

FOREWORD

It is the pleasure of the Committee to present the fifth annual report on Port State Control in the Indian Ocean Region, for activities during the year 2003. This annual report provides a general introduction to the development and activities in the region along with various statistics and analysis of the port State control activities by the member Authorities of IOMOU during the year 2003.

Over the period of its existence the IOMOU has set its course for the years ahead. With the publication of the PSC data on the website, greater transparency to the outside world has been established.

Member Authorities of the MOU, have realised the close co-relation between safety, working and living condition. The required importance is being given to these issues. However, the primary responsibilities for the ships to comply with the international standards lies with the flag State, ship owners and operators.

Overall figures for total number of inspections, individual ships and detention are the indicators of the activities.

Unfortunately, many flag States and Classification Societies are still failing to fulfil their obligations under the international maritime conventions in the protection of the environment, lives and properties at sea. The port State control activities thus remain an active means to combat against unsafe and substandard ships. The Indian Ocean MOU will continue its efforts to achieve the goal of the elimination of substandard ships.

Michael Kinley
Chairman
Port State Control Committee

Bimalesh Ganguli
Secretary
IOMOU Secretariat

CONTENTS

| | page |
|---|-------------|
| INTRODUCTION | |
| General | 1 |
| IMO and ILO involvement | 2 |
| List of Participating Members and Observers | 2 |
| ORGANISATIONAL STRUCTURE | |
| Organigram | 3 |
| IOMOU Secretariat | 4 |
| Contact Details | 4 |
| THE COMMITTEE | |
| A description of its work. Some objectives | 5 |
| TRAINING FOR PORT STATE CONTROL OFFICERS | 6 |
| PSC IN OTHER REGIONS | 6 |
| IOCIS / WEBSITE | 7 |
| STATISTICS | 8 |
| PORT STATE INSPECTION STATISTICS | 9 |

LIST OF TABLES AND FIGURES

| | | page |
|----------|--|------|
| Table 1 | Deficiencies by Type of Ship | 10 |
| Table 2 | Deficiencies by Flag | 11 |
| Table 3 | Deficiencies by Categories | 13 |
| Table 4 | Deficiencies by Classification Societies | 14 |
| Table 5 | Comparison of Inspections and Deficiencies per Ship Type | 15 |
| Table 6 | Comparison of Inspections and Detentions per Ship Type | 17 |
| Table 7 | Comparison of Inspections and Detentions per Flag | 19 |
| Table 8 | Comparison of Deficiencies by Categories | 23 |
| Table 9 | Comparison of Inspections and Deficiencies per Classification Societies | 24 |
| Table 10 | Comparison of Inspections and Detentions per Classification Societies | 27 |
| Figure 1 | PSI carried out by Authorities | 29 |
| Figure 2 | Percentage of Deficiencies per Ship Type..... | 30 |
| Figure 3 | Percentage of Detention per Ship Type | 31 |
| Figure 4 | Deficiencies by Flag | 32 |
| Figure 5 | Detentions by Flag | 33 |
| Figure 6 | Deficiency Percentage by Categories | 34 |
| Figure 7 | Detention Percentage by Classification Societies | 35 |
| Figure 8 | Comparison of Inspections per Ship Type | 36 |
| Figure 9 | Comparison of Detentions per Ship Type | 37 |
| Figure10 | Summary of 3-year Inspections with Deficiencies per Ship Type | 38 |
| Figure11 | Comparison of Detentions per Flag | 39 |
| Figure12 | Comparison of Deficiencies by Categories | 40 |
| Figure13 | Comparison of Inspections per Classification Societies | 41 |
| Figure12 | Comparison of Detentions per Classification Societies | 42 |

INTRODUCTION

GENERAL

The Memorandum of understanding on Port State Control, in the Indian Ocean region was finalised on the basis of the first preparatory meeting in India in October 1997 and the second meeting in June 1998 in South Africa. The Second Meeting was attended by Australia, Bangladesh, Djibouti, Eritrea, Ethiopia, India, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Seychelles, South Africa, Sri Lanka, Tanzania and Yemen.

The port State control system, aims to verify whether foreign flagged vessels calling at a port of a State, comply with applicable international maritime conventions. When vessels are found not to be in substantial compliance with applicable laws or relevant convention requirements, the PSC system imposes actions to ensure they are brought into compliance. Ships to be inspected are selected on the basis of criteria outlined in the Memorandum and a non-discriminatory policy is observed.

Under the Memorandum each Authority will establish and maintain an effective system of port State control. The ultimate goal is to identify and eliminate substandard ships from the region.

IMO AND ILO INVOLVEMENT

A representative of the IMO, by invitation, attended the sixth Committee Meeting. He conveyed the greetings of the Secretary-General and the Assistant Secretary-General of IMO to the Committee. He actively participated in the meeting and provided much useful information including PSC related activities emanating from FSI 11, MSC 77 and MEPC 49 and also about the development relating to ISPS Code.

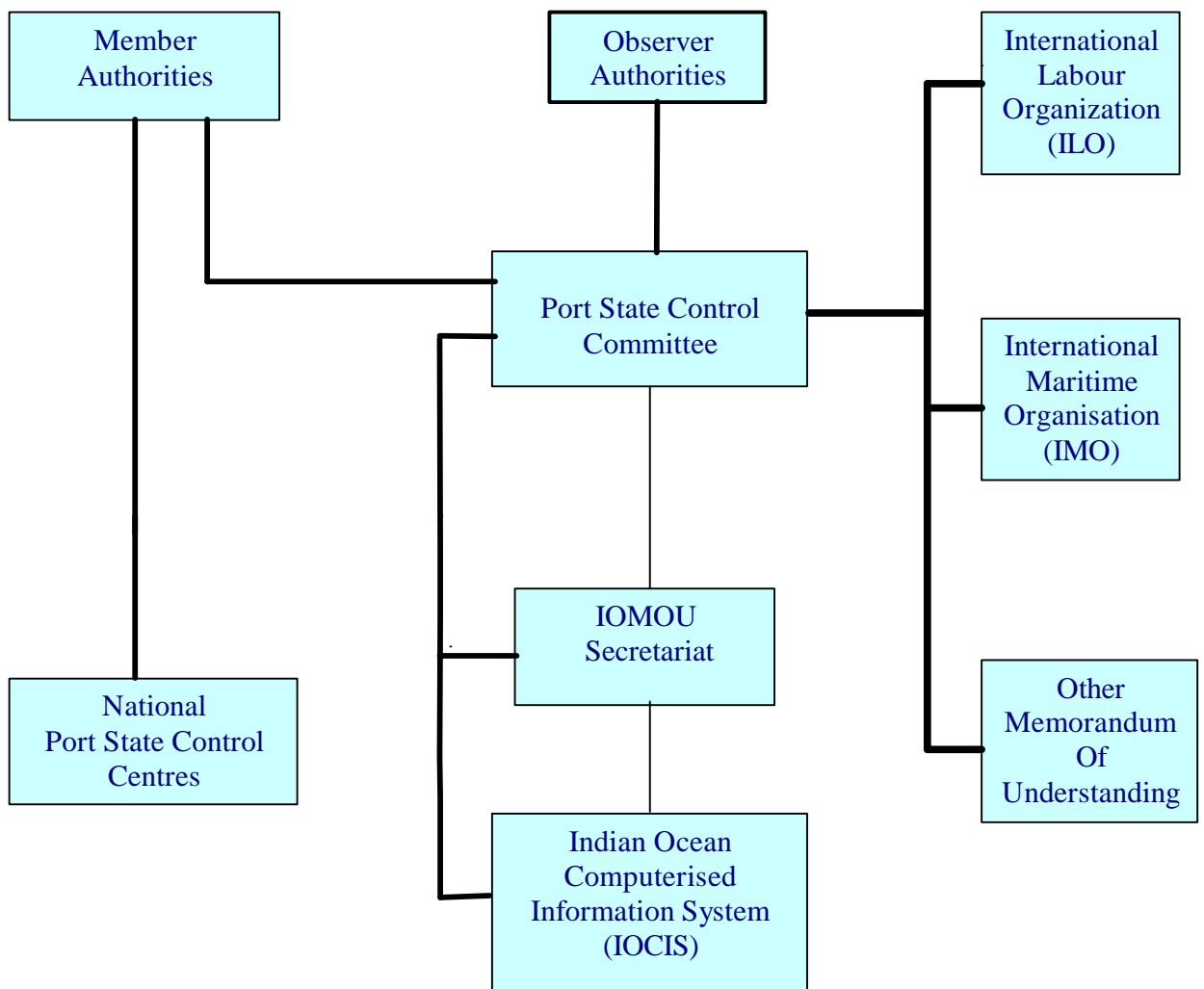
The ILO, regrettably, could not attend the sixth Committee Meeting.

