped from those ports. Table 1 indicates the overall change in growth patterns.

Table 2 indicates that growth in activity, and ship size varied somewhat according to the type of vessel.

Average ship size increased for many types, although the growth in port visits by container ships exceeded the rate of increase in gross tonnage for that type, indicating some reduction in average ship size. On the other hand, a reduced number of gas carrier port visits actually represented a significant increase in total gross tonnage, reflecting a major increase in average ship size.

	2004	2005	Change
Foreign Flag Port Visits	19136	20265	+5.8%
Unique Foreign Flag Ships	3565	3593	+0.8%
Ships that made a single visit in year	954	940	-1.5%

Table 1
Change in
growth patterns

Ship Type	Total Gross Tonnage			Port Visits		
	2004	2005	Change	2004	2005	Change
bulk carrier	349383858	376186798	7.7%	7951	8296	4.3%
container ship	100361825	112074787	11.7%	3632	4200	15.6%
oil tanker	55673490	55990490	0.6%	1359	1341	-1.3%
vehicle carrier	48923611	58717100	20.0%	1179	1346	14.2%
general cargo/ multi-purpose ship	25508748	24239464	-5.0%	2027	2023	-0.2%
gas carrier	14480041	18542609	28.1%	497	455	-8.5%
wood-chip carrier	9501551	9334552	-1.8%	243	238	-2.1%
ro-ro cargo ship	9099792	4150494	-54.4%	317	177	-44.2%
passenger ship	8782893	9813613	11.7%	209	282	34.9%
chemical tanker	6585887	10215497	55.1%	689	783	13.6%
combination carrier	6186033	4108121	-33.6%	107	84	-21.5%
livestock carrier	3558599	3248932	-8.7%	347	301	-13.3%
Other Types of Ship	2422861	3619696	49.4%	606	739	21.9%
Totals	**640469189**	**690242153**	**7.8%**	**19163**	**20265**	**5.8%**

Table 2
Growth in activity
of ship type

Industry Operating Patterns

Apart from the ships that make only a single visit to Australia in a year, there is always some degree of "fleet turnover", where ships that have been regular visitors to Australia move to other trades and are replaced by ships that have not been to Australia for some time. In 2005, there were 1,177 ships that had not visited in 2004, while 1,148 of the ships that visited in 2004 did not return in 2005. In other words, nearly a third of the foreign flag fleet visiting Australia in the year did not visit in the previous year.

This means that there are many ships arriving that have little, if any, inspection history in Australia. In such circumstances, AMSA's system for objectively assessing the risk of arriving ships being unseaworthy is of considerable value in focusing PSC inspection resources towards higher risk ships.

One favourable aspect of these changes in fleet profile is that the age distribution of these new arrivals and departing ships is such that there is a steady transition to a younger fleet overall. There were 450 ships of 15 or more years of age that made port visits in 2004 but did not return in 2005. Only 331 new arrivals in 2005 were in that age group. At the other end of the age scale, there were 430 new ships in 2005 that were under five years of age, while only 253 ships from that age group visited in 2004 without returning. This reduction in the average age of ships should represent an improvement in overall safety, as age is, for many ship types, a major factor in the risk of a ship being detained as unseaworthy.

Trends in Deficiency Types

Although there are some 30 broad categories of deficiencies found during port State control inspections and around 400 individual deficiencies, these can be consolidated into four main groups so that some broad trends can be highlighted and considered. For example, all of the individual deficiency types can be categorised as structural/equipment, operational, human factor, or International Safety Management (ISM) in nature.

When grouped in this manner, the incidence of deficiency types over time and their relationships to other factors such as ship age can be identified. For example, the trends over time in these four broad groups are shown if Figure 1.

This data shows that while there has been a steady and major decline over the last seven years in deficiencies related to a ship's structure, and equipment, and human factor deficiencies have continued at a fairly steady rate and, along with ISM deficiencies, have tended to increase a little in recent years.
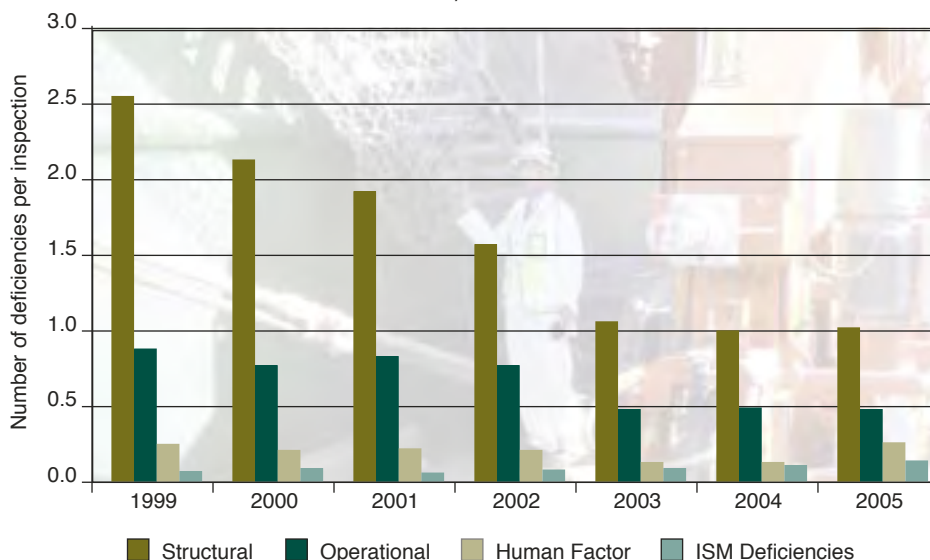
Figure 1
Deficiencies per inspection.
Trends by deficiency type .

The incidence of these major deficiency groupings can also be considered against various ship characteristics to see whether any of them may possibly have a link to factors such as ship age (see Figure 2). Age has been identified in previous statistical analysis as being the major factor in the risk of many ship types being found to be unseaworthy.

The data shown in Figure 2 indicates that, while deficiencies relating to structural and equipment issues become more common as a ship's age increases, the incidence of deficiencies relating to human factors and ISM issues appears to be independent of the age of the ship. Operational deficiencies also tend to be largely independent of the age of the ship, although their average rate is generally higher for ships over 10 years of age.

