

1996 PORT STATE CONTROL REPORT



Australia

PREFACE

I am pleased to present AMSA's 1996 *Port State Control Report*. The report provides tangible evidence of AMSA's continuing focus on the maintenance of acceptable maritime safety and marine pollution prevention standards on foreign ships within Australian maritime jurisdiction.

The Australian Government remains committed to the preservation of the marine environment and to the protection of life and property at sea. Port State Control (PSC) is one of the strategies utilised by AMSA in ensuring that these objectives are achieved. However, it needs to be remembered that the primary responsibility for the safety and operation of the vessel lies clearly with the vessel's owner and/or manager and the flag State. PSC can never replace the effective operation of a safety culture by responsible owners/managers on ships under their control and the oversight of those ships by the flag State under the international convention requirements.

The actions of some flag States in either being unwilling or unable to implement their international maritime convention responsibilities continues to impose an unacceptable risk on those nations with whom their ships trade. In addition, those nations who implement a PSC program in an attempt to manage this risk incur costs which should rightly be borne by the owner/manager and the flag State. Australia is a strong supporter of proposals to review the flag State responsibilities and accountabilities that exist under the current international safety conventions. The aim of that review is to identify and assist those flag States which may need assistance in fully meeting their international requirements and, as a last resort, to identify those flag States unwilling to meet their international obligations and instigate appropriate action.

AMSA has channelled considerable time and resources into both enhancing the operation of its domestic PSC program as well as building its link with the Tokyo MOU and other nations and/or regional groupings with an interest in enhancing maritime safety through PSC. This report notes these and other PSC initiatives aimed at ensuring *Cleaner Seas and Safer Ships*.



P.M. MCGRATH
 Chief Executive
 Australian Maritime Safety Authority

©Commonwealth of Australia

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

Further information may be obtained from:

The General Manager
 Ship & Personnel Safety Services
 Australian Maritime Safety Authority
 PO Box 1188,
 Belconnen ACT 2616,
 AUSTRALIA.

Telephone +61 6 279 5050

Faxsimile +61 6 279 5066

AMSA detection data is available at <http://www.amsa.gov.au/sp/sdetlink.htm>

ISSN 1033-2199

Copy/design/typeset: Australian Maritime Safety Authority

SUMMARY OF DETENTIONS AND INSPECTIONS

	1992	1993	1994	1995	1996
Total Inspections	1720	2003	2406	2542	2901
Total Detentions	61	72	153	244	248
Detention %	3.5	3.6	6.4	9.6	8.5

CONTENTS

OVERVIEW

Port State Control - Application	1
Port State Control in Australia	1
Port State Control - International Perspective	
Introduction	2
Regional Port State Control	2
Significant Developments during 1996	
Developments resulting from the <i>Ships of Shame</i> inquiry	3
Asia-Pacific Regional Cooperation on Port State Control	3
Developments within the International Maritime Organization	4
Bulk Carrier Safety	4
Crew Competence	4
Ship Operations	4

1996 PORT STATE CONTROL INSPECTIONS

Inspections	5
Detentions	6
Deficiencies	7

SELECTED DEFICIENCY CATEGORIES

Fire Fighting Appliances	13
Habitation - Living & Working Conditions	13
Accommodation	14
Food and Catering	14
Working Spaces	15
Accident Prevention	15

TABLES

Table 1	Total ships inspected by port	8
Table 2	Total ships inspected by flag	9
Table 3	Total ships inspected by ship type	10
Table 4	Total ships detained by ship type	10
Table 5	Total ships detained by flag	11
Table 6	Total ships inspected/detained by classification society	11
Table 7	Total & percentage of deficiency categories	12
Table 8	Accommodation deficiencies	14
Table 9	Food and catering deficiencies	14
Table 10	Working spaces deficiencies	15
Table 11	Accident prevention deficiencies	15

CHARTS

Figure 1	Number of inspections	5
Figure 2	Percentage of inspection by ship type	5
Figure 3	Detention percentage by ship type	6
Figure 4	Detentions as a percentage of total number of inspections	6
Figure 5	Major categories of deficiencies as percentage of total number of deficiencies	7
Figure 6	Accommodation most frequent deficiencies	14
Figure 7	Food and catering most frequent deficiencies	14
Figure 8	Working spaces most frequent deficiencies	15
Figure 9	Accident prevention most frequent deficiencies	15

ANNEX

Annex	List of Detained Ships in 1996	17
-------	--------------------------------	----

OVERVIEW**Port State Control - Application**

In accordance with international law, each nation has the sovereign right to exercise control over foreign flag ships within its territorial jurisdiction. In addition to territorial jurisdiction a number of international maritime conventions adopted by the International Maritime Organization (IMO) and the International Labour Organisation (ILO) provide nations with the ability to conduct control inspections of foreign ships visiting their ports. These inspections are termed Port State Control (PSC) inspections.

PSC inspections are conducted to ensure that foreign ships are seaworthy, do not pose a pollution risk, provide a healthy and safe working environment and comply with relevant conventions. In Australia the Australian Maritime Safety Authority (AMSA) has, as one of its objectives associated with enhancing maritime safety and environmental protection, the responsibility for conducting PSC inspections in Australian ports. PSC inspections are carried out on foreign ships within Australian jurisdiction by AMSA marine surveyors appointed under the Australian Navigation Act.

When undertaking a PSC inspection the surveyor first conducts a primary inspection, which consists of a visit on board to verify the ship carries the necessary certificates and documentation and that these certificates are valid for the voyage on which it is about to proceed. In addition, surveyors inspect a number of critical areas essential for the safe operation of the ship. Where certification is invalid, or where there are clear grounds to suspect that a ship and/or its equipment or crew may not be in substantial compliance with the relevant convention requirements, a more detailed inspection is undertaken.

Port State Control in Australia

Australia conducts a PSC program that complies with both the spirit and the intent of the control provisions contained within the relevant international conventions.

In addition, Australian domestic legislation contains the authority for AMSA marine surveyors to board a ship at any time to investigate issues that have the potential to jeopardise safety or the marine environment. In addition to complying with Australian Government safety objectives, AMSA's PSC program also focuses on the aims of the Asia Pacific Memorandum of Understanding on Port State Control which binds 15 nations in the region to common PSC strategies through the operation of uniform and consistent PSC programs.

It is AMSA's objective to inspect at least 25% of foreign ships visiting Australian ports. The percentage is based on the number of eligible ships during a given year. For this purpose eligible ships means those ships which have not been inspected by AMSA during the last six months (three months for a passenger ship) immediately preceding the date of arrival at a port.

AMSA conducts PSC in accordance with international guidelines and within the constraints of its authority under modern administrative law. Surveyors are guided by a set of Instructions to Surveyors, which are based on a number of resolutions promulgated by both the IMO and ILO. Consistency, uniformity and objectivity are the keys to a successful and credible PSC program. AMSA continually strives to enhance performance in these three areas to ensure that Australia's PSC program continues to gain respect from both Australian interests and from foreign stakeholders.

The use of modern technology continues to underlie the success of Australia's PSC program. The inspection database (SHIPSYS) operates on a microcomputer based in Canberra and data links to this system are continuing to be upgraded, particularly to remote port locations. The result of the 1995 SHIPSYS upgrade was satisfactory in that the system has demonstrated improved performance and user friendliness, and made it more compatible with international databases. Planning is currently under way for a major rewrite

of the SHIPSYS system in a new database language which will enable state of the art enhancements to be achieved, including the availability of operations under a Windows type environment. Not only will this development help surveyors operate the system it will also enhance the ability of the SHIPSYS to be used as a management tool in assessing both the effectiveness and efficiency of the PSC program.

December 1996 also saw the introduction of a revised Ship Inspection Record Book which nominates a number of areas of the ship which must be inspected during every PSC inspection. Whilst the professionalism and experience of AMSA's surveyors is critical to the success of the PSC program, it was felt essential in the interests of uniformity and objectivity to prescribe a number of areas which will always be checked during a PSC inspection. This in no way limits the discretion of surveyors and indeed it has been reported that the inspection of key areas often leads to the discovery of deficiencies in other parts of the ship which may have escaped attention during previous inspections. In addition, the Ship Inspection Record Book serves as an entry base for the data in the SHIPSYS system as well as being maintained as an administrative record of the ship's inspection.

Consideration is also being given to the utilisation of state of the art technology such as the use of direct entry of inspection data into the SHIPSYS computer by the use of digital telephone technology and the use of portable printers for the issue of deficiencies and directions to ships' masters.

Port State Control - International Perspective

Introduction

Widespread and growing concern caused by increasing numbers of unsafe ships has been reflected in continuing discussions at IMO. During these discussions it was agreed that an effective method for combating the risk posed by substandard ships is port State control. It was also recognised that port State control procedures must be uniformly applied in all

parts of the world to prevent unsafe ships being diverted to ports where port State control standards are either minimal or not enforced.