LIST OF PARTICIPATING MEMBERS AND OBSERVERS

As at December 2002, there were eleven countries, which have become a party to the Memorandum. These are: **Australia, Eritrea, India, Iran, Kenya, Maldives, Mauritius, Sri Lanka, South Africa, Sudan and Tanzania.** With the accession to the IOMOU by the **Sultanate of Oman**, as at **December 2003**, twelve countries have become party to the Memorandum.

Black Sea MOU, Equasis, Ethiopia and West & Central Africa Memorandum of Understanding, participate in the Memorandum as **observers.**

ORGANISATIONAL STRUCTURE OF THE IOMOU



IOMOU SECRETARIAT

The Indian Ocean Memorandum of Understanding Secretariat is based at Goa in India. The Secretariat is governed by and accountable to the Committee of the IOMOU on Port State Control. It services the Committee meetings and assists the Committee in its activities.

The IOMOU Secretariat is headed by the Secretary, Mr. Bimalesh Ganguli who is assisted by Office Assistant Mrs. Priyanka Sawant.

CONTACT DETAILS

Postal Address: The Secretary
IOMOU Secretariat,
38-A, Galliant,
Bogmalo Road, Dabolim
GOA - 403 801.
INDIA.

Email Address: iomou@sancharnet.in
iomou@iomou.org

Website: www.iomou.org

Telephone : +91 832 2538 128
Telefax : +91 832 2538 127

THE COMMITTEE

The Committee of the IOMOU held its Sixth Meeting in Goa, India from 20 October to 23 October 2003. The meeting was kindly hosted by the Maritime Authority of India.

The meeting under the chairmanship of Mr. Michael Kinley, Manager, Ship Inspections Maritime Operations, Australian Maritime Safety Authority was attended by representatives from the Maritime Authorities of Australia, India, Iran, Kenya, Maldives, Mauritius, Oman, South Africa, and Sri Lanka.

Important outcomes of this meeting included:

Finalisation of the development and hosting of IOCIS for handling the region's PSC inspection data;

Adoption of a number of amendments to the MOU;

The creation of Inter-sessional Groups which will look after:

- a) Amendments to PSC Manual
- b) Developing guidelines for the responsibility assessment of Recognised Organisations for possible inclusion in the Manual.
- c) Organise Seminar for PSCOs of the region.
- d) Developing guidelines for CIC on LSA to be carried out early 2004.

Renewal of the appointment of the Secretary;

Approval of appointment of Data Processor;

Grant of observer status to Black Sea MOU and Equasis in accordance with the provision of the MOU.

It was agreed to hold the Seventh Meeting of the Committee in Kenya.

TRAINING AND SEMINARS FOR PORT STATE CONTROL OFFICERS

The Committee deliberated on the need to conduct regional seminars for Port State Control Officers, for the effective and harmonised implementation of the port State control activities in Indian Ocean region. It was decided to hold such seminar shortly.

Taking advantage of the inter MOU co-operation, extended by the Tokyo MOU, a representative from one of the Member Authorities of IOMOU attended the tenth seminar of the Tokyo MOU.

P S C IN OTHER REGIONS

Port State Control has been accepted globally as an effective means for combating sub-standard ships, promoting maritime safety and protecting the marine environment.

During the past six years, the number of regional MOUs has increased from three to eight, i.e. Asia-Pacific MOU; Black Sea MOU; Caribbean MOU; Indian Ocean MOU; Mediterranean MOU; Paris MOU; Vina del Mar Agreement and the West and Central African MOU.

The twelfth meeting of the Asia Pacific MOU on PSC Committee was held from 24 to 27 March 2003 in Chile.

The sixth meeting of the Mediterranean MOU on PSC Committee was held from 7 to 10 October 2003 in Aqaba, Jordan.

The third meeting of the W&C Africa MOU (Abuja MOU) on PSC Committee was held in Brazzaville-Congo from 22 to 24 October 2003.

The Secretariat was invited to attend all these meetings. Due to clashing of dates with the Committee meeting of IOMOU, the Mediterranean and Abuja MOU meetings could not be attended.

IOCIS / WEBSITE

The Indian Ocean Memorandum of Understanding Computerised Information system is under development and expected to be functional in the year 2004. The web-site **<http://www.iomou.org>** is being used by many to gather the information regarding port State inspections in the region.

STATISTICS

A total of 5093 inspections were carried out in the year 2003. 2637 ships with deficiencies were noted during these inspections, with the total number of deficiencies being 13233.

Serious deficiencies noted by PSCOs led to the detention of 472 ships. The detentions allowing for the rectification of the serious deficiencies prior to the ships departure. The overall detention percentage for the year being 9.27%. The detention percentage has increased, as compared to last year, though the total number of inspection is less than the previous year. This does indicate that number of major deficiencies found is higher as compared to last year. However, deficiency related to lifesaving appliances declined this year in the IOMOU region, this generally indicates a consistency with other regional MOUs.

The information given in the following tables and charts represents the port State control activities of Australia, Eritrea, India, Iran, Mauritius, Sri Lanka, South Africa and Sudan.

It may be noted that Australia, being member of two MOUs, namely, Asia Pacific MOU as well as Indian Ocean MOU, shares their PSC data with both MOUs and so when considering a world picture of statistics, duplication of data is possible.

PORT STATE INSPECTION STATISTICS**STATISTICS FOR 2003****PORT STATE INSPECTIONS CARRIED OUT BY AUTHORITIES**

| Authority | Number of Inspections | Number of Inspections with deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|------------------|------------------------------|--|-------------------------------|-----------------------------|-----------------------------|
| Australia | 2827 | 1568 | 6840 | 190 | 6.72 |
| Eritrea | 15 | 3 | 3 | 0 | 0.00 |
| Iran | 1255 | 652 | 3350 | 156 | 12.43 |
| India | 452 | 360 | 2834 | 119 | 26.33 |
| Mauritius | 1 | 1 | 1 | 1 | 0.00 |
| South Africa | 264 | 48 | 173 | 4 | 1.52 |
| Sudan | 274 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 5 | 5 | 32 | 3 | 60.00 |
| Total | 5093 | 2637 | 13233 | 472 | |

Table : 1.

Deficiencies by Type of Ship

| Type of Ship | Number of Inspections | Number of inspections with Deficiency | Number of Deficiencies | Number of Detentions | Detention Percentage | Percentage of Ships with Deficiency |
|------------------------------|-----------------------|---------------------------------------|------------------------|----------------------|----------------------|-------------------------------------|
| Tank ship – Non specified | 19 | 6 | 30 | 1 | 5.26 | 31.58 |
| Ore/Bulk/Oil Carrier | 22 | 20 | 67 | 0 | 0.00 | 90.91 |
| Oil/Chemical Tankship | 2 | 0 | 0 | 0 | 0.00 | 0.00 |
| Oil Tankship | 690 | 258 | 1301 | 64 | 9.28 | 37.39 |
| Gas Carrier | 6 | 1 | 4 | 1 | 16.67 | 16.67 |
| Gas Carrier - LPG | 59 | 20 | 57 | 2 | 3.39 | 33.90 |
| Chemical Tankship | 149 | 72 | 391 | 14 | 9.40 | 48.32 |
| Dry Bulk Carrier | 2044 | 1156 | 5546 | 166 | 8.12 | 56.56 |
| Vehicle Carrier | 145 | 55 | 150 | 5 | 3.45 | 37.93 |
| Container Ship | 392 | 157 | 633 | 31 | 7.91 | 40.05 |
| Combination Carrier | 23 | 9 | 40 | 2 | 8.70 | 39.13 |
| Ro-Ro Ship | 29 | 6 | 34 | 2 | 6.90 | 20.69 |
| Ro-Ro Cargo Ship | 45 | 19 | 94 | 3 | 6.67 | 42.22 |
| Ro-Ro Passenger Ship | 11 | 0 | 0 | 0 | 0.00 | 0.00 |
| Ro-Ro Livestock Carrier | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| General Cargo / Multipurpose | 197 | 131 | 634 | 18 | 9.14 | 66.50 |
| General Dry Cargo Ship | 888 | 547 | 3342 | 131 | 14.75 | 61.60 |
| Refrigerated Cargo Carrier | 64 | 25 | 171 | 4 | 6.25 | 39.06 |
| Woodchip Carrier | 69 | 42 | 136 | 5 | 7.25 | 60.87 |
| Livestock Carrier | 80 | 35 | 211 | 4 | 5.00 | 43.75 |
| Passenger Ship | 27 | 7 | 23 | 0 | 0.00 | 25.93 |
| Heavy Load Carrier | 7 | 4 | 8 | 1 | 14.29 | 57.14 |
| Cable Repair Vessel | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| Supply Ship | 30 | 17 | 108 | 8 | 26.67 | 56.67 |
| Offshore Service Vessel | 29 | 18 | 94 | 1 | 3.45 | 62.07 |
| Multipurpose Ship | 3 | 2 | 26 | 2 | 66.67 | 66.67 |
| Fishing Vessel | 2 | 2 | 16 | 0 | 0.00 | 100.00 |
| B.C. Cement Carrier | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| MODU & FPSO | 2 | 2 | 8 | 0 | 0.00 | 100.00 |
| Special Purpose Ship | 7 | 4 | 22 | 2 | 28.57 | 57.14 |
| Hopper Dredger | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| Tug/Towing vessel | 28 | 9 | 35 | 4 | 14.29 | 32.14 |
| Diving Support Vessel | 1 | 0 | 0 | 0 | 0.00 | 0.00 |
| Research Vessel | 1 | 1 | 5 | 0 | 0.00 | 100.00 |
| Other Type | 18 | 12 | 47 | 1 | 5.56 | 66.67 |
| Total | 5093 | 2637 | 13233 | 472 | | |

