

PSC

Port State Control

Australia



Australian Government
Australian Maritime Safety Authority

2004 Report



2004

PORT STATE CONTROL REPORT



Australia

©Australian Maritime Safety Authority

This work is copyright. It may be reproduced in whole or part subject to the inclusion of an acknowledgment of the source, but not for commercial usage or sale.

Further information may be obtained from:

The General Manager

Maritime Operations

Australian Maritime Safety Authority

GPO Box 2181,

Canberra ACT 2601,

AUSTRALIA

Telephone +61 2 6279 5069

Facsimile +61 2 6279 5071

This Report and AMSA detention data is available on the Shipping Safety pages of AMSA's website www.amsa.gov.au

ISSN 1033-2499

Copy/design/typeset: Australian Maritime Safety Authority

PREFACE


Australia's rigorous port State control program continues to be a cornerstone of our strategy to promote safety of foreign ships operating in Australian waters and to protect the lives of those on board. This report demonstrates the continued effectiveness of port State control as a necessary mechanism to ensure that ships calling at Australian ports meet the safety standards endorsed by the international community and do not pose a risk to our marine environment.

AMSA's marine surveyors had one of their busiest years on record in terms of the number of ship inspections conducted in 2004, mainly because of the high level of shipping activity associated with strong demand for Australia's commodity exports. Despite the greater number of ship calls at Australian ports, AMSA still met its inspection targets for each risk category of ship. Ship operators and charterers can be assured that less than quality tonnage engaged for the Australian trade is almost certain to be inspected at an Australian port and detained if major safety deficiencies are identified.

Disappointingly, the report shows that some ship operators and charterers are slow learners. Ships with clearly detainable deficiencies, such as inoperative engine room fire dampers, continue to arrive in Australian ports and continue to be detained by AMSA. After almost a decade of publishing details of such detentions, the same basic safety defects continue to appear as the main causes for ship detentions.

On a positive note, the detention rate declined slightly in 2004, despite AMSA performing more inspections than previous years. The higher detention rate in 2002 and 2003 largely resulted from AMSA's ship inspection targeting system, which directed more resources towards the ships at higher risk of being found unseaworthy. Other temporary factors, including the final entry into force in 2002 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW 95), also led to more ship detentions for seafarer certification defects. As the effect of these factors has settled, AMSA considers that the results for 2004 should mark the return to the declining trend in the detention rate as an indicator of the improving quality of ships operating in Australian waters. Another gauge of shipping quality is the continuing decline in the average number of deficiencies per inspection.

During 2005, AMSA will persist with its efforts to eliminate the substandard element of the industry, while working with those who seek to raise ship standards, to ensure the safety of seafarers and passengers and to protect the marine environment.



Clive Davidson
Chief Executive Officer
Australian Maritime Safety Authority
June 2004

SUMMARY OF DETENTIONS AND INSPECTIONS

	2000	2001	2002	2003	2004
Total Inspections	2926	2913	2842	2827	3201
Total Detentions	125	127	166	190	173
Detention %	4.3	4.4	5.8	6.7	5.4

CONTENTS

Introduction

Port State Control - what is it and why is it necessary?	1
Port State Control in Australia	2
Flag State Inspections in Australia	2
Regional Cooperation	3
AMSA's Ship Inspection Database	3

Inspection Results in 2004

Ship operating patterns	4
Number of inspections	8
Deficiencies	12
Detentions	14
Responsibility of Recognised Organisations	20

Figures

Figure 1 - Foreign fleet ships risk profile	6
Figure 2 - Actual vs expected detention rates	6
Figure 3 - Type profile of foreign-flag ships	7
Figure 4 - Number of inspections	8
Figure 5 - Average number of deficiencies per inspection	12
Figure 6 - Percentage of ships inspected compared with percentage of ships detained - by ship type	15
Figure 7 - Detention rate - by major categories	16

Tables

Table 1 - Foreign-flag activity	5
Table 2 - Change in age profile and operating patterns	5
Table 3 - Activity by foreign-flag ships	7
Table 4 - Total ships inspected by port	9
Table 5 - Total ships inspected by flag	10
Table 6 - Total ships inspected by ship type	11
Table 7 - Totals and percentages of deficiency categories	13
Table 8 - Total ships detained by ship type	14
Table 9 - Total ships detained by flag	17
Table 10 - Total ships detained by Classification Society	20
Table 11 - Total number of detainable deficiencies	21

Annex

Annex 1 - List of ships detained in 2004	22
--	----

INTRODUCTION

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

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

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

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

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

Port State Control in Australia

Port State control is of particular importance to Australia due to the shipping task involved in Australia's trade and sensitivity of the Australian coastline to environmental damage. As such, Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This program is administered by the Australian Maritime Safety Authority (AMSA), which employs 42 Marine Surveyors strategically located at 14 Australian ports. These Marine Surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections and marine qualifications duties. During 2004 they inspected ships at 59 Australian ports, many in remote parts of Australia that required them to travel considerable distances at short notice. All AMSA Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree, and trained in AMSA's ship inspection procedures before commencing their duties. They are also subjected to regular review and audits under an internal audit program specifically tailored to ship inspections, while the processes are subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

AMSA endeavours to inspect a minimum of 50% of "eligible" ships arriving at Australian ports, prioritising ships for inspection on a risk management basis to ensure that inspection resources are most effectively allocated. "Eligible" in the above context means the ship has not been inspected in the previous six months, or three months for passenger ships and tankers over 15 years old. For an analysis of the effectiveness of this targeting system and actual inspection rates achieved, see the section following on the Ship Inspection Task in 2004.

Flag State Inspections in Australia

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

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

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

Regional Cooperation

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

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

AMSA's Ship Inspection Database

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

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

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

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

During 2004, various enhancements were made to the system. The design of a facility to allow the system to store digital images has commenced, however system build has been delayed as other priorities for the system had to be met. This facility should be complete in mid-2005 and will allow easy storage and retrieval of digital photographs taken by AMSA surveyors during PSC inspections. Investigations are currently underway into the viability of a PDA version of the system including inspection checklists that can be completed by surveyors as they move around the ship.

INSPECTION RESULTS IN 2004

Ship Operating Patterns

One of the challenges faced when conducting an effective port State control program is to ensure adequate inspection rates for all foreign flag ships visiting Australia over a year. Achieving this requires a clear understanding of the operating patterns of the foreign flag fleet in terms of the number of calls made by individual ships, the ports they typically use and how often they visit the country, so that strategic decisions can be made about whether there are sufficient inspection resources available and whether those resources are located appropriately around the coastline.

The nature of operations of foreign-flag ships varies considerably across the 75 or so ports typically used by these vessels and across individual ship types. Some foreign-flag ships are dedicated to certain Australian trades and are regular visitors from Asia, the Middle East or Europe. These ships present many opportunities for inspection as they often visit the same port frequently and some call at several ports on each visit to Australia. The other extreme is the "itinerant" ship that makes a single visit to an Australian port in a year, particularly where that port may be remote from AMSA's Offices, making it more difficult to access.

A ship inspection program cannot be regarded as effective if the ships inspected are only those that make numerous visits, often to ports where AMSA has an office, and are thus easy to access. There needs to be adequate risk-based surveillance of all vessels visiting the country over a year to ensure that those ships that made a single visit and/or those that use only remote ports have also been inspected at a reasonable rate. Naturally this requirement is not easy to manage, as it is not clear when a ship arrives in port whether it is likely to return to the country in subsequent months. In fact, it is only possible to look at the inspection data at the end of a year to assess whether the level and geographical distribution of inspection resources have been such as to ensure that all categories of ships have been inspected at appropriate rates. AMSA's risk assessments of each ship at the time of arrival in port play an important role in meeting this objective.