The experience and success of countries participating in the Paris Memorandum of Understanding on Port State Control has shown that greater effectiveness can be achieved through regional co-operation. Such arrangements enhance the effectiveness of identifying unsafe ships, help coordinate action to ensure that serious deficiencies are rectified before departure, and ensure that all deficiencies are rectified within an appropriate time scale.

This success encouraged the IMO Assembly to promulgate Resolution A.682(17) - "Regional Co-operation in the Control of Ships and Discharges" which recognises the important contribution to maritime safety and pollution prevention made through regional co-operation. This resolution invites governments to consider concluding regional agreements on the application of port State control measures in cooperation with IMO.

Regional Port State Control

During 1996, considerable world wide progress was made in the establishment of regional arrangements for performing port State control in accordance with Resolution A.682(17). Presently four regional MOUs are in force. The Paris MOU came into operation in 1992, followed by the Latin American agreement, completed in 1992, the Tokyo MOU came into operation in 1994 and in February 1996 the Caribbean MOU was finalised embracing administrations of 20 States.

The established regional MOUs, particularly the Latin American agreement and the Tokyo MOU in the Asia Pacific region, continued to be developed and refined while progress was made within other regions towards the development of a memorandum of understanding. During the year the first two preparatory meetings were held for the establishment of a Mediterranean MOU and a draft agreement was concluded in December 1996. The IMO has also submitted a project proposal for port State control in western and central Africa.

Significant Developments during 1996

Developments resulting from the *Ships of Shame* Inquiry

The Report of the House of Representatives Standing Committee on Transport, Communications and Infrastructure, *Ships of Shame*, was published in December 1992. With reference to port State control inspections, the Committee was of the view that port State control was a key element in ensuring acceptable levels of maritime safety.

The Government responded to the Report in August 1993 and accepted the general thrust of the recommendations. In some cases AMSA had already instigated changes to procedures prior to the report's release and the safety program now benefits from those changes.

During 1995 the Standing Committee continued its inquiry into developments at the national and international level in relation to the issues identified in the *Ships of Shame* report. A number of public meetings were held during the year and a report *Ships of Shame - a Sequel* was published in December 1995.

This latest report contains eleven recommendations aimed at improving the quality of ships and the welfare of crew members. In particular it identifies that the principal source of *Ships of Shame* continues to be flag States which ignore their responsibilities under the maritime conventions they have ratified and concludes that port State control mechanisms are still the most effective means of ensuring regulatory compliance for shipping, a situation that is likely to persist into the foreseeable future.

During 1996 the Government accepted all of the recommendations except for the proposal that all ships applying for a single voyage permit to operate on the coast be inspected and approved prior to loading cargo. It was considered that the existing inspection and control procedures are sufficient.

Asia-Pacific Regional Cooperation on Port State Control

On 1st April 1994 a memorandum of understanding (MOU) on port State control came into effect for a number of maritime nations in the Asia-Pacific region.

This agreement requires each administration to establish and maintain an effective system of port State control with a view to ensuring that, without discrimination, foreign merchant ships visiting its ports comply with appropriate international standards. An inspection target rate has been set at 50% of ships operating in the region by the year 2000, while the agreement requires each administration to consult, cooperate and exchange information with the other Authorities in order to further the aims of the MOU.

During 1996 three additional countries, Fiji, Indonesia and Thailand, accepted the MOU. This has expanded the membership of the MOU to 15.

The countries whose maritime administrations are parties to the MOU are Australia, Canada, China, Fiji, Hong Kong, Indonesia, Japan, Republic of Korea, Malaysia, New Zealand, Papua New Guinea, Russian Federation, Singapore, Thailand and Vanuatu.

To administer the implementation and ongoing operation of the agreement, a Committee and a Secretariat has been formed. The Committee is composed of a representative of each of the authorities that have adopted the MOU, and the Secretariat, to service the Committee, has been established in Tokyo.

To facilitate the timely exchange of information and details of ship inspections between the members of the Asia-Pacific MOU, a computer database has been established in Canada. Details of AMSA inspections are sent twice a week and information from the data base is retrieved when details of previous inspections are required for a ship being considered for inspection.

The fourth meeting of the Committee was hosted by the Maritime Safety Authority of New Zealand in Auckland between 30 September and 3 October 1996. The meeting was preceded by a two day Regional Database Managers meeting chaired by AMSA. The main outcomes from the meetings were:

- agreement on information to be published on ships which are detained;
- approval of the regional port State control manual;
- agreement to undertake a feasibility study of the regional database and information exchange

arrangements with development of strategies for short and long term requirements;

- agreement to publish annual statistical data on inspections;
- approval of a strategy for training in information exchange.

An important issue for the Committee is the wide variation in technical expertise and administrative capabilities of the various countries performing port State control inspections. The success of the regional MOU and ultimately a global network of inter-connecting regional systems will depend to a large extent on uniformity being achieved in the inspection standards and procedures of countries within the region.

To this end the Committee has established a basic training program for port State control surveyors and holds seminars for experienced surveyors to meet and exchange knowledge and ideas.

Developments within the International Maritime Organization

IMO has recognised that not all flag States are able to ensure that their ships are fully maintained to international convention standards, and that this places an increased burden on port States. Non-compliance with IMO instruments is an issue identified in the *Ships of Shame* Report as being the cause of many problems of modern shipping.

As part of IMO's more active approach to the safety of ships and their crews and protection of the marine environment, the Sub-Committee on Flag State Implementation (FSI) was formed.

Important objectives of the FSI Sub-Committee are to assess the current level of implementation of IMO instruments by flag States, to assess problems being experienced by States in implementing instruments, to identify the reasons for such problems and to make proposals to assist parties to implement and comply with the provisions of the instruments.

The fourth session of the Sub-Committee (FSI 4) was held at IMO Headquarters in London from 18 to 22 March 1996. While Australia had interest in all agenda items, the items of specific interest were:

- Flag State responsibility - Australia and the United Kingdom submitted a joint paper to the Sub

Committee, proposing that a new convention be developed as a means of improving flag State compliance with international maritime conventions;

- Casualty Statistics and Investigations;
- Port State Control of ships with reduced Halon quantities;
- Avoiding undue detention of ships during Port State Control;
- Guidelines for flag States - "Review of Resolution A.740(18) - Interim guidelines to assist flag States".

Bulk Carrier Safety

The IMO Maritime Safety Committee established a working group and a intersessional correspondence group, under the coordination of AMSA, to develop measures for improving the safety of bulk carriers. Although this work will not be concluded until later in 1997, a number of measures were introduced during the year which require both AMSA and bulk cargo terminal operators to cooperate more closely with ships crews to facilitate the safety of bulk carriers during their loading and unloading.

Crew Competence

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), which is concerned with crew competence, has undergone an extensive review due to the lack of internationally accepted competence criteria. The revised STCW convention came into force on 1 February 1997. Appropriate guidance has been prepared for the use of surveyors in the field to implement the amended requirements of the convention, particularly with regard to the clear grounds for detention.

Ship Operations

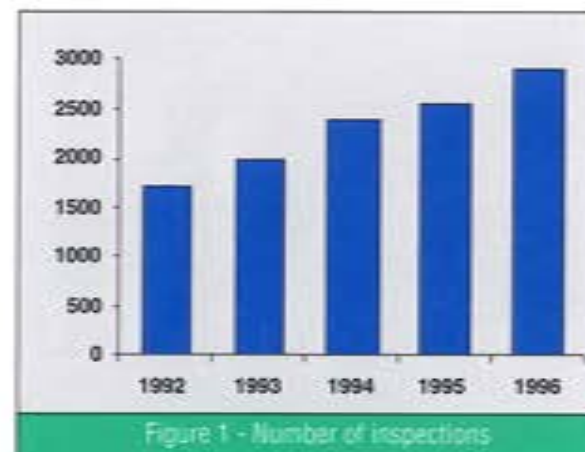
In line with the international focus on human elements, port State control inspections are concentrating more on the management of the ship and ability of the crew. Technological developments, such as sophisticated cargo handling systems, advanced engine and navigation control equipment and more prescriptive vessel traffic systems have led to an extension of the scope of port State control in monitoring and enforcing acceptable safety standards.