Table : 2

Deficiencies by Flag

| Flag | Number of Inspections | Number of Ships With Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|-------------------|-----------------------|-----------------------------------|------------------------|----------------------|----------------------|
| Azerbaijan | 55 | 40 | 144 | 8 | 14.55 |
| Antigua & Barbuda | 55 | 30 | 102 | 6 | 10.91 |
| Algeria | 2 | 2 | 29 | 2 | 100.00 |
| Bahamas | 254 | 108 | 422 | 10 | 3.94 |
| Bangladesh | 15 | 13 | 116 | 4 | 26.67 |
| Barbados | 4 | 1 | 3 | 0 | 0.00 |
| Belize | 12 | 9 | 93 | 6 | 50.00 |
| Belgium | 1 | 0 | 0 | 0 | 0.00 |
| Bermuda | 31 | 17 | 51 | 2 | 6.45 |
| British | 6 | 0 | 0 | 0 | 0.00 |
| Bolivia | 9 | 1 | 20 | 1 | 11.11 |
| Bulgaria | 2 | 2 | 15 | 0 | 0.00 |
| Bahrain | 6 | 4 | 20 | 1 | 16.67 |
| Comoros | 15 | 4 | 23 | 2 | 13.33 |
| China | 126 | 48 | 191 | 3 | 2.38 |
| Croatia | 8 | 6 | 28 | 2 | 25.00 |
| Cyprus | 237 | 135 | 706 | 29 | 12.24 |
| Costa Rica | 1 | 1 | 23 | 1 | 100.00 |
| Cayman Islands | 16 | 9 | 41 | 1 | 6.25 |
| Chile | 1 | 1 | 3 | 0 | 0.00 |
| Cambodia | 26 | 11 | 94 | 5 | 19.23 |
| Denmark | 42 | 22 | 77 | 1 | 2.38 |
| Dominica | 1 | 1 | 7 | 0 | 0.00 |
| Dutch | 1 | 0 | 0 | 0 | 0.00 |
| Danish | 3 | 0 | 0 | 0 | 0.00 |
| Dubai | 2 | 2 | 13 | 1 | 50.00 |
| Egypt | 18 | 10 | 90 | 4 | 22.22 |
| England | 1 | 0 | 0 | 0 | 0.00 |
| Eritrea | 1 | 0 | 0 | 0 | 0.00 |
| Ethiopia | 8 | 3 | 16 | 1 | 12.50 |
| Fiji | 3 | 2 | 3 | 0 | 0.00 |
| France | 17 | 6 | 12 | 0 | 0.00 |
| Georgia | 16 | 13 | 83 | 7 | 43.75 |
| Germany | 10 | 4 | 17 | 1 | 10.00 |
| Ghana | 5 | 3 | 25 | 3 | 60.00 |
| Gibraltar | 6 | 4 | 15 | 0 | 0.00 |
| Greece | 156 | 78 | 296 | 10 | 6.41 |
| Honduras | 6 | 4 | 35 | 2 | 33.33 |
| Hong Kong | 225 | 122 | 497 | 8 | 3.56 |
| India | 52 | 29 | 166 | 5 | 9.62 |
| Indonesia | 15 | 15 | 168 | 5 | 33.33 |
| Ireland | 1 | 1 | 7 | 1 | 100.00 |
| Iran | 13 | 9 | 103 | 4 | 30.77 |
| Italy | 32 | 19 | 78 | 3 | 9.38 |
| Isle of Man | 44 | 19 | 80 | 4 | 9.09 |
| Istanbul | 1 | 0 | 0 | 0 | 0.00 |
| Japan | 55 | 20 | 55 | 2 | 3.64 |
| Jordan | 6 | 4 | 34 | 2 | 33.33 |
| Kuwait | 11 | 8 | 48 | 2 | 18.18 |
| Liberia | 338 | 137 | 596 | 21 | 6.21 |
| Luxembourg | 2 | 0 | 0 | 0 | 0.00 |
| Lebanon | 10 | 0 | 0 | 0 | 0.00 |

Table : 2 (Contd.)

Deficiencies by Flag

| Flag | Number of Inspections | Number of Ships With Deficiencies | Number of Deficiencies | Number of Detentions | Detention Percentage |
|----------------------------|-----------------------|-----------------------------------|------------------------|----------------------|----------------------|
| Malaysia | 64 | 41 | 238 | 3 | 4.69 |
| Malta | 214 | 113 | 622 | 22 | 10.28 |
| Marshall Islands | 94 | 56 | 217 | 6 | 6.38 |
| Maldives | 3 | 3 | 27 | 2 | 66.67 |
| Mauritius | 2 | 1 | 2 | 0 | 0.00 |
| Myanmar | 10 | 8 | 58 | 0 | 0.00 |
| Morocco | 2 | 1 | 7 | 0 | 0.00 |
| Mongolia | 4 | 2 | 24 | 1 | 25.00 |
| Netherlands | 61 | 30 | 116 | 6 | 9.84 |
| Netherlands Antilles | 6 | 2 | 4 | 1 | 16.67 |
| New Zealand | 3 | 0 | 0 | 0 | 0.00 |
| Norway | 92 | 34 | 155 | 6 | 6.52 |
| North Korea | 38 | 27 | 437 | 21 | 55.26 |
| Panama | 1284 | 613 | 2911 | 106 | 8.26 |
| Papua New Guinea | 11 | 9 | 92 | 3 | 27.27 |
| Philippines | 82 | 41 | 208 | 4 | 4.88 |
| Portugal | 2 | 2 | 7 | 1 | 50.00 |
| Pakistan | 7 | 5 | 27 | 2 | 28.57 |
| Qatar | 8 | 1 | 1 | 0 | 0.00 |
| Russia | 416 | 279 | 872 | 19 | 4.57 |
| Samoa | 2 | 1 | 3 | 1 | 50.00 |
| St. Vincent & Grenadines | 131 | 88 | 760 | 33 | 25.19 |
| Saudi Arabia | 23 | 6 | 47 | 3 | 13.04 |
| Singapore | 200 | 107 | 640 | 15 | 7.50 |
| South Africa | 1 | 1 | 14 | 0 | 0.00 |
| South Korea | 72 | 39 | 152 | 5 | 6.94 |
| Sierra Leone | 2 | 2 | 19 | 1 | 50.00 |
| Sweden | 17 | 5 | 7 | 0 | 0.00 |
| Switzerland | 7 | 2 | 7 | 0 | 0.00 |
| Seychelles | 2 | 1 | 10 | 0 | 0.00 |
| Sudan | 5 | 3 | 49 | 2 | 40.00 |
| Sri Lanka | 9 | 9 | 79 | 3 | 33.33 |
| Sao Tome | 8 | 1 | 17 | 1 | 12.50 |
| Syria | 8 | 1 | 8 | 0 | 0.00 |
| Taiwan | 35 | 23 | 158 | 6 | 17.14 |
| Thailand | 29 | 14 | 66 | 2 | 6.90 |
| Tonga | 11 | 4 | 17 | 1 | 9.09 |
| Turkmenistan | 19 | 18 | 159 | 10 | 52.63 |
| Turkey | 38 | 24 | 141 | 5 | 13.16 |
| Tuvalu | 3 | 1 | 3 | 0 | 0.00 |
| United Arab Emirates | 12 | 6 | 30 | 3 | 25.00 |
| United Kingdom | 28 | 12 | 30 | 1 | 3.57 |
| Ukraine | 2 | 1 | 5 | 0 | 0.00 |
| United States of America | 3 | 1 | 2 | 0 | 0.00 |
| Vietnam | 11 | 6 | 54 | 3 | 27.27 |
| Vanuatu | 23 | 14 | 55 | 3 | 13.04 |
| Valletta | 1 | 0 | 0 | 0 | 0.00 |
| French Antarctic Territory | 1 | 0 | 0 | 0 | 0.00 |
| Other | 4 | 2 | 31 | 1 | 25.00 |
| Total | 5093 | 2637 | 13233 | 472 | |

