PORT STATE CONTROL REPORT 2000

Australia

AMSA
Australian Maritime Safety Authority

2000
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ISSN 1033-2499

Copy/design/typeset: Australian Maritime Safety Authority

PREFACE

The 2000 Port State Control Report outlines AMSA's performance during the year and is evidence of the Authority's efforts to maintain maritime safety and marine pollution prevention standards on vessels operating in Australia's maritime jurisdiction.

The Australian Government is committed to the preservation of the marine environment and the protection of life and property at sea.

In recent years, port State control has been acknowledged world-wide as the single most effective tool in combating unseaworthy and substandard shipping. This has occurred through the work of countries, like Australia, who have implemented rigorous and effective port State control regimes.

I believe that the continuing drop in the detention rate of ships in the last five years highlights the success of AMSA's port State control program. While cautiously welcoming the result, AMSA believes that the battle against unseaworthy and substandard shipping will continue. Unfortunately it is a fact that some flag States are still either unwilling or unable to implement their international maritime convention responsibilities.

AMSA is convinced that the long term solutions to the problems associated with unseaworthy and substandard ships can only be found through concerted international action by individuals, organisations and governments having responsibility for ship safety.

The ultimate responsibility for the safe operation of any vessel clearly lies with that vessel's owner, manager and flag State. Port State control can never replace the effective operation of a safety management system by responsible owners and managers of ships under their control and the diligent oversight of those ships under international convention requirements.

Clive Davidson
Chief Executive
Australian Maritime Safety Authority
March 2001

SUMMARY OF DETENTIONS AND INSPECTIONS

	1996	1997	1998	1999	2000
Total Inspections	2901	3131	2946	2753	2926
Total Detentions	248	203	201	145	125
Detention %	8.5	6.5	6.8	5.3	4.3

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OVERVIEW

Port State Control - Application

Each nation has the sovereign right to exercise control over foreign flag ships that are operating within areas under its territorial jurisdiction. In addition, a number of international maritime conventions adopted by the International Maritime Organization (IMO) and the International Labour Organization (ILO) provide nations with the instruments to conduct control inspections of foreign ships visiting their ports. These inspections are called port State control (PSC).

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 vessels within Australian jurisdiction by AMSA marine surveyors appointed under the Australian Navigation Act.

When undertaking a PSC inspection the surveyor first conducts an initial 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 use a standard initial inspection checklist and inspect a number of critical areas essential for the safe operation of the vessel. 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 vessel 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 and Indian Ocean Memoranda of Understanding on Port State Control which join the major maritime nations in the Asia-Pacific and Indian Ocean regions to common PSC strategies through the operation of uniform and consistent PSC programs.

It is AMSA's objective to inspect at least 50% of foreign ships visiting Australian ports. The percentage is based on the number of eligible ships visiting Australian ports during a given year. For this purpose an eligible ship means one that has not been inspected by AMSA during the six months (three months for tankers of 15 years of age or over and passenger ships) immediately preceding the date of arrival at a port.

AMSA conducts PSC in accordance with international guidelines and within the limitations of its authority under modern administrative law. Surveyors are guided by a set of Instructions to Surveyors and a Ship Inspection Program manual (SIP manual) 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 areas to ensure that Australia's PSC program continues to gain credibility from both Australian interests and from foreign stakeholders.

AMSA is always conscious of the need to continually monitor its PSC activities to ensure it is performing in the most effective and efficient manner. The structured training program developed in 1998 for surveyors undertaking PSC inspections has successfully transformed into a permanent training scheme which now requires all newly recruited AMSA surveyors to receive PSC training at the commencement of their service with AMSA and existing surveyors to be given periodic refresher training.

The SIP manual comprising PSC inspection guidelines was initially developed in 1998. An extensive updating of the manual was carried out during the first half of 2000. AMSA believes that the success of its PSC program relies on the support and ownership of surveyors.

Dedicated surveyors and staff have now been assigned as responsible officers for different sections of the SIP manual. All other surveyors are also encouraged to provide their input into the manual. It is envisaged that this arrangement will further improve and strengthen the significance and relevance of the SIP manual.

AMSA understands the need for surveyors to get access to various up-to-date reference material so that they can properly perform their duties. The availability of advanced information technology has enabled an AMSA internal website to be put in place with facilities for surveyors to search, browse and print reference documents and materials when necessary. The SIP manual and other reference material, such as *Navigation Act 1912*, Marine Orders, international maritime conventions, IMO resolutions and circulars are now easily accessible on the AMSA website. In addition to facilitating surveyors to undertake their duties more efficiently, this also contributes in providing controlled and reliable version of up-to-date reference material.

In early May 2000, the first of a series of five update workshops was held in Melbourne. This interactive workshop provided an excellent opportunity for the participants to exchange ideas on various aspects of PSC and enrich their PSC knowledge and experience. Four similar workshops were subsequently held around Australia to enable all MSA surveyors and Ship Safety Managers to attend and participate in the workshops.

The PSC auditing program continues to play its vital role in monitoring AMSA surveyors' PSC inspection activities. All AMSA surveyors are now being subjected to periodic audits. The ultimate goal is that all AMSA surveyors properly follow AMSA procedures when conducting PSC inspections in a consistent and uniform manner.

The unremitting role of the PSC Ship Inspection Record Book in formalising the standard of AMSA marine surveyors' approach towards PSC inspections has continued during the year. At the same time, it also enables surveyors to utilise their professional judgement to determine the extent to which a ship needs to be inspected. AMSA holds the view that the combination of a surveyor's professionalism and expertise and the standard initial inspection guidelines are both critical to the success of its PSC program.

A new program of focused inspections began on 1 December 2000. Under this program, specific areas of a vessel's operation that have been identified by AMSA as requiring special attention will be specifically targeted for inspection during PSC and random ship visits. The program is planned to run for two years with the focus changing every four months, allowing six areas to be addressed over the two-year period. The target area during the first four months is navigation and collision avoidance. The area covers items such as bridge visibility, operation of radars and functioning of navigation lights.

Enhancements of AMSA's computerised ship inspection database system (SHIPSYS), which has been fundamental in support of Australia's port State control regime, were carried out throughout the year. The enhancement involved the joint effort of AMSA surveyors and information technology staff and aims to improve the system's efficiency, effectiveness and user-friendliness.

A project has also been launched to explore the development of a completely new computerised ship inspection database system. The use of the most up-to-date information technology will be examined in the exercise. The project will also take into account issues relating to AMSA's PSC objectives including the incorporation of an effective PSC ship inspection targeting system.

Ship Inspection Decision Support System

AMSA has 42 surveyors at 14 offices around Australia's coast that usually cover around 65 ports, many of which are at remote locations and require considerable travel time to service. This large geographical coverage requires a prioritisation of eligible ships to ensure that the PSC effort is focused effectively - i.e. on higher-risk ships.

During 2000, AMSA developed a Ship Inspection Decision Support System (SIDSS) to assist surveyors in the selection of ships for PSC inspection. This system is based on a program of extensive statistical analysis of more than 16,000 PSC inspections undertaken by AMSA since 1995. While this statistical analysis is ongoing, some of the initial results have been incorporated into SIDSS to provide a risk ranking for each ship according to various characteristics such as ship age, type, prior inspection history, etc.

The statistical analysis showed that there is a strong relationship between ship age and detention rates, as indicated by Figure 1.

The age profile of eligible ships arriving at Australian ports during 2000 was as per Figure 2.