1996 PORT STATE CONTROL INSPECTIONS

Inspections

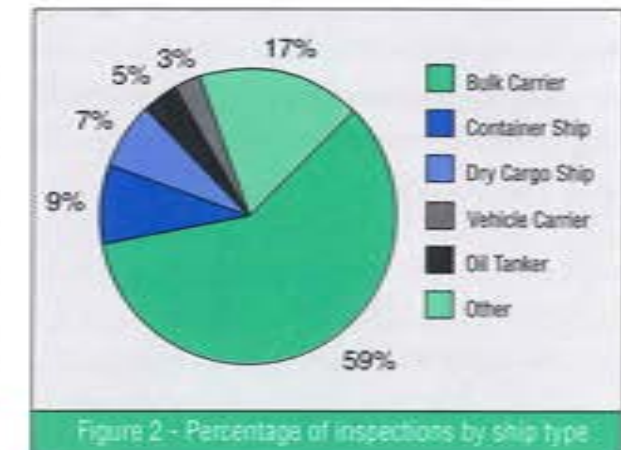
AMSA surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During 1996, 2901 inspections were carried out on ships registered in 68 countries. Table 1 (page 8) gives the number of inspections carried out in each port. The total number of individual ship visits to all Australian ports during 1996 is estimated to be 12,237. Many of these visits were made by regular traders and ships calling at more than one port. It is estimated that 4895 'eligible' ships (an eligible ship is one which has not been inspected by AMSA during the previous six months - or three months for passenger ships) visited Australian ports during 1996. This gives an inspection rate for the year of 59.3%.

The annual number of inspections has gradually increased since recording of data commenced in 1991. Figure 1 shows that the annual increment in the number of inspections during 1994 and 1995 was observed to be levelling off. However, in 1996 there was a 14.1% increase in the number of inspections compared to the previous year.



The number of ships inspected from each flag State are listed in Table 2 (page 9).

The types of ships inspected are summarised in Table 3 (page 10). It will be noted that well over half the ships inspected (59%) were bulk carriers. This is slightly higher than last year's figure of 57.5%. Figure 2 shows the percentage of inspections by ship type. About 11% of the bulk carriers inspected were detained to ensure rectification of serious deficiencies. Total ships detained by ship type is shown in Table 4 (page 10).



Detentions

A ship is detained under the Navigation Act when the deficiencies observed during an inspection are considered by the inspecting surveyor to render the ship unseaworthy or substandard.

When intervention action is taken to detain a ship, AMSA follows the international convention requirements of informing the Consul or the nearest diplomatic representative of the ship's flag State and the appropriate classification society. Details of the intervention are subsequently reported to the IMO.

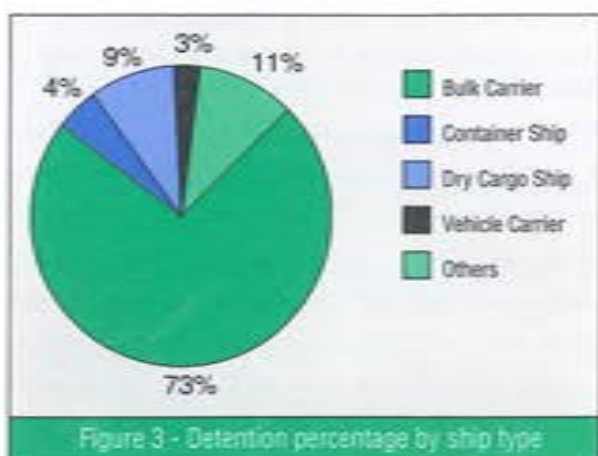
A ship is not deemed to be seaworthy under the Navigation Act unless:

- it is in a fit state as to condition of hull and equipment, boilers and machinery, stowage of ballast or cargo, number and qualifications of crew including officers, and every other respect, to encounter the ordinary perils of the voyage then entered upon; and
- it is not overloaded.

Under the Navigation Act a substandard ship is one where conditions on board the ship are clearly hazardous to safety or health.

Serious deterioration of the hull structure, overloading or defective equipment such as life-saving, radio and fire-fighting equipment would be considered cause to render a ship unseaworthy. Ships which seriously breach the provisions of Marine Orders Part 11 (Substandard Ships), which implements the health and safety aspects of ILO147, may also be detained if considered to be substandard. AMSA surveyors use their professional judgement to determine if a ship should be detained under the Navigation Act.

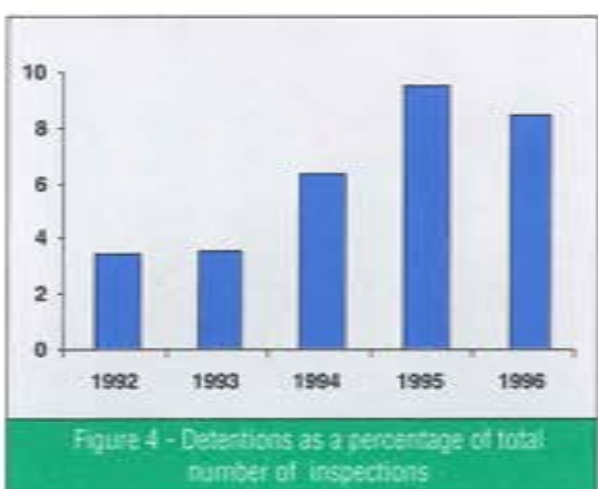
In 1996, 247 ships registered in 39 countries and one unregistered ship were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. Table 5 (page 11) gives the number of ships detained according to flag State. The detention rate when expressed as a percentage of the total number of ships inspected was 8.5%, which compares favourably with the 1995 detention rate of 9.6%. Bulk carriers accounted for 73% of the ships detained in 1996. The detention percentage for the year according to ship type is shown in Figure 3.



Total inspections/detentions by classification society is shown in Table 6 (page 11).

The dominance of bulk carriers in the Australian statistics is again a reflection of the large numbers of this ship type visiting Australia and the rigorous conditions under which they operate and their age.

A summary of detentions and inspections for the last five years is given on page iv. Figure 4 contains the chart for detention percentage. The detention percentage peaked in 1995 with 9.6% of the ships inspected were detained to ensure rectification of serious deficiencies.



Deficiencies

A deficiency is recorded when the condition of a ship's hull or its equipment does not conform to the requirements of the relevant IMO safety or pollution prevention conventions or where hazards to the health or safety of the crew exist which are considered to be in breach of ILO 147.

Deficiencies arise from:

- the absence of either equipment or approved arrangements required by conventions;
- non-compliance of equipment or arrangements with the appropriate specifications of the relevant convention; and,
- substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment.

The 13,638 deficiencies observed on ships in 1996 are categorised in Table 7 (page 12). The number of deficiencies in each category expressed as a percentage of the total deficiencies is also shown in Figure 5.

Relatively minor deficiencies are found on many ships. These may not pose an immediate hazard to the safety of the ship or its crew or passengers and may be rectified during the ship's normal stay in port and without disruption to its schedule.

Details of all deficiencies have been recorded in this report even though, when viewed in isolation, some may be considered as relatively minor.

It is noted that 3524 deficiencies were observed in life-saving appliances and 2445 in fire fighting equipment. Deficiencies observed in life-saving appliances and fire-fighting equipment account for 44% of the total number of deficiencies observed in 1996. Although this figure has decreased slightly from 1995, it is still alarming in view of the equipment's importance in the event of fire or other ship safety incidents. It is believed that many, if not all, of such deficiencies might have been prevented with proper maintenance. Lack of maintenance may be due to inadequate management of ships by owners or operators, inadequate inspection or concern on the part of ship's officers or crew, inadequate provision of resources for proper rectification of deficiencies, inadequate surveys by the flag State or by classification societies authorised by the flag State. Insufficient crew numbers on board ships also contributes through a lack of crew available for equipment maintenance.

