

# PSC

Port State Control

*Australia*



Australian Government

Australian Maritime Safety Authority

# 2007 Report





# 2007

## PORT STATE CONTROL REPORT



***Australia***

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## PREFACE

The Australian economy depends upon maritime trade. It is reasonable to expect that those in the industry will maintain the safety of personnel and protection of the marine environment in accordance with Australian and international standards.

The Australian Maritime Safety Authority (AMSA) assists in ensuring these expectations are met through continuing to deliver a rigorous port State control (PSC) program, supported by the Australian government and other maritime industry stakeholders.

AMSA has been able to see the benefits of this program through analysis of PSC data over a number of years, with a clear improvement in the overall standard of foreign flag ships and a general decline in average deficiencies per PSC inspection. We recognise that this is only partly a result of the efforts and professionalism of the AMSA Marine Surveyors, systems and support staff; the efforts of the users of shipping coming to Australian ports to employ quality tonnage are also to be applauded as are the efforts of ship crews and managers.

We value our international reputation of having a professional, firm, fair and independent inspection regime. We strive to maintain and better this reputation. To assist in this, we continue to critically evaluate how we do PSC and will work with, and support, any other organisation to strengthen current inspection methods, improve maritime safety standards and eliminate substandard shipping calling to Australia. It is equally important that we continue to work with and support our regional partners to eliminate substandard shipping on a global basis .

This PSC Annual Report covers the period between 1 January and 31 December 2007. During this time there were 2963 initial PSC inspections with 159 of those leading to the detention of a vessel. The detention rate has increased slightly over 2006 although during 2007 significant effort has been made to improve the focus of the PSC program on those ships posing the highest risk. Whilst this has always been the objective, refinements of how to achieve this continue to be sought and implemented.

Shortcomings with ships' equipment continue to be the main contributor to deficiencies and detentions. Basic fire fighting equipment is the most significant contributing factor, particularly faults with fire dampers and emergency fire pumps. Our efforts continue to follow up on the safety management system failures which are behind these hardware defects.

AMSA's commitment to safe shipping and protection of the marine environment will continue with enthusiasm in 2008.



Graham Peachey  
Chief Executive Officer  
Australian Maritime Safety Authority

## SUMMARY OF DETENTIONS AND INSPECTIONS

	2003	2004	2005	2006	2007
<b>Total Inspections</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>	<b>2963</b>
<b>Total Detentions</b>	<b>190</b>	<b>173</b>	<b>154</b>	<b>138</b>	<b>159</b>
<b>Detention %</b>	<b>6.7</b>	<b>5.4</b>	<b>5.0</b>	<b>4.5</b>	<b>5.4</b>

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## INTRODUCTION

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

The United Nations Convention of the Law of the Sea (UNCLOS) provides every nation with many rights and obligations with regards to vessel registration and freedom of passage both over the high seas and through coastal waters of any other nation. Some of these responsibilities are detailed in International Conventions developed and amended by the International Maritime Organization (IMO). The most commonly accepted Conventions are:

- International Convention for the Safety of Life at Sea (SOLAS),
- International Convention for the Prevention of Pollution from Ships (MARPOL),
- International Convention on Load Lines,
- International Convention on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW)

In addition to these Conventions are numerous technical Codes and Resolutions associated with these Conventions.

The Administration offering vessel registration is referred to as the “flag State” and holds the responsibilities and obligations imposed by the International Conventions for ships entitled to fly its flag.

To achieve this, most flag States delegate some or all of these functions to “Recognised Organisations” (RO) which are most commonly Classification Societies. Such Societies have developed large networks of worldwide resources to enable them to carry out these delegated tasks. However, even when delegating these functions, the flag State, as the signatory to the International Convention, retains ultimate responsibility.

The role of the vessel owner and/or operator are also a critical factor, in addition to the flag State and RO, in ensuring that their ships are fully compliant with International Convention requirements. In addition, operators and owners should ensure that their vessels are operated in such a manner to ensure safety of the crew and protection of the marine environment.

In a perfect world, the above mechanism would be all that is required to ensure that ships and shipping are fully compliant with all requirements now and throughout the ship’s life. This however is known not to be the case.

The International Conventions and UNCLOS also give powers to countries to which ships travel to ensure that those ships do not pose an unreasonable threat to the safety of the ship, its crew or the marine environment whilst in their waters. The country in whose waters the ship is in, is known as the “port State”. The International Conventions allow the port State to exercise a limit of “control” over ships in their waters. This mechanism of verifying that ships are compliant whilst in their waters is known as “port State Control” (PSC). The consistent failure of a minority of ship operators to fully meet their obligations has resulted in PSC assuming prominence in the shipping industry.

## Port State Control in Australia

Port State Control is of particular importance to Australia due to the role of shipping in Australia's trade and the sensitivity of the Australian coastline to environmental damage. 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, marine qualifications duties and occupational health and safety audits of Australian flag ships.

All AMSA Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree. They are 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. The processes are also subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

## Flag State Inspections in Australia

The flag State holds the responsibility for ensuring that its ships comply with both the International Convention requirements, but also with any specific national requirements. Australia has delegated the regular survey and certification processes to six Classification Societies through Memoranda of Understanding. 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).

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



In conducting FSC inspections, AMSA Marine Surveyors evaluate defects and the required action in the same manner as PSC. If considered unseaworthy, AMSA will detain an Australian ship.

Overall results of these inspections, including any detention details, are published on the AMSA internet site each month along with details of any port State control detentions during that month. ([www.amsa.gov.au/Shipping\\_Safety/Port\\_State\\_Control/](http://www.amsa.gov.au/Shipping_Safety/Port_State_Control/))

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

During 2007, AMSA Marine Surveyors carried out 99 FSC inspections on 64 Australian registered ships. These inspections resulted in the recording of 387 deficiencies, and the detention of three ships. This represents an increase in the average number of deficiencies per inspection (2.9 to 3.9) over 2006 and an increase in detentions from one in 2006. This is a concern to AMSA and the performance of these and other ships continues to be monitored closely. As a result of the three detentions, AMSA initiated unscheduled ISM audits on the vessels and in some cases, on the relevant company.

### **Port State Control – Australian Ships (overseas)**

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

During the reporting period, six Australian ships were subject to eight port State control inspections {New Zealand (3), China (2), Singapore and Japan}. These inspections led to the recording of a total of eight minor deficiencies on four of the vessels, none of which warranted detention.

AMSA monitors the deficiencies with vessel operators to ensure that they are rectified and corrective action is undertaken to prevent a recurrence.

### **Appeals and Review Processes**

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

During 2007, owners, operators, ROs and flag States appealed a number of deficiencies and detentions to AMSA. These were all investigated and responded to. No detentions were withdrawn or downgraded through this process.

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

There were also no appeals to the Detention Review Panel of the Tokyo Memorandum of Understanding on Port State Control (Tokyo MOU) during 2007.

## Regional Cooperation

The IMO Assembly Resolution A.682 (17) "Regional Cooperation in the Control of Ships and Discharges" was made in recognition that more effectiveness could be gained from regional cooperation in port State control rather than by States acting in isolation. The key to such regional cooperation is ensuring that substandard ships do not have access to ports where they can call without fear of consequences. Regional cooperation also allows member States to share information on inspection results and ensure follow-up of deficiencies found during inspections that 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)

## AMSA's Ship Inspection Database

To assist AMSA Marine Surveyors in conducting PSC inspections, AMSA has developed a comprehensive database, referred to as '*Shipsys*'. The *Shipsys* database, contains information received from various sources on a large number of vessels. This information includes the general particulars of a vessel, and also their PSC inspection history from within the Tokyo MOU region. Data from PSC inspections by other members of the Indian Ocean MOU will be added to *Shipsys* in the near future.

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

The risk factor calculation is based upon a detailed statistical analysis of the PSC records held in the database that was initially carried out in 2002. During 2007 this analysis was conducted once again, utilising 10 years of data from *Shipsys*, in order to ensure that the risk factor calculation remains valid. This analysis is carried out for AMSA by the government research organisation, CSIRO.

Although this exhaustively researched targeting system is maintained and forms the basis of the *Shipsys* system, the system is ultimately designed to be a guide to AMSA Marine Surveyors, rather than a mandatory targeting system. AMSA Marine Surveyors are expected to use their professional judgment to decide which ships should be inspected and the level of inspection required. Local knowledge and experience are important factors in making these decisions.

## PSC Inspection Rate Targets

As a result of the 2007 analysis, AMSA adopted revised inspection rate targets. From 1 July 2007, the revised targets became based entirely on a calculated “risk factor” for each ship. Previously inspection rate targets were based on broad grouping of ships according primarily to their age.

The new “risk factor” is a numerical calculation of the probability of each arriving ship’s likelihood of detention. This calculation takes into account a number of criteria and, based on this, ships are grouped into “priority” groups with each group having a specific desired inspection rate.

The new inspection rate targets are shown in Table 1.