Table : 3

Deficiencies by Categories

| Code | Nature Of Deficiencies | Number of Deficiencies | Percentage |
|--------------|---|------------------------|------------|
| 100 | Ship's Certificates | 558 | 4.22 |
| 200 | Crew | 364 | 2.75 |
| 300 | Crew & Accommodation | 256 | 1.93 |
| 400 | Food & Catering | 80 | 0.60 |
| 500 | Working Spaces | 78 | 0.59 |
| 600 | Life Saving Appliances | 1736 | 13.12 |
| 700 | Fire Fighting Appliances | 1936 | 14.63 |
| 800 | Accident Prevention | 172 | 1.30 |
| 900 | Safety in General | 1549 | 11.71 |
| 1000 | Alarm Signals | 38 | 0.29 |
| 1100 | Cargo | 114 | 0.86 |
| 1200 | Load Lines | 1336 | 10.10 |
| 1300 | Mooring Arrangements | 169 | 1.28 |
| 1400 | Propulsion & Auxiliary Machinery | 549 | 4.15 |
| 1500 | Navigation | 1355 | 10.24 |
| 1600 | Radio | 752 | 5.68 |
| 1700 | Marpol Annex I | 777 | 5.87 |
| 1800 | Tankers | 54 | 0.41 |
| 1900 | Marpol Annex II | 28 | 0.21 |
| 2000 | Solas Operational Defects | 569 | 4.30 |
| 2100 | Marpol Operational Defects | 82 | 0.62 |
| 2200 | Marine Pollution Annex III | 1 | 0.01 |
| 2300 | Marpol Annex V | 155 | 1.17 |
| 2500 | ISM Related Deficiencies | 440 | 3.33 |
| 2600 | Bulk Carriers Additional Safety Measures | 36 | 0.27 |
| 9800 | Other Deficiencies | 0 | 0.00 |
| 9801 | Other Defects Clearly Hazardous to Safe Healthy Environment | 16 | 0.12 |
| 9900 | P&I Club Entry Certificate No Evidence of Entry | 0 | 0.00 |
| 9901 | Other Defects Not Clearly Hazardous to Safe Healthy Environment | 33 | 0.25 |
| Total | | 13233 | |

Table : 4

Deficiencies by Classification Societies

| Classification Society | Abbreviation | Number of Inspections | Number of ships with Deficiencies | Number of Detentions* | Detention Percentage |
|--|--------------|-----------------------|-----------------------------------|-----------------------|----------------------|
| American Bureau of Shipping | ABS | 414 | 194 | 27 | 6.52 |
| Bureau Veritas | BV | 353 | 197 | 43 | 12.18 |
| Biro Klasifikasi Indonesia | BKI | 8 | 8 | 5 | 62.50 |
| China Classification Society | CCS | 179 | 89 | 10 | 5.59 |
| China Corporation Register of Shipping | CCRS | 52 | 30 | 7 | 13.46 |
| Croatian Register of Shipping | CRS | 15 | 12 | 2 | 13.33 |
| Det Norske Veritas | DNV | 522 | 239 | 33 | 6.32 |
| Germanischer Lloyd | GL | 380 | 177 | 34 | 8.95 |
| Hellenic Register of Shipping | HRS | 20 | 15 | 12 | 60.00 |
| Honduras International Naval Surveying & Inspection Bureau | HINSIB | 5 | 0 | 0 | 0.00 |
| International Register of Shipping | IS | 25 | 12 | 8 | 32.00 |
| Inclamar Incorporate | | 2 | 0 | 0 | 0.00 |
| Indian Register of Shipping ** | IRS | 44 | 29 | 8 | 18.18 |
| International Naval Surveys Bureau | INSB | 31 | 7 | 4 | 12.90 |
| Isthmus Bureau of Shipping | | 2 | 1 | 1 | 50.00 |
| Korean Register of Shipping | KRS | 158 | 71 | 9 | 5.70 |
| Korean Classification Society | | 16 | 14 | 12 | 75.00 |
| Lloyd's Register of shipping | LRs | 723 | 383 | 75 | 10.37 |
| Nippon Kaiji Kyokai | NKK | 1422 | 687 | 77 | 5.41 |
| Panama Maritime Surveyors Bureau Inc. | PMSB | 1 | 1 | 1 | 100.00 |
| Panama Register Corporation | PRC | 4 | 3 | 2 | 50.00 |
| Panama Bureau of Shipping | | 1 | 0 | 0 | 0.00 |
| Polski Registr Statkow | PRS | 19 | 13 | 9 | 47.37 |
| Registro Italiano Navale | RINA | 71 | 32 | 9 | 12.68 |
| Russian Maritime Register of Shipping | RMRS | 531 | 365 | 50 | 9.42 |
| Register of Shipping | | 1 | 0 | 0 | 0.00 |
| Turkish Lloyd | | 8 | 7 | 2 | 25.00 |
| Vietnam Register of Shipping | | 1 | 1 | 0 | 0.00 |
| Other *** | | 85 | 50 | 32 | 37.65 |
| Total | | 5093 | 2637 | 472 | |

Note: * Deficiencies for which a ship is detained may not necessarily be related to the matters covered by the certificates issued by the classification society.

** Double classed inspections are also included in this class eg. Det Norske Veritas/ Indian Register of Shipping

*** Inspection classed with ANB, CC Asian Naval Bureau, Belize Register Corp., Bulgarian Register of Shipping, Cambodia Ship Register, Cosmos Bureau of Shipping, CR, FS, HR Guardian Bureau of Shipping, Honduras Maritime Inspection, Horizon Int. Naval Survey, Immambre, Iran Group of Surveyors, Josen Register of Shipping Maritime Register of Shipping, MBS, M.N.S.B., Netherlands Shipping Inspection, North Korea Classification, Panama Maritime Documentation Service, Phoenix Register Corporation, RMR Romanian Marine Register of Shipping, RRS, Flags, Etc. are included in this class.

Table : 5

Comparison of Inspections and Deficiencies per Ship Type

| | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|------------------------------|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Tank ship - Non specified | 3 | 1 | 19 | 23 | 3 | 0 | 6 | 9 | 39.13 |
| Ore/Bulk/Oil Carrier | 2227 | 18 | 22 | 2267 | 1325 | 16 | 20 | 1361 | 60.04 |
| Crude Oil Tankship | 21 | 10 | 2 | 33 | 1 | 0 | 0 | 1 | 3.03 |
| Oil Tankship | 573 | 606 | 690 | 1869 | 224 | 236 | 258 | 718 | 38.42 |
| Gas Carrier | 0 | 52 | 6 | 58 | 0 | 25 | 1 | 26 | 44.83 |
| Gas Carrier - LPG | 90 | 10 | 59 | 159 | 25 | 1 | 20 | 46 | 28.93 |
| Gas Carrier - LNG | 5 | 5 | 0 | 10 | 0 | 1 | 0 | 1 | 10.00 |
| Chemical Tankship | 139 | 133 | 149 | 421 | 66 | 57 | 72 | 195 | 46.32 |
| Dry Bulk Carrier | 266 | 2367 | 2044 | 4677 | 118 | 1273 | 1156 | 2547 | 54.46 |
| Vehicle Carrier | 115 | 136 | 145 | 396 | 65 | 62 | 55 | 182 | 45.96 |
| Container Ship | 377 | 370 | 392 | 1139 | 136 | 144 | 157 | 437 | 38.37 |
| Combination Carrier | 22 | 22 | 23 | 67 | 8 | 6 | 9 | 23 | 34.33 |
| Ro-Ro Ship | 0 | 10 | 29 | 39 | 0 | 0 | 6 | 6 | 15.38 |
| Lo-Lo/Ro-Ro Container Ship | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Ro-Ro Container Ship | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Ro-Ro Cargo Ship | 54 | 83 | 45 | 182 | 24 | 32 | 19 | 75 | 41.21 |
| Ro-Ro Passenger Ship | 2 | 9 | 11 | 22 | 2 | 2 | 0 | 4 | 18.18 |
| Ro-Ro Livestock Carrier | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| General Cargo / Multipurpose | 0 | 160 | 197 | 357 | 0 | 105 | 131 | 236 | 66.11 |
| General Dry Cargo Ship | 1312 | 1096 | 888 | 3296 | 689 | 511 | 547 | 1747 | 53.00 |
| Refrigerated Cargo Carrier | 45 | 40 | 64 | 149 | 28 | 21 | 25 | 74 | 49.66 |
| Woodchip Carrier | 59 | 63 | 69 | 191 | 37 | 40 | 42 | 119 | 62.30 |
| Livestock Carrier | 69 | 100 | 80 | 249 | 50 | 56 | 35 | 141 | 56.63 |
| High Speed Passenger Craft | 2 | 2 | 0 | 4 | 1 | 1 | 0 | 2 | 50.00 |
| Passenger Ship | 42 | 37 | 27 | 106 | 11 | 11 | 7 | 29 | 27.36 |
| Heavy Load Carrier | 8 | 9 | 7 | 24 | 3 | 6 | 4 | 13 | 54.17 |
| Cable Laying Ship | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cable Repair Vessel | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Supply Ship | 1 | 5 | 30 | 36 | 0 | 0 | 17 | 17 | 47.22 |
| Mining Vessel | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 100.00 |
| Motor Yatch | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Research Vessel | 2 | 1 | 1 | 4 | 0 | 0 | 1 | 1 | 25.00 |
| Offshore Service Vessel | 18 | 30 | 29 | 77 | 9 | 17 | 18 | 44 | 57.14 |
| Multipurpose Ship | 1 | 5 | 3 | 9 | 1 | 0 | 2 | 3 | 33.33 |
| Fishing Vessel | 0 | 2 | 2 | 4 | 0 | 2 | 2 | 4 | 100.00 |
| Barge Carrier | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| B.C. Cement Carrier | 4 | 3 | 1 | 8 | 1 | 2 | 0 | 3 | 37.50 |
| MODU & FPSO | 0 | 3 | 2 | 5 | 0 | 3 | 2 | 5 | 100.00 |