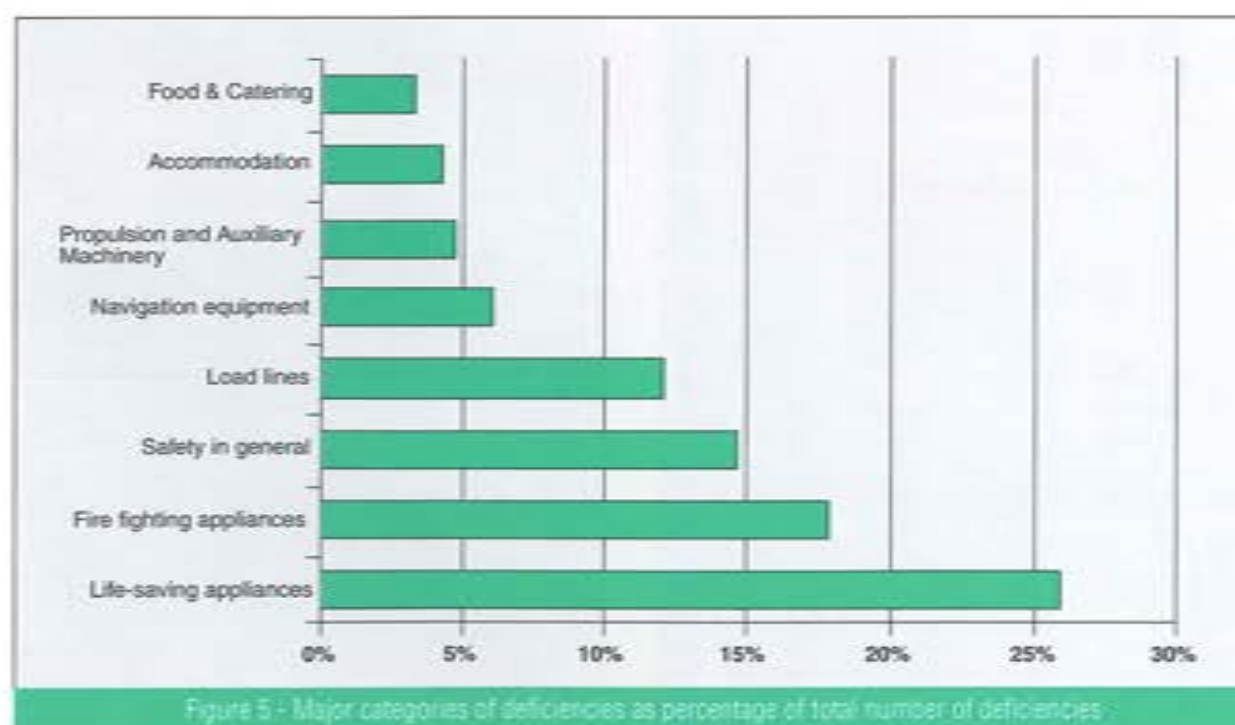


Table 1 - Total ships inspected by port

Port	Number of Inspections				
	1992	1993	1994	1995	1996
Abbot Point	4	10	5	10	12
Albany	2	1	2	0	3
Ardressan	0	0	7	5	5
Barry Beach	0	0	2	1	6
Bell Bay	4	7	24	23	19
Bing Bong Creek	0	0	0	1	0
Brisbane	122	120	148	195	216
Broome	0	0	1	0	0
Bunbury	6	6	12	11	22
Bundaberg	2	2	2	7	2
Burnie	13	9	8	9	8
Cairns	22	17	27	17	18
Cape Cuvier	2	0	0	0	0
Cape Flattery	0	0	1	0	1
Christmas Island	0	0	0	0	2
Cockatoo Island	0	0	0	0	1
Dalrymple Bay	6	36	29	52	87
Dampier	202	224	260	280	299
Darwin	16	26	23	47	76
Devonport	1	3	4	3	4
Eden	0	0	1	0	1
Esperance	0	0	5	2	11
Exmouth	0	0	0	0	1
Fremantle	48	45	42	38	47
Geelong	39	60	96	81	105
Geraldton	2	1	6	3	7
Gladstone	120	113	131	139	135
Gove	0	0	1	11	6
Groote Eylandt	0	0	0	2	1
Hastings	14	14	9	13	15
Hay Point	5	57	40	73	73
Hobart	3	1	3	5	9
Karumba	0	0	0	2	3
Karnell	0	12	15	19	14

Port	Number of Inspections				
	1992	1993	1994	1995	1996
Kwinana	66	118	141	118	104
Lucinda	0	0	5	1	4
Mackay	10	30	28	34	41
Melbourne	168	128	87	156	190
Moorilyan	2	9	7	4	8
Newcastle	237	232	264	312	376
Offshore Fixed West	0	0	0	1	0
Onslow	0	0	2	1	0
Point Wilson	2	0	1	0	3
Port Adelaide	104	66	62	45	59
Port Alma	2	2	9	10	5
Port Bonython	0	0	4	9	5
Port Botany	69	96	170	146	176
Port Giles	4	1	1	2	1
Port Hedland	128	139	168	187	146
Port Kembla	70	158	156	115	141
Port Latta	0	0	1	0	1
Port Lincoln	4	5	10	11	13
Port Pirie	5	9	19	13	23
Port Stanvac	5	3	3	7	9
Port Walcott	45	46	71	61	65
Portland	25	26	34	14	27
Spring Bay	1	1	3	1	6
Stanley	0	0	1	1	0
Sydney	102	127	184	195	208
Thevenard	3	4	6	2	12
Townsville	4	26	38	27	35
Wallaroo	7	6	19	6	24
Weipa	1	1	3	4	3
Whyalla	3	2	2	10	5
Yamba	0	0	0	0	2
Other	0	4	3	0	0
Total	1720	2003	2406	2542	2901

Table 2 - Total ships inspected by flag

Flag	Number of Inspections				
	1992	1993	1994	1995	1996
Algeria	0	0	1	1	0
Antigua and Barbuda	5	6	15	26	28
Austria	0	1	3	1	0
Bahamas	65	63	109	116	120
Barbados	0	0	0	0	1
Belgium	2	4	3	4	0
Belize	0	0	0	1	1
Bermuda	5	9	12	19	10
Brazil	2	2	2	2	2
Bulgaria	5	1	1	0	1
Cayman Islands	0	5	1	0	1
Chile	2	1	0	1	0
China, People's Republic of	106	107	136	109	124
Colombia	1	0	1	0	0
Cook Islands	0	0	0	0	1
Croatia	0	0	0	2	1
Cyprus	40	55	80	78	100
Czech Republic	-	1	2	0	1
Denmark	23	21	35	44	37
Egypt	15	12	13	8	7
Estonia	0	1	1	2	1
Fiji	1	5	1	3	3
France	12	10	17	15	18
French Polynesia	0	2	1	2	1
Germany	20	31	32	40	41
Gibraltar	4	2	2	0	0
Greece	119	143	182	169	181
Honduras	1	4	2	2	2
Hong Kong	57	95	102	105	126
India	23	48	44	51	57
Indonesia	5	9	9	10	14
Iran	9	28	22	18	35
Ireland	0	1	2	1	1
Isle of Man	1	6	12	16	28
Israel	1	2	3	0	0
Italy	5	10	12	11	12
Japan	90	109	110	112	98
Jordan	0	1	1	0	0
Korea, Democratic People's Republic of	10	13	0	1	1
Korea, Republic of	36	48	58	49	63
Kuwait	5	6	7	8	5
Latvia	0	0	2	0	0
Lebanon	5	3	2	4	1
Liberia	170	199	209	235	259
Libya	0	0	0	1	0

Flag	Number of Inspections				
	1992	1993	1994	1995	1996
Luxembourg	1	2	11	8	6
Malaysia	23	32	36	36	51
Malta	8	16	31	39	50
Marshall Islands	6	7	6	3	8
Mauritius	2	3	1	3	0
Mexico	0	0	1	1	0
Myanmar	18	11	3	9	15
Netherlands	20	27	32	46	47
Netherlands Antilles	5	10	10	10	11
New Zealand	11	7	13	12	15
Norway	93	104	90	83	89
Pakistan	0	0	0	0	1
Panama	273	298	407	479	626
Papua New Guinea	0	1	4	3	3
Philippines	161	169	190	189	172
Poland	2	3	6	7	8
Portugal	0	1	2	1	0
Qatar	0	1	2	0	2
Romania	0	6	5	4	4
Russian Federation	-	8	50	46	39
Saint Vincent and the Grenadines	17	12	29	23	38
Samoa	1	0	0	0	0
Saudi Arabia	8	3	4	2	4
Singapore	60	69	76	110	134
Slovakia	0	0	0	0	1
Sri Lanka	1	1	1	1	2
Suriname	0	1	0	0	0
Sweden	2	3	0	2	3
Switzerland	1	3	3	6	8
Taiwan	32	35	42	43	49
Thailand	1	4	9	13	17
Tonga	3	5	6	6	8
Turkey	11	11	21	20	43
Tuvalu	0	0	0	1	0
Ukraine	-	-	16	10	12
Union of Soviet Socialist Republic	48	40	-	-	-
United Arab Emirates	1	1	5	2	3
United Kingdom	23	21	29	27	28
United States of America	0	1	2	9	2
Vanuatu	12	16	15	20	19
Venezuela	0	2	1	0	0
Yugoslavia	5	1	-	-	-
Others	25	4	0	1	1
TOTAL	1720	2003	2406	2542	2901