This new approach was expected to result in a reduction of up to 15 per cent in the overall numbers of PSC inspections, particularly of lower risk ships. As it happened, there was strong growth in eligible port visits in 2007, largely offsetting the expected reduction in overall inspection numbers. As a result, the total number of PSC inspections in 2007 was only a little below that for 2006.

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

**Table 1**  
*New inspection rate targets*

## INSPECTION RESULTS IN 2007

### Shipping Industry Activity in 2007

AMSA continues to face challenges in its efforts to meet PSC inspection targets.

To meet these targets, AMSA strives to maintain a clear understanding of the growth and trading pattern of foreign ships visiting Australian ports, so that appropriate resources can be allocated to the ports where they are needed most.

Foreign-flag shipping activity to Australia continued to grow strongly in 2007. This reflects the ongoing high levels of demand for commodity exports and imports of manufactured goods.

Total port visits by foreign-flag ships grew by 2.4 per cent to 21,295, while the total gross tonnage of those ships grew by 5.3 per cent to 756.64 million tons. In other words, average ship size increased in addition to the growth in traffic levels. Individual ship numbers increased by 4.3 per cent to 3,800, but there was also considerable turnover in the fleet in that nearly 35 per cent of the ships that visited Australia in 2007 had not visited in 2006.

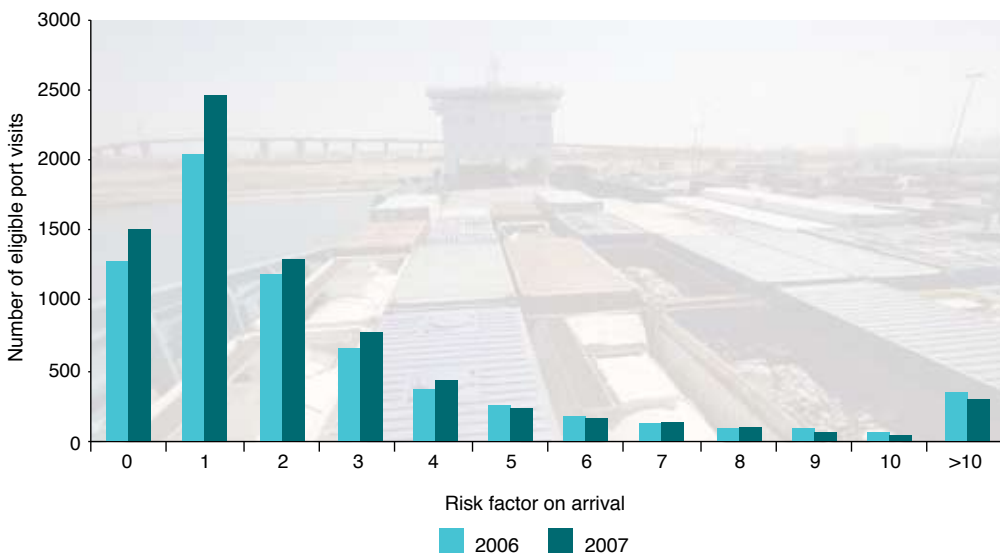
This turnover represented improvements in the age and risk profile of the foreign-flag fleet in 2007. The number of ships less than 5 years of age increased by 25 per cent to 1,241 while the number of ships of 15 or more years of age fell by 16 per cent to 803.

The end result of this was that the average risk factor, or probability of detention, of foreign-flag ships fell from 2.94 per cent in 2006 to 2.57 per cent in 2007.

This risk profile of visiting foreign-flag ships is shown in Figure 1.

The significant levels of turnover in the foreign-flag fleet also resulted in an increase in the proportion of ships that made only a single visit to Australia in the year, from 26 per cent of the fleet in 2006 to 27.4 per cent in 2007 (1,042 ships). Most of these single-visit ships were eligible for port State control inspection, thus providing only one opportunity for inspection. AMSA inspected 40 per cent of single visit ships in 2007.

For the detained ships in 2007, the average risk factor was 6.2 with the lowest being 0 and the highest being 34.



**Figure 1**  
*Risk factor profile of eligible port arrivals*

When viewed on the basis of unique foreign flag ships, and applying the priority level grouping to ships over the entire year, the overall inspection rate in 2007 was 70 per cent, with 90 per cent of eligible priority 1 ships inspected. The number of unique ships inspected is less than the total number of ships actually inspected (2963) as some were inspected more than once as shown in Table 2.

The trend of visits by ships is shown in table 3.

Priority Group	2007 Eligible Ships	2007 Ships Inspected	Inspection Rate
Priority 1	508	458	90.2%
Priority 2	372	313	84.1%
Priority 3	974	741	76.1%
Priority 4	1717	987	57.5%
<b>Totals</b>	<b>3571</b>	<b>2499</b>	<b>70.0%</b>

**Table 2**  
*Unique foreign flag ships - priority level*

Item	2006	2007	Change
Bulk carrier visits	8233	8348	+1.4%
Livestock carrier visits	275	321	+16.7%
Container ship visits	4535	4615	+1.7%
Vehicle carrier visits	1337	1387	+3.7%
Oil tanker visits	1395	1440	+3.2%
Gas carrier visits	543	607	+11.7%
Total Gross Tonnage of Port visits	720m	757m	+5.1%
Average Gross tonnage	34627	35548	+2.7%
Foreign Flag Port visits	20793	21295	+2.4%
Individual ships	3688	3800	+3.0%
Inspection rate	74.1%	70.0%	-5.5%
Number of inspections	3080	2963	-3.7%

**Table 3**  
*Trend of ship visits in 2007 compared to 2006*

## Inspections

Generally, a ship becomes eligible for inspection every six months. During 2007, in accordance with IMO Resolution A.787(19) and AMSA internal instructions and training regimes, AMSA Marine Surveyors carried out 2963 initial inspections on foreign ships at 57 Australian ports. As a result of the initial inspections, AMSA Marine Surveyors carried out 443 follow-up inspections to ensure rectification of deficiencies. There were 2499 individual ships inspected, as some ships were inspected more than once during the year.

Table 4, 5 and 6 gives a breakdown of inspections over a 5-year period by the port of inspection, inspections by ship flag and inspections by ship type.

Figure 2 represents the inspections by flag for vessels having been subject to more than 25 inspections over 2007. This shows that Panama is subject to the most inspections in Australia (33%) followed by a relatively even distribution between Hong Kong, Liberia, Singapore and Bahamas (from 8.3% to 5.3%).

Figure 3 shows that bulk carriers are by far the most inspected ship type in Australia.

Port	2003	2004	2005	2006	2007
Abbot Point	10	8	24	14	15
Albany	10	30	21	18	22
Ardrossan	0	2	0	2	1
Barrow Island Terminal	0	1	0	0	0
Barry Beach	0	0	0	0	0
Bell Bay	25	51	38	36	31
Brisbane	255	265	264	251	226
Broome	0	1	1	0	4
Bunbury	74	74	78	85	66
Bundaberg	1	2	0	1	0
Burnie	19	16	17	20	22
Cairns	20	17	19	27	24
Cape Cuvier	1	0	1	0	0
Cape Flattery	1	0	0	1	1
Christmas Island	2	2	0	0	4
Cossack Pioneer Terminal	0	0	3	0	0
Dampier	231	252	220	232	241
Darwin	62	67	79	85	101
Derby	0	0	0	0	0
Devonport	3	2	1	3	3
Eden	4	2	0	1	0
Esperance	6	12	13	17	22
Fremantle	142	118	130	134	128
Geelong	65	84	59	70	58
Geraldton	26	52	39	51	49
Gladstone	172	206	178	234	237
Gove	11	14	20	25	19
Griffin Venture Terminal	1	0	0	0	0
Groote Eylandt	8	12	1	13	12
Hay Point	185	287	303	237	322
Hobart	8	5	5	7	5
Karumba	4	3	1	2	1
Kurnell	19	24	12	12	13
Koolan Island WA	-	-	-	-	1
Kwinana	185	252	222	209	169
Launceston	0	2	0	0	0
Lucinda	6	3	7	4	2

**Table 4**  
**Total ships inspected**  
**by port of inspection**

*Continued*



Port	2003	2004	2005	2006	2007
Mackay	10	14	19	17	32
Melbourne	153	182	167	174	156
Mourilyan	4	8	12	9	11
Newcastle	255	284	332	306	264
Onslow	2	4	3	0	1
Other North	0	1	1	0	1
Other West	3	0	1	0	1
Point Wilson	0	2	0	1	1
Port Adelaide	66	87	72	73	48
Port Alma	7	8	13	11	9
Port Bonython	2	1	3	3	0
Port Botany	130	118	117	147	137
Port Giles	7	6	4	4	1
Port Hedland	159	157	144	139	114
Port Kembla	88	99	103	97	98
Port Latta	3	1	4	0	2
Port Lincoln	15	12	8	8	2
Port Pirie	7	3	5	5	2
Port Stanvac	7	0	0	0	0
Port Walcott	72	91	58	56	40
Portland	35	23	19	21	18
Risdon	2	2	4	4	0
Saladin Marine Terminal	0	0	0	0	0
Spring Bay	8	8	7	8	7
Stanley	1	0	0	0	0
Sydney	92	98	83	71	90
Thevenard	3	5	5	4	1
Townsville	93	56	74	77	63
Useless Loop	7	2	10	9	13
Varanus Island Terminal	1	0	0	0	0
Wallaroo	8	16	9	4	4
Weipa	17	22	20	14	32
Westernport	7	8	7	12	8
Whyalla	7	17	12	15	7
Yamba	0	0	0	0	0
Yampi Sound	0	0	0	0	0
Wollybutt (Oil facility) WA	-	-	-	-	1
<b>Totals</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>	<b>2963</b>

