

Port State Control 2008 Report Australia



Australian Government
Australian Maritime Safety Authority

2008 PORT STATE CONTROL REPORT



Australia

©Australian Maritime Safety Authority

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

Further information may be obtained from:

The General Manager
Maritime Operations Division
Australian Maritime Safety Authority
GPO Box 2181,
Canberra ACT 2601,
AUSTRALIA

Telephone +61 2 6279 5069

Facsimile +61 2 6279 5071

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

ISSN 1033-2499

Copy/design/typeset: Australian Maritime Safety Authority

PREFACE

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

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

This PSC Annual Report covers the period between 1 January and 31 December 2008. During this time there were 2795 initial PSC inspections with 225 of those leading to the detention of a vessel. The detention rate of 8.1 per cent has increased in comparison to the rate of 5.4 per cent noted in 2007, whilst the number of initial inspections has fallen in comparison to 2007 when 2963 such inspections were carried out. This significant increase in the detention rate, in conjunction with the decrease in the number of initial inspections, indicates that measures taken during 2007 to improve the effectiveness of our inspection resources by targeting higher risk vessels have been successful. Other factors such as a continued focus on lifeboat safety have also contributed to the increased detention rate.

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

With the majority of detentions continuing for the same issues AMSA encourages all persons involved in the operation and management of vessels to review our PSC information and associated Fact Sheet on our website at: www.amsa.gov.au/Shipping_Safety/Port_State_Control/

Whilst some of the information provided is specific to Australia and how AMSA carry out PSC activities, the information with regard to the continuing areas of concern may in particular be relevant to ship operators and managers worldwide to assist them in addressing these issues before they become a concern to PSC authorities.

AMSA's commitment to safe shipping and protection of the marine environment will continue with enthusiasm in 2009.



Graham Peachey
Chief Executive Officer
Australian Maritime Safety Authority

SUMMARY OF DETENTIONS AND INSPECTIONS

	2004	2005	2006	2007	2008
Total Inspections	3201	3072	3080	2963	2795
Total Detentions	173	154	138	159	225
Detention %	5.4	5.0	4.5	5.4	8.1

CONTENTS

	Page
Introduction	
Port State Control – What is it and why is it necessary?	1
Port State Control in Australia	2
Flag State Inspections in Australia	2
Port State Control – Australian Ships (overseas)	3
Appeals and Review Processes	3
Regional Cooperation	3
AMSA Ship Inspection Database	4
PSC Inspection Rate Targets	4
Inspection Results in 2008	
Shipping Industry Activity in 2008	5
Inspections	7
Deficiencies	14
Detentions	17
Responsibility of Recognised Organisations	22
Summary of 2008 Australian PSC	23
Figures	
Figure 1 – Risk factor profile of eligible port arrivals	6
Figure 2 – Distribution of inspections by flag for those flags with more than 25 inspections	13
Figure 3 – Proportion of PSC inspections by ship type	13
Figure 4 – Proportion of deficiency category per vessel type	16
Figure 5 – Comparison of proportion of inspections and detentions of totals for flag States with more than 10 inspections and more than 1 detention	20
Tables	
Table 1 – New inspection rate targets	4
Table 2 – Trend of ship visits in 2008 compared to 2007	5
Table 3 – Number of deficiencies according to a vessel's risk factor	6
Table 4 – Unique foreign flag ships - priority level	7
Table 5 – Total ships inspected by port of inspection	8
Table 6 – Total ships inspected by Flag	10
Table 7 – Total Ships Inspected by Ship Type	12
Table 8 – Deficiency category by inspection number and ship type	15
Table 9 – Total Ships Detained by Ship Type	17
Table 10 – Total ships detained by Flag	18
Table 11 – Detainable Deficiencies by category	21
Table 12 – Total Ships Detained related to their Recognised Organisation	22
Annex	
Annex 1 – List of ships detained in 2008	27

INTRODUCTION

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

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

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

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

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

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

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

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

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

Port State Control in Australia

Port State Control is of particular importance to Australia due to the role of shipping in Australia's trade and the sensitivity of the Australian coastline to environmental damage. Australia has dedicated considerable resources to having a rigorous port State control program of the highest standard. This program is administered by the Australian Maritime Safety Authority (AMSA), which employs 40 Marine Surveyors strategically located at 14 Australian ports. These Marine Surveyors undertake port State control inspections as well as other duties including flag State inspections, marine survey, cargo related inspections, marine qualifications duties and occupational health and safety audits of Australian flag ships.

All AMSA Marine Surveyors are holders of Ships Master or Chief Engineer qualifications or a related degree. They are trained in AMSA's ship inspection procedures before commencing their duties. They are also subjected to regular review and audits under an internal audit program specifically tailored to ship inspections. The processes are also subject to external audits as a part of AMSA's ISO 9001:2000 accreditation.

Flag State Inspections in Australia

The flag State holds the responsibility for ensuring that its ships comply with both the International Convention requirements, but also with any specific national requirements. Australia has delegated the regular survey and certification processes to seven Classification Societies through Memoranda of Understanding. These agreements are made in accordance with the "Guidelines for the authorisation of organisations acting on behalf of the Administration" contained in IMO Assembly Resolution A.739 (18).

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

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

Overall results of these inspections, including any detention details, are published on the AMSA internet site each month along with details of any port State control detentions during that month. (www.amsa.gov.au/Shipping_Safety/Port_State_Control/)

During 2008, AMSA Marine Surveyors carried out 88 FSC inspections on 63 Australian registered ships. These inspections resulted in the recording of 331 deficiencies, and the detention of two ships. This represents a very small decrease in the number of deficiencies per inspection (from 3.9 to 3.8) compared with 2007 and a decrease in detentions from three in 2007. Whilst the figures are a slight improvement over the previous year the performance of Australian ships remains a priority to AMSA. As a result of the two detentions, AMSA initiated unscheduled ISM audits on the vessels and in one case, on the relevant company.

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

Port State Control – Australian Ships (overseas)

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

During the reporting period, four Australian ships were subject to four port State control inspections (one each in New Zealand, Japan, Singapore and Papua New Guinea). These inspections led to the recording of a total of four minor deficiencies on one of the vessels, with no inspection warranting detention.

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

Appeals and Review Processes

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

During 2008, owners, operators, ROs and flag States appealed a number of deficiencies and detentions to AMSA. These were all investigated and responded to. Although two detainable deficiencies were downgraded through this process in each case the detention remained recorded due to other detainable deficiencies.

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

There was one appeal by Flag to the Detention Review Panel of the Tokyo Memorandum of Understanding on Port State Control (Tokyo MOU) during 2008 whereby the panel unanimously confirmed that the decision by AMSA to detain was correct.

Regional Cooperation

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

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

AMSA's Ship Inspection Database

To assist AMSA Marine Surveyors in conducting PSC inspections, AMSA has developed a comprehensive database, referred to as Shipsys. The Shipsys database, contains information received from various sources on a large number of vessels. This information includes the general particulars of a vessel, and also their PSC inspection history from within the Tokyo MOU region.

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

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

PSC Inspection Rate Targets

Since 1 July 2007 inspection rate targets became based entirely on a calculated "risk factor" for each ship. The "risk factor" is a numerical calculation of the probability of each arriving ship's likelihood of detention. This calculation takes into account a number of criteria and, based on this, ships are grouped into "priority" groups with each group having a specific desired inspection rate.

The inspection rate targets are shown in Table 1.

In the first full year of operation the evidence is that the revised target rates have contributed to a more focused inspection regime with a 7.6 per cent increase in port arrivals from 21,295 to 22,922 but a 5.7 per cent fall in the number of inspections which resulted in a detention rate of 8.1 per cent.

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

*Table 1
Inspection rate targets*

INSPECTION RESULTS IN 2008

Shipping Industry Activity in 2008

Foreign-flag shipping activity to Australia continued to grow strongly in the first three-quarters of 2008 with a significant decline towards the end of the final quarter. This reflects the high levels of demand for commodity exports and imports of manufactured goods followed by the global economic downturn towards the end of the year.

Despite the third quarter downturn total port visits by foreign-flag ships in 2008 rose by 7.6 per cent to 22,922 while individual ship numbers increased by 5.9 per cent to 4025 and the total gross tonnage of those ships grew by 18.6 per cent to 898 million tons. These figures indicate another increase in average individual vessel size from 35,548 to 39,176 or 10.2 per cent, reflecting another year of strong demand for Australia's bulk commodities that are generally carried on the largest vessels possible.

Analysis of the different main vessel types visiting Australia during 2008 confirms that the largest increase in visits was for Bulk Carriers consistent with the strong demand for bulk commodities. The numbers of visits for each vessel type and the trend of visits is shown in Table 2.