Table 3 - Total ships inspected by ship type

Ship Type	Number of Inspections				
	1992	1993	1994	1995	1996
Barge Carrier	0	0	0	0	1
Chemical Tanker	55	54	68	59	65
Combined Oil/Chemical Tanker	1	5	7	19	13
Container Ship	128	144	197	221	269
Cutter/Dredger	0	0	0	1	2
Dry Bulk Carrier	1027	1296	1458	1462	1716
Dynamically Supported Craft/ or HSC	1	0	0	0	2
Factory Ship	0	1	0	0	0
Ferry	18	10	16	4	1
Fishing Vessel	1	3	0	2	0
Gas Carrier	14	39	44	47	72
General Dry Cargo	138	128	175	175	192
Heavy Lift Carrier	6	9	7	5	10
Livestock Carrier	19	17	36	53	66
Mobile Offshore Drilling Unit	0	0	0	0	1
Oil Tanker	68	92	115	132	154
Ore/Bulk/Oil Carrier	48	26	19	34	13
Other Type - Tanker	32	8	10	0	0
Other Types	83	21	18	9	8
Pallets Carrier	1	0	2	0	0
Passenger V/L	0	11	17	30	36
Refrigerated Cargo Carrier	0	28	43	28	17
Rescue/Standby Ship	0	0	0	3	1
Research Ship	0	1	2	5	4
Ro-Ro Cargo Ship	37	42	61	73	53
Sailing Ship	0	0	0	0	2
Special Purpose Vessel	1	2	4	3	9
Supply Ship	5	4	9	14	26
Survey Vessel	1	1	1	2	2
Tankship - Non Specified	0	0	0	13	10
Training Ship	0	0	0	1	0
Tag/Towing Vessel	3	6	6	4	6
Utilised Vessel	0	0	0	3	1
Vegetable Oil Tanker	1	1	3	1	0
Vehicle Carrier	32	39	53	94	97
Woodchip Carrier	0	15	35	45	51
Wood Pulp Carrier	0	0	0	0	1
TOTAL	1720	2003	2406	2542	2901

Table 4 - Total ships detained by ship type

Ship Type	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Barge Carrier	Nil	1	-
Chemical Tankship	Nil	76	-
Container Ship	11	269	4
Cutter/Dredger	Nil	2	-
Dry Bulk Carrier	181	1716	11
DSC or HSC Craft	Nil	2	-
Ferry	Nil	1	-
Gas Carrier	2	72	3
General Dry Cargo Ship	23	192	12
Heavy Load Carrier	1	10	10
Livestock Carrier	6	66	9
Mobile Offshore Drilling Unit	Nil	1	-
Oil Tankship	4	154	3
Ore/bulk/oil carrier	1	13	8
Passenger Ship	2	36	6
Refrigerated Cargo Carrier	1	17	6
Rescue/Standby Ship	Nil	1	-
Research Ship	Nil	4	-
Ro-Ro Cargo Ship	2	53	4
Sailing Ship	Nil	2	-
Special Purpose Vessel	1	9	11
Supply Ship	Nil	26	-
Survey Vessel	Nil	2	-
Tankship (non specified)	Nil	10	-
Tag/Towing Vessel	1	6	17
Utilised Vessel	Nil	1	-
Vehicle Carrier	7	97	7
Wood Chip Carrier	5	51	10
Wood Pulp Carrier	Nil	1	-
Other Type	Nil	8	-
Total	248	2901	

Table 5 - Total ships detained by flag

Flag	Number of Ships		Detentions as % of ships inspected
	Detained	Inspected	
Bahamas	6	120	5
China, People's Republic of	20	124	16
Cyprus	14	100	14
Egypt	1	7	-
France	2	18	11
Greece	17	181	9
Honduras	1	2	-
Hong Kong	8	126	6
India	7	57	12
Indonesia	3	14	21
Iran	1	35	3
Japan	4	98	4
Korea, Republic of	8	63	13
Liberia	20	259	8
Malaysia	4	51	8
Malta	10	50	20
Myanmar	1	15	7
Netherlands	1	47	2
Netherlands Antilles	1	11	9
Norway	1	89	1
Panama	46	626	7
Papua New Guinea	2	3	-
Philippines	16	172	9
Poland	1	8	-
Qatar	1	2	-
Romania	3	4	-
Russian Federation	2	39	5
Singapore	8	134	6
Slovakia	1	1	-
St. Vincent & the Grenadines	4	38	11
Switzerland	1	8	-
Taiwan	8	49	16
Thailand	4	17	24
Tonga	1	8	-
Turkey	9	43	21
Ukraine	5	12	42
United Arab Emirates	2	3	-
United States of America	1	2	-
Venezuela	2	19	11
Other/unregistered	1	1	-
Total	248		

Note: No percentage shown when number of inspections was less than ten.

Table 6 - Total ships inspected/detained by classification society

Classification Society	Number of Ships		Detentions as % of ships inspected
	Detained*	Inspected	
American Bureau of Shipping (ABS)	30	298	10
Biro Klasifikasi Indonesia (KI)	1	2	-
Bulgraski Korabni Registar (BKR)	0	1	-
Bureau Veritas (BV)	14	161	9
China Classification Society (CCS)	22	141	16
China Corporation Register of Shipping (CR, Taiwan)	8	47	17
Croatian Register of Shipping (CRS)	1	13	8
Det Norske Veritas (DNV)	14	326	4
Germanischer Lloyd (GL)	4	164	2
Hellenic Register of Shipping (HR)	1	1	-
Indian Register of Shipping (IRS)	1	21	5
Korean Register of Shipping (KR)	11	121	9
Lloyd's Register of Shipping (LR)	35	600	6
Nippon Kaiji Kyokai (NK)	66	892	7
Polski Rejestr Statkow (PRS)	1	6	-
Registro Italiano Navale (RINA)	5	37	14
Registru Naval Roman (RNR)	3	3	-
Russian Maritime Register of Shipping (RS)	10	54	19
Others/not classed	2	13	15
Detentions not related to class authorised/delegated matter	19	-	
Total	248	2901	

* Includes only ships which were detained because of deficiencies to items which are under Classification Society Survey.

Note: No percentage shown when number of inspections was less than ten.

Table 7 - Total & percentage of deficiency categories

Deficiency Categories	Number of occurrences					Percentage of Total				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Life-saving Appliances	2920	2010	2415	2624	3542	30.16	27.97	25.77	24.84	25.97
Fire-fighting Appliances	2088	1558	2027	2180	2445	21.57	21.68	21.63	20.64	17.92
Safety in General	897	919	1186	1401	2003	9.26	12.79	12.65	13.26	14.69
Load Lines	915	695	1085	1231	1664	9.45	9.67	11.58	11.65	12.20
Navigation Equipment	659	478	445	594	833	6.81	6.65	4.75	5.62	6.11
Propulsion and Auxiliary Machinery	374	316	550	569	660	3.86	4.40	5.87	5.39	4.84
Accommodation	513	277	399	360	590	5.30	3.85	4.26	3.41	4.33
Food and Catering	399	280	327	324	427	4.12	3.90	3.49	3.07	3.13
Radio	85	57	91	258	332	0.88	0.79	0.97	2.44	2.43
Marpol Annex I (Oil)	79	109	150	255	259	0.82	1.52	1.60	2.41	1.90
Mooring Arrangements	76	97	127	111	181	0.78	1.35	1.36	1.05	1.33
Ship's Certificates	76	76	130	221	177	0.78	1.06	1.39	2.09	1.30
Crew Qualifications/Crew	59	42	62	102	114	0.61	0.58	0.66	0.97	0.84
Cargo/Cargo Gear	148	137	150	78	101	1.53	1.91	1.60	0.74	0.74
Accident Prevention	73	40	62	61	79	0.75	0.56	0.66	0.58	0.58
Solas Operational Deficiencies	0	0	9	52	78	0	0	0.10	0.49	0.57
Working Space	50	24	81	46	57	0.52	0.33	0.86	0.44	0.42
Tankers	31	18	29	22	33	0.32	0.25	0.31	0.21	0.24
Alarm Signals	29	9	13	27	25	0.30	0.13	0.14	0.26	0.18
Marpol Operational Deficiencies	0	0	1	31	25	0	0	0.01	0.29	0.18
Marpol Annex II (Chemicals)	21	2	5	11	3	0.22	0.03	0.05	0.10	0.02
Marine Pollution Annex III	-	-	-	-	3	-	-	-	-	0.02
Other	190	42	28	5	7	1.96	0.58	0.30	0.05	0.05
TOTAL	9682	7186	9372	10563	13638					

SELECTED DEFICIENCY CATEGORIES

Fire Fighting Appliances

Fire is perhaps the greatest hazard faced by the ship's crew. Over the years there have been many developments in fire protection, fire detection and fire fighting. Despite these developments the level of casualties and damage due to fire is still high according to available statistics. It is therefore vital that appliances used to fight fires be well maintained and ready for immediate use.

Among the deficiencies in fire fighting appliances three categories stood out - inability to operate fire dampers and fuel oil quick closing valves amounts to 7.2%, fire fighting equipment 3.3% and fire pumps 1.9% of the total deficiencies found during the year.