**Table 4**  
**Total ships inspected**  
**by port of inspection**  
**(continued)**

Flag	2003	2004	2005	2006	2007
Algeria	0	1	0	0	0
American Samoa, USA	0	0	0	0	0
Antigua and Barbuda	25	40	44	34	35
Bahamas	178	180	176	153	159
Bahrain	0	0	0	0	0
Barbados	3	1	1	1	3
Belgium	1	6	8	10	12
Belize	2	5	3	4	4
Bermuda, UK	28	31	20	20	13
Brazil	0	3	0	0	0
Bulgaria	0	0	1	1	0
Cambodia	0	0	0	1	0
Cayman Islands, UK	11	10	7	14	17
Channel Islands, UK	0	0	0	0	0
Chile	1	0	1	0	1
China	79	79	68	75	57
Croatia	4	9	7	10	8
Cyprus	129	154	127	122	98
Denmark	29	27	23	16	23
Dominica	0	0	0	2	8
Egypt	6	6	6	5	2
Fiji	3	0	0	0	0
France	15	14	14	14	6
French Antarctic Territory, France	1	0	0	0	0
Germany	6	13	32	24	27
Gibraltar, UK	4	4	4	8	2
Greece	119	160	103	95	87
Honduras	0	0	0	0	0
Hong Kong, China	196	263	269	277	247
India	27	35	27	34	42
Indonesia	8	7	11	8	4
Iran	9	12	10	8	1
Isle of Man, UK	40	55	61	54	47
Italy	18	20	26	28	35
Jamaica	0	0	1	0	0
Japan	52	55	48	47	42
Korea (South)	61	65	82	95	89
Kuwait	8	7	5	5	5
Kyrgyzstan	0	0	0	0	0
Lebanon	0	1	0	0	0
Liberia	207	232	201	203	205

**Table 5**  
**Total ships inspected by**  
**Flag**

*Continued*

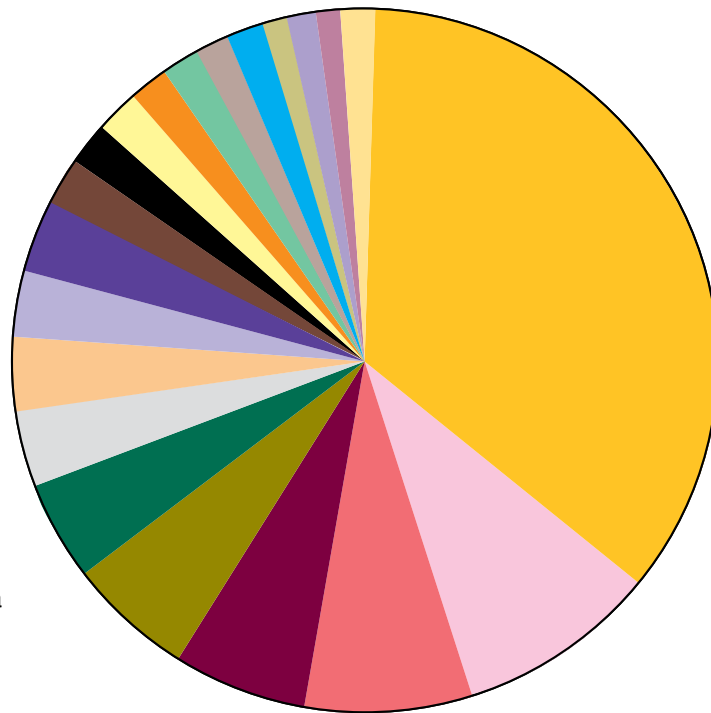
Flag	2003	2004	2005	2006	2007
Luxembourg	1	1	0	2	4
Malaysia	51	45	36	35	19
Malta	75	120	97	98	91
Marshall Islands	58	73	89	97	115
Mauritius	0	0	0	1	0
Morocco	1	0	0	0	0
Myanmar	6	4	2	3	4
Netherlands	46	33	45	48	50
Netherlands Antilles, Netherlands	6	5	6	7	6
New Zealand	3	6	4	5	4
Norway	65	72	68	52	53
Pakistan	0	0	0	1	0
Panama	860	915	944	952	966
Papua New Guinea	11	13	14	16	14
Philippines	70	67	39	54	48
Portugal	2	2	0	3	1
Qatar	2	1	1	0	0
Russian Federation	25	21	12	12	3
Saint Helena, UK	0	0	0	0	0
Saint Vincent and the Grenadines	14	16	15	14	9
Samoa	2	1	2	2	2
Saudi Arabia	2	1	0	0	0
ship's registration withdrawn	1	0	0	0	0
Singapore	128	150	162	166	167
South Africa	1	1	0	0	0
Sri Lanka	0	0	0	0	0
Spain	0	0	0	1	0
Sweden	16	15	15	9	10
Switzerland	7	8	7	6	5
Taiwan, China	30	21	26	22	15
Thailand	10	21	16	18	13
Tonga	6	4	3	6	7
Trinidad Tabago	0	0	0	0	1
Turkey	13	28	20	12	9
Tuvalu	1	0	0	0	0
Ukraine	0	0	1	1	0
United Arab Emirates	0	2	0	1	1
United Kingdom	23	30	37	32	32
United States of America	1	1	0	1	1
Vanuatu	18	25	24	29	24
Vietnam	2	4	1	7	10
<b>Totals</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>	<b>2963</b>

**Table 5**  
**Total ships inspected by**  
**Flag (Continued)**

Ship	2003	2004	2005	2006	2007
Bulk carrier	1602	1932	1798	1788	1714
Chemical tanker	76	81	101	92	96
Combination carrier	23	36	23	11	7
Container ship	251	241	271	314	270
Gas carrier	53	52	46	63	57
General cargo/multi-purpose ship	197	192	188	210	204
Heavy load carrier	7	14	15	16	15
High speed passenger craft	0	0	1	1	1
Livestock carrier	59	49	39	39	38
MODU & FPSO	2	0	6	2	4
Offshore service vessel	26	31	25	24	20
Oil tanker	239	247	211	194	213
Passenger ship	22	25	27	27	29
Refrigerated cargo vessel	19	10	13	11	4
Ro-Ro cargo ship	11	27	16	12	7
Ro-Ro passenger ship	1	1	1	2	0
Special purpose ship	6	10	8	9	11
Tanker, not otherwise specified	3	7	5	4	0
Tugboat	9	12	17	23	24
Vehicle carrier	138	147	173	144	145
Wood-chip carrier	69	75	68	81	83
Other types of ship	14	12	20	13	17
Factory ship	0	0	0	0	1
NLS tanker	0	0	0	0	3
<b>Totals</b>	<b>2827</b>	<b>3201</b>	<b>3072</b>	<b>3080</b>	<b>2963</b>

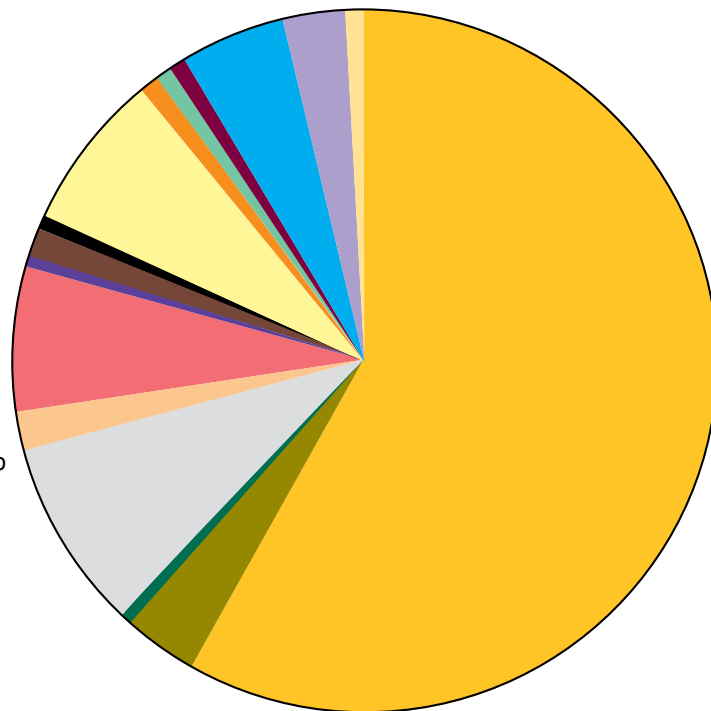
**Table 6**  
**Total ships inspected**  
**by ship type**

- Panama
- Hong Kong, China
- Liberia
- Singapore
- Bahamas
- Marshall Islands
- Cyprus
- Malta
- Korea (South)
- Greece
- China
- Norway
- Netherlands
- Philippines
- Isle of Man, UK
- India
- Japan
- Antigua and Barbuda
- Italy
- United Kingdom
- Germany



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

- Bulk Carrier
- Chemical Tanker
- Combination Carrier
- Container Ship
- Gas Carrier
- General Cargo/ Multi-purpose
- Heavy Load Carrier
- Livestock Carrier
- Offshore Service Vessel
- Oil Tanker
- Passenger Ship
- Special Purpose Ship
- Tugboat
- Vehicle Carrier
- Wood-chip Carrier
- Other Type of Ship



**Figure 3**  
Proportion of PSC inspections by ship type

## Deficiencies

An AMSA Marine 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, the requirements of applicable AMSA Marine Orders, or where hazards to the health or safety of the crew are determined to exist.