In 2004, there was a considerable increase in shipping activity around the world, particularly in the bulk carrier trades to China and other Asian destinations. This strong growth in demand led to tight market conditions worldwide, especially for bulk carriers and oil tankers, with charter rates rising to very high levels – sufficiently high for some shipowners to defer scrapping of older ships. Accordingly, AMSA closely monitored the risk profile of ships coming to Australia during the year to ensure that these market conditions did not lead to significant numbers of low-standard ships, that perhaps should have been scrapped, coming to Australia.

This growth in trade meant that there was a significant increase in foreign-flag port visits over the previous year, while the increased volatility in charter markets resulted in an even greater increase in the number of individual ships, as charterers looked more widely to secure suitable ships. This trend also complicated the ship inspection task, as the increase in the number of individual ships meant that the number of ships eligible for inspection also rose significantly.

Given these conditions, the risk profile of ships visiting Australia was monitored closely over 2004, with the final inspection rates for the year indicating that the overall inspection effort had increased to match the strong growth in industry activity levels. Single-visit ships were also inspected at satisfactory levels. Foreign-flag activity is summarised in Table 1.

Item	2004	2003	Change
Foreign-Flag Port Visits	19138	17875	7.1%
Total Gross Tonnage of Port Visits	640m	593m	7.9%
Individual Ships	3566	3200	11.4%
Average Ship Gross Tonnage	56843	57978	-2.0%
Number of Ships that had not visited in previous year	1293	1069	21%
Individual Ships Eligible for Inspection	3311	2978	11.2%
Ships Inspected one or more times	2620	2313	13.3%
Inspection Rate	79.1%	77.7%	
Ships Making a Single Port Call	951	837	13.6%
Eligible Single Visit Ships	854	744	14.8%
Single Visit Ships Inspected	503	428	17.5%
Inspection Rate for Single Visit Ships	58.9%	57.5%	
Port Visits by Bulk Carriers	7943	7263	9.4%
Port Visits by Container Ships	3628	3674	-1.3%
Port Visits by Oil Tankers	1359	1289	5.4%
Port Visits by Vehicle Carriers	1176	1106	6.3%
Port Visits by Gas Carriers	497	460	8.0%
Port Visits by Livestock Carriers	348	496	-29.8%

Table 1
Foreign-flag activity

The changes in age profile and operating patterns within age ranges for the foreign-flag fleet in 2004 compared to 2003 are shown in Table 2. This table shows that while there was a large increase in the numbers of individual ships coming to Australia in 2004, this growth was largely due to newer ships and not predominantly older, higher-risk vessels.

	Ship Age (years)				Total
	15 or more	10 to 14	5 to 9	Less than 5	
2004 Port Arrivals	6187	3414	5808	3729	19138
2003 Port Arrivals	5874	2797	5312	4039	18022
Change	5.3%	22.1%	9.3%	-7.7%	6.2%
2004 individual Ships	1004	549	1035	978	3566
2003 individual Ships	909	507	1016	768	3200
Change	10.5%	8.3%	1.9%	27.3%	11.4%
2004 Bulk Carrier Arrivals	1949	1367	2743	1884	7943
2003 Bulk Carrier Arrivals	1544	969	2732	2018	7263
Change	26.2%	41.1%	0.4%	-6.6%	9.4%
2004 Individual Bulk Carriers	523	327	736	693	2279
2003 Individual Bulk Carriers	453	288	734	548	2022
Change	15.5%	13.5%	0.4%	26.5%	12.7%

Table 2
Change in age profile and operating patterns

The overall risk profile for ships that came to Australia in 2004 is shown in Figure 1.

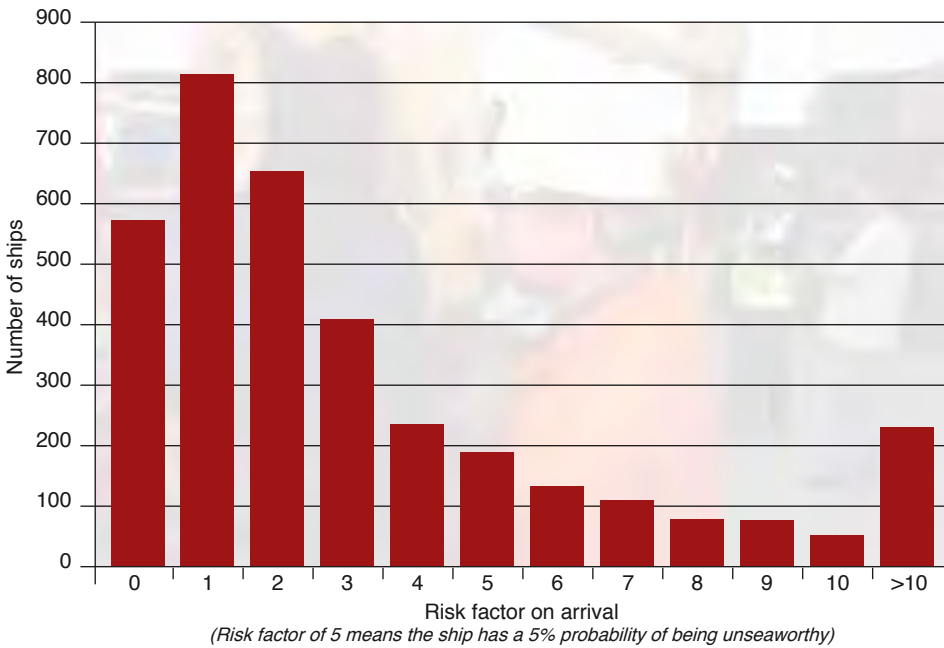


Figure 1
Foreign flag ships
risk profile

The statistically-based formula used by AMSA for the risk assessment of ships eligible for inspection has proven to be a valuable general indicator of the likelihood of a ship being found to be unseaworthy. The actual vs expected detention rate of ships in 2004 is shown in Figure 2 (the degree of variation is partly due to the relatively small sample size).

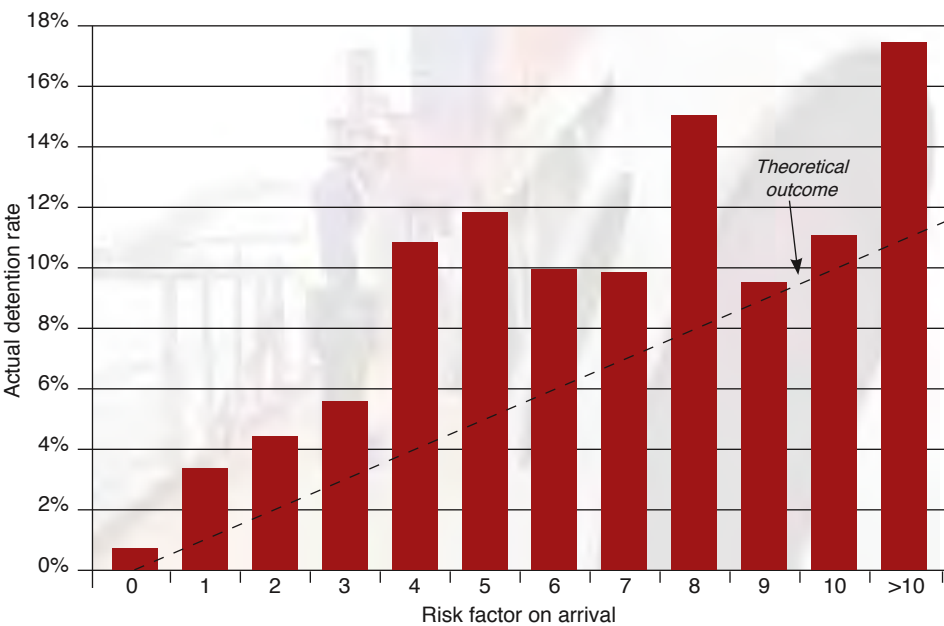


Figure 2
Actual vs expected
detention rates

Activity by foreign-flag ships varied geographically, with some major ports experiencing higher growth than others, as indicated in Table 3.