These results suggest that there is merit in attempting to tailor the nature and coverage of PSC inspections on the basis of risk, so that there is a greater regulatory focus applied to those areas that, given the profile of a specific ship, are more likely to have problems. To this end, AMSA has commissioned in 2006 further statistical analysis of 32,000 past PSC inspections to investigate possible relationships between deficiency types/categories and ship characteristics, such as type, age or even operator.
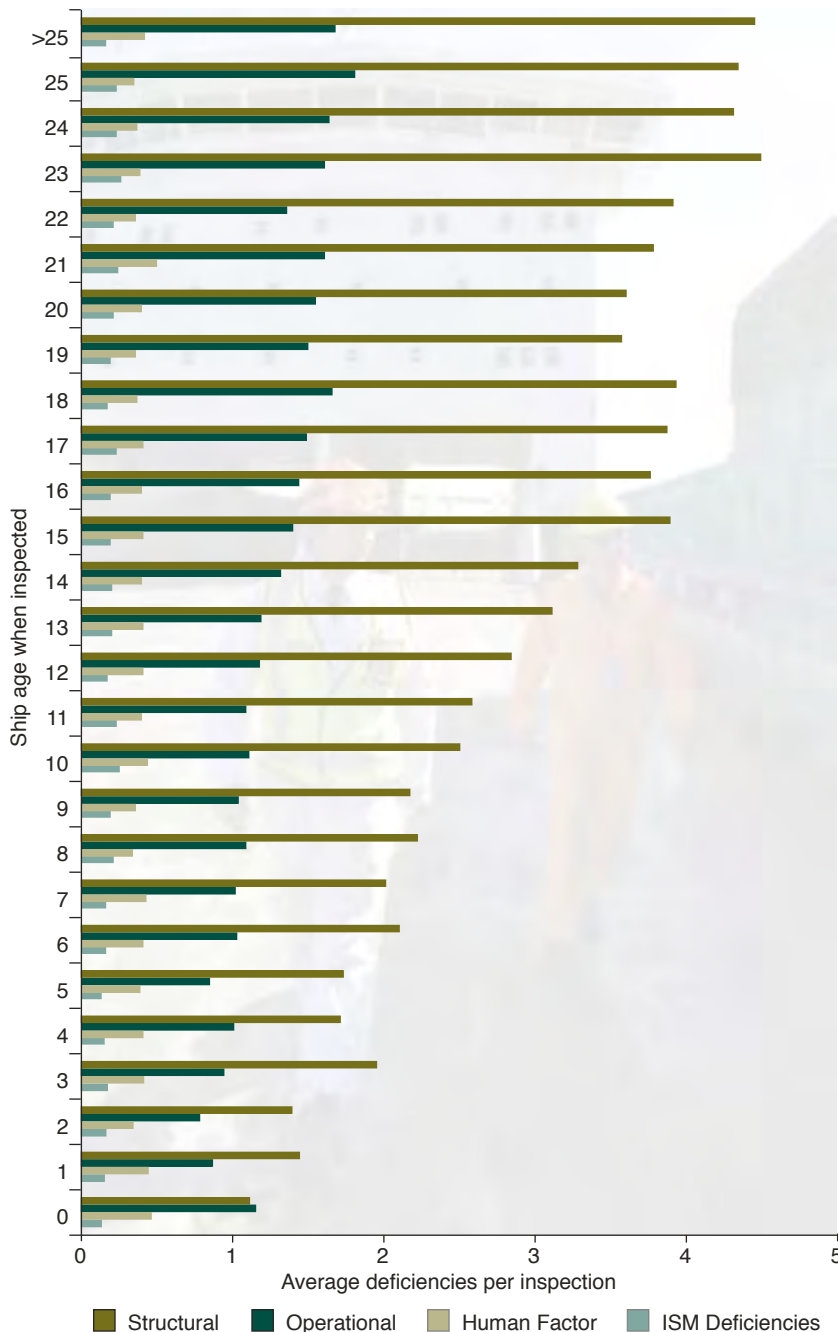
Figure 2
Incident of deficiency group
Vs ship age – 1999 to 2005

INSPECTION RESULTS IN 2005

Ship Operating Patterns

The sheer size of Australia, with ships calling at numerous ports, many in remote and difficult to access locations presents AMSA with considerable challenges. AMSA endeavours to ensure that no Australian port is so remote that the presence of a high-risk ship would go undetected.

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

Many and various foreign flagged vessels can visit approximately 75 Australian ports to load and discharge cargo, and also to engage in a variety of operations that include towing and seismic research, etc. The vessels that frequently visit the same port, or call at several ports as part of a liner trade give AMSA many opportunities for a PSC inspection. However, numerous vessels make only a single voyage, and in many cases to an Australian port remote from an AMSA office. But the commitment is there, and AMSA will ensure a surveyor is available to carry out a port State control inspection, particularly if AMSA deems the vessel to be a high risk.

AMSA strives to achieve an overall inspection target of 50% of ships being made up of following four risk categories:

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

To assist in targeting, AMSA uses a Ship Inspection Decision Support System (SIDSS) to assist surveyors with risk managing the selection of ships for PSC inspection within a particular port. The system is designed to be a guide to AMSA's surveyors rather than a definitive targeting system. However in meeting the 80% target rate for higher risk ships has presented AMSA with problems due to, as mentioned, many of these ships arrive at our remote ports.

The continued growth in trade meant there was a significant increase in the number of foreign-flag visits over the previous year. This growth increased AMSAs workload with respect to PSC inspections, as the increase in the number of individual ships arriving in Australia meant the number of ships eligible for inspection rose significantly.

Given these conditions, AMSA monitored the risk profile of the ships visiting Australia during 2005. The final inspection rates for the year kept pace with the growth in shipping, commensurate with AMSA resources. AMSA inspected single visit ships at a similar rate to that of the previous year. Table 3 summarises foreign flag activity.

Table 4 indicates the changes in the age profile of foreign flag vessels visiting Australia in 2005, compared to 2004. The table shows that while there was an increase in the number of ships visiting Australia. The age profile of individual ships basically remained constant, but there was an increase in newer vessels in the foreign bulk carrier fleet.

Activity by foreign flagged ships varied geographically, with the majority of ports experiencing higher growth rates, as indicated in Table 5.

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

Item	2005	2004	Change
Foreign Flag Port Visits	20264	19138	5.9%
Total Gross Tonnage of Port Visits	687m	640m	7.3%
Individual Ships	3565	3566	0.0%
Average Ship Gross Tonnage	37169	36340	2.3%
Number of ships that had not visited in previous year	1176	1293	-9.0%
Individual ships eligible for inspection	3323	3311	0.4%
Ships inspected one or more times	2504	2620	-4.4%
Inspection Rate of individual ships	75.4%	79.1%	
Ships making a single port call in the year	939	951	-1.3%
Eligible single visit ships	822	854	-3.7%
Single visit ships inspected	419	503	-16.7%
Inspection rate for single visit ships	51.0%	58.9%	
Port visits by Bulk Carriers	8296	7943	4.4%
Port visits by Container Ships	4200	3628	15.8%
Port visits by Oil Tankers	1341	1359	-1.3%
Port Visits by Vehicle Carriers	1346	1176	14.5%
Port visits by Gas Carriers	455	497	-8.5%
Port Visits by Livestock Carriers	301	348	-13.5%

Table 3
Foreign Flag Activity

	Foreign Flag Ship Age (years)				
	15 or more	10 to 14	5 to 9	Less than 5	Total
2005 Port Arrivals	6518	3422	5593	4731	20264
2004 Port Arrivals	6187	3414	5808	3729	19138
Change	5.3%	0.2%	-3.7%	26.9%	5.9%
2005 Individual Ships	970	589	1054	979	3592
2004 Individual Ships	1004	549	1035	978	3566
Change	-3.4%	7.3%	1.8%	0.1%	0.7%
2005 Bulk Carrier Arrivals	2006	1631	2480	2179	8296
2004 Bulk Carrier Arrivals	1949	1367	2743	1884	7943
Change	2.9%	19.3%	-9.6%	15.7%	4.4%
2005 Individual Bulk Carriers	481	391	707	674	2253
2004 Individual Bulk Carriers	523	327	736	693	2279
Change	-8.0%	19.6%	-3.9%	-2.7%	-1.1%

Table 4
Change in Age Profile

With the strong growth in bulk trades, Figure 3 indicates the type profile of foreign flagged vessels visiting Australia during 2005. Predominately bulk carriers.

Number of Inspections

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

Figure 4 provides information on a number of inspections carriered out by AMSA between the years 2001-2005.

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

During 2005, AMSA surveyors carried out 3072 initial inspections on foreign ships visiting 55 Australian ports. As a result of the initial inspections, surveyors carried out 403 follow-up inspections to ensure rectification of deficiencies. As AMSA surveyors inspect some ships more that once during the year, this represents the inspection of some 2588 individual ships.

When considering the breakdown of ships inspected by type, bulk carriers make up the majority (59%), similar to the year 2004 (60%); this reflects the nature of Australia's major commodities trade. Collectively, container, general cargo ships and tankers made up another 25%.