Table : 5 (Contd.)

Comparison of Inspections and Deficiencies per Ship Type

| Type of Ship | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|-------------------------------|-----------------------|-------------|-------------|--------------|---|-------------|-------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| DSC or HSC Craft | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Special Purpose Ship | 15 | 11 | 7 | 33 | 10 | 7 | 4 | 21 | 63.64 |
| Hopper Dredger | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Tug/Towing vessel | 23 | 25 | 28 | 76 | 10 | 15 | 9 | 34 | 44.74 |
| Diving Support Vessel | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Miscellaneous | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| Other Type | 15 | 15 | 18 | 48 | 11 | 12 | 12 | 35 | 72.92 |
| Vegetable Oil Tankship | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 25.00 |
| Survey Vessel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Mobile Offshore Drilling Unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Log Carrier | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Total | 5520 | 5452 | 5093 | 16065 | 2861 | 2667 | 2637 | 8165 | 50.82 |

Table : 6

Comparison of Inspections and Detentions per Ship Type

| | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|------------------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Tank ship - Non specified | 3 | 1 | 19 | 23 | 0 | 0 | 1 | 1 | 4.35 |
| Ore/Bulk/Oil Carrier | 2227 | 18 | 22 | 2267 | 97 | 0 | 0 | 97 | 4.28 |
| Crude Oil Tankship | 21 | 10 | 0 | 31 | 0 | 0 | 0 | 0 | 0.00 |
| Oil/Chemical Tankship | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Oil Tankship | 573 | 606 | 690 | 1869 | 32 | 30 | 64 | 126 | 6.74 |
| Gas Carrier | 0 | 52 | 6 | 58 | 0 | 2 | 1 | 3 | 5.17 |
| Gas Carrier – LPG | 90 | 10 | 59 | 159 | 1 | 0 | 2 | 3 | 1.89 |
| Gas Carrier – LNG | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0.00 |
| Chemical Tankship | 139 | 133 | 149 | 421 | 14 | 12 | 14 | 40 | 9.50 |
| Dry Bulk Carrier | 266 | 2367 | 2044 | 4677 | 7 | 124 | 166 | 297 | 6.35 |
| Vehicle Carrier | 115 | 136 | 145 | 396 | 1 | 5 | 5 | 11 | 2.78 |
| Container Ship | 377 | 370 | 392 | 1139 | 24 | 18 | 31 | 73 | 6.41 |
| Combination Carrier | 22 | 22 | 23 | 67 | 0 | 0 | 2 | 2 | 2.99 |
| Ro-Ro Ship | 0 | 10 | 29 | 39 | 0 | 0 | 2 | 2 | 5.13 |
| Lo-Lo/Ro-Ro Container Ship | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Ro-Ro Container Ship | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Ro-Ro Cargo Ship | 54 | 83 | 45 | 182 | 1 | 2 | 3 | 6 | 3.30 |
| Ro-Ro Passenger Ship | 2 | 9 | 11 | 22 | 1 | 2 | 0 | 3 | 13.64 |
| Ro-Ro Livestock Carrier | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| General Cargo / Multipurpose | 0 | 160 | 197 | 357 | 0 | 16 | 18 | 34 | 9.52 |
| General Dry Cargo Ship | 1312 | 1096 | 888 | 3296 | 98 | 75 | 131 | 304 | 9.22 |
| Refrigerated Cargo Carrier | 45 | 40 | 64 | 149 | 0 | 2 | 4 | 6 | 4.03 |
| Woodchip Carrier | 59 | 63 | 69 | 191 | 2 | 2 | 5 | 9 | 4.71 |
| Livestock Carrier | 69 | 100 | 80 | 249 | 5 | 8 | 4 | 17 | 6.83 |
| High Speed Passenger Craft | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Passenger Ship | 42 | 37 | 27 | 106 | 3 | 1 | 0 | 4 | 3.77 |
| Heavy Load Carrier | 8 | 9 | 7 | 24 | 1 | 2 | 1 | 4 | 16.67 |
| Cable Laying Ship | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cable Repair Ship | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Supply Ship | 1 | 5 | 30 | 36 | 0 | 0 | 8 | 8 | 22.22 |
| Mining Vessel | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Motor Yatch | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Research Vessel | 2 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Offshore Service Vessel | 18 | 30 | 29 | 77 | 0 | 0 | 1 | 1 | 1.30 |
| Multipurpose Ship | 1 | 5 | 3 | 9 | 0 | 0 | 2 | 2 | 22.22 |
| Fishing Vessel | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Barge Carrier | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| B.C. Cement Carrier | 4 | 3 | 1 | 8 | 0 | 0 | 0 | 0 | 0.00 |
| MODU & FPSO | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0.00 |

Table : 6 (Contd.)

Comparison of Inspections and Detentions per Ship Type

| Type of Ship | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|-------------------------------|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| DSC or HSC Craft | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Special Purpose Ship | 15 | 11 | 7 | 33 | 1 | 0 | 2 | 3 | 9.09 |
| Hopper Dredger | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Tug/Towing vessel | 23 | 25 | 28 | 76 | 1 | 4 | 4 | 9 | 11.84 |
| Diving Support Vessel | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Miscellaneous | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 50.00 |
| Other Type | 15 | 15 | 18 | 48 | 0 | 1 | 1 | 2 | 4.17 |
| Vegetable Oil Tankship | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Survey Vessel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Mobile Offshore Drilling Unit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Log Carrier | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Total | 5520 | 5452 | 5093 | 16065 | 291 | 306 | 472 | 1069 | 6.65 |

Table : 7

Comparison of Inspections and Detentions per Flag

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|-------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| American Samoa | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Azerbaijan | 44 | 41 | 55 | 140 | 0 | 0 | 8 | 8 | 5.71 |
| Antigua & Barbuda | 52 | 68 | 55 | 175 | 3 | 2 | 6 | 11 | 6.29 |
| Australia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Algeria | 5 | 1 | 2 | 8 | 2 | 0 | 2 | 4 | 50.00 |
| Belgium | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Bahamas | 254 | 256 | 254 | 764 | 5 | 3 | 10 | 18 | 2.36 |
| Bangladesh | 5 | 17 | 15 | 37 | 0 | 10 | 4 | 14 | 37.84 |
| Barbados | 3 | 2 | 4 | 9 | 0 | 1 | 0 | 1 | 11.11 |
| Belize | 30 | 17 | 12 | 59 | 8 | 3 | 6 | 17 | 28.81 |
| Bermuda | 42 | 34 | 31 | 107 | 1 | 0 | 2 | 3 | 2.80 |
| British | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0.00 |
| Brazil | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 33.33 |
| Bolivia | 9 | 11 | 9 | 29 | 2 | 2 | 1 | 5 | 17.24 |
| Bulgaria | 1 | 4 | 2 | 7 | 0 | 2 | 0 | 2 | 28.57 |
| Bangkok | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Bahrain | 11 | 4 | 6 | 21 | 1 | 0 | 1 | 2 | 9.52 |
| Comoros | 2 | 4 | 15 | 21 | 1 | 0 | 2 | 3 | 14.29 |
| China | 111 | 97 | 126 | 334 | 1 | 2 | 3 | 6 | 1.80 |
| Croatia | 6 | 13 | 8 | 27 | 0 | 0 | 2 | 2 | 7.41 |
| Cyprus | 330 | 292 | 237 | 859 | 21 | 26 | 29 | 76 | 8.85 |
| Colombia | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Costa Rica | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 100.00 |
| Cayman Islands | 22 | 20 | 16 | 58 | 1 | 0 | 1 | 2 | 3.45 |
| Channel Islands | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Chile | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Cambodia | 17 | 50 | 26 | 93 | 5 | 7 | 5 | 17 | 18.28 |
| Denmark | 62 | 33 | 42 | 137 | 3 | 1 | 1 | 5 | 3.65 |
| Dominica | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Dutch | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Danish | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Dubai | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Estonia | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Egypt | 21 | 17 | 18 | 56 | 1 | 3 | 4 | 8 | 14.29 |
| England | 0 | 0 | 1 | 1 | | | 0 | 0 | 0.00 |
| Eritrea | 1 | 1 | 1 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Ethiopia | 2 | 7 | 8 | 17 | 0 | 1 | 1 | 2 | 11.76 |
| Fiji | 4 | 4 | 3 | 11 | 0 | 1 | 0 | 1 | 9.09 |
| France | 21 | 19 | 17 | 57 | 1 | 0 | 0 | 1 | 1.75 |

Table :7 (Contd.)