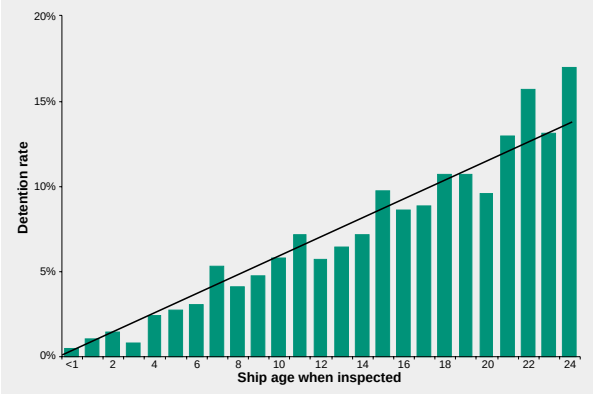

FIGURE 1 - AGE PROFILE OF SHIP DETENTION RATES

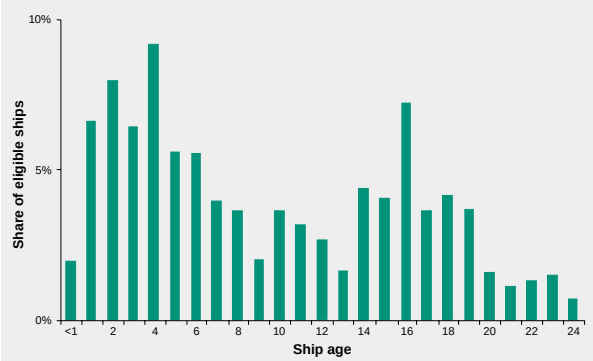

FIGURE 2 - AGE PROFILE OF ELIGIBLE SHIPS

AMSA has been using SIDSS since mid April 2000 to improve the focus of its PSC inspection effort on higher risk ships. One likely consequence of the improved identification of higher risk ships is that the number of inspections will increase at remote ports. It is expected that overall AMSA will continue to inspect more than 50% of eligible ships.

Port State Control - International Perspective

Since the Paris MOU entered into effect in the early 1980s and the IMO adopted resolution A.682(17) - "Regional Cooperation in the Control of Ships and Discharges" in 1991, port State control has gradually made significant developments. These have been achieved through coordination by IMO and the dedicated commitments of responsible maritime Authorities implementing port State control activities. Port State control is now widely accepted as a major driving force in maritime safety and an effective method for combating the risks posed by substandard ships.

At present there are eight regional PSC agreements in existence, namely:

- the Paris Memorandum of Understanding on port State control (Paris MOU);
- the Latin America Agreement (Acuerdo de Vina del Mar);
- the Memorandum of Understanding on port State control in the Asia-Pacific region (Tokyo MOU);
- the Memorandum of Understanding of port State control in the Caribbean region (Caribbean MOU);
- the Memorandum of Understanding on port State control in the Mediterranean region (Mediterranean MOU);
- the Indian Ocean Memorandum of Understanding on port State control (Indian Ocean MOU);
- the Memorandum of Understanding for the West and Central African region (Abuja MOU); and
- the Memorandum of Understanding on port State control for the Black Sea (Black Sea MOU).

A meeting on the development of PSC in the Persian Gulf region was held in July 1999. The meeting approved a first draft of a regional PSC agreement and complementary training programmes for its implementation.

In June 2000, IMO organised a workshop held at IMO Headquarters, London for secretaries and directors of information centres of regional PSC agreement. Other than representatives of the regional MOUs, observers from Algeria, the Cayman Islands, Chile, Cyprus, Georgia, Grenada, United Kingdom, the United States Coast Guard, the ILO and EQUASIS (European Quality of Shipping Information System) also attended the workshop.

Matters discussed in the workshop included common experience in the implementation of PSC, harmonization and co-ordination of PSC procedures, exchange of information between regional agreements and technical co-operation issues. Several recommendations came out from the meeting including the development of a common coding system and the establishment of a Contact Group on the Harmonization of Information Exchange.

Significant Developments During 2000

Developments resulting from the *Ships of Shame* Inquiry

Since the publication of the *Ships of Shame* report in 1992, two more inquiries into ship safety matters were held in 1995 and 1998. Public meetings and forums were held at various stages of the inquiries.

In August 1998, a *Ship Safe* report was released comprising various recommendations as a result of the inquiry into AMSA Annual Report 1996-97 by the House of Representatives Standing Committee on Communication, Transport and Microeconomic Reform. In September 1999, the Government responded to the report and accepted a number of the recommendations including:

- AMSA seeks to have IMO give priority to the development of:
  (a) effective means of ensuring flag States meet their responsibilities under safety and pollution prevention conventions and
  (b) mechanisms for flag States to demonstrate compliance;
- marine pilots are required to report all serious safety deficiencies to AMSA;
- AMSA continues to initiate action through the Asia–Pacific Memorandum of Understanding to achieve a consistently high standard in PSC inspections in the region;
- AMSA monitors more closely ships visiting Australian ports; and
- AMSA continues to maintain a high standard in its PSC program.

AMSA has since taken necessary steps to bring actions into effect in accordance with the recommendations accepted.

Asia-Pacific Regional Cooperation on Port State Control

On 1st April 1994 a memorandum of understanding (MOU) on port State control entered into effect for the major 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. Administrations that have accepted the agreement are also required to consult, cooperate and exchange information with the other Authorities in order to further the aims of the MOU.

At the inception of the MOU, a target was set to achieve by the year 2000 an inspection rate of 50% of ships operating in the region. Since 1996, all annual inspection rates in the region have exceeded the 50% target. In 1998 and 1999 the inspection rates were 60% and 61% respectively.

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

To administer the implementation and on-going operation of the agreement a Committee and a Secretariat were formed. The Committee is composed of representatives of the maritime Authorities that have adopted the MOU and observer representatives from the IMO, ILO, the Economic and Social Commission for Asia and the Pacific (ESCAP), the Paris MOU and the United States Coast Guard. The Secretariat of the Memorandum is located in Tokyo, Japan.

In January 2000, a new Asia-Pacific Computerised Information System (new APCIS) was established as the regional ship inspection database replacing an earlier system that had been in use since the establishment of the MOU. The new APCIS is located in Vladivostok, Russia.

The eighth PSC Committee meeting was held in Singapore from 21 to 24 February 2000. AMSA's Trevor Rose, Manager Ship Inspection chaired the meeting. Prior to the Committee meeting, a two-day database managers meeting was convened.

The main outcomes of the meetings were:

- Adoption of a new set of amendments to the Memorandum including:
  - adjustment of the regional inspection percentage from 50% to 75%;
  - agreement on a new annex of qualitative criteria for MOU members; and
  - revision of the Port State Control Manual to incorporate amendments to resolution A.787(19).

- Establishment of a Standing Working Group to deal with matters which have arisen during the inter-sessional period and which require urgent attention.
- Agreement to establish an Advisory Group on Information Exchange to facilitate implementation and enhancement of the new APCIS.
- Agreement to run a second concentrated inspection campaign (CIC) on the ISM Code from July to September 2002.
- Noting the successful completion of the five-year training project for Port State Control Officers (PSCOs) in the region and approval of arrangements for the on-going technical co-operation programmes and a new programme for fellowship training of PSCOs.

The ninth PSC Committee meeting was held in Fiji from 13 to 15 November 2000. The meeting was also preceded by a database managers meeting.

The main outcomes of the meetings were:

- Acceptance of Chile as an observer of the MOU.
- The establishment of an inter-sessional working group to review the PSC Manual.
- The establishment of an inter-sessional working group to develop an MOU ship targeting system.
- Concurrence of the IMO Workshop recommendation to establish a Contact Group on global Harmonization of Information Exchange.