Tables 6, 7 and 8 show a breakdown of inspections by port, flag and ship type.
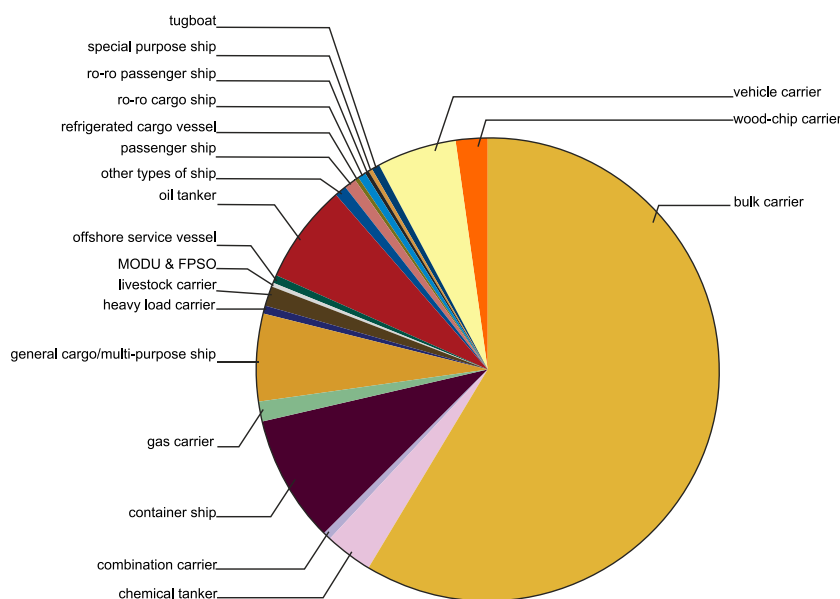
Figure 3
Type profile of foreign flagged vessels

Port	2005 Arrivals	2004 Arrivals	Change
Melbourne/Geelong/Westernport	2614	2616	-0.1%
Brisbane	2289	2026	13.0%
Sydney/Botany Bay/Kurnell	2167	2040	6.2%
Fremantle/Kwinana	1542	1510	2.1%
Newcastle	1414	1346	5.1%
Dampier	1092	971	12.5%
Hay Point	982	979	0.3%
Port Hedland	883	780	13.2%
Gladstone	876	807	8.6%
Port Adelaide	808	769	5.1%
Townsville	596	572	4.2%
Port Kembla	505	491	2.9%
Darwin	469	479	-2.1%
Port Walcott	368	333	10.5%
Bunbury	319	285	11.9%
Geraldton	272	270	0.7%
Portland	265	259	2.3%
Bell Bay	244	278	-12.2%

Table 5
Activity of foreign flagged ships
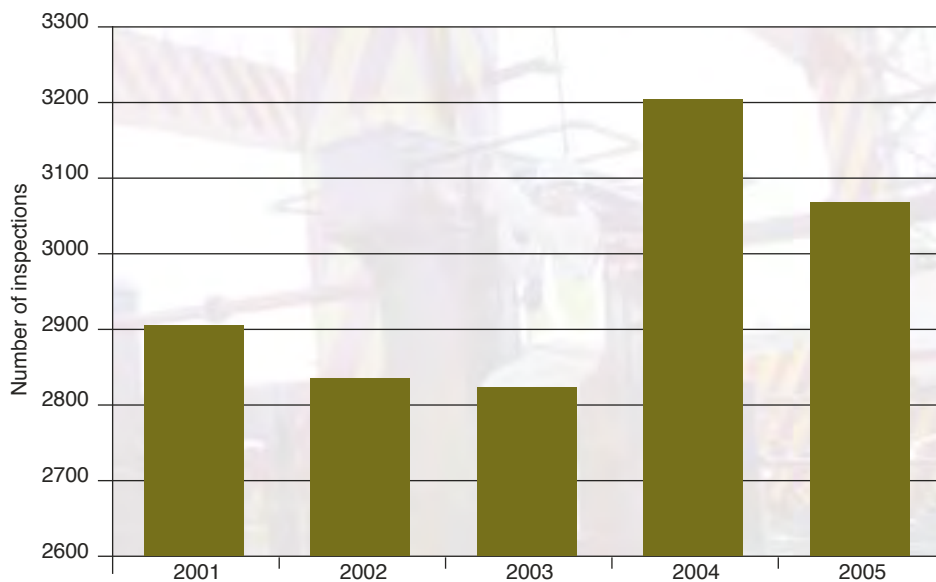
Figure 4
Number of inspections

@O] © z ä â ä „ ä @¶ æO © ä Ý œ¢ Å Ý ä ¢ ² Ý Å z g æz q ä] ø ä Å ¶ Ú æ

Port	2001	2002	2003	2004	2005
Abbot Point	6	12	10	8	24
Albany	9	11	10	30	21
Ardrossan	3	3	0	2	0
Barrow Island Terminal	0	0	0	1	0
Barry Beach	2	1	0	0	0
Bell Bay	28	31	25	51	38
Brisbane	252	248	255	265	264
Broome	1	1	0	1	1
Bunbury	60	68	74	74	78
Bundaberg	3	2	1	2	0
Burnie	9	17	19	16	17
Cairns	28	29	20	17	19
Cape Cuvier	0	1	1	0	1
Cape Flattery	2	1	1	0	0
Christmas Island	0	3	2	2	0
Cossack Pioneer Terminal	0	0	0	0	3
Dampier	255	266	231	252	220
Darwin	65	89	62	67	79
Derby	0	2	0	0	0
Devonport	4	2	3	2	1
Eden	0	2	4	2	0
Esperance	13	19	6	12	13
Fremantle	119	127	142	118	130
Geelong	122	65	65	84	59
Geraldton	21	26	26	52	39
Gladstone	178	135	172	206	178
Gove	25	10	11	14	20
Griffin Venture Terminal	0	0	1	0	0
Groote Eylandt	8	12	8	12	1
Hay Point	173	160	185	287	303
Hobart	4	2	8	5	5
Karumba	3	5	4	3	1
Kurnell	11	18	19	24	12
Kwinana	185	189	185	252	222
Launceston	0	0	0	2	0
Lucinda	3	6	6	3	7
Mackay	23	8	10	14	19

Port	2001	2002	2003	2004	2005
Melbourne	137	137	153	182	167
Mourilyan	7	10	4	8	12
Newcastle	272	298	255	284	332
Onslow	3	1	2	4	3
Other North	0	0	0	1	1
Other West	1	1	3	0	1
Point Wilson	1	0	0	2	0
Port Adelaide	98	82	66	87	72
Port Alma	5	11	7	8	13
Port Bonython	5	1	2	1	3
Port Botany	115	109	130	118	117
Port Giles	7	4	7	6	4
Port Hedland	154	156	159	157	144
Port Kembla	120	116	88	99	103
Port Latta	1	2	3	1	4
Port Lincoln	7	10	15	12	8
Port Pirie	13	13	7	3	5
Port Stanvac	19	11	7	0	0
Port Walcott	49	59	72	91	58
Portland	33	16	35	23	19
Risdon	0	0	2	2	4
Saladin Marine Terminal	1	0	0	0	0
Spring Bay	6	3	8	8	7
Stanley	0	0	1	0	0
Sydney	121	99	92	98	83
Thevenard	6	4	3	5	5
Townsville	56	74	93	56	74
Useless Loop	4	7	7	2	10
Varanus Island Terminal	0	1	1	0	0
Wallaroo	25	18	8	16	9
Weipa	9	12	17	22	20
Westernport	17	12	7	8	7
Whyalla	5	2	7	17	12
Yamba	0	1	0	0	0
Yampi Sound	1	1	0	0	0
Totals	**2913**	**2842**	**2827**	**3201**	**3072**

@O] © z ä á ä „ ä @¶ æO © ä Ý œ¢ Å Ý ä ¢ ² Ý Å z g æz q ä] ø ä $ © O"