An engine room fire is generally a fierce fire and in most cases the cause of the fire is due to a leaking or

burst fuel pipe spraying oil onto heated surfaces. The fuel is almost entirely hydrocarbons, often heated and under pressure. Such fires generate large amounts of heat and smoke. The nature of these fires is such that the time available for taking corrective action is extremely short; if the fire cannot be extinguished locally in the early stages, there is the likelihood of a major disaster and total flooding is the only resort. In such a scenario the importance of fire dampers and remote closing of fuel oil valves is immense.

Fire fighting by introducing a smothering medium into a compartment relies on efficient exclusion of oxygen from the compartment. An emergency fire pump is used, *inter alia*, for boundary cooling and to prevent the spread of fire to adjacent compartments.

Habitation - Living & Working Conditions

Deficiencies in this category relate to living and working conditions on board ships.

Ships on which the health or safety of the crew is not adequately safeguarded are classified as substandard. A substandard ship is defined by the Navigation Act as:

A ship is, for the purpose of this Act, substandard if the ship is seaworthy, but conditions on board the ship are clearly hazardous to safety or health.

The inspections are conducted under the provision of Marine Orders, Part 11 (Substandard Ships). These Orders give effect to the spirit of ILO 147 concerning crew accommodation, food, catering, and prevention of occupational accidents.

These inspections form part of the port State control inspection regime and are normally made concurrently with the inspections affecting seaworthiness.

Accommodation

The results of inspections of crew accommodation are recorded in Table 8. They show that most accommodation deficiencies involved sanitary facilities. Examples of deficiencies which are included in the crew accommodation category are: blocked drains; dirty hospitals and bathrooms; toilet flush water pipes leaking; basins broken; toilet bowls broken; light fittings broken; deck coverings in accommodation and alleyways defective and ship's provisions stored in accommodation spaces.

Figure 6 - Accommodation most frequent deficiencies

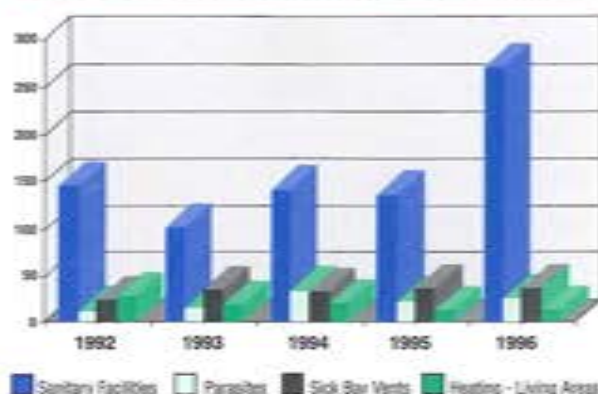


Table 8 - Accommodation deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Sanitary Facilities	146	101	141	136	271	2.05	1.41	1.49	1.29	1.99
Parasites	13	15	34	23	26	0.18	0.21	0.36	0.22	0.19
Sick Bay	25	36	33	37	45	0.35	0.50	0.35	0.35	0.33
Vents, Heating - Living Areas	28	19	21	14	17	0.39	0.26	0.22	0.13	0.13
Medical Equipment	5	4	13	7	12	0.07	0.05	0.14	0.07	0.09
Lighting in Living Areas	20	11	12	7	13	0.28	0.15	0.13	0.07	0.10
Drainage	5	8	11	12	9	0.07	0.11	0.12	0.11	0.07
Pipes, Insulation Accom	1	1	7	2	5	0.01	0.01	0.07	0.02	0.04
Other	99	82	127	122	192	1.39	1.14	1.35	1.15	1.41

Food & Catering

The results of inspections are recorded in Table 9. The majority of deficiencies found in food and catering arrangements related to galleys and food storage handling rooms. This was largely due to poor standards of cleanliness. Other deficiencies included in this category are insulation in galleys sufficiently deteriorated to pose a potential health hazard; heavy grease deposits in galley exhaust ventilation trunking creating a potential fire hazard; refrigeration machinery for cooling storerooms not working efficiently and insufficient food for the intended voyage.

Figure 7 - Food and catering most frequent deficiencies

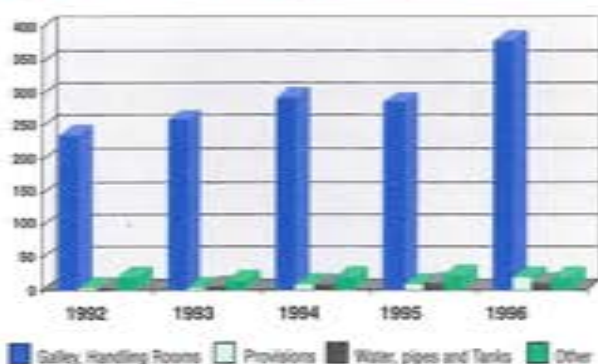


Table 9 - Food and catering deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Galley, Handling Rooms	235	258	294	286	379	3.30	3.59	3.14	2.71	2.78
Provisions	3	2	8	7	17	0.04	0.03	0.09	0.07	0.13
Water, Pipes and Tanks	4	6	7	9	11	0.06	0.08	0.07	0.08	0.08
Other	20	14	18	22	20	0.28	0.19	0.19	0.21	0.15

Working Spaces

The provision of adequate lighting and ventilation in spaces where people are required to work is essential for a safe working environment. The results of inspections are recorded in Table 10. Fifty seven deficiencies were noted in this category which account for 0.42% of all deficiencies observed.

Figure 8 - Working spaces most frequent deficiencies

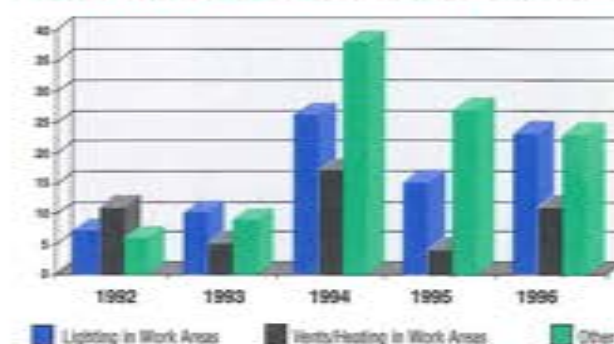


Table 10 - Working spaces deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Lighting in Work Areas	7	10	26	15	23	0.10	0.14	0.28	0.14	0.17
Vents/Heating in Work Areas	11	5	17	4	11	0.15	0.07	0.18	0.04	0.08
Other	6	9	38	27	23	0.08	0.12	0.41	0.26	0.17

Accident Prevention

The absence or deterioration of insulation on electrical cables, steam lines, exhaust pipes and other heated surfaces was observed on eighteen occasions. Guards to protect operators from moving parts of machinery were observed to be missing or defective on eight occasions. In total, there were 79 deficiencies amounting to 0.58% of all deficiencies observed. Inspection results are recorded in Table 11.

Figure 9 - Accident prevention most frequent deficiencies

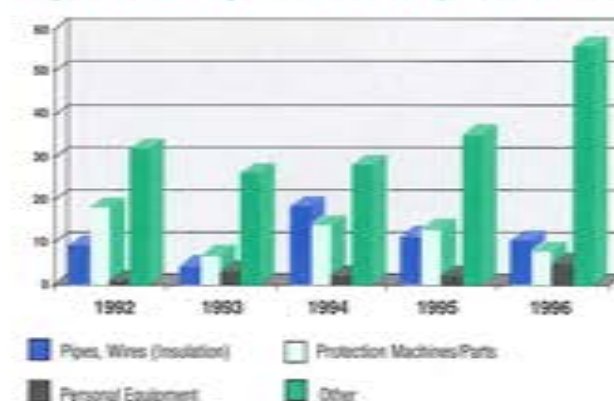


Table 11 - Accident prevention deficiencies

Deficiency Categories	Number of occurrences					Percentage of total deficiencies				
	1992	1993	1994	1995	1996	1992	1993	1994	1995	1996
Pipes, Wires (Insulation)	9	4	18	11	10	0.13	0.05	0.19	0.10	0.07
Protection Machines/Parts	18	7	14	13	8	0.25	0.10	0.15	0.13	0.06
Personal Equipment	1	3	2	2	5	0.01	0.04	0.02	0.02	0.04
Other	32	26	28	35	56	0.45	0.36	0.30	0.33	0.41