AMSA maintained its involvement during the year in assisting other Asia-Pacific MOU member Authorities to train their PSC officers. Twenty-two participants attended a PSC training course held in Shal Alam, Malaysia in May conducted by AMSA surveyors. Also, as part of the newly developed fellowship training program of the MOU, five PSC officers from Indonesia, Malaysia and Solomon Islands spent two weeks in Australia from September to October. During this period, they attended lectures given by AMSA staff in head office and also joined AMSA surveyors at different ports in on site PSC inspection activities.

Another six Indonesian officers also participated in the PSC training exercise at the same time under a scheme sponsored by the Australian Agency for International Development (AusAid) as part of an Australia-Indonesia Government Sector Linkages Program.

As part of an on-going PSCO exchange program, a PSC officer from Japan and Canada separately visited Australia with each spending two weeks with AMSA. During the period of their stays, they visited AMSA offices in Canberra, Melbourne, Sydney, Newcastle and Port Kembla. They held broad discussions with AMSA surveyors, exchanging opinions and experience in PSC, as well as accompanying AMSA surveyors in PSC activities.

Indian Ocean Regional Cooperation on Port State Control

After two preparatory meetings held in 1997 and 1998, the first PSC Committee meeting of the Indian Ocean MOU on PSC was held in Goa, India in January 1999. Australia signed the acceptance of the Memorandum at this meeting.

The Indian Ocean MOU came into effect on 1 April 1999.

The second PSC Committee meeting was held in the Republic of Mauritius in December 1999.

AMSA hosted the third meeting of the Committee in Fremantle from 30 October to 2 November 2000. Delegates from Ethiopia, Iran, Kenya, Mauritius, South Africa, Sri Lanka and Tanzania attended the meeting.

The meeting progressed successfully and concluded with various achievements including:

– agreement on amendments to the text of the Memorandum;
– the establishment of an Inter-Sessional Management Group to represent the Committee during inter-sessional periods and charged with a range of responsibilities;
– setting a schedule for developing a computerised database information system;
– agreement that an internet website be set up for the MOU; and
– approval of the submission of the 1999 Annual Report to the Flag State Implementation Sub-Committee.

In May 2000, Maldives accepted the Memorandum and became a party to the MOU. This has expanded the membership to nine. The governments whose maritime administrations have accepted this MOU are Australia, Eritrea, India, Maldives, Mauritius, South Africa, Sri Lanka, Sudan and Tanzania.

The Secretariat of the MOU is based at Goa in India.

Developments within the International Maritime Organization

Discussions on the issues of port State control as well as compliance and implementation of IMO instruments by flag States continued at the Flag State Implementation Sub-Committee (FSI), Maritime Safety Committee (MSC) and Marine Environment Protection Committee (MEPC) sessions. A correspondence group was established by the FSI Sub-Committee at its eighth session to examine certain aspects of port State control including:

- to consider possible measures to improve the reporting of detentions by port States to flag States;
- to consider mechanisms for a constructive and timely dialogue between flag States and port States on PSC detentions;
- to develop guidance for submitting reports to IMO in a timely fashion;
- to consider whether a common coding system for deficiencies would be helpful for reporting and statistical purposes.

The IMO Assembly had in earlier years adopted resolutions A.847(20) "Guidelines to assist flag States in the implementation of IMO instruments", and A.881(21) "Self-assessment of flag State performance". At the eighth session of the FSI Sub-Committee, a list of criteria and a series of performance indicators by which flag State performance could be measured when applying the recommendations contained in the two resolutions were agreed upon. A draft MSC/MEPC circular, to include the criteria and performance indicators, was also agreed by the Sub-Committee and subsequently approved by MSC and MEPC.

The MSC and MEPC Committees also endorsed the FSI Sub-Committee's recommendation that FSI circulars containing information on casualties should be updated and issued on a regular basis.

2000 PORT STATE CONTROL INSPECTIONS

Inspections

AMSA marine surveyors conduct port State control inspections in accordance with international guidelines published by the IMO and ILO. During the year 2000, 2926 inspections were carried out on ships registered under 58 foreign flags. Table 1 gives the number of inspections carried out in each port.

Figure 3 shows the annual number of inspections for the past five years. It can be seen that between 1996 and 2000, AMSA maintained an overall annual average of more than 2900.

The total number of individual ship visits to all Australian ports during 2000 is estimated to be 18686. Regular traders and ships calling at more than one port account for many of these visits. It is estimated that 4655 "eligible" ships (an eligible ship is one that has not been inspected by AMSA during the previous six months - or three months for tankers of 15 years of age or over and passenger ships) visited Australian ports during 2000. This gives an inspection rate for the year of 62.9%.

The number of ships inspected from each flag are listed in Table 2.

The types of ships inspected are summarised in Table 3. Bulk carriers still constituted the majority of inspections by ship type at about 59%. Container ships, general cargo/multi-purpose ships, oil tankers and vehicle carriers registered a substantial portion of inspections at about 27%. Figure 4 shows the percentage of inspections by ship type.

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 ship's flag State and the appropriate organisation that issued the ship's statutory certificates relevant to the detainable deficiencies. Details of the intervention are subsequently reported to the IMO.

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

(a) 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

(b) it is not overloaded.

Under the Navigation Act a substandard vessel 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 appliances would be considered causes to render a ship unseaworthy. Vessels which seriously breach the provisions of Marine Orders Part 11 (Substandard Ships), which implements the spirit of ILO147, may also be detained if considered to be a safety

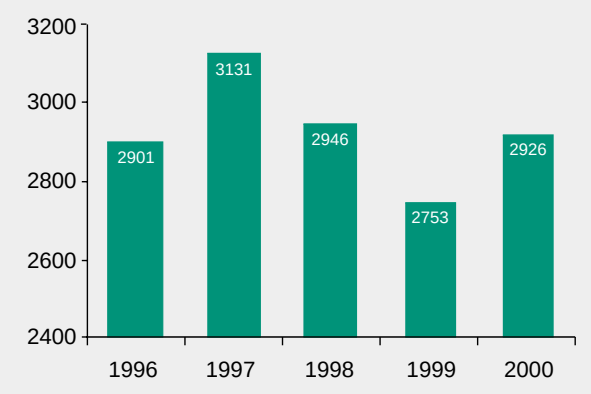

FIGURE 3 - NUMBER OF INSPECTIONS

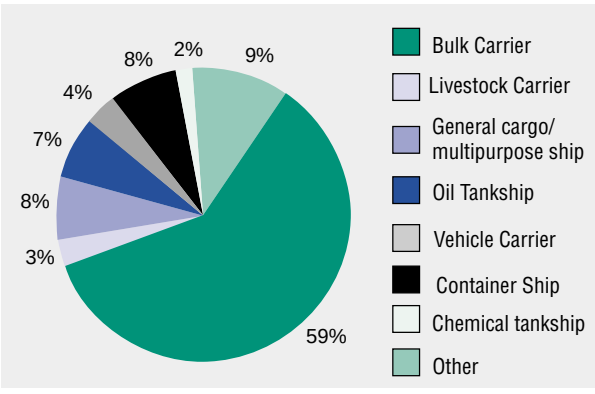

FIGURE 4 - PERCENTAGE OF INSPECTIONS BY SHIP TYPE

or health hazard. AMSA marine surveyors use their professional judgement to determine if a ship should be detained under the Navigation Act.