Flag	2001	2002	2003	2004	2005
Algeria	0	0	0	1	0
American Samoa, USA	1	0	0	0	0
Antigua and Barbuda	21	25	25	40	44
Bahamas	138	144	178	180	176
Bahrain	0	1	0	0	0
Barbados	2	2	3	1	1
Belgium	0	2	1	6	8
Belize	7	4	2	5	3
Bermuda, UK	34	24	28	31	20
Brazil	2	1	0	3	0
Bulgaria	0	0	0	0	1
Cambodia	0	1	0	0	0
Cayman Islands, UK	10	5	11	10	7
Channel Islands, UK	2	0	0	0	0
Chile	0	0	1	0	1
China	53	45	79	79	68
Croatia	4	7	4	9	7
Cyprus	129	127	129	154	127
Denmark	47	22	29	27	23
Egypt	12	11	6	6	6
Fiji	4	4	3	0	0
France	17	16	15	14	14
French Antarctic Territory, France	0	0	1	0	0
Germany	19	18	6	13	32
Gibraltar, UK	2	2	4	4	4
Greece	109	135	119	160	103
Honduras	0	1	0	0	0
Hong Kong, China	159	177	196	263	269
India	35	35	27	35	27
Indonesia	13	10	8	7	11
Iran	31	28	9	12	10
Isle of Man, UK	38	50	40	55	61
Italy	13	17	18	20	26
Jamaica	0	0	0	0	1
Japan	69	62	52	55	48
Korea (South)	47	48	61	65	82
Kuwait	9	9	8	7	5
Kyrgyzstan	1	0	0	0	0
Lebanon	0	0	0	1	0
Liberia	231	207	207	232	201
Luxembourg	1	1	1	1	0
Malaysia	53	48	51	45	36

Flag	2001	2002	2003	2004	2005
Malta	73	78	75	120	97
Marshall Islands	28	37	58	73	89
Mauritius	0	1	0	0	0
Morocco	0	0	1	0	0
Myanmar	8	5	6	4	2
Netherlands	41	39	46	33	45
Netherlands Antilles, Netherlands	5	5	6	5	6
New Zealand	2	4	3	6	4
Norway	72	58	65	72	68
Panama	918	910	860	915	944
Papua New Guinea	18	14	11	13	14
Philippines	94	84	70	67	39
Poland	2	0	0	0	0
Portugal	0	1	2	2	0
Qatar	3	3	2	1	1
Russian Federation	25	16	25	21	12
Saint Helena, UK	1	0	0	0	0
Saint Vincent and the Grenadines	18	13	14	16	15
Samoa	1	2	2	1	2
Saudi Arabia	4	2	2	1	0
ship's registration withdrawn	0	0	1	0	0
Singapore	129	129	128	150	162
South Africa	0	0	1	1	0
Sri Lanka	2	1	0	0	0
Sweden	9	12	16	15	15
Switzerland	5	11	7	8	7
Taiwan, China	48	44	30	21	26
Thailand	9	5	10	21	16
Tonga	4	9	6	4	3
Turkey	32	24	13	28	20
Tuvalu	0	1	1	0	0
Ukraine	0	1	0	0	1
United Arab Emirates	1	0	0	2	0
United Kingdom	27	21	23	30	37
United States of America	6	2	1	1	0
Vanuatu	15	21	18	25	24
Viet Nam	0	0	2	4	1
Totals	**2913**	**2842**	**2827**	**3201**	**3072**

@O] © z ä € ä „ ä @¶ æO © ä > œ¢ Å Ý ä ' ² Ý Å z g æz q ä] ø ä > œ¢ Å ä @ø Å z

Ship Type	2001	2002	2003	2004	2005
bulk carrier	1757	1694	1602	1932	1798
chemical tanker	65	68	76	81	101
combination carrier	22	16	23	36	23
container ship	236	226	251	241	271
gas carrier	58	50	53	52	46
general cargo/multi-purpose ship	196	159	197	192	188
heavy load carrier	8	9	7	14	15
high speed passenger craft	2	2	0	0	1
livestock carrier	69	74	59	49	39
MODU & FPSO	0	3	2	0	6
offshore service vessel	18	30	26	31	25
oil tanker	208	202	239	247	211
other types of ship	15	14	14	12	20
passenger ship	27	32	22	25	27
refrigerated cargo vessel	20	18	19	10	13
ro-ro cargo ship	17	22	11	27	16
ro-ro passenger ship	1	0	1	1	1
special purpose ship	15	11	6	10	8
tanker, not otherwise specified	3	1	3	7	5
tugboat	5	12	9	12	17
vehicle carrier	113	135	138	147	173
wood-chip carrier	58	64	69	75	68
Totals	**2913**	**2842**	**2827**	**3201**	**3072**

Deficiencies

An AMSA surveyor records a deficiency when the condition of the ship's hull or its equipment does not conform to the requirements of the relevant IMO safety or pollution prevention conventions, or where hazards to the health or safety of the crew exist.

AMSA surveyors find deficiencies in many ships. These may not pose an immediate hazard to the safety of the ship, its crew or passengers, however they need to be rectified.

When comparing the deficiency figures since 2001, there appears to be a general fall in the number of deficiencies until 2003. There could be a number of factors in this trend, and AMSA believes that the continual refining of the targeting system has a major influence.

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

Common examples where deficiencies may arise include.
- The absence of equipment or approved arrangements required by an international convention.
- Non-compliance of equipment or approved arrangements as specified by an international convention.
- Substantial deterioration of the vessel's equipment, such as fire fighting and life saving appliances, and radio equipment.
- Wastage, deterioration or damage to a vessel's structure.
- Crew certification and competence not complying with the relevant standards or conventions.
- Factors related to the Safety management System (ISM Code).
- SOLAS or MARPOL operational issues.

During 2005, AMSA surveyors recorded 7980 deficiencies on vessels during initial and follow up inspections. This gave a deficiency rate of 2.6 per inspection, similar to the year 2004 (2.3). Although the deficiency rate appears to be static at the moment, AMSA is hopeful that this trend will continue to decline as it has been over the preceding years. A deficiency rate of less than 2 should be achievable in the near future. AMSA remains realistic in that flag States and shipowners etc, need to do a lot more to achieve a deficiency rate of zero.
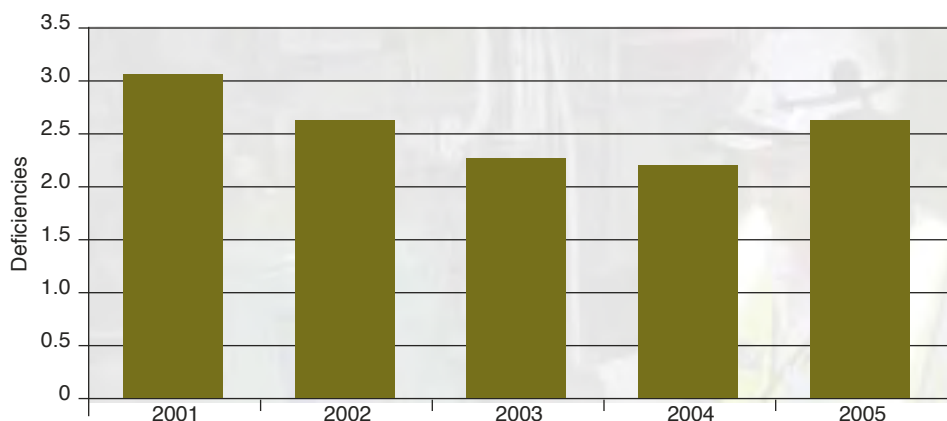

*Figure 5
Average number of deficiencies per inspection*

Table 9 –Totals and Percentages of Deficiencies

This table shows the deficiencies and trends per category since the year 2001.
One disturbing trend being the rise in ISM related deficiencies.