Item	2007	2008	Change
Bulk Carrier Visits	8348	9248	10.8%
Livestock Carrier Visits	321	336	4.7%
Container Ship Visits	4615	4654	0.8%
Vehicle Carrier Visits	1387	1418	2.2%
Oil Tanker Visits	1440	1470	2.1%
Gas Carrier Visits	607	621	2.3%
Total Gross Tonnage of Port Visits	757m	898m	18.6%
Average Gross Tonnage	35548	39176	10.2%
Foreign Flag Port Visits	21295	22922	7.6%
Individual Ships	3800	4025	5.9%
Inspection rate	70%	64.4%	
Number of Inspections	2963	2795	-5.7%

*Table 2
Trend of ship visits in
2008 compared to 2007*

Risk Factor analysis indicates that in conjunction with the increases in vessel numbers and size, the risk factor calculated for those vessels was generally lower. The arrival of vessels with a risk factor of three and below increased significantly in 2008. This is shown in Figure 1 which plots the number of eligible arrivals against each risk factor during 2008 compared with 2007.

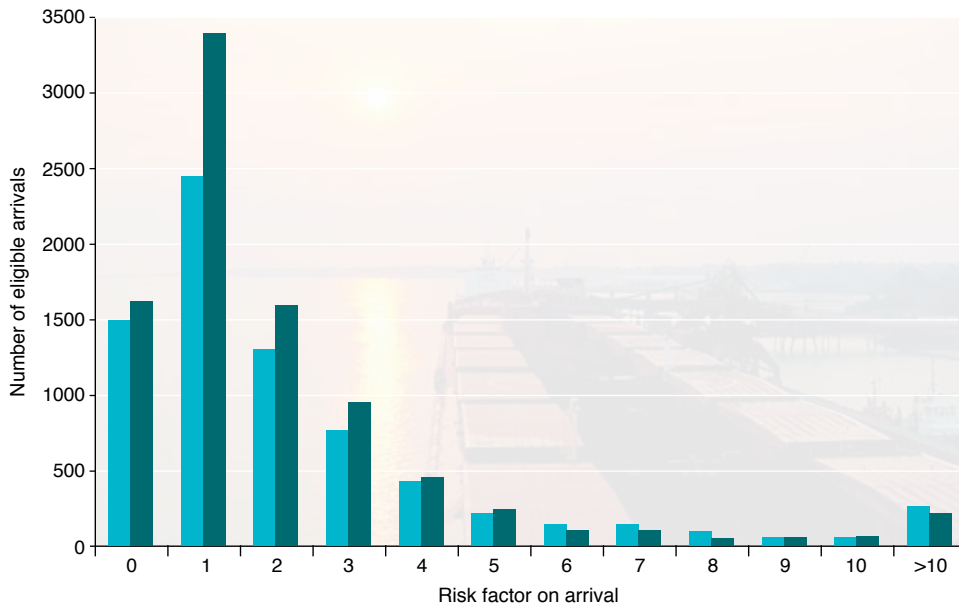


Figure 1
Risk factor profile of eligible port arrivals

2007 2008

This analysis may indicate that a large proportion of returning vessels have improved and their risk factor has decreased or that vessels with higher risk factors are not returning and have been replaced by vessels with lower risk factors. Figures for vessels arriving in Australia during 2008 indicate that 32 per cent of all visits were by vessels new to Australia and it is therefore likely that these new vessels have replaced vessels with higher risk factors.

Whichever scenario is behind the figures in Figure 1 it is certainly evident that the number and proportion of lower risk vessels, as indicated by calculated risk factors of three and below, has increased in 2008 and these figures are broadly in line with similar improvements noted in 2007 when compared with 2006. Indications are that Australia is seeing a continuing improvement in the quality of visiting vessels and this is an excellent result for Australia as a whole in terms of reduced risk from potentially unseaworthy vessels and pollution.

The number of deficiencies identified according to a vessel's risk factor is shown in Table 3

Risk Factor	Deficiencies	Deficiency Rate by Priority Group
0	388	Priority 4 1.7 def/inspection
1	1072	
2	999	Priority 3 2.2 def/inspection
3	940	
4	850	Priority 2 3.7 def/inspection
5	683	
6	461	Priority 1 6.1 def/inspection
7	478	
8	444	
9	299	
10	271	
>10	2198	
Totals	9083	

Table 3
Number of deficiencies in 2008 according to vessel's risk factor

The figures for 2008 in Table 3 demonstrate the effectiveness of the risk factor as higher risk factor ships have higher deficiencies per inspection.

When viewed on the basis of unique foreign flag ships, and applying the priority level grouping to ships over the entire year, the overall inspection rate in 2008 was 64.4 per cent, with 88.9 per cent of eligible priority 1 ships inspected. The number of unique ships inspected is less than the total number of ships actually inspected (2795) as some were inspected more than once as shown in Table 4.

Priority Group	2008 Eligible Ships	2008 Ships Inspected	Inspection Rate
Priority 1	515	458	88.9%
Priority 2	373	304	81.5%
Priority 3	1094	720	65.8%
Priority 4	1773	937	52.8%
Totals	3755	2419	64.4%

*Table 4
Unique foreign flag
ships - priority level*

Inspections

Generally, a ship becomes eligible for inspection every six months. During 2008, in accordance with IMO Resolution A.787(19) and AMSA internal instructions and training regimes, AMSA Marine Surveyors carried out 2795 initial inspections on foreign ships at 56 Australian ports. As a result of the initial inspections, AMSA Marine Surveyors carried out 493 follow-up inspections to ensure rectification of deficiencies.

Table 5 provides a breakdown over a five year period of the number of inspections carried out at each port. The number of ports with very few inspections each year gives an indication of one of the major challenges AMSA continuously strives to meet. Vessels arrive at several very small and relatively remote port facilities and we must ensure that our resources are utilised effectively to maintain at least our stated goals in terms of the proportions of vessels to be inspected every year.

Table 6 provides a similar five year breakdown of the number of vessels inspected against each flag Administration. It can be seen that the significant reduction in the number of ships in 2008 when compared to 2007 is reflected as reductions in inspections on vessels of virtually every flag Administration.

Table 7 provides details of the number of inspections compared to vessel type, again presented over a five year period. Again the overall reduction in inspections due to our revised targeting scheme is reflected in a general reduction in inspections of each vessel type. For the few vessel types that resulted in more inspections the increase is too small to have a statistical significance possibly with the exception of tugboats. This vessel type saw an increase in inspections of 42 per cent compared with 2007 which more clearly indicates an increase of arrivals of this vessel type.

Port	2004	2005	2006	2007	2008
Abbot Point, Qld	8	24	14	15	5
Albany, WA	30	21	18	22	24
Ardrossan, SA	2	0	2	1	2
Barrow Island Terminal	1	0	0	0	0
Barry Beach	0	0	0	0	0
Bell Bay, Tas	51	38	36	31	40
Brisbane, Qld	265	264	251	226	251
Broome, WA	1	1	0	4	1
Bunbury, WA	74	78	85	66	54
Bundaberg, Qld	2	0	1	0	1
Burnie, Tas	16	17	20	22	17
Cairns, Qld	17	19	27	24	24
Cape Cuvier	0	1	0	0	0
Cape Flattery, Qld	0	0	1	1	1
Christmas Island	2	0	0	4	2
Cossack Pioneer Terminal	0	3	0	0	0
Dampier, WA	252	220	232	241	219
Darwin, NT	67	79	85	101	124
Derby	0	0	0	0	0
Devonport	2	1	3	3	2
Eden	2	0	1	0	1
Esperance, WA	12	13	17	22	13
Fremantle, WA	118	130	134	128	123
Geelong	84	59	70	58	36
Geraldton, WA	52	39	51	49	22
Gladstone, Qld	206	178	234	237	206
Gove, NT	14	20	25	19	10
Griffin Venture Terminal	0	0	0	0	0
Groote Eylandt, NT	12	1	13	12	7
Hay Point, Qld	287	303	237	322	331
Hobart, Tas	5	5	7	5	8
Karumba, Qld	3	1	2	1	2
Kurnell	24	12	12	13	12
Koolan Island WA	-	-	-	1	0
Kwinana, WA	252	222	209	169	130
Launceston, Tas	2	0	0	0	0
Lucinda, Qld	3	7	4	2	3

Table 5
Total ships inspected
by port of inspection

Continued

Port	2004	2005	2006	2007	2008
Mackay, Qld	14	19	17	32	21
Melbourne, Vic	182	167	174	156	134
Mourilyan, Qld	8	12	9	11	7
Newcastle, NSW	284	332	306	264	286
Nganhurra, WA	-	-	-	-	1
Onslow, WA	4	3	0	1	1
Other North	1	1	0	1	0
Other West	0	1	0	1	0
Point Wilson	2	0	1	1	0
Port Adelaide, SA	87	72	73	48	36
Port Alma, Qld	8	13	11	9	11
Port Bonython, SA	1	3	3	0	1
Port Botany, NSW	118	117	147	137	157
Port Giles, SA	6	4	4	1	2
Port Hedland, WA	157	144	139	114	124
Port Kembla, NSW	99	103	97	98	89
Port Latta, Tas	1	4	0	2	2
Port Lincoln, SA	12	8	8	2	7
Port Pirie, SA	3	5	5	2	1
Port Stanvac	0	0	0	0	0
Port Walcott, WA	91	58	56	40	26
Portland	23	19	21	18	14
Risdon	2	4	4	0	0
Saladin Marine Terminal	0	0	0	0	0
Spring Bay, Tas	8	7	8	7	6
Stanley	0	0	0	0	0
Sydney, NSW	98	83	71	90	80
Thevenard, SA	5	5	4	1	1
Townsville, Qld	56	74	77	63	88
Useless Loop, WA	2	10	9	13	2
Varanus Island Terminal	0	0	0	0	0
Wallaroo, SA	16	9	4	4	3
Weipa, Qld	22	20	14	32	14
Westernport, Vic	8	7	12	8	3
Whyalla, SA	17	12	15	7	7
Wollybutt (Oil facility) WA	-	-	-	1	0
Yamba	0	0	0	0	0
Yampi Sound	0	0	0	0	0
Totals	3201	3072	3080	2963	2795