In 2000, 125 ships registered under 26 foreign flags were observed to have deficiencies sufficiently serious to impair their seaworthiness and warrant detention. Table 5 gives the number of ships detained according to flag. The detention rate when expressed as a percentage of the total number of ship inspections was 4.3%.

In 1999, a 5.3% detention percentage was achieved being the lowest percentage recorded since 1994 and more than a percentage point less than that of 1997 and 1998. The year 2000 figure of 4.3% exhibits a further one percentage point improvement compared with the pervious year and is even more encouraging. It also maintains the continuous downward trend of detention percentage since 1995.

The downward trend also applies to the actual number of ship detentions. In 1996, there were 248 detentions. Since then, the number has steadily declined and the year 2000 figure of 125 is only about half of that in 1996.

The reduction of ship detention numbers spreads across almost all ship types except for container ships. While the number of bulk carrier inspections increased by 151 compared with 1999, there were five fewer detentions. No livestock carriers were detained during the year as compared with a 5.6% detention last year. However, the performance of container ships worsened with detention percentage jumping from 4.4% to 7.1%. This apparent reduction in quality of container ships will be carefully monitored by AMSA.

Figure 5 shows the detention percentages according to ship type of the total number of ship detentions.

Total ships detained by ship type are shown in Table 4.

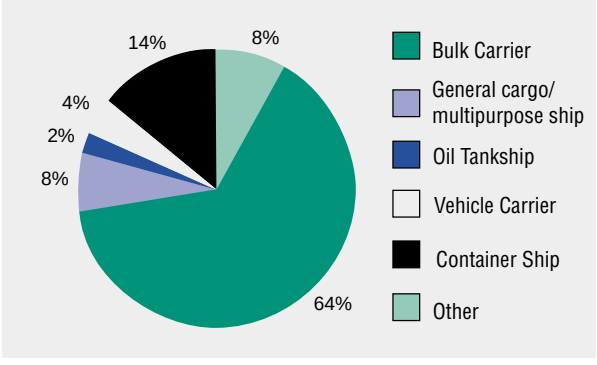

FIGURE 5 - PERCENTAGE OF DETENTIONS BY SHIP TYPE

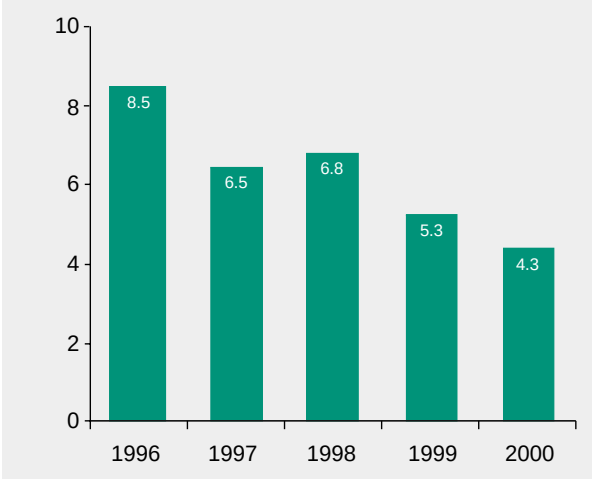

FIGURE 6- ANNUAL DETENTION RATES

Total inspections/detentions by classification society are shown in Table 6.

A summary of detentions and inspections for the last five years is given on page IV. Figure 6 illustrates the five-year record for "Percentage Detention".

The general downward trend together with significant detention percentage drops in 1999 and 2000 are positive indications that the quality of ships coming to Australia is improving. AMSA believes that this gives tangible evidence of success of its PSC activities.

Deficiencies

A deficiency is recorded when the condition of a ship's hull or its equipment does not conform to the requirements of 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 conventions.

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;
- substantial deterioration of the ship or its equipment, such as life-saving appliances, fire-fighting equipment or radio equipment; and
- wastage or cracking of the ship's structure.

The 9609 deficiencies observed on ships in 2000 are categorised in Table 7. Figure 7 shows the percentages of deficiencies in the major categories.

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. In such cases sufficient time was allowed for rectification. Details of all deficiencies have been recorded in this report even though, when viewed in isolation, some may be considered as relatively minor.

While there was an increase of 173 ship inspections in 2000 compared with that of 1999, the total number of deficiencies in fact decreased by more than a thousand. The average number of deficiencies per inspection was 3.28, resulting in a 0.5 deficiency point improvement. Figure 8 shows the annual average number of deficiencies per inspection for the period 1996-2000.

Fire-fighting equipment and life-saving appliance are still the major items where most deficiencies were found. Their combined portion in the total number of deficiencies however has dropped from 36% in the previous year to about 33%.

The number of deficiencies related to load line items has also dropped quite significantly in the last five years. In 1996, there were 1664 deficiencies in this category. Only 918 were found in 2000 representing almost 45% decrease in 5 years time.

While there was a general downward trend in the number of deficiencies found in the majority of deficiency categories, it is noted that for certain specific categories the figures have gone in the opposite direction. During the past five years, there was an upward trend in the number of deficiencies related to navigation equipment, radio items and SOLAS operational requirements.

In 1996, deficiencies related to navigation equipment constituted about 6% of the total number of deficiencies. This year, the corresponding percentage was approaching 10%. Also, the number of deficiencies noted during 2000 is 17% more than in 1999.