Deficiencies by Category	Number of Deficiencies					Percentage of Total				
	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
Ship's certificates and documents	94	94	81	96	67	1.1%	1.3%	1.2%	1.3%	0.8%
Certification and watchkeeping for seafarers)	69	325	110	104	83	0.8%	4.4%	1.6%	1.4%	1.0%
Crew and accommodation (ilo 147)	348	164	84	150	154	3.9%	2.2%	1.2%	2.0%	1.9%
Food and catering (ilo 147)	160	87	67	39	52	1.8%	1.2%	1.0%	0.5%	0.7%
Working spaces (ilo 147)	34	22	13	27	91	0.4%	0.3%	0.2%	0.4%	1.1%
Life-saving appliances	1375	1218	1008	996	1239	15.6%	16.3%	15.0%	13.3%	15.5%
Fire safety measures	1337	1181	1097	1287	1327	15.2%	15.8%	16.3%	17.2%	16.6%
Accident prevention	177	96	82	115	141	2.0%	1.3%	1.2%	1.5%	1.8%
Stability, structure and related equipment	669	472	475	602	529	7.6%	6.3%	7.1%	8.1%	6.6%
Alarm signals	10	2	7	14	27	0.1%	0.0%	0.1%	0.2%	0.3%
Carriage of cargo and dangerous goods	97	82	74	97	69	1.1%	1.1%	1.1%	1.3%	0.9%
Load lines	770	630	658	691	627	8.7%	8.4%	9.8%	9.3%	7.9%
Mooring arrangements	151	55	43	81	55	1.7%	0.7%	0.6%	1.1%	0.7%
Machinery and electrical installations	304	280	258	290	283	3.4%	3.8%	3.8%	3.9%	3.5%
Safety of navigation	934	803	931	1041	969	10.6%	10.8%	13.8%	13.9%	12.1%
Radio communications)	1206	691	516	490	447	13.7%	9.3%	7.7%	6.6%	5.6%
Marpol - annex i	277	413	339	303	252	3.1%	5.5%	5.0%	4.1%	3.2%
Oil, chemical tankers and gas carriers	8	17	25	13	22	0.1%	0.2%	0.4%	0.2%	0.3%
Marpol - annex ii	2	3	0	3	1	0.0%	0.0%	0.0%	0.0%	0.0%
Solas-related operational deficiencies	478	360	345	360	553	5.4%	4.8%	5.1%	4.8%	6.9%
Marpol-related operational deficiencies	23	11	11	20	40	0.3%	0.1%	0.2%	0.3%	0.5%
Marpol - annex iii	1	1	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%
Marpol - annex v	83	177	145	111	257	0.9%	2.4%	2.2%	1.5%	3.2%
Ism-related deficiencies	175	229	333	491	595	2.0%	3.1%	4.9%	6.6%	7.5%
Bulk carriers - additional safety measures	12	35	24	34	54	0.1%	0.5%	0.4%	0.5%	0.7%
Additional measures to enhance maritime security	0	0	0	0	25	0.0%	0.0%	0.0%	0.0%	0.3%
Additional measures to enhance maritime safety	0	0	0	0	12	0.0%	0.0%	0.0%	0.0%	0.2%
Marpol - annex iv	0	0	0	0	2	0.0%	0.0%	0.0%	0.0%	0.0%
Other deficiencies	24	12	5	13	7	0.3%	0.2%	0.1%	0.2%	0.1%
TOTAL	**8818**	**7460**	**6731**	**7468**	**7980**					

Detentions

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

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

When intervention action is taken to detain a ship, AMSA follows the international convention requirements of informing the Consul or the nearest diplomatic representative of the vessel's flag State and the appropriate classification society. The IMO will also receive details of the intervention. AMSA also publishes the details of the intervention on the AMSA Internet web site.

During 2005, AMSA surveyors detained 154 ships because of serious defects, giving a detention rate of 5%. Table 10 shows these detentions by ship type. Interestingly, oil tankers, vessels generally considered to pose the greatest threat to the environment had a detention rate of 1.9%, well below the average.

Table 10 – Total Ships Detained by Ship Type

Ship	Inspected	Detained	% of Ships Detained
Bulk carrier	1798	104	5.8%
Chemical tanker	101	7	6.9%
Combination carrier	23	0	0.0%
Container ship	271	15	5.5%
Gas carrier	46	1	2.2%
General cargo/multi-purpose ship	188	15	8.0%
Heavy load carrier	15	1	6.7%
High speed passenger craft	1	0	0.0%
Livestock carrier	39	0	0.0%
MODU & FPSO	6	0	0.0%
Offshore service vessel	25	1	4.0%
Oil tanker	211	4	1.9%
Other types of ship	20	0	0.0%
Passenger ship	27	0	0.0%
Refrigerated cargo vessel	13	3	23.1%
Ro-ro cargo ship	16	0	0.0%
Ro-ro passenger ship	1	0	0.0%
Special purpose ship	8	0	0.0%
Tanker, not otherwise specified	5	0	0.0%
Tugboat	17	0	0.0%
Vehicle carrier	173	1	0.6%
Wood-chip carrier	68	2	2.9%
Totals	3072	154	5.0%

Table 11 shows that during the year vessels from 29 flag States had defects serious enough to warrant a detention. For vessels from flag States that had 10 or more inspections during the year, only four Flags had detention rates in excess of 10%.

Table 11 – Total Ships Detained by Flag

Flag	Inspections	Detentions	Detention Rate	Flag	Inspections	Detentions	Detention Rate
Algeria	0	0		Malaysia	36	2	5.6%
American Samoa, USA	0	0		Malta	97	6	6.2%
Antigua and Barbuda	44	5	11.4%	Marshall Islands	89	4	4.5%
Bahamas	176	14	8.0%	Mauritius	0	0	
Bahrain	0	0		Morocco	0	0	
Barbados	1	1	100.0%	Myanmar	2	0	
Belgium	8	0		Netherlands	45	0	
Belize	3	0		Netherlands Antilles, Netherlands	6	0	
Bermuda, UK	20	0		New Zealand	4	0	
Brazil	0	0		Norway	68	3	4.4%
Bulgaria	1	0		Panama	944	41	4.3%
Cambodia	0	0		Papua New Guinea	14	1	7.1%
Cayman Islands, UK	7	0		Philippines	39	1	2.6%
Channel Islands, UK	0	0		Poland	0	0	
Chile	1	0		Portugal	0	0	
China	68	0		Qatar	1	0	%
Croatia	7	1	14.3%	Russian Federation	12	1	8.3%
Cyprus	127	11	8.7%	Saint Helena, UK	0	0	
Denmark	23	0		Saint Vincent and the Grenadines	15	0	%
Egypt	6	0		Samoa	2	1	50.0%
Fiji	0	0		Saudi Arabia	0	0	
France	14	1	7.1%	ship's registration withdrawn	0	0	
French Antarctic Territory, France	0	0		Singapore	162	12	7.4%
Germany	32	1	3.1%	South Africa	0	0	
Gibraltar, UK	4	0	0.0%	Sri Lanka	0	0	
Greece	103	3	2.9%	Sweden	15	0	
Honduras	0	0		Switzerland	7	0	
Hong Kong, China	269	14	5.2%	Taiwan, China	26	2	7.7%
India	27	2	7.4%	Thailand	16	0	
Indonesia	11	2	18.2%	Tonga	3	0	
Iran	10	2	20.0%	Turkey	20	1	5.0%
Isle of Man, UK	61	4	6.6%	Tuvalu	0	0	
Italy	26	2	7.7%	Ukraine	1	0	
Jamaica	1	1	100.0%	United Arab Emirates	0	0	
Japan	48	0		United Kingdom	37	0	
Korea (South)	82	5	6.1%	United States of America	0	0	
Kuwait	5	0		Vanuatu	24	0	
Kyrgyzstan	0	0		Viet Nam	1	0	
Lebanon	0	0		**Totals**	**3072**	**154**	**5.0%**
Liberia	201	10	5.0%				
Luxembourg	0	0					

During the year, 384 deficiencies resulted in the detention of 154 vessels. Table 12 indicates that the categories of fire safety measures, stability, structure and related equipment are still areas of concern. The trend of deficiency by category is basically consistent with that of previous years.