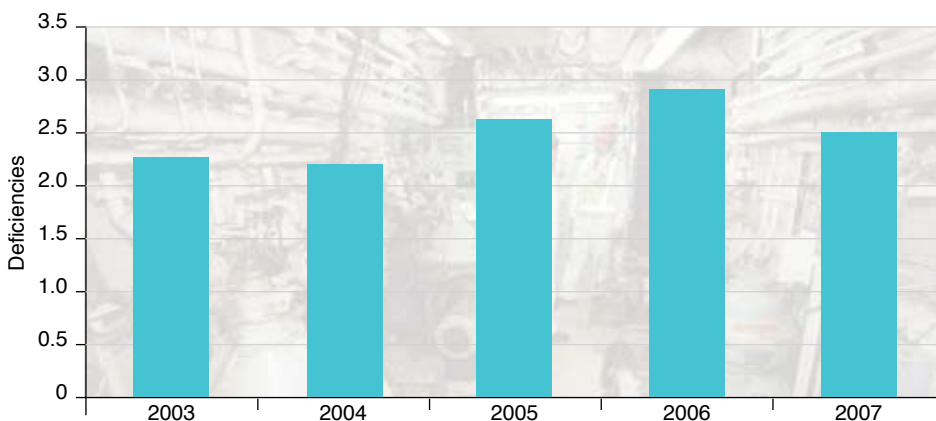
The AMSA Marine Surveyor uses experience and professional judgment to determine the appropriate time frame for the crew to rectify the deficiency. Depending on how serious the AMSA Marine Surveyor perceives the deficiency to be, they may require rectification before the vessel departs, at the next port, within 14 days, within three months, or initiate other conditions for rectification. A serious deficiency deemed to pose an immediate threat to the ship, crew or environment will result in the detention of the vessel. AMSA will enforce the detention, irrespective of the scheduled departure of the ship.

The IMO Resolution on port State Control {ResA.787(19)} gives the following guidance in regard to deficiencies:

- 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 2007, AMSA Marine Surveyors recorded a total of 7,290 deficiencies. This gave a deficiency rate of 2.46 per inspection. This is a decrease compared to 2006 (2.91). Figure 4 shows the 5-year trend of deficiency rates.

Whilst a reduction is viewed as a positive indicator, the five year trend indicates a fairly consistent level of deficiency rate, however when viewed over a 10 year period the deficiency rate has dropped from 3.9 deficiencies per inspection.

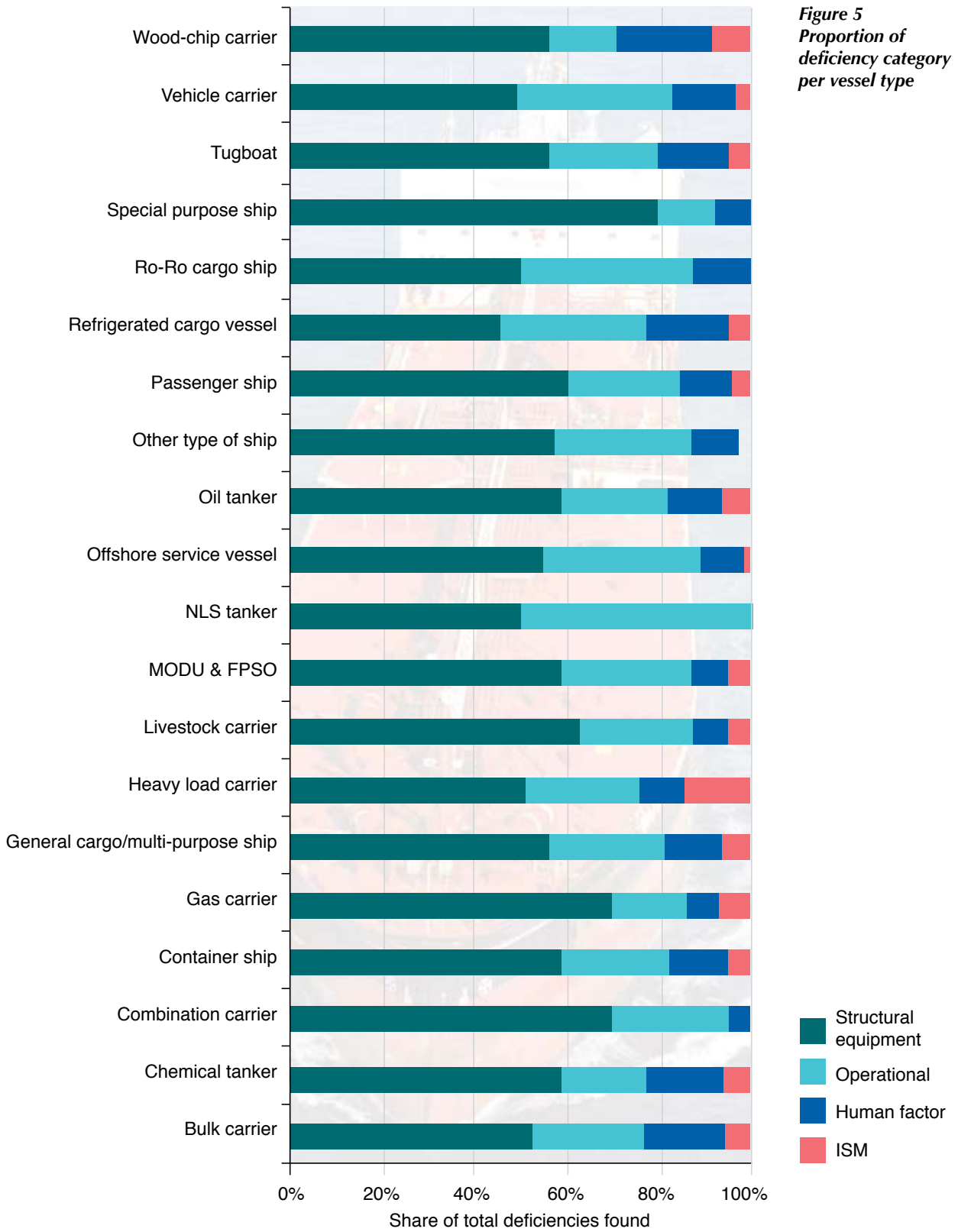


**Figure 4**  
**Average number of**  
**deficiencies per inspection**

When analysing deficiencies, AMSA finds it useful to categorise deficiencies into the following groups – Structural/Equipment, Operational, ISM and Human Factor. Table 7 shows the numbers of deficiencies for each of these broad groups per vessel type. This table also compares the group rates to those of 2006. It can be seen that the proportion of deficiency groups is relatively consistent. Figure 5 shows the proportion of deficiencies for each deficiency category for each vessel type.

Ship Type	Structural/ Equipment	Operational	Human Factor	ISM	Inspections
Bulk carrier	2409	1117	813	259	1714
Chemical tanker	104	32	30	10	96
Combination carrier	30	11	2	0	7
Container ship	306	120	68	24	270
Factory ship	0	0	0	0	1
Gas carrier	30	7	3	3	57
General cargo/multi-purpose ship	442	197	100	49	204
Heavy load carrier	25	12	5	7	15
High speed passenger craft	0	0	0	0	1
Livestock carrier	102	39	13	8	38
MODU & FPSO	13	6	2	1	4
NLS tanker	1	1	0	0	3
Offshore service vessel	34	21	6	1	20
Oil tanker	169	66	33	18	213
Other types of ship	25	13	5	1	17
Passenger ship	15	6	3	1	29
Refrigerated cargo vessel	10	7	4	1	4
Ro-Ro cargo ship	4	3	1	0	7
Special purpose ship	20	3	2	0	11
Tugboat	34	14	9	3	24
Vehicle carrier	121	81	35	8	145
Wood-chip carrier	63	16	23	10	83
<b>Totals for 2007</b>	<b>3957</b>	<b>1772</b>	<b>1157</b>	<b>404</b>	<b>2963</b>
<b>Deficiency rate</b>	<b>1.3</b>	<b>0.6</b>	<b>0.4</b>	<b>0.1</b>	<b>2.46</b>
<b>Totals for 2006</b>	<b>4742</b>	<b>2684</b>	<b>1059</b>	<b>487</b>	<b>3080</b>
<b>Deficiency rate</b>	<b>1.5</b>	<b>0.9</b>	<b>0.3</b>	<b>0.2</b>	<b>2.91</b>

**Table 7**  
*Deficiency category  
by inspection number  
and ship type*





## Detentions

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

Serious deterioration of the hull structure, overloading, or defective equipment such as lifesaving, radio, and fire fighting appliances are all causes to render a ship unseaworthy. AMSA Marine Surveyors use their professional judgement to determine whether or not to detain a ship.