Comparison of Inspections and Detentions per Flag

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|----------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Georgia | 15 | 11 | 16 | 42 | 5 | 0 | 7 | 12 | 28.57 |
| George Town | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Germany | 31 | 23 | 10 | 64 | 4 | 2 | 1 | 7 | 10.94 |
| Ghana | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 3 | 60.00 |
| Gibraltar | 3 | 5 | 6 | 14 | 0 | 0 | 0 | 0 | 0.00 |
| Greece | 190 | 211 | 156 | 557 | 1 | 11 | 10 | 22 | 3.95 |
| Guinea | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Honduras | 16 | 4 | 6 | 26 | 4 | 2 | 2 | 8 | 30.77 |
| Hong Kong | 187 | 247 | 225 | 659 | 6 | 6 | 8 | 20 | 3.03 |
| Hungary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Ice Land | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| India | 88 | 78 | 52 | 218 | 4 | 6 | 5 | 15 | 6.88 |
| Indonesia | 22 | 15 | 15 | 52 | 3 | 4 | 5 | 12 | 23.08 |
| Ireland | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 50.00 |
| Iran | 44 | 40 | 13 | 97 | 5 | 5 | 4 | 14 | 14.43 |
| Italy | 27 | 24 | 32 | 83 | 3 | 0 | 3 | 6 | 7.23 |
| Isle of Man | 41 | 67 | 44 | 152 | 0 | 1 | 4 | 5 | 3.29 |
| Istanbul | 0 | 0 | 1 | 1 | | | 0 | 0 | 0.00 |
| Jamaica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Japan | 75 | 70 | 55 | 200 | 0 | 1 | 2 | 3 | 1.50 |
| Jordan | 2 | 3 | 6 | 11 | 0 | 0 | 2 | 2 | 18.18 |
| Kingstown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Kuwait | 23 | 14 | 11 | 48 | 1 | 1 | 2 | 4 | 8.33 |
| Kampuchea Republic | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Kyrgyzstan | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Liberia | 391 | 388 | 338 | 1117 | 11 | 13 | 21 | 45 | 4.03 |
| Luxembourg | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Lebanon | 10 | 10 | 10 | 30 | 0 | 3 | 0 | 3 | 10.00 |
| Libya | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Malaysia | 78 | 77 | 64 | 219 | 5 | 5 | 3 | 13 | 5.94 |
| Malta | 295 | 253 | 214 | 762 | 24 | 17 | 22 | 63 | 8.27 |
| Marshall Islands | 47 | 55 | 94 | 196 | 1 | 2 | 6 | 9 | 4.59 |
| Maldives | 2 | 2 | 3 | 7 | 1 | 0 | 2 | 3 | 42.86 |
| Mauritius | 2 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 0.00 |
| Madagascar | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Myanmar | 11 | 5 | 10 | 26 | 2 | 1 | 0 | 3 | 11.54 |
| Morocco | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Mongolia | 0 | 0 | 4 | 4 | 0 | 0 | 1 | 1 | 25.00 |
| Netherlands | 66 | 58 | 61 | 185 | 1 | 3 | 6 | 10 | 5.41 |
| Netherlands Antilles | 5 | 10 | 6 | 21 | 0 | 1 | 1 | 2 | 9.52 |

Table :7 (Contd.)

Comparison of Inspections and Detentions per Flag

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|--------------------------|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| New Zealand | 2 | 4 | 3 | 9 | 0 | 0 | 0 | 0 | 0.00 |
| Norway | 119 | 94 | 92 | 305 | 1 | 2 | 6 | 9 | 2.95 |
| Nigeria | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Namibia | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| North Korea | 10 | 17 | 38 | 65 | 8 | 8 | 21 | 37 | 56.92 |
| Oman | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Panama | 1385 | 1395 | 1284 | 4064 | 67 | 59 | 106 | 232 | 5.71 |
| Papua New Guinea | 18 | 14 | 11 | 43 | 1 | 3 | 3 | 7 | 16.28 |
| Philippines | 116 | 100 | 82 | 298 | 2 | 3 | 4 | 9 | 3.02 |
| Poland | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Portugal | 1 | 1 | 2 | 4 | 1 | 0 | 1 | 2 | 50.00 |
| Pakistan | 6 | 3 | 7 | 16 | 0 | 0 | 2 | 2 | 12.50 |
| Qatar | 18 | 11 | 8 | 37 | 1 | 2 | 0 | 3 | 8.33 |
| Russia | 302 | 334 | 416 | 1052 | 0 | 2 | 19 | 21 | 2.00 |
| Romania | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| St. Helena | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Samoa | 1 | 3 | 2 | 6 | 0 | 0 | 1 | 1 | 16.67 |
| St. Vincent & Grenadines | 144 | 108 | 131 | 383 | 22 | 17 | 33 | 72 | 18.80 |
| Saudi Arabia | 24 | 23 | 23 | 70 | 6 | 1 | 3 | 10 | 14.29 |
| Singapore | 215 | 235 | 200 | 650 | 12 | 17 | 15 | 44 | 6.77 |
| South Korea | 63 | 63 | 72 | 198 | 7 | 7 | 5 | 19 | 9.60 |
| South Africa | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Sierra Leone | 0 | 2 | 2 | 4 | 0 | 2 | 1 | 3 | 75.00 |
| Sweden | 12 | 12 | 17 | 41 | 0 | 1 | 0 | 1 | 2.44 |
| Switzerland | 9 | 20 | 7 | 36 | 0 | 0 | 0 | 0 | 0.00 |
| Seychelles | 2 | 3 | 2 | 7 | 1 | 1 | 0 | 2 | 28.57 |
| Sudan | 4 | 6 | 5 | 15 | 1 | 3 | 2 | 6 | 40.00 |
| Spain | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Sri Lanka | 5 | 11 | 9 | 25 | 0 | 1 | 3 | 4 | 16.00 |
| Sao Tome | 12 | 9 | 8 | 29 | 1 | 5 | 1 | 7 | 24.14 |
| Syrian Arab Republic | 5 | 33 | 8 | 46 | 0 | 4 | 0 | 4 | 8.70 |
| Taiwan | 61 | 46 | 35 | 142 | 3 | 3 | 6 | 12 | 8.45 |
| Thailand | 40 | 31 | 29 | 100 | 3 | 1 | 2 | 6 | 6.00 |
| Tanzania | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Tonga | 8 | 15 | 11 | 34 | 2 | 3 | 1 | 6 | 17.65 |
| Turkmenistan | 10 | 11 | 19 | 40 | 0 | 0 | 10 | 10 | 25.00 |
| Turkey | 90 | 51 | 38 | 179 | 7 | 5 | 5 | 17 | 9.50 |
| Tunisia | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |

Table :7 (Contd.)