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

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

Defective engine room fire dampers

Table 12 – Detainable Deficiencies by Category

Category	No. of detainable deficiencies	Detention rate as a %
Fire safety measures	99	28.4
Stability, structure and related equipment	56	16.1
Load lines	37	10.6
Marpol - Annex I	35	10.1
Life-saving appliances	32	9.2
ISM-related deficiencies	30	8.6
Radio communications	27	7.8
SOLAS-related operational deficiencies	14	4.0
Machinery and electrical installations	10	2.9
Certification and watchkeeping for seafarers	3	0.9
Safety of navigation	3	0.9
Ship's certificates and documents	1	0.3
MARPOL-related operational deficiencies	1	0.3
Total detainable deficiencies	**384**	

Corrosion of essential equipment is usually obvious to an AMSA surveyor during a port State control inspection. Where corrosion is such that it can adversely effect the functioning of equipment, this can form the grounds for the issue of a deficiency, and can lead to a vessel's detention.
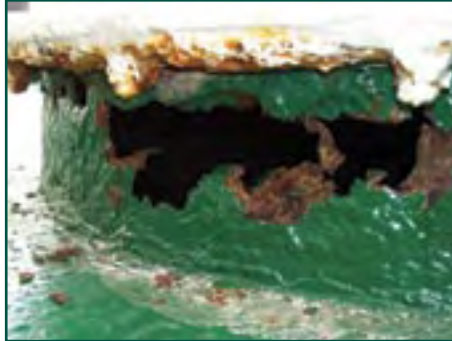
Heavy corrosion of ventilators

Deficiencies in the primary structure of vessels tend to be less common these days. However, where an AMSA surveyor finds any structural deficiencies, they are treated seriously. The following photograph shows damage in the rudder plating of a ship.

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

Defective magnetic compass

Vent head on deck

Heavily corroded fire main

Corroded sounding pipe

Responsibility of Recognised Organisations

Table 13 provides a list of the classification societies associated with ships detained by AMSA surveyors. In many cases, a ship's classification society has no control or influence over a particular item that leads to the issue of a detainable deficiency, e.g. crew qualifications and competence. However, some detainable deficiencies are directly related to items surveyed by classification societies, the proper functioning of which is a prerequisite for their issuing, or endorsing, statutory certification. In many cases, classification societies act as 'Recognised Organisations' (RO's) for the issue of statutory certification on behalf of a flag State.

Since 2002, AMSA requires surveyors to assess whether or not a detainable deficiency can be attributed to the RO responsible for the survey of the particular item. In assigning RO responsibility, AMSA surveyors follow the procedures and criteria adopted by the Tokyo MOU. These procedures are identical to those adopted by both the Paris MOU, and the United States Coast Guard. The last column in Table 13 shows the number of inspections where an AMSA surveyor attributed a deficiency to an RO.

Table 14 shows the total number of detainable deficiencies found on ships classed by the particular RO's listed. The table also lists the number of these deficiencies AMSA assessed as the responsibility of the RO as a percentage of the total.

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

Table 13 – Total Ships Detained related to their Classification Society

Recognised Organisation	Inspections	Detentions	Inspections where RO Responsible
American Bureau of Shipping (ABS)	265	14	3
Biro Klasifikasi Indonesia (BKI)	6	1	1
Bureau Veritas (BV)	242	22	9
China Classification Society (CCS)	120	4	1
China Corporation Register of Shipping (CCRS)	29	2	0
Croatian Register of Shipping (CRS)	7	1	1
Det Norske Veritas (DNV)	329	20	6
Germanischer Lloyd (GL)	218	12	3
Honduras International Survey & Inspection Bureau (HINSIB)	0	0	0
Indian Register of Shipping (IRS)	24	1	1
Isthmus Bureau of Shipping (IBS)	1	0	0
Korea Classification Society (KCS)	3	0	0
Korean Register of Shipping (KR)	159	10	7
Lloyd's Register (LR)	459	20	9
Nippon Kaiji Kyokai (NK)	1131	36	12
other	6	1	0
Polski Rejestr Statkow (PRS)	6	0	0
Register of Shipping	2	0	0
Registro Italiano Navale (RINA)	48	9	3
RINAVE Portuguesa (RP)	0	0	0
Russian Maritime Register of Shipping (RS)	17	1	1
Turkish Lloyd (TL)	0	0	0
Overall	**3072**	**154**	**57**

Table 14 –Total number of Detainable deficiencies

Recognised Organisation	RO Responsible Detainable Deficiencies	Total Detainable Deficiencies	RO Responsible as % of Total Detainable Deficiencies
American Bureau of Shipping (ABS)	3	28	10.7%
Biro Klasifikasi Indonesia (BKI)	1	1	100.0%
Bureau Veritas (BV)	21	60	35.0%
China Classification Society (CCS)	1	5	20.0%
China Corporation Register of Shipping (CCRS)	0	6	0.0%
Croatian Register of Shipping (CRS)	2	2	100.0%
Det Norske Veritas (DNV)	11	54	20.4%
Germanischer Lloyd (GL)	5	20	25.0%
Honduras International Survey & Inspection Bureau (HINSIB)	0	0	
Indian Register of Shipping (IRS)	2	3	66.7%
Isthmus Bureau of Shipping (IBS)	0	0	
Korea Classification Society (KCS)	0	0	
Korean Register of Shipping (KR)	22	27	81.5%
Lloyd's Register (LR)	21	59	35.6%
Nippon Kaiji Kyokai (NK)	18	59	30.5%
other	0	1	0.0%
Polski Rejestr Statkow (PRS)	0	0	
Register of Shipping	0	0	
Registro Italiano Navale (RINA)	10	22	45.5%
RINAVE Portuguesa (RP)	0	0	
Russian Maritime Register of Shipping (RS)	1	1	100.0%
Turkish Lloyd (TL)	0	0	
Overall	**118**	**348**	**33.9%**