Port	2004 Arrivals	2003 Arrivals	Change
Melbourne/Geelong/Westernport	2616	2348	11.4%
Sydney/Port Botany/Kurnell	2040	2033	0.3%
Brisbane	2026	2045	-0.9%
Fremantle/Kwinana	1510	1461	3.4%
Newcastle	1346	1249	7.8%
Hay Point	979	878	11.5%
Dampier	971	917	5.9%
Gladstone	807	765	5.5%
Port Hedland	780	672	16.1%
Port Adelaide	769	726	5.9%
Townsville	572	603	-5.1%
Port Kembla	491	415	18.3%
Darwin	479	459	4.4%
Port Walcott	333	275	21.1%
Bunbury	285	312	-8.7%
Bell Bay	278	223	24.7%
Geraldton	270	214	26.2%
Portland	259	229	13.1%

Table 3
Activity by foreign-flag ships

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

With the strong growth in bulk trades, the type profile of foreign-flag ships visiting Australia in 2004 was increasingly dominated by Bulk Carriers, as indicated in Figure 3.

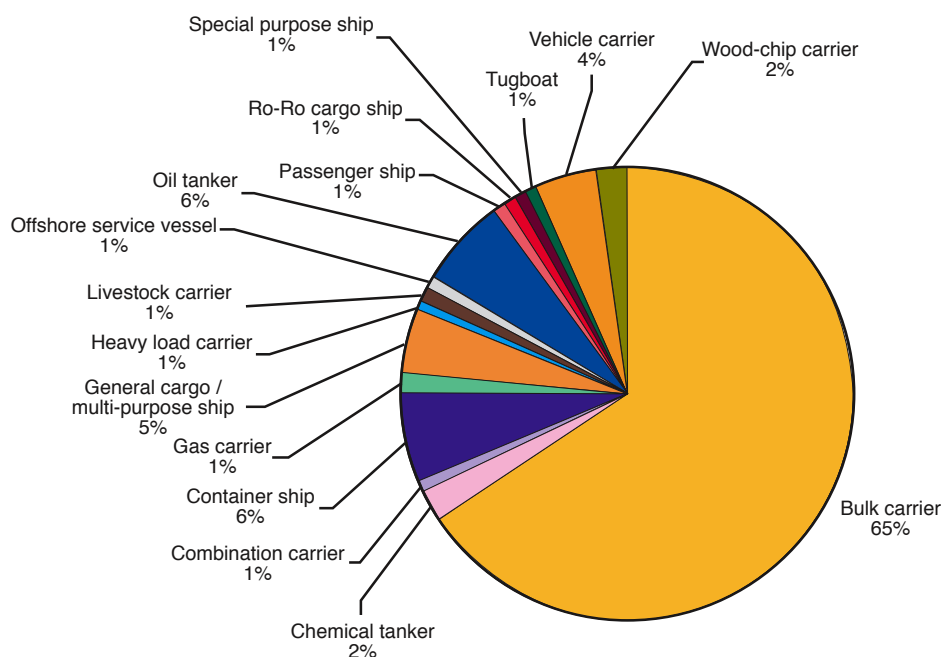


Figure 3
Type profile of foreign-flag ships

Number of Inspections

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

During 2004, a total of 3201 initial inspections were carried out on ships in 59 Australian ports; 582 follow up inspections were necessary to ensure rectification of deficiencies. Taking account that some ships were inspected more than once during the year, this represents 2313 individual ships being inspected.

This 13.2% increase in overall number of inspections reflects the increase in ship arrivals recorded at Australian ports as described previously.

When considering the breakdown of ships inspected by ship type, bulk carriers make up the majority (60%), reflecting the nature of Australia's trade, while container ships, general cargo ships and tankers collectively make up another 21%.

Tables 4 to 6 show the breakdown of inspections by port, flag and ship type.

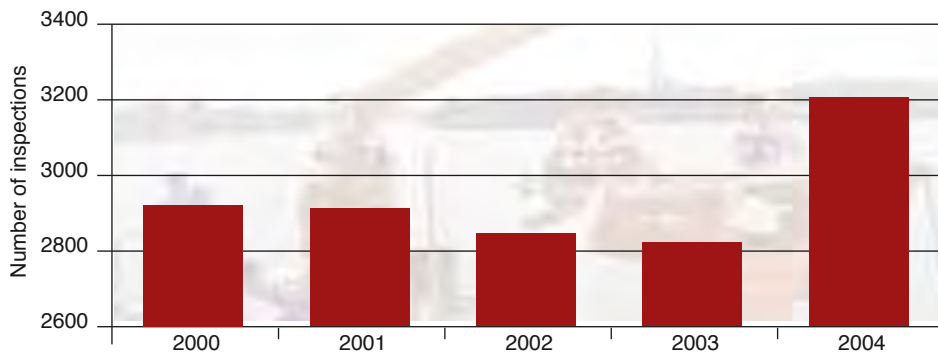


Figure 4
Number of inspections

Table 4 – Total ships inspected by port

Port	2000	2001	2002	2003	2004
Abbot Point	12	6	12	10	8
Albany	9	9	11	10	30
Ardrossan	5	3	3	0	2
Barrow Island	1	0	0	0	1
Barry Beach	2	2	1	0	0
Bell Bay	22	28	31	25	51
Bing Bong Creek	1	0	0	0	0
Brisbane	200	252	248	255	265
Broome	1	1	1	0	1
Bunbury	66	60	68	74	74
Bundaberg	4	3	2	1	2
Burnie	8	9	17	19	16
Cairns	20	28	29	20	17
Cape Cuvier	2	0	1	1	0
Cape Flattery	0	2	1	1	0
Christmas Island	1	0	3	2	2
Dampier	255	255	266	231	252
Darwin	78	65	89	62	67
Derby	0	0	2	0	0
Devonport	4	4	2	3	2
Eden	1	0	2	4	2
Esperance	15	13	19	6	12
Exmouth	0	0	0	0	0
Fremantle	86	119	127	142	118
Geelong	117	122	65	65	84
Geraldton	16	21	26	26	52
Gladstone	139	178	135	172	206
Gove	12	25	10	11	14
Griffin Venture Terminal			0	1	0
Groote Eylandt	7	8	12	8	12
Hay Point / Dalrymple Bay	126	173	160	185	287
Hobart	4	4	2	8	5
Karumba	9	3	5	4	3
Kurnell	20	11	18	19	24
Kwinana	201	185	189	185	252
Launceston					2
Lucinda	4	3	6	6	3

Port	2000	2001	2002	2003	2004
Mackay	8	23	8	10	14
Melbourne	155	137	137	153	182
Mourilyan	8	7	10	4	8
Newcastle	342	272	298	255	284
Onslow	0	3	1	2	4
Other (West)		1	1	3	1
Point Wilson	2	1	0	0	2
Port Adelaide	77	98	82	66	87
Port Alma	5	5	11	7	8
Port Bonython	6	5	1	2	1
Port Botany	148	115	109	130	118
Port Giles	4	7	4	7	6
Port Hedland	173	154	156	159	157
Port Jackson (Sydney)	133	121	99	92	98
Port Kembla	150	120	116	88	99
Port Latta	3	1	2	3	1
Port Lincoln	10	7	10	15	12
Port Pirie	9	13	13	7	3
Port Stanvac	20	19	11	7	
Port Walcott	71	49	59	72	91
Portland	39	33	16	35	23
Risdon			0	2	2
Saladin Marine Terminal		1	0	0	
Spring Bay	6	6	3	8	8
Stanley			0	1	
Thevenard	4	6	4	3	5
Townsville	69	56	74	93	56
Useless Loop	2	4	7	7	2
Vanarus Island Terminal			1	1	
Wallaroo	13	25	18	8	16
Weipa	7	9	12	17	22
Westernport (Hastings)	12	17	12	7	8
Whyalla	2	5	2	7	17
Yamba	0	0	1	0	
Yampi Sound		1	1		
Total	2926	2913	2842	2827	3201