Table 5
Total ships inspected
by port of inspection
(continued)

Flag	2004	2005	2006	2007	2008
Algeria	1	0	0	0	0
American Samoa, USA	0	0	0	0	0
Antigua and Barbuda	40	44	34	35	59
Bahamas	180	176	153	159	99
Bahrain	0	0	0	0	0
Barbados	1	1	1	3	3
Belgium	6	8	10	12	10
Belize	5	3	4	4	4
Bermuda, UK	31	20	20	13	13
Brazil	3	0	0	0	0
Bulgaria	0	1	1	0	0
Cambodia	0	0	1	0	0
Cayman Islands, UK	10	7	14	17	14
Channel Islands, UK	0	0	0	0	0
Chile	0	1	0	1	1
China	79	68	75	57	56
Cook Islands	0	0	0	0	2
Croatia	9	7	10	8	8
Cyprus	154	127	122	98	94
Denmark	27	23	16	23	20
Dominica	0	0	2	8	2
Egypt	6	6	5	2	4
Fiji	0	0	0	0	0
France	14	14	14	6	8
French Antarctic Territory, France	0	0	0	0	0
Germany	13	32	24	27	17
Gibraltar, UK	4	4	8	2	3
Greece	160	103	95	87	69
Honduras	0	0	0	0	0
Hong Kong, China	263	269	277	247	251
India	35	27	34	42	22
Indonesia	7	11	8	4	7
Iran	12	10	8	1	4
Isle of Man, UK	55	61	54	47	46
Italy	20	26	28	35	33
Jamaica	0	1	0	0	0
Japan	55	48	47	42	30
Korea, Republic of	65	82	95	89	83
Kuwait	7	5	5	5	6
Kyrgyzstan	0	0	0	0	0
Lebanon	1	0	0	0	0
Liberia	232	201	203	205	206
Luxembourg	1	0	2	4	2
Malaysia	45	36	35	19	7

Table 6
Total ships inspected by
Flag

Continued

Flag	2004	2005	2006	2007	2008
Malta	120	97	98	91	90
Marshall Islands	73	89	97	115	111
Mauritius	0	0	1	0	0
Mongolia	0	0	0	0	0
Morocco	0	0	0	0	0
Myanmar	4	2	3	4	0
Netherlands	33	45	48	50	40
Netherlands Antilles, Netherlands	5	6	7	6	3
New Zealand	6	4	5	4	3
Norway	72	68	52	53	40
Oman	0	0	0	0	0
Pakistan	0	0	1	0	0
Panama	915	944	952	966	951
Papua New Guinea	13	14	16	14	16
Philippines	67	39	54	48	41
Portugal	2	0	3	1	0
Qatar	1	1	0	0	0
Russian Federation	21	12	12	3	6
Saint Helena, UK	0	0	0	0	0
Saint Kitts and Nevis	0	0	0	0	0
Saint Vincent and the Grenadines	16	15	14	9	4
Samoa	1	2	2	2	2
Saudi Arabia	1	0	0	0	0
ship's registration withdrawn	0	0	0	0	0
Sierra Leone	00	0	0	0	0
Singapore	150	162	166	167	194
South Africa	1	0	0	0	0
Sri Lanka	0	0	0	0	0
Spain	0	0	1	0	0
Sweden	15	15	9	10	9
Switzerland	8	7	6	5	3
Taiwan, China	21	26	22	15	18
Thailand	21	16	18	13	9
Tonga	4	3	6	7	6
Trinidad Tabago	0	0	0	1	0
Turkey	28	20	12	9	6
Tuvalu	0	0	0	0	1
Ukraine	0	1	1	0	0
United Arab Emirates	2	0	1	1	1
United Kingdom	30	37	32	32	28
United States of America	1	0	1	1	1
Vanuatu	25	24	29	24	21
Vietnam	4	1	7	10	8
Totals	3201	3072	3080	2963	2795

Table 6
Total ships inspected by
Flag (Continued)

Ship	2004	2005	2006	2007	2008
Bulk carrier	1932	1798	1788	1714	1596
Chemical tanker	81	101	92	96	107
Combination carrier	36	23	11	7	4
Container ship	241	271	314	270	279
Factory ship	0	0	0	1	0
Gas carrier	52	46	63	57	40
General cargo/multi-purpose ship	192	188	210	204	199
Heavy load carrier	14	15	16	15	15
High speed passenger craft	0	1	1	1	1
Livestock carrier	49	39	39	38	39
MODU & FPSO	0	6	2	4	5
NLS tanker	0	0	0	3	4
Offshore service vessel	31	25	24	20	21
Oil tanker	247	211	194	213	163
Other types of ship	12	20	13	17	13
Passenger ship	25	27	27	29	24
Refrigerated cargo vessel	10	13	11	4	3
Ro-Ro cargo ship	27	16	12	7	12
Ro-Ro passenger ship	1	1	2	0	0
Special purpose ship	10	8	9	11	14
Tanker, not otherwise specified	7	5	4	0	0
Tugboat	12	17	23	24	31
Vehicle carrier	147	173	144	145	145
Wood-chip carrier	75	68	81	83	80
Totals	3201	3072	3080	2963	2795

Table 7
Total ships inspected
by ship type

Figure 2 represents the inspections by flag for vessels having been subject to more than 25 inspections during 2008. This shows that Panama is subject to the most inspections in Australia (34 per cent) followed by a relatively even distribution between Hong Kong, Liberia, and Singapore (from 8.9 per cent to 6.9 per cent).

Figure 3 shows that, as indicated earlier in Table 7, bulk carriers are by far the most inspected ship type in Australia.

- Panama
- Hong Kong, China
- Liberia
- Singapore
- Bahamas
- Marshall Islands
- Cyprus
- Malta
- Korea, Republic of
- Greece
- China
- Antigua and Barbuda
- Isle of Man
- Netherlands
- Norway
- Philippines
- Italy
- Japan

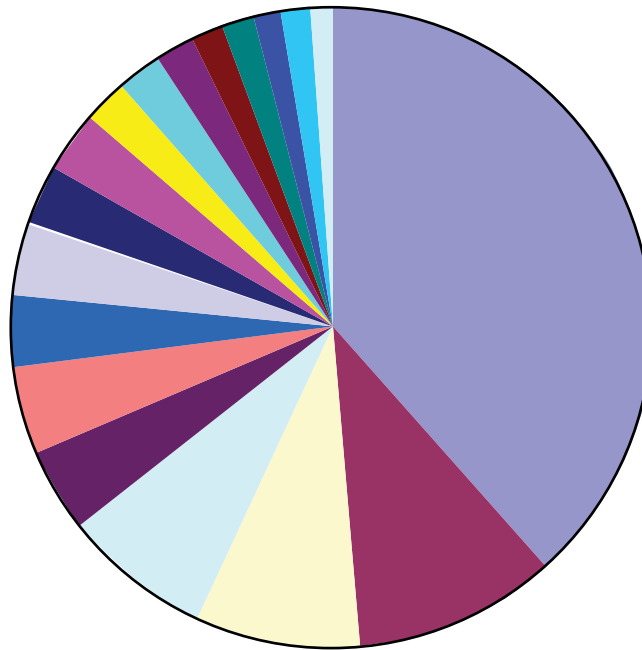


Figure 2
Distribution of inspections by flag for those flags with more than 25 inspections

- Bulk Carrier
- Chemical Tanker
- Combination Carrier
- Container Ship
- Gas Carrier
- General Cargo/ Multi-purpose
- Heavy Load Carrier
- Livestock Carrier
- MODU or FPSO
- Offshore Service Vessel
- Oil Tanker
- Other types of ship
- Passenger Ship
- Ro-ro cargo ship
- Special purpose ship
- Tugboat
- Vehicle carrier
- Vehicle carrier