When a ship is detained AMSA follows the International Convention and IMO resolution requirements to inform the flag State and Consul or the nearest diplomatic representative of the vessel's flag State and the appropriate Classification Society or RO. The IMO will also receive details of the intervention. AMSA publishes the details of the intervention each month on the AMSA Internet web site ([http://www.amsa.gov.au/Shipping\\_Safety/Port\\_State\\_Control/](http://www.amsa.gov.au/Shipping_Safety/Port_State_Control/))

During 2007, AMSA Marine Surveyors detained 159 ships, giving an average detention rate of 5.4 per cent. Table 8 shows these detentions by ship type with a comparison to 2006. While there was a slight increase in the detention rate of chemical tankers and general cargo/multi-purpose ships, the performance of oil tankers and livestock ships is of particular concern, as the rates doubled when compared to 2006, while inspection numbers remained relatively constant.

The age of livestock ships is likely the contributing factor to their increase. For the detained livestock ships, the average age was just over 33 years. This age profile tends to place a far greater emphasis on maintenance aspects and it is noted that the average of AMSA's risk assessments of the livestock ships detained was an 11 per cent probability of detention, quite close to the actual outcome of 10.5 per cent.

In regard to the reduced performance of oil tankers, the average age of the detained oil tankers was 14.3 years with an average risk factor of 5.7. It appears that the increased detention rate of oil tankers during 2007 was a result of the profile of some of the oil tankers that visited Australia. This analysis is also supported by the fact that the average number of deficiencies for the detained oil tankers was 7.6, which is more than double the overall average. Whilst this statistic is of some concern, it is important to recognise that the oil tankers representing a higher risk appear to have been identified, inspected and rectification action taken.

The performance of container ships also declined in 2007. This is most likely a result of targeting container ships specifically for bridge visibility and cargo securing arrangements throughout the year, in response to these issues having been identified by AMSA as being of concern.

The overall increase in detention rate in 2007 is in contrast to the longer-term trend and it is considered that this was primarily the result of an increased focus on lifeboat launching arrangements. During the year, some 30 detentions were a result of defective lifeboat release arrangements. This outcome is of major concern to AMSA and as a result, there will be increased scrutiny on this important safety aspect during all PSC (and FSC) inspections.

Ship type	2007			2006 Detention Rate
	Inspected	Detained	Detention Rate	
Bulk carrier	1714	93	5.4%	5.4%
Chemical tanker	92	5	5.2%	3.3%
Combination carrier	7	1	14.3%	0.0%
Container ship	270	16	5.9%	3.5%
Gas carrier	57	0	0.0%	0.0%
General cargo/multi-purpose ship	204	17	8.3%	5.2%
Heavy load carrier	15	2	13.3%	0.0%
High speed passenger craft	1	0	0.0%	0.0%
Livestock carrier	38	4	10.5%	5.1%
MODU & FPSO	4	0	0.0%	0.0%
Offshore service vessel	20	1	5.0%	0.0%
Oil tanker	213	9	4.2%	2.1%
Passenger ship	29	0	0.0%	0.0%
Refrigerated cargo vessel	4	0	0.0%	0.0%
Ro-Ro cargo ship	7	0	0.0%	0.0%
Ro-Ro passenger ship	0	0	0.0%	0.0%
Special purpose ship	11	1	9.1%	11.1%
Tanker, not otherwise specified	0	0	0.0%	0.0%
Tugboat	24	2	8.3%	0.0%
Vehicle carrier	145	5	3.4%	4.2%
Wood-chip carrier	83	3	3.6%	3.7%
Other types of ship	17	0	0.0%	7.7%
Factory ship	1	0	0.0%	0.0%
NLS tanker	3	0	0.0%	0.0%
<b>Totals</b>	<b>2963</b>	<b>159</b>	<b>5.4%</b>	<b>4.5%</b>

**Table 8**  
*Total ships detained by  
ship type*

Table 9 shows that during the year vessels from 33 flag States had defects serious enough to warrant a detention. For vessels from flag States that had 10 or more inspections, four flags had detention rates in excess of 10 per cent. This compares to two in 2006. Those flags with unusually high detention rates are Antigua and Barbuda, Belgium, Italy and Vietnam.

A level of caution needs to be applied in any analysis of the data given in table 9. The reason is that some sample sizes are so low that no legitimate statistical significance can be drawn from them. For example, Samoa had a single detention but also only had two inspections. It is highly unlikely that this gives an accurate representation of the performance of Samoa as a flag State.

Obviously any flag State with zero detentions is an indicator of a good level of performance. Even more so if the number of inspections is high: for example China, Norway, UK, Denmark and Bermuda performed exceptionally well during the year.

In trying to compare the detention performance of flag States, it can be useful to compare the proportion of their inspections and the proportion of their detentions of the totals. To try and minimise issues of statistical significance mentioned above, Figure 6 shows those flags that had more than 10 inspections and more than one detention.

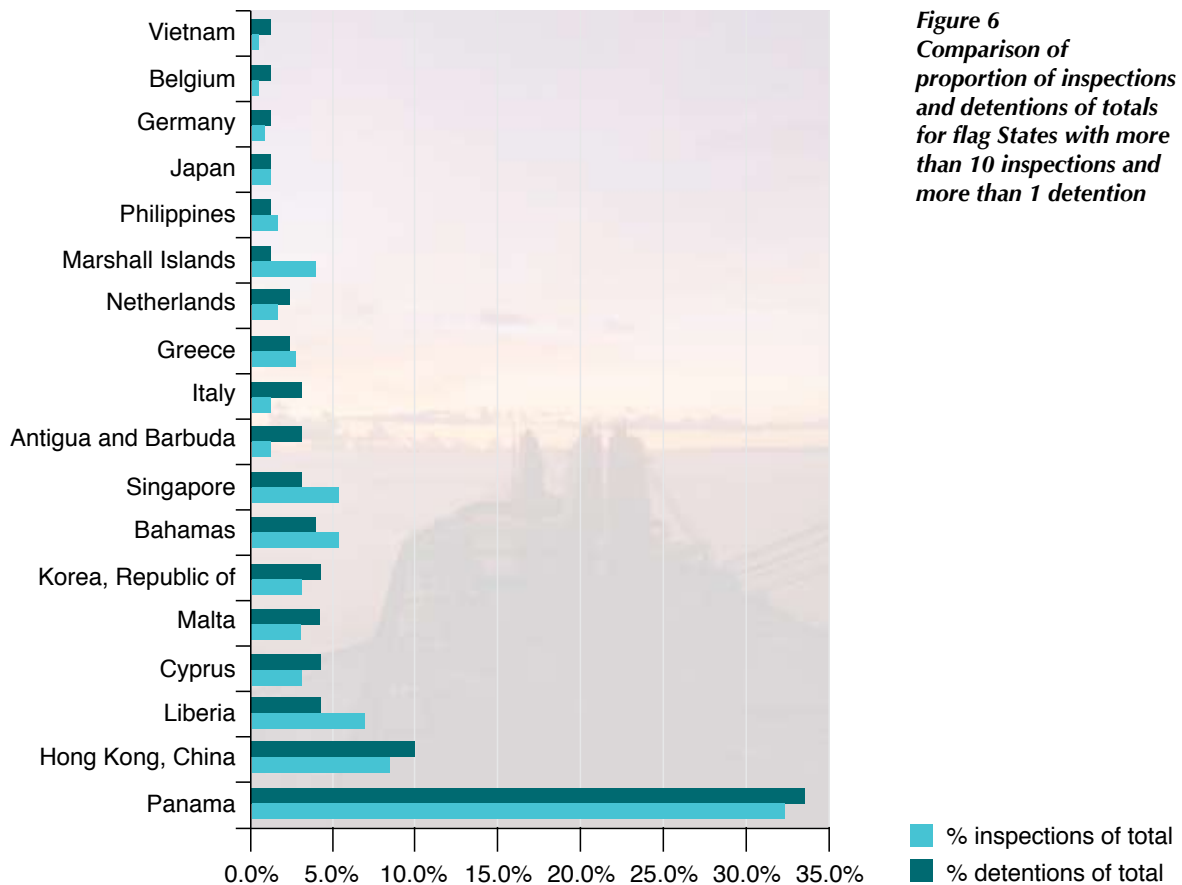
Flag	Inspections	Detentions	Detention Rate
Antigua and Barbuda	35	5	14.3%
Bahamas	159	6	3.8%
Barbados	3	1	33.3%
Belgium	12	2	16.7%
Belize	4	1	25.0%
Bermuda, UK	13	0	0.0%
Cayman Islands, UK	17	1	5.9%
Chile	1	0	0.0%
China	57	0	0.0%
Croatia	8	0	0.0%
Cyprus	98	7	7.1%
Denmark	23	0	0.0%
Dominica	8	0	0.0%
Egypt	2	1	50.0%
France	6	0	0.0%
Germany	27	2	7.4%
Gibraltar, UK	2	1	50.0%
Greece	87	4	4.6%
Hong Kong, China	247	16	6.5%