Table 5 – Total ships inspected by flag

	2000	2001	2002	2003	2004
Algeria	0	0	0	0	1
American Samoa	0	1	0	0	0
Anguilla	1	0	0	0	0
Antigua and Barbuda	20	21	25	25	40
Bahamas	136	138	144	178	180
Bahrain	0	0	1	0	0
Bangladesh	0	0	0	0	0
Barbados	3	2	2	3	1
Belgium	2	0	2	1	6
Belize	7	7	4	2	5
Bermuda	32	34	24	28	31
Brazil	0	2	1	0	3
Bulgaria	1	0	0	0	0
Cambodia	0	0	1	0	0
Cayman Islands	8	10	5	11	10
Channel Islands	0	2	0	0	0
Chile	0	0	0	1	0
China	78	53	45	79	79
Cook Islands	0	0	0	0	0
Croatia	5	4	7	4	9
Cyprus	106	129	127	129	154
Czech Republic	0	0	0	0	0
Denmark	53	47	22	29	27
Egypt	11	12	11	6	6
Estonia	0	0	0	0	0
Fiji	3	4	4	3	0
France	15	17	16	15	14
French Antarctic Territory	0	0	0	1	0
Germany	27	19	18	6	13
Gibraltar	1	2	2	4	4
Greece	100	109	135	119	160
Honduras	1	0	1	0	0
Hong Kong, China	145	159	177	196	263
India	33	35	35	27	35
Indonesia	10	13	10	8	7
Iran	21	31	28	9	12
Ireland	0	0	0	0	0
Isle of Man	27	38	50	40	55
Italy	14	13	17	18	20
Japan	57	69	62	52	55
Jordan	0	0	0	0	0
Korea (South)	46	47	48	61	65
Kuwait	9	9	9	8	7
Kyrgyzstan	0	1	0	0	0
Lebanon	0	0	0	0	1
Liberia	248	231	207	207	232
Luxembourg	2	1	1	1	1
Malaysia	66	53	48	51	45
Malta	88	73	78	75	120
Marshall Islands	19	28	37	58	73
Mauritius	0	0	1	0	0
Morocco	0	0	0	1	0
Myanmar	4	8	5	6	4
Netherlands	41	41	39	46	33
Netherlands Antilles	3	5	5	6	5
New Zealand	5	2	4	3	6
Norway	75	72	58	65	72
Pakistan	0	0	0	0	0
Panama	954	918	910	860	915
Papua New Guinea	5	18	14	11	13
Philippines	99	94	84	70	67
Poland	0	2	0	0	0
Portugal	0	0	1	2	2
Qatar	0	3	3	2	1
Russian Federation	24	25	16	25	21
Saint Helena	0	1	0	0	0
Saint Vincent and the Grenadines	18	18	13	14	16
Samoa	0	1	2	2	1
Saudi Arabia	4	4	2	2	1
Singapore	131	129	129	128	150
Slovakia	0	0	0	0	0
South Africa	0	0	0	1	1
Spain	0	0	0	0	0
Sri Lanka	2	2	1	0	0
Sweden	12	9	12	16	15
Switzerland	10	5	11	7	8
Taiwan	49	48	44	30	21
Thailand	20	9	5	10	21
Tonga	4	4	9	6	4
Turkey	24	32	24	13	28
Tuvalu	0	0	1	1	0
Ukraine	1	0	1	0	0
United Arab Emirates	2	1	0	0	2
United Kingdom	21	27	21	23	30
United States of America	2	6	2	1	1
Uruguay	0	0	0	0	0
Vanuatu	21	15	21	18	25
Vietnam	0	0	0	1	4
Others	0	0	0	1	0
Total	2926	2913	2842	2826	3201

Table 6 – Total ships inspected by ship type

Ship Type	2000	2001	2002	2003	2004
Bulk Carrier	1723	1757	1694	1602	1944
Chemical Tanker	72	65	68	76	78
Combination Carrier	15	22	16	23	36
Container Ship	239	236	226	251	241
Fishing Vessel	0	0	2	2	0
Gas Carrier	64	58	50	53	52
General Cargo / Multi-Purpose Ship	222	196	159	197	178
Heavy Load Carrier	5	8	9	7	14
High Speed Passenger Craft	2	2	2	0	0
Livestock Carrier	74	69	74	59	49
MODU & FPSO	0	0	3	2	0
Offshore Service Vessel	16	18	30	26	23
Oil Tanker	201	208	202	239	249
Other Types	12	15	12	12	11
Passenger Ship	30	27	32	22	25
Refrigerated Cargo Carrier	24	20	18	19	11
Ro-Ro Cargo Ship	14	17	22	11	25
Ro-Ro Passenger Ships	0	1	0	1	1
Special Purpose Vessel	7	15	11	6	11
Tankship – Non Specified	5	3	1	3	8
Tugboat	8	5	12	9	20
Vehicle Carrier	125	113	135	138	151
Wood chip/pulp Carrier	68	58	64	69	74
TOTAL	2926	2913	2842	2827	3201

Deficiencies

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

Common examples of areas where deficiencies may arise include:

- The absence of either equipment or approved arrangements required by conventions.
- Non-compliance of equipment or arrangements with the appropriate specifications of the relevant convention.
- Substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment.
- Wastage or cracking of the ship's structure.
- Crew certification not complying with the requirements of the applicable Convention.
- Factors related to the Safety Management System (ISM Code).
- SOLAS and MARPOL operational issues.

During 2004 a total of 7467 deficiencies were found during all initial and follow up inspections. This gives a deficiency rate of 2.3 deficiencies per inspection, a further decrease over the previous year continuing the trend that AMSA believes indicates a continuing improvement in ship standards. It is hoped that this trend will continue, and, while being realistic about it actually reaching zero, a level below 2 should be achievable, although transient effects such as entry into force of new requirements may see further rises in the short term.

The number of deficiencies by category is shown for the past five years in table 7. There has been a small rise in fire safety measure, crew and accommodation, and stability, structure and related items. The number of ISM related deficiencies also continues to rise as AMSA surveyors encourage ship operators to investigate the root cause of other deficiencies. However on the positive side there have been reductions in life saving appliances, radio communications, MARPOL (oil), and MARPOL (garbage) deficiencies.