ANNEX 1 – LIST OF SHIPS DETAINED IN 2005

Ship Name	IMO Number	Flag	Recognised Organisation[1]	Delayed[2]	RO Responsible	No of RO Responsible Deficiencies
Adhidaya	8708763	Singapore	Nippon Kaiji Kyokai (NK)			
Afric Star	8713562	Bahamas	Det Norske Veritas (DNV)		Yes	2
African Falcon	9257058	Bahamas	American Bureau of Shipping (ABS)	0 d 21 h 0 min		
African Jaguar	9082623	Bahamas	Bureau Veritas (BV)			
AIS Nikolas	8304256	Greece	Registro Italiano Navale (RINA)	0 d 9 h 30 min	Yes	6
Altair	7928110	Liberia	Det Norske Veritas (DNV)			
ANL Explorer	8506098	Bahamas	Bureau Veritas (BV)			
Artemis	8801022	Liberia	Det Norske Veritas (DNV)			
Atermon	8314990	Bahamas	Bureau Veritas (BV)	0 d 7 h 0 min	Yes	2
Avila Star	8713550	Bahamas	Det Norske Veritas (DNV)		Yes	1
BBC Europe	9266308	Antigua and Barbuda	Germanischer Lloyd (GL)	2 d 8 h 0 min		
Bergen Arrow	8130291	Bahamas	Det Norske Veritas (DNV)			
Big Wave	8803886	Cyprus	Bureau Veritas (BV)	0 d 18 h 0 min	Yes	5
Blue Island	9209922	Panama	Nippon Kaiji Kyokai (NK)	0 d 6 h 35 min		
Bogasari Lima	8114455	Indonesia	Lloyd's Register (LR)			
Bow Maasstroom	8106927	Singapore	Det Norske Veritas (DNV)			
Bremen Max	9050369	Isle of Man, UK	Bureau Veritas (BV)	0 d 0 h 30 min	Yes	1
Bro Caroline	9116905	France	Bureau Veritas (BV)			
Bunga Saga Dua	9050371	Malaysia	American Bureau of Shipping (ABS)			
C. Brave	8323135	Korea (South)	Korean Register of Shipping (KR)		Yes	6
Cabanos	8302569	Cyprus	Det Norske Veritas (DNV)		Yes	4
Cape America	8920517	Singapore	American Bureau of Shipping (ABS)	0 d 2 h 15 min		
Cape Breeze	9031272	Hong Kong, China	Bureau Veritas (BV)	0 d 2 h 0 min	Yes	1
Cape Moreton	8012695	Marshall Islands	Lloyd's Register (LR)			
Cape Providence	8600571	Panama	Nippon Kaiji Kyokai (NK)	0 d 10 h 0 min	Yes	2
Captain Vangelis L	8900426	Liberia	Registro Italiano Navale (RINA)			
Caravos Trader	8833893	Cyprus	Det Norske Veritas (DNV)		Yes	2
Carouge	9035230	Panama	Bureau Veritas (BV)	0 d 13 h 30 min	Yes	1
CEC Venture	8913887	Isle of Man, UK	Bureau Veritas (BV)			
Cemtex Diligence	9179787	Taiwan, China	China Corporation Register of Shipping (CCRS)	0 d 9 h 0 min		
Champion Pacific	8007999	Norway	Bureau Veritas (BV)	0 d 9 h 30 min		
Changsha	9164823	Bahamas	American Bureau of Shipping (ABS)			
China Prosperity	8420593	Hong Kong, China	Lloyd's Register (LR)	0 d 9 h 59 min	Yes	5

[1] Not all ships were detained as a result of deficiencies related to statutory certificates issued by the Classification society listed as the recognised organisation.
[2] time that a ship was delayed beyond its scheduled sailing date.

Ship Name	IMO Number	Flag	Recognised Organisation[1]	Delayed[2]	RO Responsible	No of RO Responsible Deficiencies
Ciclope	8307947	Panama	Lloyd's Register (LR)		Yes	2
Clipper Gem	8800119	Bahamas	Lloyd's Register (LR)	0 d 2 h 30 min	Yes	1
Cma Cgm Virginia	7819371	Singapore	Lloyd's Register (LR)			
Columbus Waikato	9134593	Germany	Germanischer Lloyd (GL)			
Contship Rome	9152753	Liberia	Germanischer Lloyd (GL)			
Corato	8711100	Isle of Man, UK	American Bureau of Shipping (ABS)		Yes	1
Corona Horizon	9217668	Panama	Nippon Kaiji Kyokai (NK)	0 d 0 h 15 min		
Costas D	7928146	Panama	Germanischer Lloyd (GL)	0 d 2 h 0 min		
Dias	8521177	Hong Kong, China	Registro Italiano Navale (RINA)			
Dion	7508659	Panama	Lloyd's Register (LR)	0 d 3 h 45 min		
Dong-a Saturn	9044322	Korea (South)	Korean Register of Shipping (KR)	0 d 8 h 30 min	Yes	2
Doric Chariot	9075670	Greece	Lloyd's Register (LR)			
Dynasty	8103626	Panama	Korean Register of Shipping (KR)			2
Eastern Garland	8905177	Panama	Nippon Kaiji Kyokai (NK)	0 d 11 h 0 min		
Elbrus	8916229	Liberia	Nippon Kaiji Kyokai (NK)			
Epos Breeze	7526584	Hong Kong, China	Bureau Veritas (BV)	0 d 19 h 30 min	Yes	3
Ever Young	9080649	Korea (South)	Korean Register of Shipping (KR)	0 d 5 h 0 min	Yes	2
Everise Glory	7825045	Malaysia	Nippon Kaiji Kyokai (NK)			
Fair Wind	9128582	Panama	Nippon Kaiji Kyokai (NK)	0 d 9 h 30 min	Yes	1
Far Eastern Marina	9162590	Panama	American Bureau of Shipping (ABS)	0 d 11 h 30 min		
Federal St. Laurent	9110896	Barbados	Det Norske Veritas (DNV)	1 d 8 h 0 min		
Feride	8016627	Turkey	Det Norske Veritas (DNV)			
Fighting Lady	8010489	Cyprus	Bureau Veritas (BV)		Yes	2
Five Stars Pioneer	7929499	Panama	Lloyd's Register (LR)		Yes	1
Forum Samoa Ii	9210713	Samoa	Germanischer Lloyd (GL)			
Francesco	8011421	Bahamas	American Bureau of Shipping (ABS)			
Global Sydney	8715821	Panama	Bureau Veritas (BV)		Yes	5
GO Public	9045900	Bahamas	American Bureau of Shipping (ABS)		Yes	1
Golden Craig	8419362	Panama	Nippon Kaiji Kyokai (NK)			
Golden Craig	8419362	Panama	Nippon Kaiji Kyokai (NK)			
Goodwill	9037745	Panama	Korean Register of Shipping (KR)			
Grand Fortune	9044475	Panama	Nippon Kaiji Kyokai (NK)		Yes	1
Great Moon	8204444	Panama	Korean Register of Shipping (KR)		Yes	2
Great Pheasant	9237266	Liberia	Nippon Kaiji Kyokai (NK)	0 d 4 h 45 min		
Great Scenery	9264049	Hong Kong, China	American Bureau of Shipping (ABS)		Yes	1
Great Success	9186364	Hong Kong, China	Det Norske Veritas (DNV)	0 d 6 h 0 min		

[1] Not all ships were detained as a result of deficiencies related to statutory certificates issued by the Classification society listed as the recognised organisation.
[2] time that a ship was delayed beyond its scheduled sailing date.