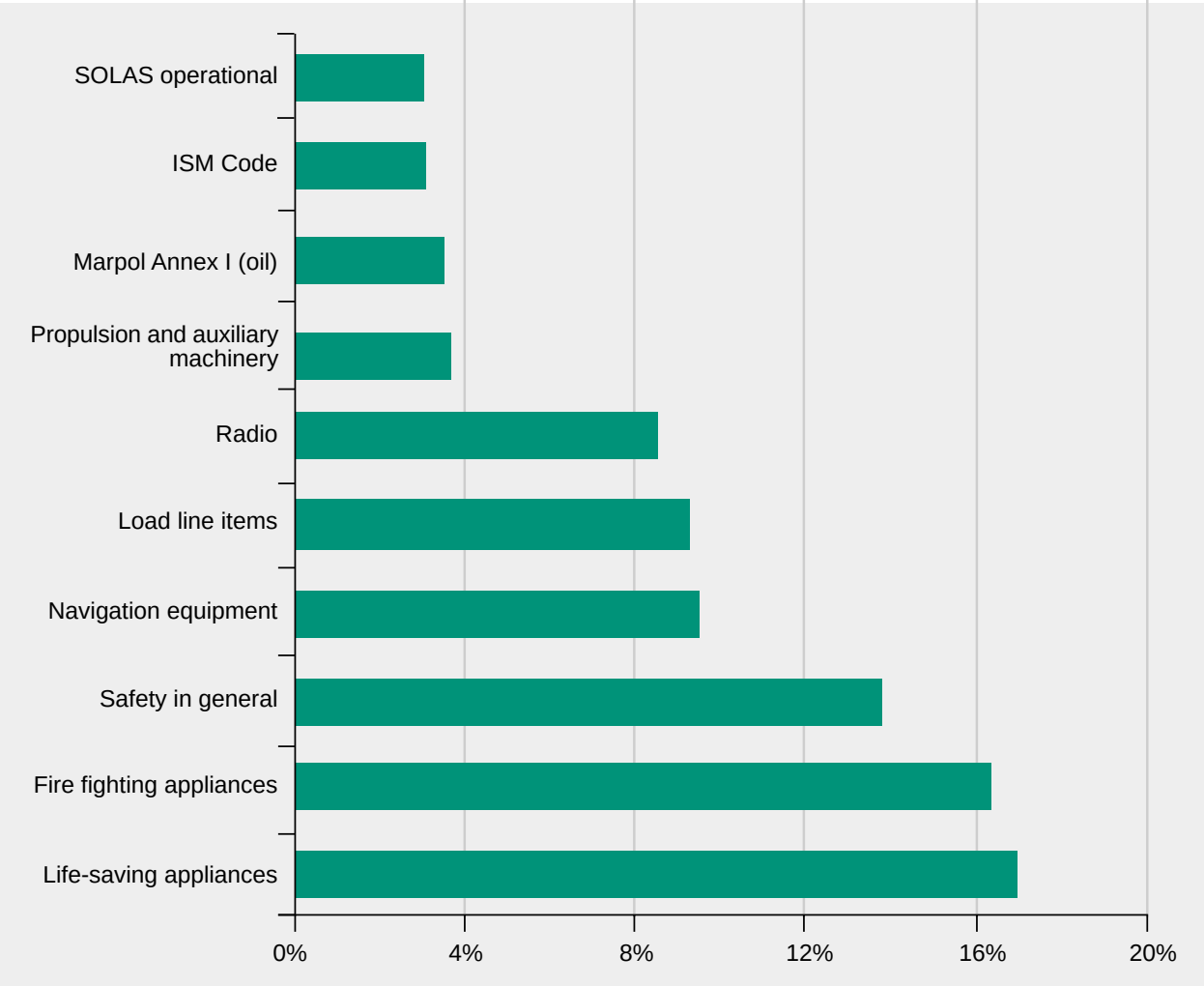

FIGURE 7 - MAJOR CATEGORIES OF DEFICIENCIES AS PERCENTAGE OF TOTAL DEFICIENCIES

On 1st December 2000, AMSA started running of a focused inspection campaign on safe navigation and collision avoidance arrangement. It is envisaged that this campaign will result in identifying more navigation type deficiencies in the short term but will lead to a long term turn around in the rising trend of defects in this area.

Table 8 shows the number of deficiencies noted in major areas under the navigation equipment category and their corresponding percentages.

It was reported in the 1999 PSC Annual Report that there had been a substantial increase of radio type deficiencies since the coming into force of the GMDSS requirements on 1 February 1999. Following from last year's sudden increase in radio deficiency number, a mild drop was recorded this year.

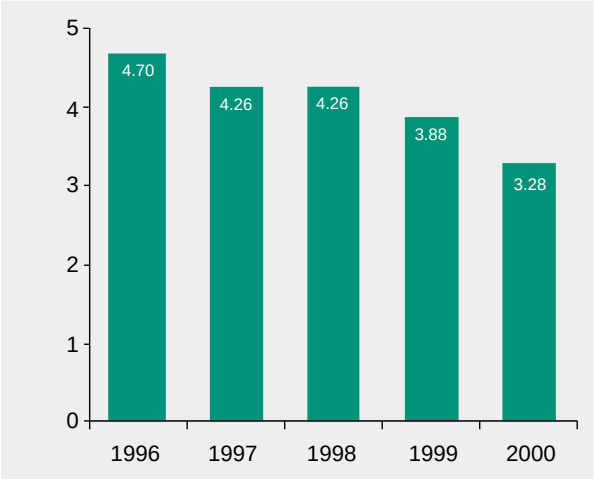

FIGURE 8 - AVERAGE NUMBER OF DEFICIENCIES PER INSPECTION

The number of SOLAS operational type deficiencies jumped more than three-fold between 1996 and 2000. Over the years AMSA surveyors have expanded their inspections from the traditional check of the physical condition of the ship and its equipment to also include the crew's ability and familiarity with the safe and pollution free operations of their ship. The majority of deficiencies identified under this category is found to be related to abandon ship drill which is an important element of ship safety. Table 9 shows the number of deficiencies noted in major areas under SOLAS operation category and their corresponding percentages.

Table 1 - Total number of inspections by port

Port	Number of Inspections				
	1996	1997	1998	1999	2000
Abbot Point	12	23	11	11	12
Albany	3	7	5	6	9
Ardrossan	5	4	5	4	5
Barrow Island	0	0	0	0	1
Barry Beach	6	1	2	6	2
Bell Bay	19	27	20	27	22
Bing Bong Creek	0	0	2	0	1
Brisbane	216	189	180	181	200
Broome	0	0	0	0	1
Bunbury	22	50	50	46	66
Bundaberg	2	6	2	1	4
Burnie	8	8	6	4	8
Cairns	18	20	15	15	20
Cape Cuvier	0	0	0	0	2
Cape Flattery	1	0	1	0	0
Christmas Island	2	1	0	1	1
Cockatoo Island	1	0	0	0	0
Dalrymple Bay	87	98	64	77	65
Dampier	299	301	263	198	255
Darwin	76	81	93	89	78
Derby	0	0	0	1	0
Devonport	4	4	1	1	4
Eden	1	1	4	3	1
Esperance	11	19	7	12	15
Exmouth	1	0	0	0	0
Fremantle	47	68	115	93	86
Geelong	105	139	97	95	117
Geraldton	7	8	12	3	16
Gladstone	135	107	71	121	139
Gove	6	21	24	13	12
Groote Eylandt	1	7	3	9	7
Hay Point	73	76	66	72	61
Hobart	9	6	10	5	4
Karumba	3	2	2	6	9

Port	Number of Inspections				
	1996	1997	1998	1999	2000
Kurnell	14	21	22	21	20
Kwinana	104	179	223	208	201
Lucinda	4	0	1	0	4
Mackay	41	29	35	18	8
Melbourne	190	222	191	172	155
Mourilyan	8	10	9	7	8
Newcastle	376	357	330	296	342
Offshore Floating South	0	0	0	1	0
Onslow	0	1	1	0	0
Point Wilson	3	1	2	2	2
Port Adelaide	59	54	78	75	77
Port Alma	5	5	3	3	5
Port Bonython	5	4	4	5	6
Port Botany	176	150	170	158	148
Port Giles	1	4	6	4	4
Port Hedland	146	143	144	127	173
Port Kembla	141	183	148	132	150
Port Latta	1	0	3	4	3
Port Lincoln	13	13	19	14	10
Port Pirie	23	15	16	13	9
Port Stanvac	9	14	14	13	20
Port Walcott	65	90	68	52	71
Portland	27	34	26	33	39
Spring Bay	6	3	2	4	6
Sydney	208	197	191	162	133
Thevenard	12	8	8	6	4
Townsville	35	67	48	61	69
Useless Loop	0	1	1	0	2
Wallaroo	24	27	24	31	13
Weipa	3	6	2	2	7
Westernport (Hastings)	15	11	15	22	12
Whyalla	5	7	9	5	2
Yamba	2	1	2	2	0
Total	**2901**	**3131**	**2946**	**2753**	**2926**