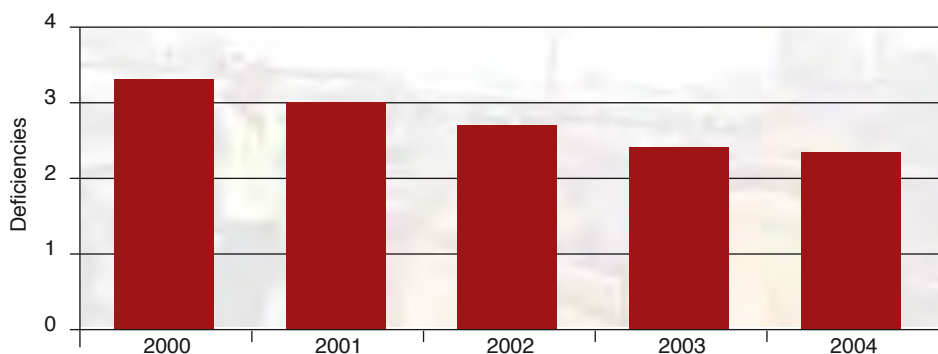


Figure 5
Average number of deficiencies per inspection

Table 7 - Totals and percentages of deficiency categories

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

	Number of deficiencies					Percentage of total				
	2000	2001	2002	2003	2004	2000	2001	2002	2003	2004
Life-saving Appliances	1641	1375	1218	1012	996	17.08	15.59	16.3	14.8	13.3
Fire Safety Measures	1337	1388	1181	1103	1287	16.36	15.74	15.8	16.1	17.2
Safety in General	1320	-	-	-	-	13.74	-	-	-	-
Safety of Navigation	937	934	803	940	1041	9.75	10.59	10.8	13.7	13.9
Load Line items	918	770	630	669	691	9.55	8.73	8.4	9.8	9.3
Radio Communications	849	1206	691	520	490	8.84	13.68	9.3	7.6	6.6
Propulsion and Auxiliary Machinery	343	304	280	267	290	3.57	3.45	3.8	3.9	3.9
Marpol Annex I (Oil)	333	277	413	350	303	3.47	3.14	5.5	5.1	4.1
ISM Related Deficiencies	277	175	229	347	490	2.88	1.98	3.1	5.1	6.6
Solas Operational Deficiencies	275	478	360	348	360	2.86	5.42	4.8	5.1	4.8
Crew and Accommodation (ILO 147)	241	348	164	91	150	2.51	3.95	2.2	1.3	2.0
Food and Catering (ILO 147)	173	160	87	69	39	1.8	1.81	1.2	1.0	0.5
Mooring Arrangements (ILO 147)	153	151	55	43	81	1.59	1.71	0.7	0.6	1.1
Ship's Certificates and Documents	120	94	94	81	96	1.25	1.07	1.3	1.2	1.3
Accident Prevention (ILO 147)	101	177	96	82	115	1.05	2.01	1.3	1.2	1.5
Carriage of Cargo and Dangerous Goods	98	97	82	74	97	1.02	1.1	1.1	1.1	1.3
Marpol Annex V	75	83	177	145	111	0.78	0.94	2.4	2.1	1.5
Certification and Watchkeeping for Seafarers	67	69	325	112	104	0.7	0.78	4.4	1.6	1.4
Working Spaces	48	34	22	13	27	0.5	0.39	0.3	0.2	0.4
MARPOL Related Operational Deficiencies	31	23	11	12	20	0.32	0.26	0.2	0.2	0.3
Alarm Signals	18	10	2	7	14	0.19	0.11	0.02	0.1	0.2
Oil, Chemical Tankers & Gas Carriers	10	8	17	27	13	0.1	0.09	0.2	0.4	0.2
MARPOL Annex II (Chemicals)	3	2	3	0	3	0.03	0.02	0.02	0.0	0.0
Bulk Carriers – Additional Safety Measures		12	35	26	34		0.14	0.16	0.4	0.5
Stability, Structure and related items		669	472	498	602		7.59	6.3	7.3	8.1
All Other Deficiencies	5	24	12	5	13	0.05	0.27	0.2	0.1	0.2
TOTAL	9609	8818	7460	6841	7467					

Detentions

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

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

In 2004, 173 vessels were detained because of serious defects found, giving the annual detention rate of 5.4%. Table 8 shows these detentions by ship type; notably, the detention rate for general cargo/multi purpose ships was 11.46% for the year, well above the overall rate. On a positive note, oil tanker detention rate was 2.02%, well below the average and below last year's rate.

Table 8 - Total ships detained by ship type

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

Type	Inspected	Detained	% of ships inspected
Bulk carrier	1932	97	5.02%
Chemical tankers	81	3	3.70%
Combination carrier	36	7	19.44%
Container ships	241	16	6.64%
Fishing vessel	0	0	
Gas carriers	52	2	3.85%
General cargo / multi purpose	192	22	11.46%
Heavy load carriers	14	4	28.57%
High speed passenger craft	0	0	
Livestock carriers	49	4	8.16%
MODU & FPSO	0	0	
Offshore service vessel	31	1	3.23%
Oil tankers	247	5	2.02%
Other types of ships	12	0	0.00%
Passenger ships	25	1	4.00%
Refrigerated cargo vessels	10	0	0.00%
RO-RO cargo ships	27	1	3.70%
RO-RO passenger ships	1	0	0.00%
Special purpose ship	10	1	10.00%
Tanker, not otherwise specified	7	0	0.00%
Tugboat	12	0	0.00%
Vehicle carriers	147	5	3.40%
Wood-chip carriers	75	4	5.33%
	3201	173	5.40%

Figure 6 attempts to compare the performance of the different ship types inspected with respect to detentions. Where the percentage of ships detained is higher than the percentage of ships inspected this indicates that that ship type is overrepresented for detentions. So we see that oil tankers and vehicle carriers have performed well again, while container ships and general cargo ships continue to be of concern and may need additional attention from the inspection program. If future statistical analysis shows it to be necessary, the risk factor calculation in AMSA's ship inspection database may need adjusting to reflect the higher risk these ships have of detention. In the short term particular ship operators known to be of concern will be targeted for additional inspections. Most pleasing is the improvement bulk carriers have shown from last year.

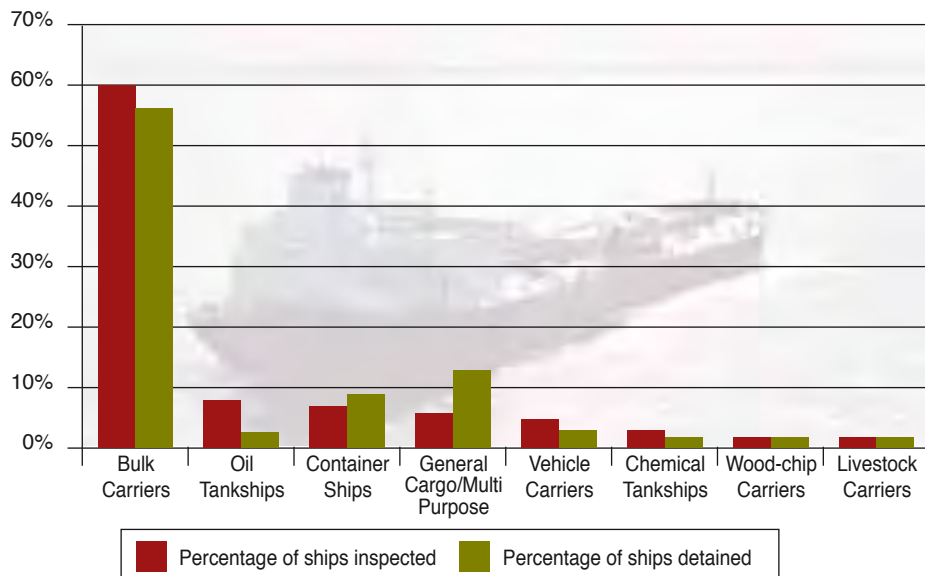


Figure 6
 Percentage of ships inspected compared with percentage of ships detained - by ship type

Looking at detentions by ship flag, shown on table 9, ships from 40 flag States had defects serious enough to warrant detention. Considering ships from flag States that had more than 10 inspections, only one country had a detention rate over 20%, a reduction from last year, and six countries had detention rates between 10% and 20%, similar to previous years. AMSA's ship inspection database takes ship flag into account when allocating a risk factor to that ship.

Figure 7 shows the major deficiency categories that resulted in detentions during the year.

Approximately 49% of detainable deficiencies were related to fire safety measures, load lines and oil pollution prevention, down 11% on 2003 and comparable with 2002 when these categories made up only 43% of detainable deficiencies. Detainable deficiencies related to lifesaving appliances, crew certification and radio communications rose by almost 5% compared to 2003, despite the overall number of deficiencies in these categories dropping. This indicates the impact which defects in these categories can have upon seaworthiness.