ANNEX - LIST OF DETAINED SHIPS IN 1996

Note: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
30 Agustos	7530967	Turkey	American Bureau of Shipping
Achilles	8800303	Liberia	Det Norske Veritas
Adjud	9010668	Romania	Registrul Naval Roman/Germanischer Lloyd
Adrianople	7616327	Cyprus	Lloyd's Register of Shipping
Aeneas	8715285	Cyprus	Russian Maritime Register of Shipping
Aleksandr Fadeev	7311513	Russian Federation	Russian Maritime Register of Shipping
Amalthea	7234648	Greece	American Bureau of Shipping
Amalthea	7234648	Greece	American Bureau of Shipping
An Da Hai	7340928	China	China Classification Society
An Kang Jiang	8400816	China	China Classification Society
Anangel Fidelity	7609726	Greece	American Bureau of Shipping
Anangel Might	7609697	Greece	American Bureau of Shipping
Andhika Madonna	8421341	Singapore	Nippon Kaiji Kyokai
Annika N	8312019	Cyprus	Lloyd's Register of Shipping
Antonio D'Alesio	8705735	Netherland Antilles	Registro Italiano Navale
Apanchanit No.2	7530638	Thailand	Nippon Kaiji Kyokai
Apollonia Lion	7527540	Greece	American Bureau of Shipping
Arafura Lily	9110822	Panama	China Classification Society
Arctic Mariner	9083823	Cyprus	Lloyd's Register of Shipping
Argolikos	8400983	Bahamas	Lloyd's Register of Shipping
Arktis Dream	9011959	Bahamas	Lloyd's Register of Shipping
Asia Pearl	7358597	St. Vincent & the Grenadines	Det Norske Veritas
Asian Fortune	8114429	Singapore	American Bureau of Shipping
Astro Venus	8208414	Panama	Nippon Kaiji Kyokai
Atagosan Maru	8607763	Japan	Nippon Kaiji Kyokai
Atsuta Maru	7310167	Panama	Nippon Kaiji Kyokai
Australia Current	8122581	Hong Kong	Bureau Veritas
Bala Noua	8127660	Romania	Registrul Naval Roman
Baraganul	8024533	Romania	Registrul Naval Roman
Bergen Sea	7617369	Norway	Det Norske Veritas
Brava	8202692	Panama	Nippon Kaiji Kyokai
Bunga Srigading	8005276	Malaysia	American Bureau of Shipping
Calatagan	8201337	Philippines	Lloyd's Register of Shipping
Cape Arnhem	8701076	Malta	Bureau Veritas
Cape Moreton	7628019	Greece	Germanischer Lloyd
Caravos Trader	8833893	Cyprus	Det Norske Veritas
Cardhu	8922187	Philippines	Bureau Veritas
Castillo De Gormaz	8719128	Bahamas	American Bureau of Shipping
Catherine Venture	8000525	Liberia	Lloyd's Register of Shipping
Cemtex Yuan	8104151	Taiwan	China Corporation Register of Shipping
Champion Trader	7504055	Panama	Lloyd's Register of Shipping
Cherry Flower	7526209	Greece	American Bureau of Shipping

Note : (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
China Merchant	8309024	Hong Kong	Nippon Kaiji Kyokai
China Prosperity	8420593	Singapore	Lloyd's Register of Shipping
China Steel Entrepreneur	8128743	Taiwan	China Corporation Register of Shipping
China Steel Realist	8128717	Taiwan	China Corporation Register of Shipping
China Steel Team	8128731	Taiwan	China Corporation Register of Shipping
Chungking	8225400	Thailand	Lloyd's Register of Shipping
Clipper Cherokee	7393183	France	Bureau Veritas
Comanesti	8907735	Liberia	Lloyd's Register of Shipping
Cosmotrust	7374187	Panama	Nippon Kaiji Kyokai
Crystal Grace	8318702	Philippines	Nippon Kaiji Kyokai
Da Luo Shan	7411478	China	China Classification Society
Da Luo Shan ²	7411478	China	China Classification Society
Denbulk	8313130	Turkey	Nippon Kaiji Kyokai
Docelotus	7526596	Liberia	American Bureau of Shipping
Dong Hai	6500337	China	China Classification Society
Dooyang Hope	8802210	Korea, Republic of	Korean Register of Shipping
E Cheng	7708259	China	China Classification Society
Eastern Venture	9077305	Liberia	Lloyd's Register of Shipping
Edco	7825525	Egypt	Det Norske Veritas
El Magno	7353262	Liberia	Nippon Kaiji Kyokai
Elegance	8200462	Philippines	Lloyd's Register of Shipping
Engin Kaptanoglu	7926124	Turkey	Lloyd's Register of Shipping
Estancia	7404944	Malta	Registro Italiano Navale
Ever Success	7226938	Panama	American Bureau of Shipping
Ever Success ²	7226938	Panama	American Bureau of Shipping
Expeditioner	7119629	Panama	Registro Italiano Navale
Fanling	8116972	Hong Kong	Det Norske Veritas
Farenco	9056260	Hong Kong	Det Norske Veritas
Fernanda F	5192810	St. Vincent & the Grenadines	Registro Italiano Navale
Flavia	8401389	Greece	American Bureau of Shipping
Forward 3	9119995	Panama	Nippon Kaiji Kyokai
Frances Hammer	7821221	USA	American Bureau of Shipping
Friendly Sea	7349936	Panama	Bureau Veritas
Ganzat Tsadasa	7025994	Russian Federation	Russian Maritime Register of Shipping
Gema Lestari	7905780	Indonesia	Nippon Kaiji Kyokai
General Mojica	8201349	Philippines	Lloyd's Register of Shipping
Giga 2	8002004	Malaysia	Nippon Kaiji Kyokai
Giga 2 ¹	8002004	Malaysia	Nippon Kaiji Kyokai
Glory Sanye	9106728	Panama	Nippon Kaiji Kyokai
Golden Crux No. 5	8029753	Panama	Nippon Kaiji Kyokai
Golden Yang	7504988	Panama	China Classification Society
Goodwill	9037745	Panama	Korean Register of Shipping

Note : (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
Grain Union	8026921	Taiwan	China Corporation Register of Shipping
Grand Honest	8412508	Liberia	Nippon Kaiji Kyokai
Great Prize	7930060	Panama	Lloyd's Register of Shipping
Guang Yuan	7421978	China	China Classification Society
Halis Kalkavan	8311144	Turkey	Lloyd's Register of Shipping
Halla Star	8317150	Korea, Republic of	Korean Register of Shipping
Haminea	9048093	Liberia	Det Norske Veritas
Hardy Fabiana	8217324	Philippines	Nippon Kaiji Kyokai
Handy Islander	8507339	Philippines	Nippon Kaiji Kyokai
Handy Tiger	8315920	Philippines	Nippon Kaiji Kyokai
Hanjin Cheju	7708754	Korea, Republic of	Korean Register of Shipping
Hanjin Dampier	8811144	Korea, Republic of	Korean Register of Shipping
Hanjin Gladstone	8821520	Liberia	Korean Register of Shipping
Hanjin Jeddah	8112067	Korea, Republic of	Korean Register of Shipping
Hanjin Sydney	8606329	Korea, Republic of	Korean Register of Shipping
Harkishin	7519842	India	Indian Register of Shipping
Hero	7210355	Hong Kong	Nippon Kaiji Kyokai
Hua Jin	8002942	China	China Classification Society
Hua Rong Shan	8508175	China	China Classification Society
Hudson Bay	7819400	Cyprus	Bureau Veritas
Hyundai No.2	7902532	Panama	Korean Register of Shipping
Ingolstadt	8602916	Panama	Nippon Kaiji Kyokai
Ionis	7420869	Greece	Det Norske Veritas
Iran Akhavan	8113009	Iran	Lloyd's Register of Shipping
Irene Oldendorff	8103963	Hong Kong	Nippon Kaiji Kyokai
Irongate	8106484	Panama	Nippon Kaiji Kyokai
Isaac Light	7925995	Philippines	Nippon Kaiji Kyokai
Izvestia	7637254	Ukraine	Russian Maritime Register of Shipping
Izvestia ²	7637254	Ukraine	Russian Maritime Register of Shipping
J. Emma	8500496	Philippines	Nippon Kaiji Kyokai
Jag Raksha	8411334	India	American Bureau of Shipping
Japan Platanus	8613449	Panama	Nippon Kaiji Kyokai
Jin Tian Hai	7214820	China	China Classification Society
Joyful Spirit	8004636	Panama	Nippon Kaiji Kyokai
Kapitan Temkin	8503486	Ukraine	Russian Maritime Register of Shipping
Kapitan Temkin ²	8503486	Ukraine	Russian Maritime Register of Shipping
Kareliya	7359498	Ukraine	Russian Maritime Register of Shipping
Kibitsu Maru	6720250	Liberia	Nippon Kaiji Kyokai
Kinokawa	8106484	Panama	Nippon Kaiji Kyokai
Kosmaj	7356599	Malta	Bureau Veritas
Kosmaj ²	7356599	Malta	Bureau Veritas
Kritika Naree	7713890	Thailand	Nippon Kaiji Kyokai