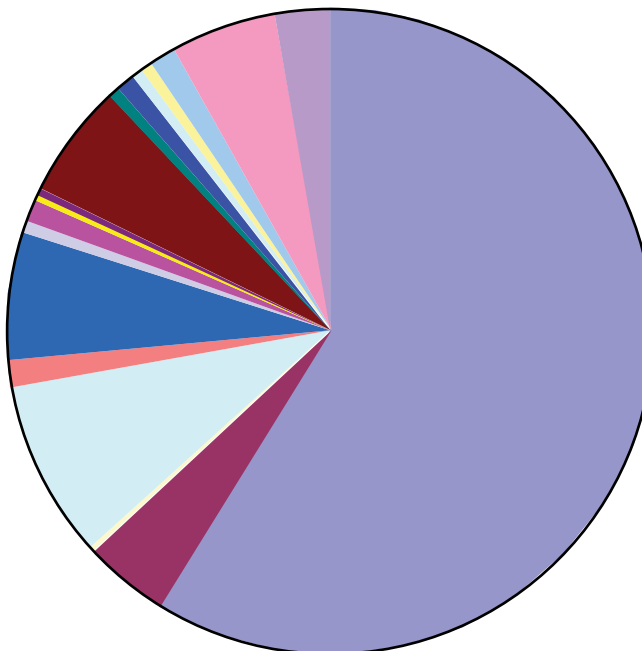


Figure 3
Proportion of PSC inspections by ship type

Deficiencies

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

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

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

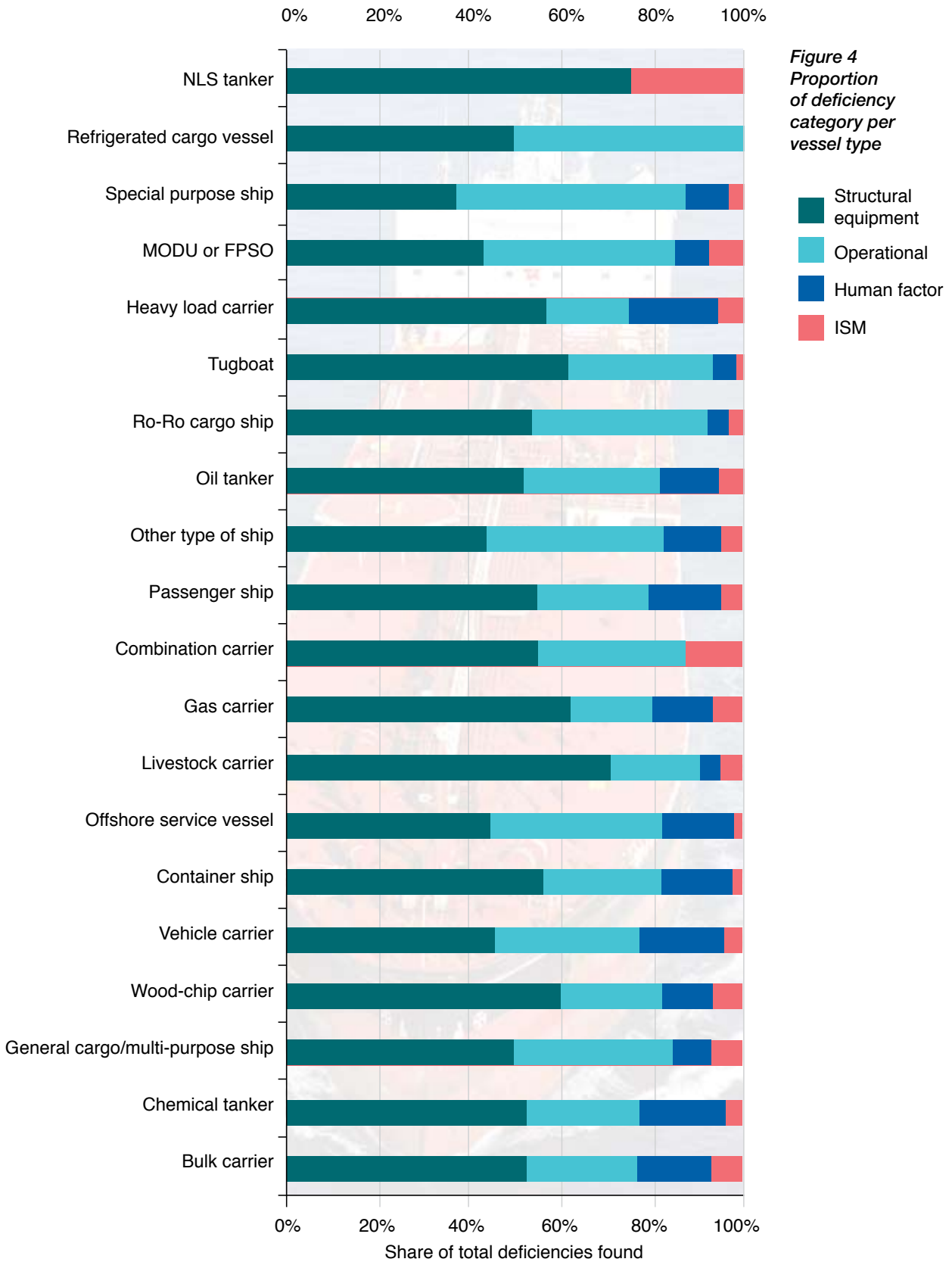
- ▶ The absence of equipment or approved arrangements required by an international convention.
- ▶ Non-compliance of equipment or approved arrangements as specified by an international convention.
- ▶ Substantial deterioration of the vessel's equipment, such as fire fighting and life saving appliances,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

During 2008, AMSA Marine Surveyors recorded a total of 9,083 deficiencies. This gave a deficiency rate of 3.25 per inspection which is an increase compared to 2007 (2.46). This increase may be viewed in a negative light in that there are more deficiencies per inspection but it must be borne in mind that there has been an improved focus on vessels with a higher risk of detention. Such vessels are therefore also more likely to present with more deficiencies not necessitating detention than a vessel with a lower detention risk

When analysing deficiencies, AMSA finds it useful to categorize deficiencies into the following groups – Structural/Equipment, Operational, ISM and Human Factor. Table 8 shows the numbers of deficiencies for each of these broad groups per vessel type and the numbers of inspections for each vessel type. This table also compares the group rates to those of 2007. It can be seen that the proportion of deficiency groups is relatively consistent but with a small increase in the proportion of Structural/Equipment deficiencies. Figure 4 shows the proportion of deficiencies for each deficiency category for each vessel type.

Ship Type	Structural/ Equipment	Operational	Human Factor	ISM	Inspections
Bulk carrier	2832	1400	831	404	1596
Chemical tanker	121	62	41	10	107
General cargo/multi-purpose ship	492	316	115	68	199
Wood-chip carrier	110	38	24	12	80
Vehicle carrier	193	151	61	35	145
Container ship	399	197	97	39	279
Offshore service vessel	28	24	10	1	21
Livestock carrier	160	45	21	3	39
Gas carrier	36	11	8	4	40
Combination carrier	9	5	0	2	4
Passenger ship	19	8	5	2	24
Other types of ship	39	34	12	4	13
Oil tanker	101	57	29	10	163
Ro-ro cargo ship	41	30	5	2	12
Tugboat	80	42	9	1	31
Heavy load carrier	26	9	9	2	15
MODU or FPSO	12	12	2	2	5
Special purpose ship	20	26	5	1	14
Refrigerated cargo vessel	4	4	0	0	3
High speed passenger craft	0	0	0	0	1
NLS tanker	3	0	0	1	4
Wood-chip carrier	63	16	23	10	83
Totals for 2008	4725	2471	1284	603	2795
Deficiency rate	1.7	0.9	0.5	0.2	3.25
Totals for 2007	3957	1772	1157	404	2963
Deficiency rate	1.3	0.6	0.4	0.1	2.46

*Table 8
Deficiency category
by inspection
number and ship
type*



Detentions

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

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

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

During 2008, AMSA Marine Surveyors detained 225 ships, giving an average detention rate of 8.1 per cent. Table 9 shows these detentions by ship type with a comparison to 2007.

Ship type	2008			2007
	Inspected	Detained	Detention Rate	Detention Rate
Bulk carrier	1596	142	8.9%	5.4%
Chemical tanker	107	9	8.4%	5.2%
Combination carrier	4	0	0.0%	14.3%
Container ship	279	19	6.8%	5.9%
Gas carrier	40	4	10.0%	0.0%
General cargo/multi-purpose ship	199	20	10.1%	8.3%
Heavy load carrier	15	2	13.3%	13.3%
High speed passenger craft	1	0	0.0%	0.0%
Livestock carrier	39	2	5.1%	10.5%
MODU or FPSO	5	0	0.0%	0.0%
NIs tanker	4	0	0.0%	0.0%
Offshore service vessel	21	3	14.3%	5.0%
Oil tanker	163	5	3.1%	4.2%
Other types of ship	13	1	7.7%	0.0%
Passenger ship	24	0	0.0%	0.0%
Refrigerated cargo vessel	3	1	33.3%	0.0%
Ro-ro cargo ship	12	3	25.0%	0.0%
Special purpose ship	14	0	0.0%	9.1%
Tugboat	31	4	12.9%	8.3%
Vehicle carrier	145	7	4.8%	3.4%
Wood-chip carrier	80	3	3.8%	3.6%
Totals	2795	225	8.1%	5.4%

Table 9
Total ships detained by ship type

It can be seen that the increase in detentions overall is reflected across almost every ship type where the number of inspections allows a statistically significant detention rate. For vessel types where more than 10 inspections took place Ro-Ro Cargo Ships are of concern although the number of inspections of this vessel type in 2007 was much lower at only seven inspections.