Comparison of Inspections and Detentions per Flag

| Flag | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|----------------------------|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Tuvalu | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 1 | 20.00 |
| United Arab Emirates | 14 | 18 | 12 | 44 | 1 | 2 | 3 | 6 | 13.64 |
| United Kingdom | 39 | 36 | 28 | 103 | 1 | 2 | 1 | 4 | 3.88 |
| Ukraine | 3 | 10 | 3 | 16 | 0 | 1 | 1 | 2 | 12.50 |
| United States of America | 9 | 7 | 3 | 19 | 0 | 0 | 0 | 0 | 0.00 |
| Vanuatu | 19 | 24 | 23 | 66 | 0 | 1 | 3 | 4 | 6.06 |
| Vietnam | 0 | 5 | 11 | 16 | 0 | 0 | 3 | 3 | 18.75 |
| Yemen | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Valletta | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| French Antarctic Territory | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Other | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Total | 5520 | 5452 | 5093 | 16065 | 291 | 306 | 472 | 1069 | |

Table : 8

Comparison of Deficiencies by Categories

| Nature of Deficiencies | Number of Deficiencies | | |
|---|------------------------|--------------|--------------|
| | YEAR | | |
| | 2001 | 2002 | 2003 |
| Ship's Certificates | 561 | 520 | 558 |
| Crew | 252 | 513 | 364 |
| Crew & Accommodation | 591 | 306 | 256 |
| Food & Catering | 236 | 136 | 80 |
| Working Spaces | 116 | 59 | 78 |
| Life Saving Appliances | 2238 | 1991 | 1736 |
| Fire Fighting Appliances | 2019 | 1855 | 1936 |
| Accident Prevention | 298 | 196 | 172 |
| Safety in General | 1432 | 1185 | 1549 |
| Alarm Signals | 48 | 36 | 38 |
| Cargo | 139 | 132 | 114 |
| Load Lines | 1378 | 1122 | 1336 |
| Mooring Arrangements | 279 | 136 | 169 |
| Propulsion & Auxiliary Machinery | 568 | 536 | 549 |
| Navigation | 1409 | 1259 | 1355 |
| Radio | 1305 | 840 | 752 |
| Marpol Annex I | 644 | 668 | 777 |
| Tankers | 17 | 42 | 54 |
| Marpol Annex II | 18 | 10 | 28 |
| Solas Operational Defects | 627 | 501 | 569 |
| Marpol Operational Defects | 51 | 63 | 82 |
| Marine Pollution Annex III | 3 | 2 | 1 |
| Marpol Annex V | 99 | 185 | 155 |
| ISM Related Deficiencies | 218 | 273 | 440 |
| Bulk Carriers Additional Safety Measures | 12 | 70 | 36 |
| Other Deficiencies | 48 | 77 | 0 |
| Other Defects Clearly Hazardous to Safe Healthy Environment | 5 | 3 | 16 |
| P&I Club Entry Certificate No Evidence of Entry | 25 | 12 | 0 |
| Other Defects Not Clearly Hazardous to Safe Healthy Environment | 8 | 4 | 33 |
| Total | 14644 | 12732 | 13233 |

Table :9

Comparison of Inspections and Deficiencies per Classification Societies

| Classification Society | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|--|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| American Bureau of Shipping | 585 | 520 | 414 | 1519 | 289 | 243 | 194 | 726 | 47.79 |
| Asian Bureau of Shipping | 0 | 2 | | 2 | 0 | 1 | 0 | 1 | 50.00 |
| Bureau Veritas | 413 | 198 | 353 | 964 | 217 | 80 | 197 | 494 | 51.24 |
| Biro Klasifikasi Indonesia | 7 | 192 | 8 | 207 | 5 | 127 | 8 | 140 | 67.63 |
| Bulgarski Koraben Registar | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Bulgarian Register of Shipping | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 50.00 |
| Bulgarian Register of Society | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Belize Register Corporation | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Belize Register of Shipping | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 75.00 |
| Belize Maritime Bureau Incorporate | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| Bolivian Maritime Services Incorporate | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Bolivian Authority | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Bureau Maritime Agency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Cambodian Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cambodia Shipping Corporation | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| China Classification Society | 129 | 128 | 179 | 436 | 63 | 67 | 89 | 219 | 50.23 |
| China Corporation Register of Shipping | 93 | 79 | 52 | 224 | 50 | 32 | 30 | 112 | 50.00 |
| Croatian Register of Shipping | 15 | 15 | 15 | 45 | 7 | 7 | 12 | 26 | 57.78 |
| C.S.Czechoslovakia | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| Det Norske Veritas | 558 | 530 | 522 | 1610 | 246 | 218 | 239 | 703 | 43.66 |
| Flag State Georgia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Flag State Netherlands Antilles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Guardian Bureau of Shipping | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 2 | 33.33 |
| Germanischer Lloyd | 375 | 453 | 380 | 1208 | 147 | 170 | 177 | 494 | 40.89 |
| Hellenic Register of Shipping | 30 | 14 | 20 | 64 | 18 | 9 | 15 | 42 | 65.63 |
| Honduras International Naval | 3 | 4 | 5 | 12 | 3 | 4 | 0 | 7 | 58.33 |
| Surveying & Inspection Bureau | | | | | | | | | |
| Holland Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Inspection Y Classification Society | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00 |
| International Register of Shipping | 33 | 31 | 25 | 89 | 19 | 10 | 12 | 41 | 46.07 |
| Inclamar Incorporate | 3 | 10 | 2 | 15 | 1 | 0 | 0 | 1 | 6.67 |

Table : 9 (Contd.)

Comparison of Inspections and Deficiencies per Classification Societies

| Classification Society | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|---|-----------------------|------|------|-------|---|------|------|-------|---------------------------|
| | Year | | | | Year | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| International Maritime Classification Society | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Indian Register of Shipping | 60 | 58 | 44 | 162 | 34 | 33 | 29 | 96 | 59.26 |
| Isthmus Bureau of Shipping Classification Div | 2 | 0 | 2 | 4 | 2 | 0 | 1 | 3 | 75.00 |
| International Naval Surveys Bureau | 17 | 42 | 31 | 90 | 10 | 12 | 7 | 29 | 32.22 |
| Joseon Register of Shipping | 12 | 16 | 0 | 28 | 12 | 12 | 0 | 24 | 85.71 |
| Korean Register of Shipping | 169 | 155 | 158 | 482 | 107 | 87 | 71 | 265 | 54.98 |
| Korean Classification Society | 0 | 0 | 16 | 16 | 0 | 0 | 14 | 14 | 87.50 |
| Lloyd's Register of shipping | 896 | 848 | 723 | 2467 | 420 | 398 | 383 | 1201 | 48.68 |
| Mediterranean Naval Survey Bureau | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Marine Bureau of Shipping | 1 | 0 | | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Nippon Kaiji Kyokai | 1555 | 1551 | 1422 | 4528 | 797 | 757 | 687 | 2241 | 49.49 |
| National Shipping Adjuster | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Netherlands Inspection Bureau | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Maritime Surveyors Bureau Inc. | 1 | 3 | 1 | 5 | 1 | 2 | 1 | 4 | 80.00 |
| Panama Register Corporation | 10 | 1 | 4 | 15 | 9 | 0 | 3 | 12 | 80.00 |
| Panama Maritime Documentation Survey | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 100.00 |
| Panama Bureau of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Polski Register Statkow | 24 | 15 | 19 | 58 | 16 | 8 | 13 | 37 | 63.79 |
| Pakistan Register of Shipping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Phoenix Registry of Shipping | 8 | 4 | 0 | 12 | 4 | 0 | 0 | 4 | 33.33 |
| Registro Italiano Navale | 85 | 92 | 71 | 248 | 50 | 41 | 32 | 123 | 49.60 |
| Register of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Russian Maritime Register of Shipping | 390 | 430 | 531 | 1351 | 304 | 314 | 365 | 983 | 72.76 |
| Romanian Navale Register | 6 | 0 | 0 | 6 | 4 | 0 | 0 | 4 | 66.67 |
| Romanian National Register | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Romanian Marine Register of Shipping | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 80.00 |
| Sierra Leone Classification Corporation | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |

Table : 9 (Contd.)

Comparison of Inspections and Deficiencies per Classification Societies

| Classification Society | Number of Inspections | | | | Number of Inspections with Deficiencies | | | | 3-year average percentage |
|-------------------------------------|-----------------------|-------------|-------------|--------------|---|-------------|-------------|-------------|---------------------------|
| | Year | | | | Year | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Sierra Leone Classification Society | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Turkish Lloyd | 0 | 7 | 8 | 15 | 0 | 6 | 7 | 13 | 86.67 |
| Turkish Register | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Turkish Gov/NK | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Turk Loydu Vakfi | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 75.00 |
| Tonga Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Vietnam Register of Shipping | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 3 | 100.00 |
| Other-Not Classed | 26 | 14 | 85 | 125 | 14 | 11 | 50 | 75 | 60.00 |
| Total | 5520 | 5452 | 5093 | 16065 | 2862 | 2667 | 2637 | 8166 | |