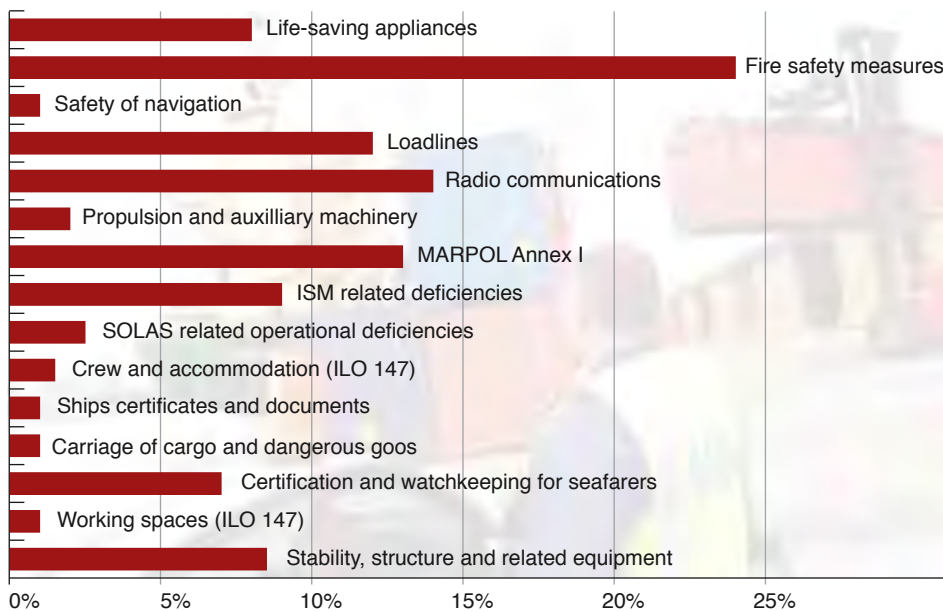


Figure 7
Detention rate - by major categories

Table 9 - Total ships detained by flag

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

Flag	Inspected	Detained	% of ships inspected
Algeria	1	1	
Antigua and Barbuda	40	3	7.5%
Bahamas	180	12	6.7%
Barbados	1	0	
Belgium	6	1	
Belize	5	1	
Bermuda, UK	31	0	0.0%
Brazil	3	0	
Cayman Islands, UK	10	1	10.0%
China	79	1	1.3%
Croatia	9	0	
Cyprus	154	14	9.1%
Denmark	27	2	7.4%
Egypt	6	1	
France	14	0	0.0%
Germany	13	1	7.7%
Gibraltar, UK	4	0	
Greece	160	5	3.1%
Hong Kong, China	263	6	2.3%
India	35	2	5.7%
Indonesia	7	3	
Iran	12	0	0.0%
Isle of Man, UK	55	2	3.6%
Italy	20	1	5.0%
Japan	55	1	1.8%
Korea (South)	65	0	0.0%
Kuwait	7	0	
Lebanon	1	1	
Liberia	232	18	7.8%
Luxembourg	1	0	
Malaysia	45	2	4.4%
Malta	120	14	11.7%
Marshall Islands	73	4	5.5%
Myanmar	4	1	
Netherlands	33	2	6.1%
Netherlands Antilles	5	1	
New Zealand	6	0	
Norway	72	2	2.8%
Panama	915	35	3.8%
Papua New Guinea	13	4	30.8%
Philippines	67	4	6.0%
Portugal	2	1	
Qatar	1	0	
Russian Federation	21	4	19.0%
Saint Vincent and the Grenadines	16	2	12.5%
Samoa	1	0	
Saudi Arabia	1	0	
Singapore	150	8	5.3%
South Africa	1	0	
Sweden	15	0	0.0%
Switzerland	8	0	
Taiwan, China	21	1	4.8%
Thailand	21	4	19.0%
Tonga	4	0	
Turkey	28	3	10.7%
United Arab Emirates	2	1	
United Kingdom	30	1	3.3%
United States of America	1	0	
Vanuatu	25	2	8.0%
Vietnam	4	0	
Total	3201	173	5.4%

Hardware deficiencies continue to be the highest cause for detention. AMSA surveyors will continue to identify such deficiencies and also failures of the safety management system that allowed the situation to occur. Ship operators and Classification Societies need to make more effort in these areas also.

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



Engine room fire dampers

Pollution issues are another major cause for concern. Should a vessel discharge oil into the sea there could be a major impact on a sensitive area such as the Great Barrier Reef, yet defects like the one those shown here remain common.



Pollution issues are a major cause for concern

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



Structural issues, while becoming less common, are still found

Other areas for concern are the maintenance of safety equipment and the stowage of cargoes. It is important for ship's crews to be knowledgeable on these operational control requirements. In September 2005 a concentrated inspection campaign will be run by Tokyo MOU member countries to highlight these requirements and to hopefully reduce the occurrence of deficiencies like those shown below.



Other areas for concern are the maintenance of safety equipment and the stowage of cargoes

Responsibility of Recognised Organisations

Table 10 lists ships detained according to the Classification Society recorded at the time of inspection. In many cases detainable deficiencies are related to matters outside the purview of the Classification Society; such as crew certification issues. In other cases however, detainable deficiencies are related directly to items surveyed by the Society prior to issue of a Statutory Certificate. In carrying out surveys for Statutory Certificates, the Classification Society acts as a Recognised Organisation (RO) for the flag State which has ratified the Convention to which the certificate is related.

Since the start of 2002, AMSA surveyors have been required to assess detainable deficiencies to decide if responsibility for that deficiency should be allocated to the recognised organisation responsible for carrying out the statutory survey of that item. The procedures for this and criteria used for assessment are those adopted by the Tokyo MOU and are identical to those used by the Paris MOU and United States Coast Guard. The last column in Table 10 shows the number of inspections where at least one deficiency was assessed as the responsibility of a Recognised Organisation

Classification Society¹	Inspected	Detained	Inspections where RO Responsible
American Bureau of Shipping	292	22	5
Biro Klasifikasi Indonesia	2	1	0
Bureau Veritas	229	26	10
China Classification Society	121	2	0
China Corporation Register of Shipping	22	1	1
Croatian Register of Shipping	9	0	0
Det Norske Veritas	334	15	4
Germanischer Lloyd	208	14	2
Indian Register of Shipping	28	2	2
Isthmus Bureau of Shipping	1	1	0
Korean Register of Shipping	137	3	2
Lloyd's Register of Shipping	517	36	13
Nippon Kaiji Kyokai	1225	40	17
Polski Rejestr Statkow	4	0	0
Panama Register Corporation	0	0	1
Register of Shipping	1	0	0
Registro Italiano Navale	45	5	2
RINAVE Portuguesa	1	0	0
Russian Maritime Register of Shipping	22	5	2
Turkish Lloyd	1	0	0
Other	2	0	0
	3201	173	61

¹Two vessels that were detained each had two different Classification Societies named as responsible for various deficiencies. See list of detained ships on page 22 for full details.

Table 10
Total ships detained by
Classification Society

Table 11 shows the total number of detainable deficiencies found on ships classed by the recognised organisations listed. The number of these deficiencies that were assessed as the responsibility of the recognised organisation is also listed as a percentage of the total.

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

	RO Responsible detainable deficiencies	Total detainable deficiencies	RO Responsible as a % of total detainable
American Bureau of Shipping	12	47	25.53%
Biro Klasifikasi Indonesia	0	3	0%
Bureau Veritas	18	50	36.00%
China Classification Society	0	2	0%
China Corporation Register of Shipping	2	2	100.00%
Det Norske Veritas	6	25	24.00%
Germanischer Lloyd	2	19	10.53%
Indian Register of Shipping	3	3	100.00%
Isthmus Bureau of Shipping	0	1	0%
Korean Register of Shipping	2	4	50.00%
Lloyd's Register of Shipping	24	76	31.58%
Nippon Kaiji Kyokai	28	79	25.44%
Registro Italiano Navale	5	20	25.00%
Russian Maritime Register of Shipping	12	29	41.38%
Overall	114	360	31.67%