Two vessel type's performance improved greatly during 2008 with Oil Tankers and Livestock Carriers both reducing their respective detention rates significantly. The performance of Livestock Carriers exactly reverses the worrying results in 2007 when the detention rate for this ship type increased from 5.1 per cent during 2006 to the 10.5 per cent indicated in Table 9. There was no new livestock tonnage introduced during 2008 and Operators have clearly responded in the best manner possible to our concerns about the 2007 increase.

The overall increase in the detention rate is presently considered to be primarily the result of AMSA's new risk factor calculation and targeting rates. An increased proportion of inspections on vessels with a higher risk of detention can be considered to be the main factor behind the significant increases in detention rates when viewed beside the lower number of inspections carried out overall than in 2007 (2963).

Table 10 shows that during the year vessels from 34 flag States had defects serious enough to warrant a detention. Due to limited statistical significance, detention rates are only provided for flag States with 10 or more inspections. For vessels from flag States that had 10 or more inspections, six flags had detention rates of 10 per cent or more. This compares to four in 2007. Those flags with unusually high detention rates, and therefore a performance that is less than adequate in terms of Australian PSC, are Antigua and Barbuda, Malta, Marshall Islands, Norway, Papua New Guinea and Taiwan.

Flag	Inspections	Detentions	Detention Rate
Antigua and Barbuda	59	11	18.6%
Bahamas	99	6	6.1%
Barbados	3	1	
Belgium	10	0	0.0%
Belize	4	1	
Bermuda	13	0	0.0%
Cayman Islands	14	0	0.0%
Chile	1	0	
China	56	4	7.1%
Cook Islands	2	1	
Croatia	8	1	
Cyprus	94	7	7.4%
Denmark	20	0	0.0%
Dominica	2	0	
Egypt	4	0	
France	8	0	
Germany	17	1	5.9%
Gibraltar	3	0	

Table 10
Total ships detained
by Flag (no rates
show where number
of inspections is less
than 10)

Continued

Flag	Inspections	Detentions	Detention Rate
Greece	69	4	5.8%
Hong Kong	251	17	6.8%
India	22	1	4.5%
Indonesia	7	3	
Iran	4	0	
Isle of Man	46	4	8.7%
Italy	33	3	9.1%
Japan	30	0	0.0%
Korea, Republic of	83	7	8.4%
Kuwait	6	0	
Liberia	206	16	7.8%
Luxembourg	2	0	
Malaysia	7	3	
Malta	90	11	12.2%
Marshall Islands	111	13	11.7%
Netherlands	40	1	2.5%
Netherlands Antilles	3	1	
New Zealand	3	1	
Norway	40	4	10.0%
Panama	951	75	7.9%
Papua New Guinea	16	2	12.5%
Philippines	41	1	2.4%
Russian Federation	6	0	
Saint Kitts and Nevis	0	0	
Saint Vincent and the Grenadines	4	1	
Samoa	2	0	
Singapore	194	15	7.7%
Sweden	9	0	
Switzerland	3	0	
Taiwan	18	4	22.2%
Thailand	9	1	
Tonga	6	1	
Turkey	6	0	
Tuvalu	1	0	
United Arab Emirates	1	0	
United Kingdom	28	1	3.6%
United States	1	0	
Vanuatu	21	0	0.0%
Viet Nam	8	2	
Totals	2795	225	8.1%

Table 10
Total ships detained
by Flag (Continued)

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

In trying to compare the detention performance of flag States, it can be useful to compare the proportion of their inspections and the proportion of their detentions of the totals. To try and minimise issues of statistical significance mentioned above, Figure 5 shows those flags that had more than 10 inspections and more than one detention.

It can be summarised that if the proportion of detentions is significantly greater than the proportion of inspections, that particular flag State may be under performing.

Figure 5 further demonstrates the performance of the six flags identified prior to table 10.

During 2008, AMSA Marine Surveyors found 386 deficiencies that were sufficiently serious to result in the detention of 225 ships. Table 11 indicates the level of detentions in various categories of ships equipment.

Although the proportion has fallen fire safety measures continue to be responsible for the highest number of detainable deficiencies. Of the 110 deficiencies in this category fire dampers alone accounted for 63 (57.3 per cent).

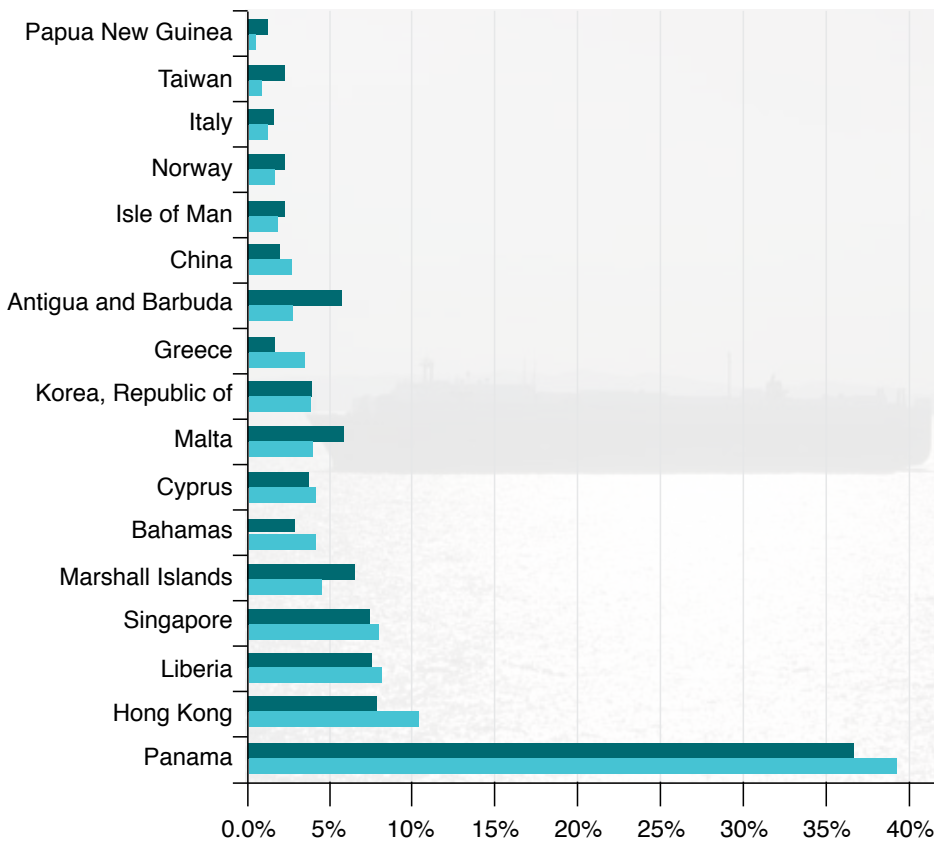


Figure 5
Comparison of proportion of inspections and detentions of totals for flag States with more than 10 inspections and more than 1 detention

■ Share of detentions
■ Share of inspections

Table 11
Detainable
deficiencies by
category

Deficiency Category	2008		2007
	No. of detainable deficiencies	Share of total detentions	Share of total detentions
Fire safety measures (SOLAS chapter II-2)	110	28.5%	31.9%
Life-saving appliances (SOLAS chapter III)	84	21.8%	17.0%
ISM related deficiencies (SOLAS chapter IX)	48	12.4%	7.8%
Radio communications (SOLAS chapter IV)	45	11.7%	8.8%
LOAD LINES	43	11.1%	12.2%
SOLAS-related operational deficiencies	16	4.2%	3.4%
Stability, structure and related equipment (SOLAS Chapter II-1, Parts a-1,a)	14	3.6%	7.8%
MARPOL – annex I	12	3.1%	5.4%
MARPOL-related operational deficiencies	4	1.0%	0.3%
Machinery and electrical installations (SOLAS chapter II-I, parts C, D)	3	0.75%	1.7%
Additional Bulk Carrier safety measures (SOLAS CHAPTER XII)	2	0.5%	0.0%
Certification and watchkeeping for seafarers (STCW)	2	0.5%	1.0%
Ship's certificates and documents (SOLAS, II, MARPOL)	1	0.25%	1.0%
Safety of Navigation (SOLAS chapter V)	1	0.25%	0.7%
Other deficiencies	1	0.25%	0%
Carriage of cargo and dangerous goods (SOLAS chapter VI)	0	0.0%	0.7%
Total	386		

Of particular interest is that fire safety measures continue to contribute to about 30 per cent of all detainable deficiencies. It can also be seen that in 2008, the category of life-saving appliances overtook load line deficiencies (life-saving appliances increased from 17.0 to 21.8 per cent and load line decreased from 12.2 to 11.1 per cent). A significant and pleasing change is the decrease in problems with the stability, structure and related equipment on ships, reflecting an apparent improvement in standards in these areas.