Note: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
La Cortillera	7923952	Panama	Lloyd's Register of Shipping
Lausanne	8312722	Switzerland	Lloyd's Register of Shipping
Ledra	8005434	Cyprus	Nippon Kaiji Kyokai
Legionario	8112938	Liberia	Lloyd's Register of Shipping
Lia	7610737	Greece	American Bureau of Shipping
Lok Pratima	7503867	India	Indian Register of Shipping
Lok Progoti	7503855	India	Indian Register of Shipping
Lou'wat Qatar	8900490	Qatar	Nippon Kaiji Kyokai
Lucky Transporter	8405218	Panama	Nippon Kaiji Kyokai
Macedonia	7379694	Greece	Det Norske Veritas
Manifest PKWN	8207812	Poland	Polski Register Statkov
Mar Grande	8214906	Panama	Nippon Kaiji Kyokai
Margherita	8013687	Vanuatu	Nippon Kaiji Kyokai
Maria Angelicoussi	7718058	Greece	American Bureau of Shipping
Marigo P	7917941	Cyprus	American Bureau of Shipping
Marine Confidence	8104656	Panama	Lloyd's Register of Shipping
Marine Courage	8007781	Turkey	Bureau Veritas
Marine Hunter	7923964	Turkey	Lloyd's Register of Shipping
Marineos	6503963	United Arab Emirates	Lloyd's Register of Shipping
Marineos ²	6503963	United Arab Emirates	Lloyd's Register of Shipping
Maritime Faith	7701378	Panama	Nippon Kaiji Kyokai
Maritime King	7372139	Panama	Nippon Kaiji Kyokai
Maritime Songkhla	7916117	Singapore	Nippon Kaiji Kyokai
Mei Gui Hai	7002306	China	China Classification Society
Meiyo Maru	8020202	Japan	Nippon Kaiji Kyokai
Melene	7053226	Liberia	Lloyd's Register of Shipping
Meridian Spica	8417637	Malaysia	Nippon Kaiji Kyokai
Merve Ince	8208857	Turkey	American Bureau of Shipping
Mindanao River 2	8319328	Philippines	American Bureau of Shipping
Ming Courage	8029933	Taiwan	China Corporation Register of Shipping
Ming Mercy	8029919	Taiwan	China Corporation Register of Shipping
Mint Alma	8607660	Bahamas	Lloyd's Register of Shipping
Morning Star	7518525	Malta	Nippon Kaiji Kyokai
Mount Ymitos	8026452	Malta	Bureau Veritas
MSC Gina	7347512	Cyprus	Lloyd's Register of Shipping
MSC Maeva	7400637	Panama	American Bureau of Shipping
MSC Sonia	7111999	Panama	Germanischer Lloyd
Murshidabad	8409769	India	Indian Register of Shipping
Muzeyyen Ana	8109034	Turkey	Nippon Kaiji Kyokai
Nada II	8029818	Liberia	Nippon Kaiji Kyokai
Naive Duckling	7214533	Panama	Nippon Kaiji Kyokai
Navalis	7925948	Hong Kong	Lloyd's Register of Shipping

Note: (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
(2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
Nedlloyd Java	7718046	Greece	Lloyd's Register of Shipping
Nedlloyd Van Neck	8128296	Netherlands	Bureau Veritas
Neptune Altair	8103482	Singapore	American Bureau of Shipping
Neptune Ivory	7305552	Singapore	Det Norske Veritas
New Amity	8501610	Panama	Nippon Kaiji Kyokai
New Harvest	8124773	Panama	Nippon Kaiji Kyokai
New Success	8313269	Panama	Nippon Kaiji Kyokai
Niaga 45	7432458	Indonesia	Biro Klasifikasi Indonesia
Nikolay Kuznetsov	8330463	Liberia	Russian Maritime Register of Shipping
Norse Trader	7735185	Malta	Germanischer Lloyd
Ocean Atlas	8309139	Panama	Nippon Kaiji Kyokai
Ocean Garuda	8101020	Indonesia	Nippon Kaiji Kyokai
Ocean Ruby	8221454	Philippines	American Bureau of Shipping
Oceanic Enterprise	9086978	Panama	Nippon Kaiji Kyokai
Oinoussian Father	8412091	Greece	Lloyd's Register of Shipping
Olevsk	8011469	Liberia	Russian Maritime Register of Shipping
Otava	8602373	Slovakia	Lloyd's Register of Shipping
Otterpool	8103157	Bahamas	Det Norske Veritas
Pacific Envoy	7329657	Panama	Registro Italiano Navale
Pacific Splendour	8217518	Bahamas	Det Norske Veritas
Palawan 1	7429700	Philippines	Nippon Kaiji Kyokai
Palawan 1 ²	7429700	Philippines	Nippon Kaiji Kyokai
Pan Yard	7361099	Korea, Republic of	Korean Register of Shipping
Pan Yard ²	7361099	Korea, Republic of	Korean Register of Shipping
Panagotis L	8124876	Greece	American Bureau of Shipping
Pandelis L	7628112	Cyprus	American Bureau of Shipping
Pierre LD	8800391	France	Bureau Veritas
Polydefkis P	8122608	Greece	Nippon Kaiji Kyokai
Port Hedland Maru	8516691	Panama	Nippon Kaiji Kyokai
Pu Tuo Ling	8831106	China	China Classification Society
Pulang Lupa	8718134	Panama	Nippon Kaiji Kyokai
Qiu He	8318001	China	China Classification Society
Rahmi Pak	8323226	Turkey	Nippon Kaiji Kyokai
Raicho	7527629	Liberia	American Bureau of Shipping
Raijin Maru	8515740	Japan	Nippon Kaiji Kyokai
Rico Duckling	7376329	Panama	Nippon Kaiji Kyokai
Risan	8131946	Malta	Bureau Veritas
River Princess	7372177	Liberia	Nippon Kaiji Kyokai
Rosel Current	7819931	St. Vincent & the Grenadines	Croatian Register of Shipping
S.G.C. Seawind	7402982	Malta	Nippon Kaiji Kyokai
Samrat Ashok	7370806	India	Lloyd's Register / Indian Register of Shipping
Sea Concert	7602966	Cyprus	Bureau Veritas

Note : (1) Not all ships were detained as a result of defects in items which were under survey by the Classification Society.
 (2) Ship detained on more than one occasion.

Ship Name	IMO Number	Flag	Classification Society ¹
Sea Master	8416176	Myanmar	Germanischer Lloyd
Sealion 5	-	Honduras	-
Shirotae Maru	7916571	Japan	Nippon Kaiji Kyokai
Silver An	8827466	Liberia	Bureau Veritas
Sincere No.8	7380370	Panama	American Bureau of Shipping
Sincere Olympus	8213691	Philippines	Nippon Kaiji Kyokai
Sitka	5330424	Tonga	Bureau Veritas
Soya	7518800	Thailand	Nippon Kaiji Kyokai
Spring Gannet	8307416	Panama	Nippon Kaiji Kyokai
Star Providence	8317289	India	Lloyd's Register of Shipping
Stefanie H	7400003	Cyprus	American Bureau of Shipping
Sun Master	9003184	Panama	Det Norske Veritas
Suzaku	9074145	Singapore	Nippon Kaiji Kyokai
Svitava	9052721	Malta	Lloyd's Register of Shipping
Tai Hua Hai	8919556	China	China Classification Society
Tamasos	8026684	Cyprus	Lloyd's Register of Shipping
Thalassini Niki	9071832	Cyprus	Lloyd's Register of Shipping
Tian Ling	7372488	China	China Classification Society
Treasure Sunrise	8005020	Philippines	Nippon Kaiji Kyokai
Triton	8313398	Liberia	Nippon Kaiji Kyokai
Waglan Light	8126123	Panama	Nippon Kaiji Kyokai
Wan Ling	7705465	Singapore	Det Norske Veritas
Western Express	5415169	-	-
Western Star	8842480	Papua New Guinea	American Bureau of Shipping
Western Trade	8000563	Liberia	American Bureau of Shipping
Western Trader	7813391	Papua New Guinea	Lloyd's Register of Shipping
Western Winner	8029258	Panama	Lloyd's Register of Shipping
World Aretus	7420261	Greece	American Bureau of Shipping
World Spear	8100961	Hong Kong	Lloyd's Register of Shipping
Xiang Hai	7112917	China	China Classification Society
Xin Zhu Jiang	7515298	China	China Classification Society
Xing Su Hai	7617400	China	China Classification Society
Yordan Lutibrodski	8515532	St. Vincent & the Grenadines	Lloyd's Register of Shipping
Youbang	7225726	Panama	Hellenic Register of Shipping
Young Sprout	8413942	Vanuatu	Nippon Kaiji Kyokai
Yu Long Shan	7701483	China	China Classification Society
Yu Tsao II	8617122	Taiwan	China Corporation Register of Shipping
Zhen Fen 13	9008225	China	China Classification Society