Table 11
Total number of detainable
deficiencies

ANNEX – LIST OF SHIPS DETAINED IN 2004

Ship Name	IMO Number	Flag	Recognised Organisation ¹	Delay (hours) ²	RO Responsible	No. of RO responsible deficiencies
African Sanderling	8314756	Bahamas	American Bureau of Shipping	52	Yes	2
American Cormorant	7388712	Marshall Islands	Det Norske Veritas			
Andre	9123972	Hong Kong, China	Nippon Kaiji Kyokai		Yes	2
Angara	8311156	Russian Federation	Russian Maritime Register of Shipping			
Angelic Grace	9235232	Greece	American Bureau of Shipping	7.2		
Anjeliersgracht	8821797	Netherlands	Lloyd's Register of Shipping			
Anl Kokoda	8817825	Malta	Russian Maritime Register of Shipping		Yes	7
Apollogracht	9014896	Netherlands	Lloyd's Register of Shipping	17.5		
Aquadonna	9075668	Greece	American Bureau of Shipping	3		
Ariston	8300509	Bahamas	Det Norske Veritas		Yes	2
Asante	8913526	Cyprus	Nippon Kaiji Kyokai	6		
Astor	8506373	Bahamas	Germanischer Lloyd	7.25		
Astromar	8128676	Cyprus	Lloyd's Register of Shipping	6	Yes	2
Australian Fame	8010477	Malta	Bureau Veritas		Yes	1
Bao Shan	9044322	Panama	American Bureau of Shipping			
Bartolomeu Dias	8911217	Portugal	Det Norske Veritas	1.5		
Bernadette T	8004478	Panama	Lloyd's Register of Shipping	13.5	Yes	1
Bi Hua Shan	8848018	China	China Classification Society	2		
Binh Tan	7615464	Panama	Isthmus Bureau of Shipping			
Blue Sky	8008773	Liberia	Lloyd's Register of Shipping	33.5	Yes	1
Bonvoy Iii	7412408	Panama	Nippon Kaiji Kyokai ³ Panama Register Corporation ⁴		Yes	1 1
Braztrans I	7433610	Brazil	Lloyd's Register of Shipping			
Bunga Saga Tiga	9050383	Malaysia	American Bureau of Shipping	4.6		
Cape Lila	8718146	Panama	Nippon Kaiji Kyokai	0.5		
Capitaine Cook	8002822	Vanuatu	Bureau Veritas	1.5		
Capitaine La Perouse	7928225	Vanuatu	Bureau Veritas	2.5		
Capt Stefanos	9227194	Bahamas	Bureau Veritas	7.75		
Caraka Jaya Niaga Iii-6	8917132	Indonesia	Biro Klasifikasi Indonesia			
Cec Blue	8913875	Isle of Man, UK	Bureau Veritas		Yes	1
Cemtex Orient	8910380	Singapore	American Bureau of Shipping	17.75		
Chihiro	9128178	Panama	Nippon Kaiji Kyokai	10.5	Yes	2
Chiloe	9238545	Panama	Nippon Kaiji Kyokai	0.7		
Claudia	8804098	Panama	Lloyd's Register of Shipping	5	Yes	1
Cmc Diamond	7814826	Cyprus	American Bureau of Shipping	0.5		
Corriedale Express	7022356	Philippines	Bureau Veritas	21		
Danica Red	8200228	Denmark	Bureau Veritas			

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

²Time that a ship was delayed beyond its scheduled sailing time.

³Safety Construction Certificate issued by NKK.

⁴Safety Equipment Certificate issued by Panama Register Corporation.

Ship Name	IMO Number	Flag	Recognised Organisation ¹	Delay (hours) ²	RO Responsible	No. of RO responsible deficiencies
Derwent	8820717	Hong Kong, China	Nippon Kaiji Kyokai	27		
Eagle Arrow	7516553	Bahamas	Det Norske Veritas	2.3		
Elver	8504698	Cyprus	Bureau Veritas			
Energy Prometheus	9153094	Panama	Nippon Kaiji Kyokai	5.25		
Envoyager	8412900	Singapore	Nippon Kaiji Kyokai	0	Yes	2
Etly Danielsen	8520434	Bahamas	Germanischer Lloyd	510.5		
Evdoxos	8104151	Cyprus	American Bureau of Shipping		Yes	1
Farid F	7203663	Saint Vincent and the Grenadines	Registro Italiano Navale			
Feyza	8118566	Turkey	Lloyd's Register of Shipping	3	Yes	5
Figaro	7917563	Singapore	Lloyd's Register of Shipping	0.8		
Fighting Lady	8010489	Cyprus	Bureau Veritas	1.75	Yes	1
Forest Kishu	9142019	Panama	Nippon Kaiji Kyokai	20.6		
Franconia	8415794	Panama	Nippon Kaiji Kyokai	2	Yes	1
Friesian Express	8118176	Philippines	Bureau Veritas	8		
Front Rider	9002764	Singapore	Lloyd's Register of Shipping	4.5		
Front Rider	9002764	Singapore	Lloyd's Register of Shipping	11		
Ganga Sagar	8409783	India	Indian Register of Shipping	0.5	Yes	1
Giorgos	8118578	Malta	Lloyd's Register of Shipping	16		
Global Explorer	9135523	Myanmar	Nippon Kaiji Kyokai	0.5		
Global Peace	8005082	Panama	Korean Register of Shipping	1.5		
Global Sydney	8715821	Panama	Bureau Veritas	6		
Goada Chief	9154816	Papua New Guinea	Lloyd's Register of Shipping	12.5		
Gohshu	8806216	Panama	Nippon Kaiji Kyokai	19.2		
Golden Glow	7928122	Greece	American Bureau of Shipping			
Good News	8001787	Saint Vincent and the Grenadines	Lloyd's Register of Shipping	29		
Grandiosa	8508735	Panama	Nippon Kaiji Kyokai		Yes	2
Great Ocean	8913552	Hong Kong, China	Det Norske Veritas			
Habibe Ana	8309464	Turkey	Lloyd's Register of Shipping	2.75	Yes	1
Haminea	9048093	Isle of Man, UK	Det Norske Veritas	22.25		
Handy Logger	8508474	Hong Kong, China	Nippon Kaiji Kyokai		Yes	1
Harmonic Halo	9162966	Panama	Nippon Kaiji Kyokai	4.25		
Hellenic Sea	8905828	Malta	Bureau Veritas			
Hsin Ho	9134983	Taiwan, China	China Corporation Register of Shipping	3.5	Yes	2
Hyundai Opal	8705448	Bahamas	Germanischer Lloyd	16.5		
Ijmuiden Maru	8608547	Hong Kong, China	Nippon Kaiji Kyokai	13	Yes	1
Invincible Tide	8008503	Belize	American Bureau of Shipping			

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

²Time that a ship was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Recognised Organisation ¹	Delay (hours) ²	RO Responsible	No. of RO responsible deficiencies
Jumbo Challenger	8110887	Netherlands Antilles, Netherlands	Lloyd's Register of Shipping	40		
K.dahlia	8715041	Panama	Korean Register of Shipping	1	Yes	1
Kapitan Serykh	8504961	Russian Federation	Russian Maritime Register of Shipping			
Katsuragi Maru	8416138	Panama	Nippon Kaiji Kyokai	1		
Khudozhnik Ioganson	7532765	Russian Federation	Russian Maritime Register of Shipping			
Khudozhnik Zhukov	7614317	Russian Federation	Russian Maritime Register of Shipping		Yes	5
Kimberley	8912912	Antigua and Barbuda	Germanischer Lloyd	9.25		
Kiunga Chief	9195119	Papua New Guinea	Lloyd's Register of Shipping			
Kota Sejati	9203473	Malta	China Classification Society	28.25		
Lacerta	9071600	Malta	Bureau Veritas	19.75	Yes	2
Lady	8307777	Cyprus	Bureau Veritas	1.5	Yes	1
Lancelot	8018089	Malta	Bureau Veritas			
Lucasta	9082764	United Kingdom	Nippon Kaiji Kyokai	19.25		
Magnavia	9122447	Liberia	Germanischer Lloyd	2		
Mani P	8208165	Malta	Nippon Kaiji Kyokai	2.5	Yes	3
Maria	8402955	Greece	Nippon Kaiji Kyokai	3	Yes	1
Marilee	8301199	Liberia	Det Norske Veritas	0.75	Yes	1
Marina Wave	8903234	Cyprus	Lloyd's Register of Shipping	10		
Matilde	9123403	Liberia	American Bureau of Shipping	1		
Mh Thamrin Pb 1600	9151993	Indonesia	Germanischer Lloyd	13		
Mineral Poterne	9127485	Belgium	Lloyd's Register of Shipping	17.5		
Minoan Hope	8124840	Malta	Registro Italiano Navale	0.5		
Mona Pegasus	9218868	Panama	Nippon Kaiji Kyokai			
Msc Alice	7359852	Panama	American Bureau of Shipping	1		
Msc Denisse	7435292	Panama	Bureau Veritas	9		
Msc Lucia	7708754	Panama	Korean Register of Shipping	0	Yes	1
Msc Paola	7416868	Panama	Lloyd's Register of Shipping	6		
Msc Perth	9005417	Liberia	Germanischer Lloyd	16	Yes	1
Murat Kiran	8314988	Turkey	Nippon Kaiji Kyokai	8.75		
Murshidabad	8409769	India	Indian Register of Shipping	6.5	Yes	2
Myron N	8811364	Cyprus	Bureau Veritas	16.5	Yes	1
Nassau Pride	8110320	Bahamas	American Bureau of Shipping	2		
Navigator Neptune	9177583	Liberia	Germanischer Lloyd	1.5		
New Amber	8323458	Liberia	American Bureau of Shipping	21.25		
Nobel Snapper	7910149	Bahamas	Lloyd's Register of Shipping	23	Yes	1