Life-saving appliances were responsible for both a higher number and a higher proportion of detainable deficiencies than in 2007 (50 such deficiencies in 2007). Lifeboats in particular remain the single biggest contributor to this category with defective on-load release mechanisms remaining a particular problem. AMSA will continue to concentrate on this particularly high-risk area to assist in the continued education of crews and vessel owners.

Responsibility of Recognised Organisations

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

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

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

Recognised Organisation	Inspec-tions	Defcs	Dets	Det Rate	Total Det Defcs	RO Resp Dets	RO Resp as % of Total Det Defcs
American Bureau of Shipping (ABS)	259	819	21	8.1%	35	8	22.9%
Biro Klasifikasi Indonesia (BKI)	3	57	1	33.3%	1	0	0.0%
Bureau Veritas (BV)	215	1005	19	8.8%	38	7	18.4%
China Classification Society (CCS)	117	361	5	4.3%	8	1	12.5%
China Corporation Register of Shipping (CCRS)	19	100	4	21.1%	5	2	40.0%
Croatian Register of Shipping (CRS)	7	27	1	14.3%	1	0	0.0%
Det Norske Veritas (DNV)	219	600	15	6.8%	37	15	40.5%
Germanischer Lloyd (GL)	246	768	19	7.7%	35	1	2.9%
Indian Register of Shipping (IRS)	19	50	1	5.3%	4	0	0.0%
Korean Register of Shipping (KR)	162	549	13	8.0%	18	3	16.7%
Lloyd's Register (LR)	365	1350	30	8.2%	51	8	15.7%
Nippon Kaiji Kyokai (NK)	1094	3034	82	7.5%	121	12	9.9%
No class	3	37	2	66.7%	10	0	0.0%
Registro Italiano Navale (RINA)	54	251	9	16.7%	15	0	0.0%
Russian Maritime Register of Shipping (RS)	10	49	1	10.9%	1	0	0.0%
Polski Rejestr Statkow (PRS)	1	0	0	0.0%	0	0	0.0%
Viet Nam Register of Shipping (VRS)	2	27	2	100%	6	0	0.0%
Totals	2795	9084	225	8.1%	386	57	14.8%

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

SUMMARY OF 2008 AUSTRALIAN PSC

The overall detention rate increased during 2008 compared to 2007, reinforcing the continued need for PSC.

The AMSA *Shipsys* risk factor calculation takes into account ship type, age, flag and a number of other relevant factors such as a given ships inspection history and adequately identifies those higher risk vessels within each general ship type.

The first full year in operation of the refined *Shipsys* risk factor calculations has produced results very close to those predicted in terms of the reduction in the number of inspections and the increase in the number of ships detained. This ability to focus on vessels that are more in need of inspection enables AMSA to divert resources to other regulatory tasks such as increasing more specific inspections for certain areas – for example cargo securing and dangerous goods.

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

Whilst the increase in overall numbers of deficiencies against ISM and operational requirements, as indicated in table 8, are relatively small overall they continue to be a concern and will be closely monitored.

AMSA will continue to promote, encourage and support those striving for safety and environmental improvements. In doing so AMSA will utilise the AMSA internet site for publishing information both of those ships detained and also as an educational/information medium.



*Engine room fire damper
louvers corroded*



*Seized lifeboat engine
starting motor internals*



*Fire damper casing
corroded*



Lifeboat release hook incorrectly reset - indicating groove no longer the reference for fully locked position



Lifeboat hook securing arrangement - bolt heads sheared off



Oily Water Separator main body leaking



Cargo hold CO2 line holed



Engine room fire damper



Lifeboat hook locking indicator – horizontal would be locked

ANNEX 1 – LIST OF SHIPS DETAINED IN 2008

Notes

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

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
ACHILLES	8322105	Singapore	Lloyd's Register (LR)	
AFRICAN FALCON	9257058	Bahamas	American Bureau of Shipping (ABS)	
AFRICAN JAGUAR	9082623	Bahamas	Bureau Veritas (BV)	
AFRICAN ORCHID	9151515	Antigua and Barbuda	Germanischer Lloyd (GL)	
ALBANY SOUND	9260859	Hong Kong	Nippon Kaiji Kyokai (NK)	
ALCEM CALACA	7805382	Panama	American Bureau of Shipping (ABS)	
ALFRED OLDENDORFF	9132868	Liberia	Nippon Kaiji Kyokai (NK)	
ANDES HIGHWAY	8110124	Panama	Nippon Kaiji Kyokai (NK)	0 d 20 h 0 min
ANL ESPRIT	9150195	Germany	Germanischer Lloyd (GL)	
ANL YARRUNGA	9327566	Antigua and Barbuda	Germanischer Lloyd (GL)	
AQUAGRACE	9120982	Greece	Det Norske Veritas (DNV)	
ATAMAN	9179696	Panama	Lloyd's Register (LR)	
ATLANTIC ID	8517384	Panama	Nippon Kaiji Kyokai (NK)	
ATLANTIC SPIRIT	8517372	Liberia	Nippon Kaiji Kyokai (NK)	0 d 18 h 30 min
B OCEANIA	8806515	Malta	Lloyd's Register (LR)	31 d 18 h 0 min
BADER III	7504598	Bahamas	Bureau Veritas (BV)	
BAHIA BLANCA	9156589	Panama	Nippon Kaiji Kyokai (NK)	
BAROCK	9401518	Panama	Nippon Kaiji Kyokai (NK)	0 d 4 h 15 min
BELUGA FANTASTIC	9402043	Antigua and Barbuda	Germanischer Lloyd (GL)	
BERGELAND	9002776	Norway	Lloyd's Register (LR)	
BET SCOUTER	9050010	Isle of Man	Bureau Veritas (BV)	6 d 8 h 0 min
BIQUELE BAY	9139751	Singapore	Lloyd's Register (LR)	
BK CHAMP	9149720	Korea, Republic of	Korean Register of Shipping (KR)	
BORON NAVIGATOR	9227467	Panama	Nippon Kaiji Kyokai (NK)	0 d 17 h 0 min
BOW WEST	9263928	Panama	Nippon Kaiji Kyokai (NK)	0 d 8 h 30 min
BREMEN MAX	9050369	Isle of Man	Bureau Veritas (BV)	
BRIGHT CORAL	9114476	Panama	Nippon Kaiji Kyokai (NK)	0 d 1 h 0 min

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
BRIGHT SKY	9181493	Hong Kong	Nippon Kaiji Kyokai (NK)	1 d 0 h 15 min
BRILLIANT ARC	9258105	Panama	Nippon Kaiji Kyokai (NK)	1 d 9 h 38 min
BRITOIL 61	9375537	Singapore	American Bureau of Shipping (ABS)	
BUNGA SAGA 9	9171266	Malaysia	Det Norske Veritas (DNV)	
BW RACHEL	8116570	Norway	Det Norske Veritas (DNV)	
C. MARCH	9102227	Korea, Republic of	Korean Register of Shipping (KR)	
C. VISION	9344473	Korea, Republic of	Korean Register of Shipping (KR)	
CAPE AMERICA	8920517	Singapore	American Bureau of Shipping (ABS)	
CAPE CONWAY	8130253	Cyprus	Bureau Veritas (BV)	0 d 2 h 0 min
CAPE DARNLEY	9231145	Marshall Islands	Germanischer Lloyd (GL)	
CAPE FUSHEN	9488657	Panama	American Bureau of Shipping (ABS)	
CAPE HOPE	9218117	Panama	Nippon Kaiji Kyokai (NK)	0 d 4 h 0 min
CAPE HUDSON	8918083	Cyprus	Germanischer Lloyd (GL)	
CARIBBEAN FRONTIER	9258325	Singapore	Nippon Kaiji Kyokai (NK)	
CAROLA	9159543	Malta	Nippon Kaiji Kyokai (NK)	0 d 4 h 0 min
CEMENTCO	7623112	Barbados	Lloyd's Register (LR)	3 d 10 h 30 min
CHAMPION PIONEER	8800511	Norway	Det Norske Veritas (DNV)	3 d 13 h 0 min
CHELTENHAM	9005015	Bahamas	Nippon Kaiji Kyokai (NK)	5 d 16 h 20 min
CHEMROAD LUNA	9228320	Panama	Nippon Kaiji Kyokai (NK)	
CHINA ACT	9106601	Singapore	American Bureau of Shipping (ABS)	
CHINA STEEL EXPRESS	9127253	Taiwan	China Corporation Register of Shipping (CCRS)	0 d 16 h 0 min
CHINA STEEL TRADER	9127265	Taiwan	China Corporation Register of Shipping (CCRS)	0 d 12 h 50 min
CHINESE EAGLE	9072214	Panama	Nippon Kaiji Kyokai (NK)	
CHIOS JOY	8715481	Greece	China Classification Society (CCS)	3 d 10 h 0 min
CIELO DI VAIANO	9167863	Liberia	Registro Italiano Navale (RINA)	
CLARISA	8500496	Panama	Nippon Kaiji Kyokai (NK)	
CLIPPER LAKE	9253404	Hong Kong	American Bureau of Shipping (ABS)	
CMA CGM DARDANELLES	9137909	Marshall Islands	Germanischer Lloyd (GL)	1 d 4 h 10 min
CMA CGM ROSE	9315886	Liberia	Det Norske Veritas (DNV)	
CREST SUPPLY 1	9369045	Singapore	American Bureau of Shipping (ABS)	
CREST VOYAGER	9286619	Panama	Nippon Kaiji Kyokai (NK)	0 d 11 h 40 min
CSL THEVENARD	7926150	Bahamas	Lloyd's Register (LR)	