Table 2 - Total number of inspections by flag

Flag	Number of Inspections				
	1996	1997	1998	1999	2000
Anguilla	0	0	1	0	1
Antigua and Barbuda	28	28	20	18	20
Bahamas	120	129	131	126	136
Bangladesh	0	0	0	1	0
Barbados	1	4	3	2	3
Belgium	0	0	4	0	2
Belize	1	2	3	4	7
Bermuda	10	24	13	19	32
Brazil	2	3	0	2	0
Bulgaria	1	0	1	2	1
Cayman Islands	1	1	7	6	8
Channel Islands	0	1	0	0	0
China, People's Republic of	124	98	75	79	78
Cook Islands	1	0	2	0	0
Croatia	1	5	4	6	5
Cyprus	100	109	94	108	106
Czech Republic	1	0	0	0	0
Denmark	37	48	42	38	53
Egypt	7	19	13	7	11
Estonia	1	2	0	0	0
Fiji	3	1	2	1	3
France	18	18	17	17	15
French Polynesia	1	1	0	0	0
Germany	41	34	33	22	27
Gibraltar	0	0	0	1	1
Greece	181	171	127	102	100
Honduras	2	0	0	2	1
Hong Kong	126	120	118	104	145
India	57	67	49	38	33
Indonesia	14	14	9	14	10
Iran	35	18	30	22	21
Ireland	1	2	0	0	0
Isle of Man	28	25	25	26	27
Italy	12	12	10	12	14
Japan	98	103	68	71	57
Jordan	0	1	0	0	0
Kiribati	0	1	0	0	0
Korea, Democratic People's Republic of	1	0	0	0	0
Korea, Republic of	63	65	53	46	46
Kuwait	5	7	7	9	9
Lebanon	1	0	0	0	0
Liberia	259	295	295	295	248
Luxembourg	6	2	0	1	2
Malaysia	51	58	58	56	66
Malta	50	50	51	48	88
Marshall Islands	8	16	14	15	19
Mauritius	0	2	0	0	0
Myanmar	15	11	8	3	4
Netherlands	47	49	69	38	41
Netherlands Antilles	11	12	2	2	3
New Zealand	15	12	13	11	5
Norway	89	101	117	78	75
Pakistan	1	1	0	0	0
Panama	626	771	842	870	954
Papua New Guinea	3	9	6	7	5
Philippines	172	184	120	99	99
Poland	8	2	2	1	0
Portugal	0	1	2	0	0
Qatar	2	0	3	3	0
Romania	4	6	2	0	0
Russian Federation	39	35	28	27	24
Saint Vincent and the Grenadines	38	53	36	24	18
Saudi Arabia	4	5	5	3	4
Singapore	134	144	146	130	131
Slovakia	1	3	2	1	0
Spain	0	0	0	1	0
Sri Lanka	2	1	2	1	2
Sweden	3	0	5	8	12
Switzerland	8	6	5	8	10
Taiwan	49	52	45	47	49
Thailand	17	18	22	16	20
Tonga	8	4	10	5	4
Turkey	43	39	26	16	24
Tuvalu	0	1	0	0	0
Ukraine	12	10	5	0	1
United Arab Emirates	3	4	2	2	2
United Kingdom	28	20	20	15	21
United States of America	2	5	1	1	2
Uruguay	0	0	1	1	0
Vanuatu	19	16	20	14	21
Others	1	0	0	1	0
TOTAL	**2901**	**3131**	**2946**	**2753**	**2926**

Table 3 - Total number of inspections by ship type

Ship Type	Number of Inspections				
	1996	1997	1998	1999	2000
Bulk Carrier	1716	1866	1654	1572	1723
Chemical Tanker	78	78	86	64	72
Combination Carrier	13	10	13	12	15
Container Ship	269	269	284	275	239
Fishing Vessel	0	0	0	1	0
Gas Carrier	72	79	78	61	64
General Cargo/ Multi-purpose Ship	192	220	182	183	222
Heavy Load Carrier	10	16	7	9	5
High Speed Passenger Craft	2	4	5	7	2
Livestock Carrier	66	85	72	71	74
MODU & FPSO	1	0	2	1	0
Offshore Service Vessel	27	17	33	25	16
Oil Tanker	154	181	186	178	201
Passenger Ship	36	25	28	38	30
Refrigerated Cargo Carrier	17	18	27	20	24
Ro-Ro Cargo Ship	53	49	45	20	14
Ro-Ro Passenger Ship	1	2	0	1	0
Special Purpose Vessel	9	7	11	4	7
Tankship - Non Specified	10	9	11	12	5
Tugboat	6	7	12	12	8
Vehicle Carrier	97	119	131	117	125
Wood Chip/Pulp Carrier	52	48	50	56	68
Other Types	20	22	29	14	12
TOTAL	**2901**	**3131**	**2946**	**2753**	**2926**

Table 4 - Total number of detentions by ship type

Ship Type	Number of		Detention percentage
	Detentions	Inspections	
Bulk Carrier	80	1723	4.6
Chemical Tanker	3	72	4.2
Combination Carrier	0	15	-
Container Ship	17	239	7.1
Gas Carrier	2	64	3.1
General Cargo/ Multi-purpose Ship	10	222	4.5
Heavy Load Carrier	0	5	-
High Speed Passenger Craft	0	2	-
Livestock Carrier	0	74	-
Offshore Service Vessel	1	16	6.3
Oil Tankship	3	201	1.5
Passenger Ship	0	30	-
Refrigerated Cargo Carrier	2	24	8.3
Ro-Ro Cargo Ship	0	14	-
Special Purpose Ship	0	7	-
Tankship Non Specified	0	5	-
Tugboat	0	8	-
Vehicle Carrier	5	125	4.0
Wood Chip Carrier	1	68	1.5
Other Type	1	12	8.3
Total	**125**	**2926**	**4.3**

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

Table 5 - Total number of detentions by flag

Flag	Number of		Detention percentage
	Detentions	Inspections	
Bahamas	3	136	2.2
Barbados	1	3	-
Cyprus	10	106	9.4
Denmark	2	53	3.8
Egypt	2	11	18.2
Germany	1	27	3.7
Greece	7	100	7.0
Hong Kong	4	145	2.8
India	3	33	9.1
Indonesia	2	10	20.0
Iran	1	21	4.8
Italy	1	14	7.1
Liberia	7	248	2.8
Malaysia	6	66	9.1
Malta	5	88	5.7
Marshall Islands	2	19	10.5
Netherlands	1	41	2.4
Norway	1	75	1.3
Panama	32	954	3.4
Papua New Guinea	1	5	-
Philippines	6	99	6.1
Russian Federation	2	24	8.3
Singapore	14	131	10.7
Taiwan	5	49	10.2
Turkey	5	24	20.8
Vanuatu	1	21	4.8
TOTAL	**125**		

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

Table 6 - Total number of detentions by classification society

Classification Society	Number of		Detention percentage
	Detentions*	Inspections	
American Bureau of Shipping (AB)	13	308	4.2
Biro Klasifikasi Indonesia (BKI)	0	4	-
Bulgarski Koraben Register (BKR)	0	1	-
Bureau Vertias (BV)	8	189	4.2
China Classification Society (CCS)	2	101	2.0
China Corporation Register of Shipping (CR, Taiwan)	5	49	10.2
Croatian Register of Shipping (CRS)	0	7	-
Det Norske Veritas (DNV)	11	311	3.5
Germanischer Lloyd (GL)	4	139	2.9
Hellenic Register of Shipping (HR)	0	1	-
Honduras International Naval Surveying and Inspection Bureau (HINSIB)	0	1	-
Indian Register of Shipping (IRS)	1	18	5.6
Korean Register of Shipping (KR)	1	141	0.7
Lloyd's Register of Shipping (LR)	13	507	2.6
Nippon Kaiji Kyokai (NK)	42	1066	3.9
Panama Maritime Surveyors Bureau (PMS)	0	1	-
Polski Rejestr Statkow (PRS)	0	4	-
Registro Italiano Navale (RINA)	3	43	7.0
Russian Maritime Register of Shipping (RS)	0	25	-
Turkish Lloyd (TL)	1	1	-
Others/not classed	0	9	-
Detention not related to class	21	-	-
Total	**125**	**2926**	

* Includes only ships which were detained because of deficiencies to items which were related to certificates issued by the classification society.