**Table 9**  
*Total ships detained  
by Flag*

*Continued*

Flag	Inspections	Detentions	Detention Rate
India	42	1	2.4%
Indonesia	4	2	50.0%
Iran	1	0	0.0%
Isle of Man, UK	47	1	2.1%
Italy	35	5	14.3%
Japan	42	2	4.8%
Korea, Rep of	89	7	7.9%
Kuwait	5	0	0.0%
Liberia	205	7	3.4%
Luxembourg	4	0	0.0%
Malaysia	19	1	5.3%
Malta	91	7	7.7%
Marshall Islands	115	2	1.7%
Norway	53	0	0.0%
Panama	966	54	5.6%
Papua New Guinea	14	1	7.1%
Philippines	48	2	4.2%
Portugal	1	0	0.0%
Russian Federation	3	1	33.3%
Saint Vincent and the Grenadines	9	1	11.1%
Samoa	2	1	50.0%
Singapore	167	5	3.0%
Sweden	10	0	0.0%
Switzerland	5	0	0.0%
Taiwan, Province of China	15	1	6.7%
Thailand	13	1	7.7%
Tonga	7	1	14.3%
Trinidad and Tobago	1	0	0.0%
Turkey	9	1	11.1%
United Arab Emirates	1	0	0.0%
United Kingdom	32	0	0.0%
United States	1	0	0.0%
Vanuatu	24	1	4.2%
Vietnam	10	2	20.0%
<b>Totals</b>	<b>2963</b>	<b>159</b>	<b>5.4%</b>

**Table 9**  
**Total ships detained**  
**by Flag (Continued)**



**Figure 6**  
**Comparison of**  
**proportion of inspections**  
**and detentions of totals**  
**for flag States with more**  
**than 10 inspections and**  
**more than 1 detention**

It can be summarised that if the proportion of detentions is greater than the proportion of inspections, that particular flag State may be underperforming. Flag States meeting these criteria are detailed in the Table 10.

Table 9 reinforces that the performance of Antigua and Barbuda, Belgium, Italy and Vietnam are far less than adequate in Australian PSC.

During 2007, AMSA Marine Surveyors found 294 deficiencies that were sufficiently serious to result in the detention of 159 ships. Table 11 indicates the level of detentions in categories of ships equipment. This trend of deficiency by category remains basically consistent with previous years, and also shows a similarity with deficiencies recorded in other MOU regions.

Of particular interest is that fire safety measures continue to contribute to about 30 per cent of all detainable deficiencies. It can also be seen that in 2007, the category of life-saving appliances overtook load line deficiencies (life-saving appliances increased from 10.5 to 17.0 per cent and load line decreased from 17.5 to 12.2 per cent). The increase in life-saving detentions is likely due to an increased emphasis on lifeboat launching arrangements by AMSA. A significant change is the decrease in problems with the stability, structure and related equipment on ships, reflecting an improvement in standards in these areas.

Flag	% inspections of total	% detentions of total
Panama	32.6%	34.0%
Hong Kong, China	8.3%	10.1%
Cyprus	3.3%	4.4%
Malta	3.1%	4.4%
Korea, Rep of	3.0%	4.4%
Antigua and Barbuda	1.2%	3.1%
Italy	1.2%	3.1%
Netherlands	1.7%	2.5%
Germany	0.9%	1.3%
Belgium	0.4%	1.3%
Vietnam	0.3%	1.3%

**Table 10**  
Flag States with higher detention proportion than inspection proportion

Deficiency Category	2007		2006
	No. of detainable deficiencies	Detention rate as a % of total	Detention rate as a % of total
Fire safety measures (SOLAS chapter II-2)	94	31.9%	27.5%
Life-saving appliances (SOLAS chapter III)	50	17.0%	10.5%
Load lines	36	12.2%	17.5%
Radio communications (SOLAS chapter IV)	26	8.8%	6.1%
ISM-related deficiencies (SOLAS chapter IX)	23	7.8%	9.3%
Stability, structure and related equipment (SOLAS chapter II-1, parts a-1, a)	23	7.8%	15.7%
MARPOL - annex I	16	5.4%	6.4%
SOLAS-related operational deficiencies	10	3.4%	3.6%
Machinery and electrical installations (SOLAS chapter II-1, parts C, D)	5	1.7%	0.7%
Certification and Watchkeeping for seafarers (STCW)	3	1.0%	0.7%
Ship's certificates and documents (SOLAS, II, MARPOL)	3	1.0%	0.0%
Carriage of cargo and dangerous goods (SOLAS chapter VI)	2	0.7%	1.4%
Safety of navigation (SOLAS chapter V)	2	0.7%	0.7%
MARPOL-related operational deficiencies	1	0.3%	0.0%
<b>Totals</b>	<b>294</b>		

**Table 11**  
Detainable deficiencies by category



***Defective cargo securing arrangement***



***Defective engine room fire damper***



***Detached engine room fire damper***

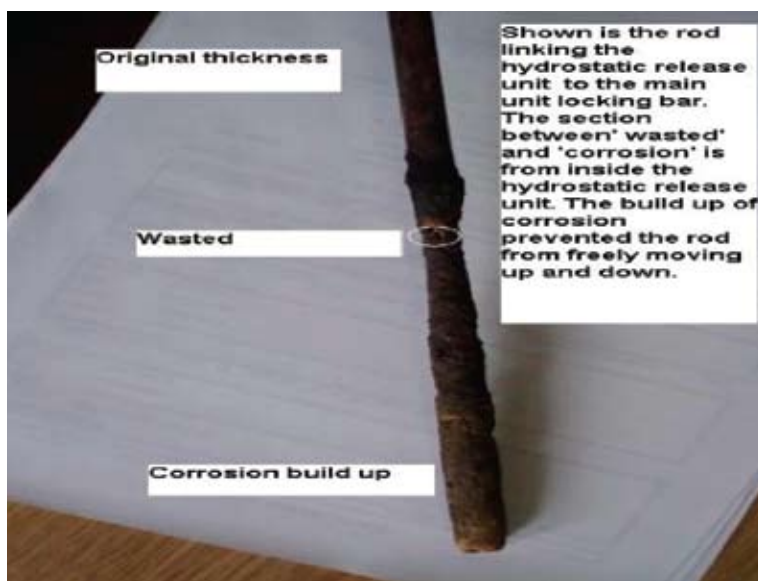




*Defective damper ducting*



*Defective tank air pipe*



*Defective lifeboat release arrangement*





*Defective operating cable for lifeboat release arrangement*



*Non reset and overridden lifeboat release*



*Defective and misaligned operating cable for lifeboat hook release*



*Defective engineroom fire damper*



*Air pipe taped over and painted*

## Responsibility of Recognised Organisations

Table 12 lists the Recognised Organisations (RO) associated with ships detained by AMSA Marine Surveyors. In many cases, a ship's RO has no control or influence over a particular item that leads to the issue of a detainable deficiency, e.g. crew qualifications and competence. However, some detainable deficiencies are directly related to items surveyed by the RO.

In accordance with Tokyo MOU Guidelines, AMSA Marine Surveyors are required to assess whether or not a detainable deficiency can be attributed to the RO responsible for the survey of the particular item. In assigning RO responsibility, AMSA Marine Surveyors follow the procedures and criteria adopted by the Tokyo MOU.