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
CURITIBA	9078220	Panama	Nippon Kaiji Kyokai (NK)	0 d 6 h 40 min
DAI MINH	9282297	Viet Nam	Viet Nam Register of Shipping (VRS)	
DARYA SHANTHI	9218399	Hong Kong	Nippon Kaiji Kyokai (NK)	
DD LEADER	8507755	Saint Vincent and the Grenadines	Nippon Kaiji Kyokai (NK)	
DIAMOND SEAS	9244219	Liberia	Lloyd's Register (LR)	1 d 3 h 0 min
DIAS	8521177	Hong Kong	Registro Italiano Navale (RINA)	
E TRADER	8103133	Hong Kong	Lloyd's Register (LR)	0 d 4 h 45 min
ECO PROGRESS	9282948	Panama	Bureau Veritas (BV)	
EGELANTIERSGRACHT	9081318	Netherlands	Lloyd's Register (LR)	
ELLIDA ACE	9134220	Panama	Nippon Kaiji Kyokai (NK)	
EMERALD STAR	9017252	Marshall Islands	Registro Italiano Navale (RINA)	0 d 5 h 0 min
ENDURANCE II	9055620	Panama	Registro Italiano Navale (RINA)	
ENFORCER II	8103171	Malta	Registro Italiano Navale (RINA)	
ESTEEM GRANDEUR	9162007	Singapore	Nippon Kaiji Kyokai (NK)	
EVER YOUNG	9080649	Korea, Republic of	Korean Register of Shipping (KR)	1 d 2 h 0 min
F & K	9185815	Hong Kong	Nippon Kaiji Kyokai (NK)	
FILIPPO LEMBO	9122588	Italy	Registro Italiano Navale (RINA)	
FIRST JUPITER	9135042	Panama	Nippon Kaiji Kyokai (NK)	0 d 3 h 45 min
FORCE RANGER	9117313	Isle of Man	Bureau Veritas (BV)	
FORESTAL DIAMANTE	9242699	Panama	Nippon Kaiji Kyokai (NK)	
FORMOSABULK NO. 4	8202018	Liberia	Bureau Veritas (BV)	
FRONTIER STAR	9119983	Panama	Nippon Kaiji Kyokai (NK)	
GAO ZHOU HAI	9055967	China	China Classification Society (CCS)	
GAS PRODIGY	9109603	Marshall Islands	Bureau Veritas (BV)	4 d 2 h 30 min
GEM OF SAFAGA	8022444	India	Indian Register of Shipping (IRS)	1 d 16 h 10 min
GOLDEN GEORGIA	9124055	Panama	Nippon Kaiji Kyokai (NK)	
GRAND FORTUNE	9044475	Panama	Nippon Kaiji Kyokai (NK)	
GRAND VENETICO	8521189	Hong Kong	Registro Italiano Navale (RINA)	
GREAT RIVER	9268930	Hong Kong	Korean Register of Shipping (KR)	
GREEN POWER	9276729	Cyprus	Nippon Kaiji Kyokai (NK)	
HAMBURG TEAM	8107567	Liberia	Bureau Veritas (BV)	3 d 6 h 0 min
HARKRIPA	9071698	Cyprus	Lloyd's Register (LR)	4 d 6 h 0 min

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
HARTWIG SCAN	9414199	Antigua and Barbuda	Germanischer Lloyd (GL)	
HELGA	9444912	Malta	Nippon Kaiji Kyokai (NK)	
HYUNDAI ISLAND	8419609	Korea, Republic of	Korean Register of Shipping (KR)	
HYUNDAI NO. 202	8709121	Panama	Korean Register of Shipping (KR)	
IRIS FRONTIER	8602490	Panama	Nippon Kaiji Kyokai (NK)	
IRON KALYPSO	9354832	Marshall Islands	Det Norske Veritas (DNV)	
ISLAND EXPRESS	8820949	Antigua and Barbuda	Germanischer Lloyd (GL)	
IVS KWELA	9250701	Panama	Nippon Kaiji Kyokai (NK)	
JAVA SEA	8607684	Singapore	Lloyd's Register (LR)	
JIMRICH	8029090	Panama	Lloyd's Register (LR)	4 d 9 h 0 min
JIN ACE	8316546	Panama	Lloyd's Register (LR)	0 d 3 h 15 min
JIN HUI	9039341	China	China Classification Society (CCS)	
KATER WAVE	8812708	Cyprus	Lloyd's Register (LR)	2 d 3 h 30 min
KONMAX	9223485	Singapore	Nippon Kaiji Kyokai (NK)	
KWK ESTEEM	9184603	Singapore	American Bureau of Shipping (ABS)	
LA JOLLA	9145669	Malta	Nippon Kaiji Kyokai (NK)	
LIAN HUA FENG	9230361	China	China Classification Society (CCS)	
LINDA LEAH	9122667	Marshall Islands	American Bureau of Shipping (ABS)	
LJUBLJANA	9146601	Antigua and Barbuda	Nippon Kaiji Kyokai (NK)	
LONG CHARITY	8213627	Hong Kong	American Bureau of Shipping (ABS)	
LUMINOUS ACE	9110107	Philippines	Nippon Kaiji Kyokai (NK)	0 d 1 h 30 min
MA CHO	9118252	Hong Kong	Lloyd's Register (LR)	
MAGDALENE	8718134	Malta	Nippon Kaiji Kyokai (NK)	
MAGDALENE	8718134	Malta	Nippon Kaiji Kyokai (NK)	0 d 5 h 42 min
MAPLE CREEK	9322762	Panama	Nippon Kaiji Kyokai (NK)	0 d 12 h 30 min
MARIE O	9086784	Antigua and Barbuda	Nippon Kaiji Kyokai (NK)	
MARINE CORONA	8009442	Marshall Islands	Bureau Veritas (BV)	
MASTER	9138678	Cyprus	Germanischer Lloyd (GL)	
MEDI BANGKOK	9377688	Panama	Nippon Kaiji Kyokai (NK)	0 d 18 h 0 min
MELODIA	9172545	Panama	Nippon Kaiji Kyokai (NK)	
MERATUS PROGRESS 1	9160956	Indonesia	Germanischer Lloyd (GL)	
MICLYN ENDURANCE	9474412	Singapore	American Bureau of Shipping (ABS)	1 d 0 h 0 min
MINERAL KYUSHU	9346366	Panama	Nippon Kaiji Kyokai (NK)	

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
MOL TRIUMPH	8705474	Liberia	Nippon Kaiji Kyokai (NK)	0 d 4 h 0 min
MONA LIBERTY	9008689	Singapore	Nippon Kaiji Kyokai (NK)	
MSC AURELIE	7708950	Panama	American Bureau of Shipping (ABS)	
MSC AURELIE	7708950	Panama	American Bureau of Shipping (ABS)	3 d 23 h 0 min
MSC BRASILIA	8502872	Panama	Bureau Veritas (BV)	0 d 0 h 30 min
MSC CANBERRA	9102722	Panama	Bureau Veritas (BV)	
MSC CHITRA	7814838	Panama	Det Norske Veritas (DNV)	6 d 4 h 30 min
MSC CLAUDIA	7104673	Panama	Germanischer Lloyd (GL)	0 d 15 h 0 min
MSC CLORINDA	7820394	Panama	American Bureau of Shipping (ABS)	0 d 14 h 25 min
MSC LANA	8130019	Panama	Nippon Kaiji Kyokai (NK)	
MSC MONICA	9060649	Panama	Germanischer Lloyd (GL)	
MSC OSLO	8618451	Panama	Bureau Veritas (BV)	5 d 0 h 0 min
MSC SABRINA	8714205	Panama	Registro Italiano Navale (RINA)	0 d 7 h 0 min
NANAUMI	9374167	Liberia	Nippon Kaiji Kyokai (NK)	
NEW MARINER	9197882	Korea, Republic of	Korean Register of Shipping (KR)	
NEWCASTLE MAX	9159567	Isle of Man	Bureau Veritas (BV)	0 d 3 h 0 min
NORD VIKING	9086966	Panama	Nippon Kaiji Kyokai (NK)	0 d 10 h 0 min
NORDIC SPIRIT	8606185	Liberia	Nippon Kaiji Kyokai (NK)	0 d 9 h 15 min
NORTHERN VICTORY	9155092	Antigua and Barbuda	Germanischer Lloyd (GL)	
NOTOS SCAN	8607658	Bahamas	Lloyd's Register (LR)	
NOVA GORICA	9508706	Liberia	Bureau Veritas (BV)	0 d 0 h 0 min
OCEAN CAESAR	9439125	Panama	Nippon Kaiji Kyokai (NK)	
OCEAN FRIEND	8411334	Korea, Republic of	Korean Register of Shipping (KR)	7 d 23 h 0 min
OCEAN HAWTHORN	9197117	Panama	Nippon Kaiji Kyokai (NK)	
OCEAN PRELUDE	9111577	United Kingdom	Det Norske Veritas (DNV)	0 d 2 h 0 min
OIL VALOUR	8121484	Belize	American Bureau of Shipping (ABS)	4 d 4 h 30 min
OJI PIONEER	8906858	Liberia	Nippon Kaiji Kyokai (NK)	
PACIFIC CARRIER	8417637	Panama	Korean Register of Shipping (KR)	
PACIFIC DISCOVERER	9007374	Hong Kong	Lloyd's Register (LR)	
PACIFIC FALCON	9197612	Panama	Nippon Kaiji Kyokai (NK)	0 d 8 h 30 min
PACIFIC FANTASY	9117600	Liberia	American Bureau of Shipping (ABS)	
PACIFIC LOHAS	9176450	Panama	Nippon Kaiji Kyokai (NK)	0 d 16 h 0 min
PACIFIC YUANLI	9035773	Panama	Nippon Kaiji Kyokai (NK)	2 d 21 h 30 min