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				
	1996	1997	1998	1999	2000	1996	1997	1998	1999	2000
Life-saving Appliances	3542	3089	2423	2030	1641	25.97	23.17	19.29	19.01	17.08
Fire Fighting Appliances	2445	2389	2491	1810	1572	17.92	17.92	19.84	16.95	16.36
Safety in General	2003	1838	1813	1373	1320	14.69	13.78	14.44	12.85	13.74
Navigation Equipment	833	884	931	796	937	6.11	6.63	7.41	7.45	9.75
Load Line items	1664	1424	1327	997	918	12.20	10.68	10.57	9.33	9.55
Radio	332	461	564	955	849	2.43	3.46	4.49	8.94	8.84
Propulsion and Auxiliary Machinery	660	605	583	464	343	4.84	4.54	4.64	4.34	3.57
Marpol Annex I (Oil)	259	340	315	308	333	1.90	2.55	2.51	2.88	3.47
ISM Code*	-	-	242	214	277	-	-	1.93	2.00	2.88
Solas Operational Deficiencies	78	142	271	245	275	0.57	1.06	2.16	2.29	2.86
Accommodation	590	767	381	316	241	4.33	5.75	3.03	2.96	2.51
Food and Catering	427	413	256	208	173	3.13	3.10	2.04	1.95	1.80
Mooring Arrangements	181	172	160	183	153	1.33	1.29	1.27	1.71	1.59
Ship's Certificates	177	221	184	188	120	1.30	1.66	1.47	1.76	1.25
Accident Prevention	79	129	123	151	101	0.58	0.97	0.98	1.41	1.05
Cargo/Cargo Gear	101	126	137	109	98	0.74	0.94	1.09	1.02	1.02
Marpol Annex V (Garbage)*	-	-	18	70	75	-	-	0.14	0.66	0.78
Crew Qualifications/Crew	114	133	130	127	67	0.84	1.00	1.04	1.19	0.70
Working Space	57	78	83	60	48	0.42	0.58	0.66	0.56	0.50
Marpol Operational Deficiencies	25	56	56	31	31	0.18	0.42	0.45	0.29	0.32
Alarm Signals	25	32	29	24	18	0.18	0.24	0.23	0.22	0.19
Tanker items	33	16	22	7	10	0.24	0.12	0.18	0.07	0.10
Marpol Annex II (Chemicals)	3	5	3	0	3	0.02	0.04	0.02	0	0.03
Marpol Annex III (Harmful Substances)	3	2	2	1	1	0.02	0.01	0.02	0.01	0.01
Other	7	12	14	14	5	0.05	0.09	0.11	0.13	0.05
TOTAL	13638	13334	12558	10681	9609					

* The numbers of deficiencies recorded in 1998 for Marpol Annex V (Garbage) and ISM Code were only for part of the year as the respective requirements came into force from 1 July 1998.

Table 8 - Navigation deficiencies

Item	Number of occurrences	Percentage of total navigation deficiencies
Radar	65	6.94
Gyro compass	15	1.60
Magnetic compass	183	19.53
Lights, shapes, sound signals	230	24.55
Charts	131	13.98
Nautical publications	258	27.53
Miscellaneous	55	5.87
Total	937	

Table 9 - SOLAS operational deficiencies

Item	Number of occurrences	Percentage of total SOLAS operation deficiencies
Msuter list	13	4.73
Communication	22	8.00
Fire drills	7	2.55
Abandon ship drills	135	49.09
Bridge, cargo, machinery operations	12	4.36
Manuals, Instructions etc	38	13.82
Miscellaneous	48	17.45
Total	275	

ANNEX - LIST OF SHIPS DETAINED IN 2000

Note : (1) Not all ships were detained as a result of defects in items which were related to certificates issued by the Classification Society.
(2) Ship detained on more than one occasion.
(3) Time that vessel was delayed beyond its scheduled sailing time.

Ship Name	IMO Number	Flag	Classification Society[1]	Delay[3] (hours)
29 EKIM	7530975	Turkey	Turkish Lloyd	300
ALTAMONTE	8508577	Panama	Nippon Kaiji Kyokai	Nil
AMALIA	9180906	Greece	Lloyd's Register of Shipping	Nil
AMAZON	8010453	Singapore	Lloyd's Register of Shipping	70
AMELIA	8521191	Italy	Registro Italiano Navale	Nil
ANANGEL SOLIDARITY	9039652	Greece	Lloyd's Register of Shipping	14
ANASSA	8106733	Cyprus	Bureau Veritas	Nil
ANDHIKA ADHISATYA	8512190	Singapore	Nippon Kaiji Kyokai	42
ARISTIDIS D	8110186	Cyprus	Lloyd's Register of Shipping	Nil
ARKTIS OCEAN	8600856	Denmark	Lloyd's Register of Shipping	40
ARKTIS PACIFIC	9000778	Denmark	Bureau Veritas	Nil
ASSETS ENERGY	8025032	Singapore	Nippon Kaiji Kyokai	25
ASSETS VENTURE	8301230	Singapore	American Bureau of Shipping	22
ASSETS VICTORY	8015532	Singapore	Korean Register of Shipping	1
ASSETS VICTORY[2]	8015532	Singapore	Korean Register of Shipping	Nil
ATROMITOS	8914702	Cyprus	Nippon Kaiji Kyokai	Nil
BELMAJ	8814732	Liberia	Det Norske Veritas	Nil
BERGE RAGNHILD	8302985	Norway	Det Norske Veritas	3
BUNGA SAGA SATU	9050369	Malaysia	American Bureau of Shipping	Nil
BUNGA SAGA TIGA	9050383	Malaysia	American Bureau of Shipping	Nil
BUNGA TERATAI 4	9159658	Malaysia	Lloyd's Register of Shipping	Nil
BUNGA TERATAI SATU	9157662	Malaysia	Lloyd's Register of Shipping	Nil
C YALIKOY	8028888	Turkey	Lloyd's Register of Shipping	Nil
CAPE ASIA	8906688	Taiwan	China Corporation Register of Shipping	Nil
CAPE COLDBEK	9192040	Liberia	Germanischer Lloyd	0.5
CEMTEX HUNTER	8712477	Taiwan	China Corporation Register of Shipping	Nil
CHINA STEEL TEAM	8128731	Taiwan	China Corporation Register of Shipping	Nil
CIDO PACIFIC	8416164	Panama	Nippon Kaiji Kyokai	Nil
CLAUDIA	8128559	Barbados	Lloyd's Register of Shipping	Nil
CO-OP PARTNER	8716320	Singapore	Nippon Kaiji Kyokai	Nil
COS ANGEL	8025458	Singapore	China Classification Society	Nil
DARYA DEVI	8406901	Hong Kong	Nippon Kaiji Kyokai	Nil
DEBORAH K	7615804	Marshall Islands	Bureau Veritas	120
ECO CHAMPION	8214906	Malaysia	Nippon Kaiji Kyokai	Nil
ELLI	8400971	Greece	Lloyd's Register of Shipping	Nil
EMDEN	8602828	Panama	Nippon Kaiji Kyokai	Nil
EVER ALLY	9130511	Panama	Nippon Kaiji Kyokai	Nil
EVER BLESSING	8026892	Taiwan	China Corporation Register of Shipping	Nil
FAJAR KANGURU	7727695	Indonesia	Biro Klasifikasi Indonesia	92
FAJAR KANGURU[2]	7727695	Indonesia	Biro Klasifikasi Indonesia	134