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

²Time that a ship was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Recognised Organisation ¹	Delay (hours) ²	RO Responsible	No. of RO responsible deficiencies
Nordic Confidence	8316314	Philippines	Nippon Kaiji Kyokai	6		
Nordstar	8024363	Malta	Bureau Veritas		Yes	4
Oak Star	9159543	Singapore	Nippon Kaiji Kyokai	6.5		
Ocean Gulf	8701492	Bahamas	Lloyd's Register of Shipping	57		
Ocean Hercules	7802055	Panama	American Bureau of Shipping	0.5		
Ocean Rainbow	9123831	Panama	Nippon Kaiji Kyokai	7.75	Yes	2
Oil Valour	8121484	Belize	American Bureau of Shipping	67.5	Yes	8
Opal Naree	8210388	Thailand	Nippon Kaiji Kyokai	52		
P&o Nedlloyd Hunter Valley	9235816	Liberia	Germanischer Lloyd	8.5		
P&o Nedlloyd Palliser	9227338	Germany	Germanischer Lloyd			
Pacific Fighter	9177624	Bahamas	Bureau Veritas	5.5		
Pacific Quest	8130019	Liberia	Nippon Kaiji Kyokai			
Pacific Titan	8208385	Singapore	American Bureau of Shipping		Yes	1
Paige	9088732	Malta	Nippon Kaiji Kyokai	22	Yes	1
Palmyra ³	8919867	Antigua and Barbuda	Germanischer Lloyd	297		
Palmyra	8919867	Antigua and Barbuda	Germanischer Lloyd	9	Yes	1
Parnassos	8109010	Cayman Islands, UK	Det Norske Veritas	46.25		
Pearl Of Fujairah	8518106	Cyprus	Bureau Veritas			
Pearl Of Kuwait	8004466	Cyprus	Lloyd's Register of Shipping	1		
Pelagitissa	8013546	Cyprus	American Bureau of Shipping	47.3		
Pollux	7310507	Lebanon	Registro Italiano Navale	3	Yes	2
Prince Of Tokyo	9167497	Panama	Nippon Kaiji Kyokai	3.7	Yes	2
Princess Nadia	8409800	Panama	Lloyd's Register of Shipping	6.3		
Princess Susana	8409795	Panama	Lloyd's Register of Shipping	14.25	Yes	1
Probo Bison	8405866	Marshall Islands	Det Norske Veritas	2.75		
Prosperous	8818867	Hong Kong, China	American Bureau of Shipping ⁴ Bureau Veritas ⁵	1	Yes	1 2
Pyladis	7901136	Marshall Islands	American Bureau of Shipping			
Raffaele Iuliano	9083536	Italy	Registro Italiano Navale	163		
Rixta Oldendorff	8120698	Liberia	Lloyd's Register of Shipping			
Ruby Crest	9137624	Panama	Lloyd's Register of Shipping	18.25		
Samos	8023981	Malta	Lloyd's Register of Shipping	15.25		
Sampan	8404874	Liberia	Lloyd's Register of Shipping	1.5		
Samutra	8112938	Liberia	Lloyd's Register of Shipping	6	Yes	2
Santorin Ii	8309153	Cyprus	Germanischer Lloyd			
Sanyo Maru	8315308	Panama	Nippon Kaiji Kyokai	1.5	Yes	3

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

²Time that a ship was delayed beyond its scheduled sailing time.

³Palmyra had more than one initial inspection over the year and was detained twice

⁴ISM Certification issued by ABS.

⁵Other Certificates issued by BV.

Ship Name	IMO Number	Flag	Recognised Organisation ¹	Delay (hours) ²	RO Responsible	No. of RO responsible deficiencies
Sapporo Maru	8309206	Panama	Nippon Kaiji Kyokai	2.25		
Sd Victory	8516677	Panama	Det Norske Veritas	2		
Sea Hana	7722188	Malta	Nippon Kaiji Kyokai	4		
Selendang Nilam	9142930	Malaysia	American Bureau of Shipping			
Setif li	8106020	Algeria	Bureau Veritas		Yes	3
Shoho Maru	9104471	Japan	Nippon Kaiji Kyokai	3.5	Yes	1
Sinar Kudus	9172507	Indonesia	Nippon Kaiji Kyokai	7.75		
Sky Pacific	9041485	Panama	Nippon Kaiji Kyokai	2.75		
Sofrana D'urville	8322117	Singapore	Lloyd's Register of Shipping		Yes	2
Spyros B	8309880	Greece	Det Norske Veritas			
Star Zulu	8401066	Bahamas	Bureau Veritas	1		
Stellar Fortune	9109380	Panama	Nippon Kaiji Kyokai	18		
Stolt Azalea	8709731	Liberia	Nippon Kaiji Kyokai		Yes	
Team Aniara	8411528	Liberia	Det Norske Veritas	1		
Terrier	8018168	Norway	Det Norske Veritas		Yes	2
Thamisa Naree	8029076	Thailand	Lloyd's Register of Shipping	21	Yes	2
Thor Mette	8600480	Denmark	Lloyd's Register of Shipping			
Thor Nectar	8801371	Thailand	Germanischer Lloyd	47.75		
Thor Swan	9006215	Denmark	Bureau Veritas			
Torm Herdis	9047051	Norway	Det Norske Veritas	9.75	Yes	1
Ulla R	8901810	Liberia	Nippon Kaiji Kyokai	23.25	Yes	2
Universal Harmony	8811792	Marshall Islands	Lloyd's Register of Shipping	25	Yes	1
Vamand Wave	8316467	Cyprus	Lloyd's Register of Shipping		Yes	4
Velebit	8915237	Liberia	Bureau Veritas	2.5		
Vergina I	7924944	Liberia	American Bureau of Shipping			
Verona	9190858	Panama	Det Norske Veritas	1.5		
Voetrader	9108269	Liberia	Bureau Veritas	3		
Wadi Alarab	9107681	Egypt	Lloyd's Register of Shipping	39.5		
Waralee Naree	8202056	Thailand	Nippon Kaiji Kyokai	6		
Warrior	8323202	Malta	Registro Italiano Navale	19.5	Yes	3
Washington Trader	9211602	Philippines	Bureau Veritas	13	Yes	1
Western Star	8842480	Papua New Guinea	American Bureau of Shipping	8		
Western Zenith	9071492	Papua New Guinea	American Bureau of Shipping	69		

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

²Time that a ship was delayed beyond its scheduled sailing time.