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
PAIMPOL	9144457	Antigua and Barbuda	Germanischer Lloyd (GL)	1 d 6 h 0 min
PALMETTO	9135767	Papua New Guinea	Germanischer Lloyd (GL)	
POS COURAGE	9288526	Hong Kong	Korean Register of Shipping (KR)	
POSITIVE LEADER	9340776	Panama	Nippon Kaiji Kyokai (NK)	
PROTEUS	9174634	Greece	Lloyd's Register (LR)	
REM ETIVE	9379686	Norway	Det Norske Veritas (DNV)	
ROSALIA D'AMATO	9225201	Italy	Registro Italiano Navale (RINA)	0 d 4 h 0 min
ROYAL DIAMOND 7	9367437	Panama	American Bureau of Shipping (ABS)	1 d 9 h 30 min
RUBIN CRANE	9064114	Panama	Nippon Kaiji Kyokai (NK)	
RUBIN GRACE	9081150	Hong Kong	Det Norske Veritas (DNV)	
RUBIN HOPE	9187576	Panama	Nippon Kaiji Kyokai (NK)	
RUBY CREST	9137624	Panama	Lloyd's Register (LR)	
RZS FORTUNE	9136589	Marshall Islands	Nippon Kaiji Kyokai (NK)	
SAGARKIRAN	9075682	Singapore	Lloyd's Register (LR)	0 d 1 h 0 min
SALCAF	9030577	Italy	Germanischer Lloyd (GL)	1 d 4 h 59 min
SAMSUN BORYEONG	9035412	Panama	Korean Register of Shipping (KR)	
SANKO SPARK	9074511	Hong Kong	Det Norske Veritas (DNV)	0 d 20 h 30 min
SANTA CHRISTINA	9136541	Panama	Nippon Kaiji Kyokai (NK)	
SD NOVA	9120061	Greece	Lloyd's Register (LR)	
SEAWIND	9141974	Malta	Nippon Kaiji Kyokai (NK)	
SELENDANG KASA	9129378	Malaysia	Lloyd's Register (LR)	1 d 2 h 30 min
SELENDANG MAYANG	9129366	Malaysia	Lloyd's Register (LR)	
SEMIRIO	9406893	Marshall Islands	Bureau Veritas (BV)	
SETO	9105451	Panama	Nippon Kaiji Kyokai (NK)	
SHIYO	9233533	Panama	Nippon Kaiji Kyokai (NK)	
SITEAM ACTINIA	8917077	Malta	Lloyd's Register (LR)	2 d 4 h 30 min
SITEAM MARS	7926253	Marshall Islands	Det Norske Veritas (DNV)	
SITEAM PANTHER	8310669	Marshall Islands	Lloyd's Register (LR)	
SOCOL 5	9004504	Malta	Lloyd's Register (LR)	
SOCOL 6	9004516	Panama	Russian Maritime Register of Shipping (RS)	11 d 22 h 0 min
SOUTH FORTUNE	9082726	Panama	Nippon Kaiji Kyokai (NK)	0 d 9 h 0 min

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
SOUTHERN FIGHTER	9171113	Panama	Nippon Kaiji Kyokai (NK)	
SOUTHERN ROYAL	9220196	Panama	Bureau Veritas (BV)	0 d 9 h 45 min
SPEEDWELL	9279367	Panama	Nippon Kaiji Kyokai (NK)	
SPLIT	9154505	Croatia	Croatian Register of Shipping (CRS)	
SPRING BULKER	9111357	Panama	Nippon Kaiji Kyokai (NK)	
SPRING FORTUNE	9184847	Panama	Nippon Kaiji Kyokai (NK)	
SPRING FORTUNE	9184847	Panama	Nippon Kaiji Kyokai (NK)	0 d 21 h 0 min
STAR ALPHA	8800391	Marshall Islands	Bureau Veritas (BV)	9 d 11 h 0 min
STAR DELTA	9216808	Marshall Islands	Nippon Kaiji Kyokai (NK)	1 d 12 h 0 min
STOLT RINDO	9314765	Panama	Nippon Kaiji Kyokai (NK)	
SUCCESSOR	9321158	Cyprus	Det Norske Veritas (DNV)	
SUPER SERVANT 4	8025343	Netherlands Antilles	American Bureau of Shipping (ABS)	
SURYA TULUS	7429578	Indonesia	Biro Klasifikasi Indonesia (BKI)	1 d 16 h 0 min
SUTHATHIP NAREE	8221480	Thailand	Nippon Kaiji Kyokai (NK)	
TAI BAI HAI	8318269	China	China Classification Society (CCS)	1 d 3 h 45 min
TAIO FRONTIER	8704432	Panama	Nippon Kaiji Kyokai (NK)	
TAIPOWER PROSPERITY II	9200665	Taiwan	China Corporation Register of Shipping (CCRS)	
TARAPACA	9214848	Hong Kong	Nippon Kaiji Kyokai (NK)	
TASMAN CHIEF	9001722	Antigua and Barbuda	Germanischer Lloyd (GL)	
TIEN SHAN	9056533	Taiwan	China Corporation Register of Shipping (CCRS)	0 d 12 h 0 min
TIGULLIO STAR	9017628	Malta	Lloyd's Register (LR)	
TORRENS	7203663	Tonga	Det Norske Veritas (DNV)	4 d 23 h 0 min
TUNA PRINCESS	9314612	Singapore	Nippon Kaiji Kyokai (NK)	1 d 8 h 45 min
ULRIKE F	9306823	Antigua and Barbuda	Germanischer Lloyd (GL)	
UNIQUE BRILLIANCE	9226633	Hong Kong	Lloyd's Register (LR)	2 d 3 h 30 min
URMILA	8314782	Indonesia	American Bureau of Shipping (ABS)	
VANGUARD	8913605	Liberia	Lloyd's Register (LR)	
VEGA ROSE	9336866	Panama	Nippon Kaiji Kyokai (NK)	
VINALINES OCEAN	9047013	Viet Nam	Viet Nam Register of Shipping (VRS)	4 d 15 h 0 min
VOGE WEST	9077109	Liberia	Det Norske Veritas (DNV)	1 d 7 h 0 min
VOUTAKOS	8518015	Panama	Korean Register of Shipping (KR)	5 d 0 h 15 min

Ship Name	IMO Number	Flag	Recognised Organisation	Delayed
WAIPORI	8848214	New Zealand	No class	
WAIPORI	8848214	Cook Islands	No class	11 d 21 h 0 min
WESTERN STAR	8842480	Papua New Guinea	American Bureau of Shipping (ABS)	2 d 2 h 0 min
YARRAWONGA	9370771	Panama	Nippon Kaiji Kyokai (NK)	
YIANNIS B	9394765	Liberia	Nippon Kaiji Kyokai (NK)	
YK SENTOSA	9202807	Panama	Nippon Kaiji Kyokai (NK)	5 d 0 h 0 min
VOUTAKOS	8518015	Panama	Korean Register of Shipping (KR)	5 d 0 h 15 min
CHELtenham	9005015	Bahamas	Nippon Kaiji Kyokai (NK)	5 d 16 h 20 min
MSC CHITRA	7814838	Panama	Det Norske Veritas (DNV)	6 d 4 h 30 min
BET SCOUTER	9050010	Isle of Man	Bureau Veritas (BV)	6 d 8 h 0 min
OCEAN FRIEND	8411334	Korea, Republic of	Korean Register of Shipping (KR)	7 d 23 h 0 min
STAR ALPHA	8800391	Marshall Islands	Bureau Veritas (BV)	9 d 11 h 0 min