Ship Name	IMO Number	Flag	Classification Society[1]	Delay[3] (hours)
FAR EASTERN SILO	9003108	Taiwan	China Corporation Register of Shipping	Nil
FENG YAO	7527136	Panama	China Classification Society	Nil
FEYZA	8118566	Turkey	Lloyd's Register of Shipping	Nil
FLINDERS	8021830	Panama	American Bureau of Shipping	74
FLORES	9142215	Panama	Nippon Kaiji Kyokai	Nil
GAMZAT TSADASA	7025994	Russia	Russian Maritime Register of Shipping	Nil
GARDENIA ACE	7927415	Panama	Nippon Kaiji Kyokai	39
GLOBAL ACE	8312150	Panama	Nippon Kaiji Kyokai	Nil
GLORIOUS SUCCESS	9070424	Philippines	Nippon Kaiji Kyokai	47
GOLAR FREEZE	7361922	Liberia	Det Norske Veritas	Nil
GOLDEN FRONTIER	8516653	Panama	Nippon Kaiji Kyokai	Nil
GOLDEN TRADER	8307909	Panama	Nippon Kaiji Kyokai	Nil
GREEN SYLVAN	9047001	Panama	Nippon Kaiji Kyokai	Nil
HANDY LILY	8210388	Philippines	Nippon Kaiji Kyokai	Nil
HOTAKA MARU	7907465	Panama	Nippon Kaiji Kyokai	Nil
IKARIA	7926112	Malta	Bureau Veritas	Nil
IMPERIALE	8103286	Cyprus	Bureau Veritas	Nil
INCETRANS	8318855	Turkey	Nippon Kaiji Kyokai	Nil
IRAN ESHRAGHI	8309684	Iran	Det Norske Veritas	19
JAG RAHUL	8028735	India	Indian Register of Shipping	Nil
JASMIN	8017827	Panama	Nippon Kaiji Kyokai	Nil
JOYOUS AGE	9047099	Hong Kong	Nippon Kaiji Kyokai	Nil
KAMBA	8515697	Cyprus	Nippon Kaiji Kyokai	Nil
KASUGA I	7401837	Panama	Nippon Kaiji Kyokai	65
KOTA PERWIRA	9109029	Germany	Germanischer Lloyd	Nil
LEOPARDI	8029090	Marshall Islands	Lloyd's Register of Shipping	Nil
LOK PRATAP	8126783	India	Indian Register of Shipping	Nil
MACEDONIA HELLAS	7433464	Greece	American Bureau of Shipping	24
MAERSK TACOMA	7909425	Panama	Lloyd's Register of Shipping	Nil
MAERSK TIMONEL	9074470	Philippines	Nippon Kaiji Kyokai	Nil
MAGELLAN SPIRIT	8413423	Bahamas	Nippon Kaiji Kyokai	Nil
MAKSIM MIKHAYLOV	7614379	Russia	Russian Maritime Register of Shipping	Nil
MARIA I.A.	8306981	Greece	American Bureau of Shipping	Nil
MARIANNA	8405804	Cyprus	Lloyd's Register of Shipping	Nil
MARITIME MASTER	8405220	Singapore	Nippon Kaiji Kyokai	Nil
MARITIME SONGKHLA	7916117	Singapore	Nippon Kaiji Kyokai	Nil
MARITIME VALOUR	8208206	Hong Kong	Nippon Kaiji Kyokai	Nil
MARITSA	9075747	Cyprus	Lloyd's Register of Shipping	Nil
MENDANA SPIRIT	7913490	Bahamas	Nippon Kaiji Kyokai	Nil
MERLION ACE	8303989	Singapore	Nippon Kaiji Kyokai	8
MIGHTY TIDE	8119625	Vanuatu	American Bureau of Shipping	26
MINDANAO RIVER 2	8319328	Philippines	American Bureau of Shipping	30
MINOAN HOPE	8124840	Malta	Det Norske Veritas	Nil
MOONDANCER	8020551	Bahamas	Registro Italiano Navale	23

Ship Name	IMO Number	Flag	Classification Society[1]	Delay[3] (hours)
MSC ALICE	7359852	Panama	American Bureau of Shipping	Nil
MSC CLAUDIA	7104673	Panama	Germanischer Lloyd	9
MSC INSA	7121243	Panama	Germanischer Lloyd	123
MSC SONIA	7111999	Panama	Germanischer Lloyd	Nil
MSC VIVIANA	7373418	Panama	Bureau Veritas	4
MSC VIVIANA[2]	7373418	Panama	Bureau Veritas	54
MYKONOS	7916595	Malta	Nippon Kaiji Kyokai	12
NAN AN	8323678	Philippines	Nippon Kaiji Kyokai	Nil
NAZLI G	8315176	Turkey	Nippon Kaiji Kyokai	Nil
NEPTUNE AKABAR	8515685	Singapore	Nippon Kaiji Kyokai	Nil
NEPTUNE AKABAR[2]	8515685	Singapore	Nippon Kaiji Kyokai	30
NIUGINI COAST	8518091	Papua New Guinea	American Bureau of Shipping	Nil
NOVA FRIESIA	8609084	Netherlands	Bureau Veritas	2
OOCL ENVOY	7708950	Hong Kong	American Bureau of Shipping	50
ORIENT TRUST	7524122	Panama	Nippon Kaiji Kyokai	Nil
PACSTAR	8605727	Liberia	American Bureau of Shipping	34
PALMA	8213859	Philippines	Nippon Kaiji Kyokai	Nil
PANAMAX POWER	8115289	Cyprus	American Bureau of Shipping	Nil
PANLI	8015661	Cyprus	Det Norske Veritas	Nil
PANTELIS A LEMOS	7921849	Greece	Det Norske Veritas	16
PERNAS AMANG	8316596	Malaysia	Det Norske Veritas	Nil
PHOENIX ACE	8223593	Panama	Nippon Kaiji Kyokai	2
PRIDE	8000525	Panama	Lloyd's Register of Shipping	Nil
PULANG LUPA	8718134	Panama	Nippon Kaiji Kyokai	Nil
RISHIKESH	8321084	India	Indian Register of Shipping	Nil
SAQQARA	8117031	Egypt	Lloyd's Register of Shipping	Nil
SD VICTORY	8516677	Panama	Det Norske Veritas	5
SEA PRIDE	8011794	Malta	Registro Italiano Navale	81
SILVER WING	9060209	Panama	Nippon Kaiji Kyokai	82
SOUTHERN KNIGHT	8403727	Panama	Nippon Kaiji Kyokai	Nil
SUNNY OCEAN	9072197	Panama	Nippon Kaiji Kyokai	Nil
SWAN RIVER	7804625	Liberia	Det Norske Veritas	Nil
TAIO RAINBOW	8616374	Liberia	Nippon Kaiji Kyokai	Nil
THEBES	8204286	Egypt	Lloyd's Register of Shipping	3
THETIS	9045584	Greece	Lloyd's Register of Shipping	Nil
TOP GLORY	8307820	Liberia	American Bureau of Shipping	127
TSAKALOFF	8109905	Malta	Bureau Veritas	Nil
VIRTUE	8405751	Singapore	Nippon Kaiji Kyokai	Nil
WESTERN FRIEND	8029715	Panama	Det Norske Veritas	19
WESTERN TRUST	8029703	Panama	Det Norske Veritas	Nil
WORLD THEMIS	7533111	Cyprus	Bureau Veritas	Nil