Ship Name	IMO Number	Flag	Recognised Organisation[1]	Delayed[2]	RO Responsible	No of RO Responsible Deficiencies
Hawk	9104483	Cyprus	Nippon Kaiji Kyokai (NK)		Yes	1
Hebei Wisdom	8413435	Hong Kong, China	Nippon Kaiji Kyokai (NK)			
Henry Oldendorff	9138628	Liberia	Lloyd's Register (LR)			
Hui Ping	9074107	Panama	Nippon Kaiji Kyokai (NK)	0 d 9 h 0 min		
Hui Shun Hai	8319641	Hong Kong, China	China Classification Society (CCS)		Yes	1
Hyundai Island	8419609	Korea (South)	Korean Register of Shipping (KR)			
Iran Hamzeh	8320171	Iran	Lloyd's Register (LR)	0 d 0 h 0 min		
Iran Takhti	7602194	Iran	Lloyd's Register (LR)			
Johnny K	9000649	Cyprus	Bureau Veritas (BV)	0 d 0 h 0 min		
Jorita	8314469	Norway	Det Norske Veritas (DNV)			
K. Gold	9125554	Panama	Det Norske Veritas (DNV)	0 d 10 h 0 min		
K. Jasmine	8518015	Panama	Korean Register of Shipping (KR)		Yes	5
Kamakura	8705462	Panama	Nippon Kaiji Kyokai (NK)			
Kapitan Serykh	8504961	Russian Federation	Russian Maritime Register of Shipping (RS)		Yes	1
Ken Koku	9135470	Panama	Nippon Kaiji Kyokai (NK)			
King A	8004222	Marshall Islands	Det Norske Veritas (DNV)			
Kota Pahlawan	9142942	Liberia	Germanischer Lloyd (GL)			
Kyla	8000460	Liberia	Registro Italiano Navale (RINA)			
Lady Barbara	8908246	Hong Kong, China	Lloyd's Register (LR)		Yes	1
Lazeez	7913062	Panama	Nippon Kaiji Kyokai (NK)			
Lioness C	8115007	Panama	Lloyd's Register (LR)			
Lucas	8404290	Antigua and Barbuda	Germanischer Lloyd (GL)	0 d 8 h 30 min		
Luciana Della Gatta	8807038	Italy	Registro Italiano Navale (RINA)		Yes	2
Manna	8907321	Malta	Nippon Kaiji Kyokai (NK)		Yes	1
Maratha Messenger	9086980	India	Other			
Marina Wave	8903234	Cyprus	Lloyd's Register (LR)	0 d 3 h 29 min		
Maritime Light	8902151	Singapore	China Classification Society (CCS)			
Mass Wits	8512889	Panama	China Classification Society (CCS)	0 d 1 h 30 min		
Mastrogiorgis B	9015589	Panama	Lloyd's Register (LR)	6 d 20 h 15 min	Yes	6
Minoan Flame	8005264	Malta	Registro Italiano Navale (RINA)			
MSC Alice	7359852	Panama	American Bureau of Shipping (ABS)	0 d 10 h 0 min		
MSC Denisse	7435292	Panama	Bureau Veritas (BV)			
MSC Federica	7347512	Cyprus	Lloyd's Register (LR)		Yes	1
MSC Jeanne	7814826	Panama	American Bureau of Shipping (ABS)	0 d 18 h 20 min		
MSC Paola	7416868	Panama	Lloyd's Register (LR)		Yes	3

[1] Not all ships were detained as a result of deficiencies related to statutory certificates issued by the Classification society listed as the recognised organisation.
[2] time that a ship was delayed beyond its scheduled sailing date.

Ship Name	IMO Number	Flag	Recognised Organisation[1]	Delayed[2]	RO Responsible	No of RO Responsible Deficiencies
MSC Perth	9005417	Liberia	Germanischer Lloyd (GL)			
MSC Teresa	7320253	Panama	Germanischer Lloyd (GL)		Yes	3
MSC Uruguay	9122409	Antigua and Barbuda	Germanischer Lloyd (GL)		Yes	1
Multi Express	8807337	Indonesia	Biro Klasifikasi Indonesia (BKI)		Yes	1
Nava Eliza	8312045	Cyprus	Lloyd's Register (LR)	2 d 1 h 30 min		
New Halcyon	9035773	Taiwan, China	China Corporation Register of Shipping (CCRS)		Yes	1
Nil	8114132	Malta	Lloyd's Register (LR)		Yes	1
Noble Dragon	9039054	Hong Kong, China	Det Norske Veritas (DNV)	0 d 13 h 30 min	Yes	1
Oak Star	9159543	Singapore	Nippon Kaiji Kyokai (NK)		Yes	1
Oak Wave	9186924	Singapore	Nippon Kaiji Kyokai (NK)		Yes	1
Ocean Peace	8511720	Korea (South)	Korean Register of Shipping (KR)	1 d 6 h 0 min		
Olympia	8521191	Hong Kong, China	Registro Italiano Navale (RINA)		Yes	2
Orange Horizon	8223361	Panama	Nippon Kaiji Kyokai (NK)			
Pacific Sentinel	8126991	Singapore	Det Norske Veritas (DNV)			
Panagiotis I	8124876	Malta	Bureau Veritas (BV)	6 d 0 h 30 min		
Paris Texas	8316364	Jamaica	Nippon Kaiji Kyokai (NK)	3 d 22 h 30 min		
Peonia	9313436	Italy	Registro Italiano Navale (RINA)			
Peppino D'amato	9291107	Panama	Nippon Kaiji Kyokai (NK)			
Port Lisboa	9231573	Malta	American Bureau of Shipping (ABS)			
Pos Ambition	9037733	Panama	Korean Register of Shipping (KR)		Yes	3
Prosperous	8818867	Hong Kong, China	Bureau Veritas (BV)		Yes	1
Protesilaus	8520991	Singapore	Bureau Veritas (BV)			
Protesilaus	8520991	Singapore	Bureau Veritas (BV)			
Rangitane	8405933	Antigua and Barbuda	Germanischer Lloyd (GL)			
Riruccia	9153771	Isle of Man, UK	Registro Italiano Navale (RINA)	0 d 20 h 30 min		
Samjohn Spirit	9074676	Greece	American Bureau of Shipping (ABS)			
Sea Prince	8707367	Cyprus	Nippon Kaiji Kyokai (NK)		Yes	1
Seattle Trader	9204685	Philippines	Bureau Veritas (BV)			
Semakau Spirit	8802911	Bahamas	Nippon Kaiji Kyokai (NK)			
Sonoma	9236195	Malta	China Classification Society (CCS)	0 d 3 h 0 min		
South Fortune	9082726	Panama	Nippon Kaiji Kyokai (NK)	0 d 2 h 30 min	Yes	1
Spar Leo	8805169	Norway	Det Norske Veritas (DNV)	0 d 6 h 0 min		
Star Europe	8417649	Bahamas	Bureau Veritas (BV)			
Stellar Breeze	8808393	Panama	Nippon Kaiji Kyokai (NK)			
Suma	9072044	Singapore	Nippon Kaiji Kyokai (NK)			

[1] Not all ships were detained as a result of deficiencies related to statutory certificates issued by the Classification society listed as the recognised organisation.
[2] time that a ship was delayed beyond its scheduled sailing date.

Ship Name	IMO Number	Flag	Recognised Organisation[1]	Delayed[2]	RO Responsible	No of RO Responsible Deficiencies
Sunny Ocean	9072197	Panama	Nippon Kaiji Kyokai (NK)			
Super Ace	9132650	Hong Kong, China	Nippon Kaiji Kyokai (NK)	0 d 12 h 0 min		
Surya Kripa	8401298	India	Indian Register of Shipping (IRS)		Yes	2
Sydney King	8800250	Marshall Islands	Det Norske Veritas (DNV)		Yes	1
Team Merkur	7926241	Marshall Islands	Det Norske Veritas (DNV)			
Tinos	9119189	Cyprus	Germanischer Lloyd (GL)	0 d 8 h 30 min	Yes	1
Uljanik	9102954	Bahamas	Bureau Veritas (BV)			
Unterwalden	9137428	Croatia	Croatian Register of Shipping (CRS)	0 d 20 h 15 min	Yes	2
Vega Pioneer	9240809	Panama	Nippon Kaiji Kyokai (NK)			
Western Triumph	9030761	Papua New Guinea	American Bureau of Shipping (ABS)			
Wise King	8515037	Hong Kong, China	Nippon Kaiji Kyokai (NK)		Yes	6
Xanadu	8307545	Antigua and Barbuda	Det Norske Veritas (DNV)			
Yick Fat	8029416	Panama	Nippon Kaiji Kyokai (NK)		Yes	1
YK Taurus	9130963	Panama	Nippon Kaiji Kyokai (NK)			
Yuan Li	9035773	Singapore	Nippon Kaiji Kyokai (NK)	0 d 1 h 30 min	Yes	1

[1] Not all ships were detained as a result of deficiencies related to statutory certificates issued by the Classification society listed as the recognised organisation.
[2] time that a ship was delayed beyond its scheduled sailing date.