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

Recognised Organisation	Insp	Def	Det	Det Rate	Total Det Defs	Def assigned RO Resp	RO Resp as % of Total Det Defs
American Bureau of Shipping (ABS)	272	718	14	5.1%	26	1	3.8%
Biro Klasifikasi Indonesia (BKI)	1	29	1	100.0%	3	0	0.0%
Bureau Veritas (BV)	228	755	13	5.7%	25	7	28.0%
China Classification Society (CCS)	98	252	2	2.0%	4	3	75.0%
China Corporation Register of Shipping (CCRS)	16	56	2	12.5%	2	0	0.0%
Croatian Register of Shipping (CRS)	8	43	0	0.0%	0	0	
Det Norske Veritas (DNV)	278	613	16	5.8%	24	6	25.0%
Germanischer Lloyd (GL)	228	563	13	5.7%	31	4	12.9%
Indian Register of Shipping (IRS)	34	76	1	2.9%	2	0	0.0%
Korean Register of Shipping (KR)	169	369	14	8.3%	19	4	21.1%
Lloyd's Register (LR)	411	935	20	4.9%	44	3	6.8%
Nippon Kaiji Kyokai (NKK)	1146	2580	53	4.6%	80	15	18.8%
Other	3	1	0	0.0%	0	0	
Polski Rejestr Statkow (PRS)	2	3	0	0.0%	0	0	
Registro Italiano Navale (RINA)	54	207	6	11.1%	20	1	5.0%
RINAVE Portuguesa (RP)	2	3	0	0.0%	0	0	
Russian Maritime Register of Shipping (RS)	11	59	3	27.3%	10	4	40.0%
Vietnam Register of Shipping (VRS)	1	28	1	100.0%	4	0	0.0%
No class	1	0	0	0.0%	0	0	0.0%
<b>Totals</b>	<b>2963</b>	<b>7290</b>	<b>159</b>	<b>5.4%</b>	<b>294</b>	<b>48</b>	<b>16.3%</b>

**Table 12**  
*Total ships detained related to their Recognised Organisation*

## **SUMMARY OF 2007 AUSTRALIAN PSC**

The overall detention rate increased during 2007 compared to 2006, reinforcing the continued need for PSC.

Considering the increases in detention rates for some ship types, AMSA does not separately target those ship type categories as the *Shipsys* risk factor calculation takes into account ship type and adequately identifies those higher risk vessels within each general ship type. The revised *Shipsys* risk calculation also factors in the age, flag and a number of other relevant factors, such as a given ship's inspection history and can therefore accommodate the current trends.

The revised analysis also has considered the role of ship operators in the risk profile of vessels. This is somewhat more difficult to accommodate in the revised calculations, but it is possible to identify the best and worst 5 per cent of operators and AMSA will take these additional risk aspects into account in the future selection of ships for PSC inspection.

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

As the refinements to the targeting system are established, it is possible that the detention rate may increase as a result of AMSA being able to target higher risk ships and to avoid over-inspecting low risk vessels. This will of course be ultimately driven by the profile of ships trading to Australia.

## ANNEX 1 – LIST OF SHIPS DETAINED IN 2007

### Notes

- (1) Not all ships were detained as a result of defects related to certificates issued by the Classification Society listed as the recognised organisation
- (2) Time that a ship was delayed beyond its scheduled sailing time

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
NORVANTES	7128760	Singapore	Det Norske Veritas (DNV)	0 d 15 h 0 min
TORRENS	7203663	Tonga	Det Norske Veritas (DNV)	
FALCONIA	7303231	Panama	Bureau Veritas (BV)	
ASPHALT EXPRESS	7368956	Panama	Registro Italiano Navale (RINA)	5 d 5 h 0 min
SKY LUCKY	7526493	Hong Kong, China	American Bureau of Shipping (ABS)	0 d 19 h 30 min
BOGASARI DUA	7613985	Panama	Bureau Veritas (BV)	0 d 5 h 0 min
CEMENTCO	7623112	Barbados	Lloyd's Register (LR)	
FONTANA	7701287	Panama	Nippon Kaiji Kyokai (NK)	
STELLA DENEK	7810935	Panama	Registro Italiano Navale (RINA)	
HEBEI PEARL	7915620	Hong Kong, China	Det Norske Veritas (DNV)	12 d 23 h 48 min
IOS	7929487	Panama	Bureau Veritas (BV)	2 d 20 h 0 min
VEGA III	8010958	Panama	Korean Register of Shipping (KR)	
OSA VIGILANT	8019370	Belize	American Bureau of Shipping (ABS)	
ZHEN HUA 19	8026907	Saint Vincent and the Grenadines	China Classification Society (CCS)	
JIMRICH	8029090	Panama	Lloyd's Register (LR)	0 d 13 h 30 min
CAPE PRESTON	8122579	Cyprus	Bureau Veritas (BV)	0 d 17 h 0 min
CHINA STEEL REALIST	8128717	Taiwan, Province of China	China Corporation Register of Shipping (CCRS)	
AMADEUS	8200450	Greece	American Bureau of Shipping (ABS)	
OPAL NAREE	8210388	Thailand	Nippon Kaiji Kyokai (NK)	
MELBOURNE HIGHWAY	8211356	Panama	Nippon Kaiji Kyokai (NK)	
SITEAM ANATAS	8301204	Marshall Islands	Det Norske Veritas (DNV)	2 d 16 h 0 min
SITEAM ANATAS	8301204	Marshall Islands	Det Norske Veritas (DNV)	
NORTHERN FORTUNE	8302167	Antigua and Barbuda	Germanischer Lloyd (GL)	0 d 19 h 0 min
AMALIA DEL BENE	8302557	Panama	Nippon Kaiji Kyokai (NK)	11 d 0 h 0 min
XANADU	8307545	Antigua and Barbuda	Det Norske Veritas (DNV)	
SANKO PRELUDE	8309141	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
ALWADI AL GADEED	8309854	Egypt	Lloyd's Register (LR)	9 d 21 h 0 min
GLADSTONE	8312150	Malta	Bureau Veritas (BV)	

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
AKADEMIK FERSMAN	8313958	Russian Federation	Russian Maritime Register of Shipping (RS)	0 d 3 h 0 min
KOYO MARU	8315023	Panama	Nippon Kaiji Kyokai (NK)	
OCEAN MATE	8316285	Korea, Rep of	Korean Register of Shipping (KR)	
OCEAN MATE	8316285	Korea, Rep of	Korean Register of Shipping (KR)	
JIN ACE	8316546	Panama	Lloyd's Register (LR)	0 d 0 h 30 min
OCEAN CHAMPION	8323238	Japan	Nippon Kaiji Kyokai (NK)	
PAPA	8324103	Cyprus	Nippon Kaiji Kyokai (NK)	
GOLD CARRIER	8400232	Korea, Rep of	Korean Register of Shipping (KR)	
QINFA 6	8400440	Hong Kong, China	Bureau Veritas (BV)	0 d 9 h 0 min
NOTORI DAKE	8401200	Panama	Nippon Kaiji Kyokai (NK)	
BOUGAINVILLE COAST	8410392	Papua New Guinea	Germanischer Lloyd (GL)	0 d 8 h 0 min
ATLANTIC SUN	8412106	Panama	Lloyd's Register (LR)	0 d 2 h 15 min
HYUNDAI CHALLENGER	8417948	Greece	Nippon Kaiji Kyokai (NK)	0 d 2 h 45 min
KURE	8520599	Panama	Nippon Kaiji Kyokai (NK)	1 d 22 h 30 min
MACKINAC BRIDGE	8604280	Japan	Nippon Kaiji Kyokai (NK)	0 d 5 h 0 min
CALIFORNIA JUPITER	8605662	Liberia	Nippon Kaiji Kyokai (NK)	
LIJNBAANSGRACHT	8611116	Netherlands	Lloyd's Register (LR)	
LAURIERGRACHT	8611128	Netherlands	Lloyd's Register (LR)	
ALPHATANK 2	8613803	Liberia	Lloyd's Register (LR)	
KAMAKURA	8705462	Panama	Nippon Kaiji Kyokai (NK)	0 d 12 h 0 min
HYUNDAI NO. 202	8709121	Panama	Korean Register of Shipping (KR)	0 d 11 h 0 min
MORGIANA	8712099	Panama	Korean Register of Shipping (KR)	1 d 9 h 0 min
MORGIANA	8712099	Panama	Korean Register of Shipping (KR)	1 d 13 h 30 min
MAGDALENE	8718134	Malta	Nippon Kaiji Kyokai (NK)	
VENUS SCAN	8807375	Bahamas	Lloyd's Register (LR)	2 d 4 h 30 min
ALEXANDERGRACHT	8811950	Netherlands	Lloyd's Register (LR)	0 d 9 h 0 min
MULTI SPIRIT	8812887	Indonesia	Lloyd's Register (LR)	1 d 0 h 30 min
PEDOULAS	8813570	Panama	Nippon Kaiji Kyokai (NK)	0 d 14 h 30 min
AFIYA	8814342	Malta	Russian Maritime Register of Shipping (RS)	7 d 21 h 0 min
NANTICOKE BELLE	8820717	Philippines	Lloyd's Register (LR)	
GO PATORO	8907917	Cyprus	Bureau Veritas (BV)	0 d 12 h 50 min
PRABHU MIHIKA	8913540	India	Indian Register of Shipping (IRS)	
THOR ELISABETH	8913851	Antigua and Barbuda	Bureau Veritas (BV)	0 d 15 h 0 min



Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
MARATHA EXPLORER	8916152	Panama	Nippon Kaiji Kyokai (NK)	0 d 5 h 30 min
YIOSONAS	8917754	Hong Kong, China	Bureau Veritas (BV)	0 d 13 h 0 min
SINFONIA	8918203	Panama	Nippon Kaiji Kyokai (NK)	0 d 17 h 0 min
CHING HO	8920103	Panama	China Corporation Register of Shipping (CCRS)	
CAPE AFRICA	9010735	Singapore	American Bureau of Shipping (ABS)	
SHIN TONAMI	9011193	Panama	Nippon Kaiji Kyokai (NK)	
OCEAN COMFORT	9032070	Panama	Nippon Kaiji Kyokai (NK)	
STOLT AYAME	9036301	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
GOLDEN JASMINE	9041021	Bahamas	American Bureau of Shipping (ABS)	
ZENOVIA	9047037	Korea, Rep of	Korean Register of Shipping (KR)	2 d 10 h 0 min
KAMISHIMA	9057018	Panama	Nippon Kaiji Kyokai (NK)	
JIN NIU LING	9060209	Panama	China Classification Society (CCS)	0 d 18 h 30 min
OCEAN PEARL	9060247	Cyprus	Nippon Kaiji Kyokai (NK)	0 d 9 h 30 min
MSC ROSSELLA	9065443	Panama	Germanischer Lloyd (GL)	
TRINITY	9066708	Cayman Islands, UK	Nippon Kaiji Kyokai (NK)	
POSEIDON M	9071806	Vietnam	Det Norske Veritas (DNV)	
SUMA	9072044	Singapore	Nippon Kaiji Kyokai (NK)	
FANY	9075321	Korea, Rep of	Korean Register of Shipping (KR)	
HOEGH TROOPER	9075711	Bahamas	Det Norske Veritas (DNV)	0 d 8 h 0 min
TORO	9075735	Malta	Lloyd's Register (LR)	0 d 4 h 30 min
HANJIN TACOMA	9079145	Korea, Rep of	Korean Register of Shipping (KR)	0 d 9 h 0 min
SALMAS	9087269	Italy	Registro Italiano Navale (RINA)	
SEJAHTERA	9087740	Panama	Nippon Kaiji Kyokai (NK)	0 d 16 h 30 min
UNITED STARS	9100097	Bahamas	Det Norske Veritas (DNV)	
MSC CANBERRA	9102722	Panama	American Bureau of Shipping (ABS)	
NEW GUARDIAN	9105463	Panama	Nippon Kaiji Kyokai (NK)	
GLORY SANYE	9106728	Panama	Nippon Kaiji Kyokai (NK)	
SAMSARA	9107916	Malta	Det Norske Veritas (DNV)	0 d 4 h 0 min
ADDU SHAN	9111371	Hong Kong, China	Nippon Kaiji Kyokai (NK)	2 d 9 h 15 min
OCEAN DRAGON	9112258	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
AQUAHOPE	9120970	Greece	Det Norske Veritas (DNV)	
CLIPPER LANCASTER	9125360	Bahamas	American Bureau of Shipping (ABS)	
PACIFIC CHAMP	9135652	Panama	Korean Register of Shipping (KR)	

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
KOTA EKSPRES	9141314	Germany	Germanischer Lloyd (GL)	0 d 13 h 0 min
TIEN HAU	9143312	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
HOKUETSU BRIGHT	9145035	Panama	Nippon Kaiji Kyokai (NK)	
TPC TAURANGA	9145712	Korea, Rep of	Korean Register of Shipping (KR)	
LJUBLJANA	9146601	Antigua and Barbuda	Nippon Kaiji Kyokai (NK)	
POLARIS ACE	9153549	Panama	Nippon Kaiji Kyokai (NK)	0 d 1 h 54 min
MERCURY K	9159517	Panama	Nippon Kaiji Kyokai (NK)	
GOLDEN SHADOW	9164615	Hong Kong, China	Nippon Kaiji Kyokai (NK)	
NEW JOY	9170444	Panama	Korean Register of Shipping (KR)	
BUNGA SAGA 9	9171266	Malaysia	Det Norske Veritas (DNV)	
PACIFIC FIGHTER	9177624	Liberia	Bureau Veritas (BV)	
SEAKOH	9181118	Panama	Nippon Kaiji Kyokai (NK)	
BBC ISLANDER	9183491	Antigua and Barbuda	Germanischer Lloyd (GL)	
C.S. QUEEN	9185748	Panama	Nippon Kaiji Kyokai (NK)	0 d 10 h 30 min
GREAT SUCCESS	9186364	Hong Kong, China	Det Norske Veritas (DNV)	0 d 5 h 0 min
BASIC SPIRIT	9187734	Panama	Nippon Kaiji Kyokai (NK)	
MAKASSAR CARAKA JAYA NIAGA III-39	9189263	Indonesia	Biro Klasifikasi Indonesia (BKI)	2 d 6 h 0 min
CHRISTINA IV	9189770	Malta	Bureau Veritas (BV)	
ST. JACOBI	9191395	Liberia	Lloyd's Register (LR)	
SOUTHERN CROSS	9197014	Italy	Registro Italiano Navale (RINA)	13 d 17 h 0 min
TSUNOMINE	9205990	Panama	Nippon Kaiji Kyokai (NK)	0 d 15 h 0 min
FORUM SAMOA II	9210713	Samoa	Germanischer Lloyd (GL)	
GOLDEN LYDERHORN	9214161	Hong Kong, China	Det Norske Veritas (DNV)	
ALDEBARAN	9214329	Bahamas	Lloyd's Register (LR)	
JOP	9214537	Liberia	American Bureau of Shipping (ABS)	
ORSOLINA BOT- TIGLIERI	9219434	Italy	Registro Italiano Navale (RINA)	0 d 21 h 0 min
PINA CAFIERO	9221762	Italy	Registro Italiano Navale (RINA)	
GINGA KITE	9228291	Panama	Nippon Kaiji Kyokai (NK)	
AKMI	9232175	Cyprus	Lloyd's Register (LR)	
MERMAID EXPRESS	9233973	Panama	Nippon Kaiji Kyokai (NK)	1 d 5 h 0 min
SANTANA	9237101	Malta	Russian Maritime Register of Shipping (RS)	
FORTUNE GLORY	9237199	Hong Kong, China	Korean Register of Shipping (KR)	
PINAR K	9238478	Turkey	Nippon Kaiji Kyokai (NK)	



Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
CHILOE	9238545	Panama	Nippon Kaiji Kyokai (NK)	
MAERSK DENTON	9244881	Germany	Germanischer Lloyd (GL)	
APL SHARJAH	9247950	Liberia	Det Norske Veritas (DNV)	
NISSHIN TRADER	9248514	Philippines	Bureau Veritas (BV)	
SAKHALIN ISLAND	9249128	Cyprus	Det Norske Veritas (DNV)	
SHIN SURUGA	9254666	Panama	Nippon Kaiji Kyokai (NK)	
CSK FORTUNE	9255000	Hong Kong, China	American Bureau of Shipping (ABS)	
GREAT SCENERY	9264049	Hong Kong, China	American Bureau of Shipping (ABS)	
CALEDONIE EXPRESS	9264245	Singapore	American Bureau of Shipping (ABS)	
WAH SHAN	9268825	Panama	American Bureau of Shipping (ABS)	
F. D. GENNARO AURILIA	9269233	Italy	American Bureau of Shipping (ABS)	
BONANZA	9273210	Netherlands Antilles, Netherlands	Germanischer Lloyd (GL)	
GOLDEN WAVE	9276224	Panama	Nippon Kaiji Kyokai (NK)	
PROFIT LEGEND TWO	9277216	Singapore	Nippon Kaiji Kyokai (NK)	1 d 23 h 30 min
BBC SWEDEN	9278600	Gibraltar, UK	Germanischer Lloyd (GL)	
NORDIC BULKER	9278973	Panama	Nippon Kaiji Kyokai (NK)	
MATTHEOS I	9281554	Cyprus	Lloyd's Register (LR)	
BRITISH GANNET	9282481	Isle of Man, UK	Lloyd's Register (LR)	
XIAMEN SEA	9293674	Hong Kong, China	Lloyd's Register (LR)	
BINH MINH 19	9294642	Vietnam	Vietnam Register of Shipping (VRS)	5 d 20 h 30 min
YEO TIDE	9300647	Vanuatu	American Bureau of Shipping (ABS)	0 d 5 h 30 min
MEDI HONG KONG	9301043	Panama	Nippon Kaiji Kyokai (NK)	
NORD MERCURY	9310446	Panama	Nippon Kaiji Kyokai (NK)	0 d 14 h 0 min
MINERAL MONACO	9325025	Panama	Nippon Kaiji Kyokai (NK)	
EAGLE 2	9330226	Netherlands	Germanischer Lloyd (GL)	0 d 13 h 30 min
DOUBLE HAPPINESS	9336036	Panama	Nippon Kaiji Kyokai (NK)	
GRACIOUS SKY	9339789	Panama	Nippon Kaiji Kyokai (NK)	0 d 19 h 0 min
FANEROMENI	9343857	Greece	Lloyd's Register (LR)	
USL HAWK	9347968	Belgium	Germanischer Lloyd (GL)	
USL HAWK	9347968	Belgium	Germanischer Lloyd (GL)	1 d 2 h 0 min
HENG SHAN	9348285	Panama	Bureau Veritas (BV)	0 d 5 h 30 min
BELUGA FUSION	9358046	Liberia	Germanischer Lloyd (GL)	