Table : 10

Comparison of Inspections and detentions per Classification Societies

| Classification Society | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|--|-----------------------|------|------|-------|----------------------|------|------|-------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| American Bureau of Shipping | 585 | 520 | 414 | 1519 | 18 | 30 | 27 | 75 | 4.94 |
| Asian Bureau of Shipping | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 50.00 |
| Bureau Veritas | 413 | 198 | 353 | 964 | 28 | 16 | 43 | 87 | 9.02 |
| Biro Klasifikasi Indonesia | 7 | 192 | 8 | 207 | 2 | 17 | 5 | 24 | 11.59 |
| Bulgarski Koraben Registar | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Bulgarian Register of Shipping | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 50.00 |
| Bulgarian Register of Society | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Belize Register Corporation | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Belize Register of Shipping | 4 | 0 | 0 | 4 | 3 | 0 | 0 | 3 | 75.00 |
| Belize Maritime Bureau Incorporate | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 100.00 |
| Bolivian Maritime Services Incorporate | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Bolivian Authority | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Bureau Maritime Agency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Cambodian Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Cambodia Shipping Corporation | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| China Classification Society | 129 | 128 | 179 | 436 | 7 | 7 | 10 | 24 | 5.50 |
| China Corporation Register of Shipping | 93 | 79 | 52 | 224 | 8 | 4 | 7 | 19 | 8.48 |
| Croatian Register of Shipping | 15 | 15 | 15 | 45 | 0 | 2 | 2 | 4 | 8.89 |
| C.S.Czechoslovakia | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Det Norske Veritas | 558 | 530 | 522 | 1610 | 15 | 16 | 33 | 64 | 3.98 |
| Flag State Georgia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Flag State Netherlands Antilles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Guardian Bureau of Shipping | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 2 | 33.33 |
| Germanischer Lloyd | 375 | 453 | 380 | 1208 | 25 | 26 | 34 | 85 | 7.04 |
| Hellenic Register of Shipping | 30 | 14 | 20 | 64 | 7 | 3 | 12 | 22 | 34.38 |
| Honduras International Naval | 3 | 4 | 5 | 12 | 1 | 3 | 0 | 4 | 33.33 |
| Surveying & Inspection Bureau | | | | | | | | | |
| Holland Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Inspection Y Classification Society | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| International Register of Shipping | 33 | 31 | 25 | 89 | 8 | 6 | 8 | 22 | 24.72 |

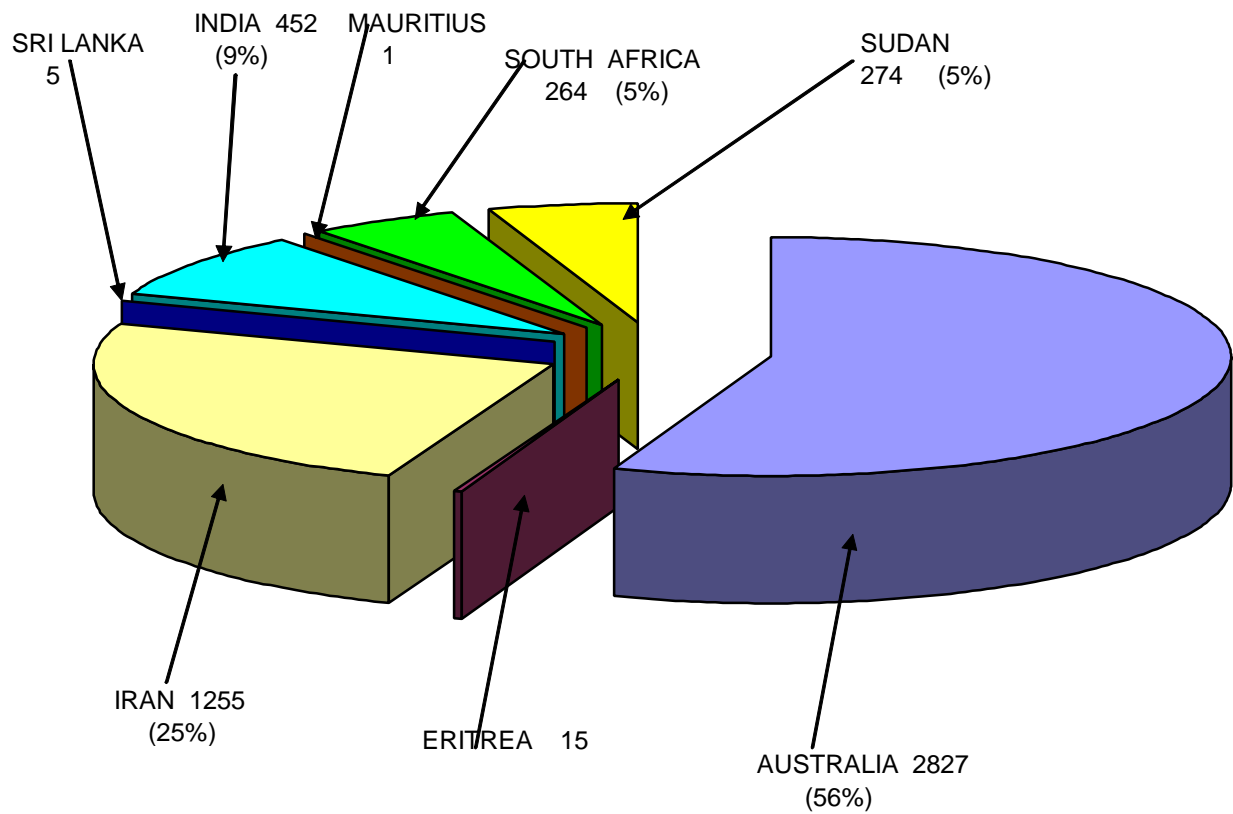
Table : 10 (Contd)

Comparison of Inspections and detentions per Classification Societies

| Classification Society | Number of Inspections | | | | Number of Detentions | | | | 3-year average percentage |
|---|-----------------------|-------------|-------------|--------------|----------------------|------------|------------|-------------|---------------------------|
| | YEAR | | | | YEAR | | | | |
| | 2001 | 2002 | 2003 | Total | 2001 | 2002 | 2003 | Total | |
| Inclamar Incorporate | 3 | 10 | 2 | 15 | 1 | 0 | 0 | 1 | 6.67 |
| International Maritime Classification Society | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Indian Register of Shipping | 60 | 58 | 44 | 162 | 2 | 2 | 8 | 12 | 7.41 |
| Isthmus Bureau of Shipping Classification Div | 2 | 0 | 2 | 4 | 1 | 0 | 1 | 2 | 50.00 |
| International Naval Surveys Bureau | 17 | 42 | 31 | 90 | 6 | 8 | 4 | 18 | 20.00 |
| Joseon Register of Shipping | 12 | 16 | 0 | 28 | 9 | 6 | 0 | 15 | 53.57 |
| Korean Register of Shipping | 169 | 155 | 158 | 482 | 7 | 13 | 9 | 29 | 6.02 |
| Korean Classification Society | | | 16 | 16 | | | 12 | 12 | 75.00 |
| Lloyd's Register of shipping | 896 | 848 | 723 | 2467 | 48 | 52 | 75 | 175 | 7.09 |
| Mediterranean Naval Survey Bureau | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Marine Bureau of Shipping | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Nippon Kaiji Kyokai | 1555 | 1551 | 1422 | 4528 | 61 | 62 | 77 | 200 | 4.42 |
| National Shipping Adjuster | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Netherlands Inspection Bureau | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Maritime Surveyors Bureau Inc. | 1 | 3 | 1 | 5 | 0 | 1 | 1 | 2 | 40.00 |
| Panama Register Corporation | 10 | 1 | 4 | 15 | 0 | 0 | 2 | 2 | 13.33 |
| Panama Bureau of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Panama Maritime Documentation Survey | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0.00 |
| Polski Register Statkow | 24 | 15 | 19 | 58 | 4 | 2 | 9 | 15 | 25.86 |
| Pakistan Register of Shipping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Phoenix Registry of Shipping | 8 | 4 | 0 | 12 | 1 | 0 | 0 | 1 | 8.33 |
| Registro Italiano Navale | 85 | 92 | 71 | 248 | 13 | 6 | 9 | 28 | 11.29 |
| Register of Shipping | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Russian Maritime Register of Shipping | 390 | 430 | 531 | 1351 | 5 | 12 | 50 | 67 | 4.96 |
| Romanian Navale Register | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 2 | 33.33 |
| Romanian National Register | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Romanian Marine Register of Shipping | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0.00 |
| Sierra Leone Classification Corporation | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Sierra Leone Classification Society | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 100.00 |
| Turkish Lloyd | 0 | 7 | 8 | 15 | 0 | 1 | 2 | 3 | 20.00 |
| Turkish Register | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00 |
| Turkish Gov/NK | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 100.00 |
| Turk Loydu Vakfi | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0.00 |
| Tonga Register of Shipping | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0.00 |
| Vietnam Register of Shipping | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0.00 |
| Other-Not Classified | 26 | 14 | 85 | 125 | 6 | 2 | 32 | 40 | 32.00 |
| Total | 5520 | 5452 | 5093 | 21014 | 291 | 306 | 472 | 1405 | |

Fig. 1

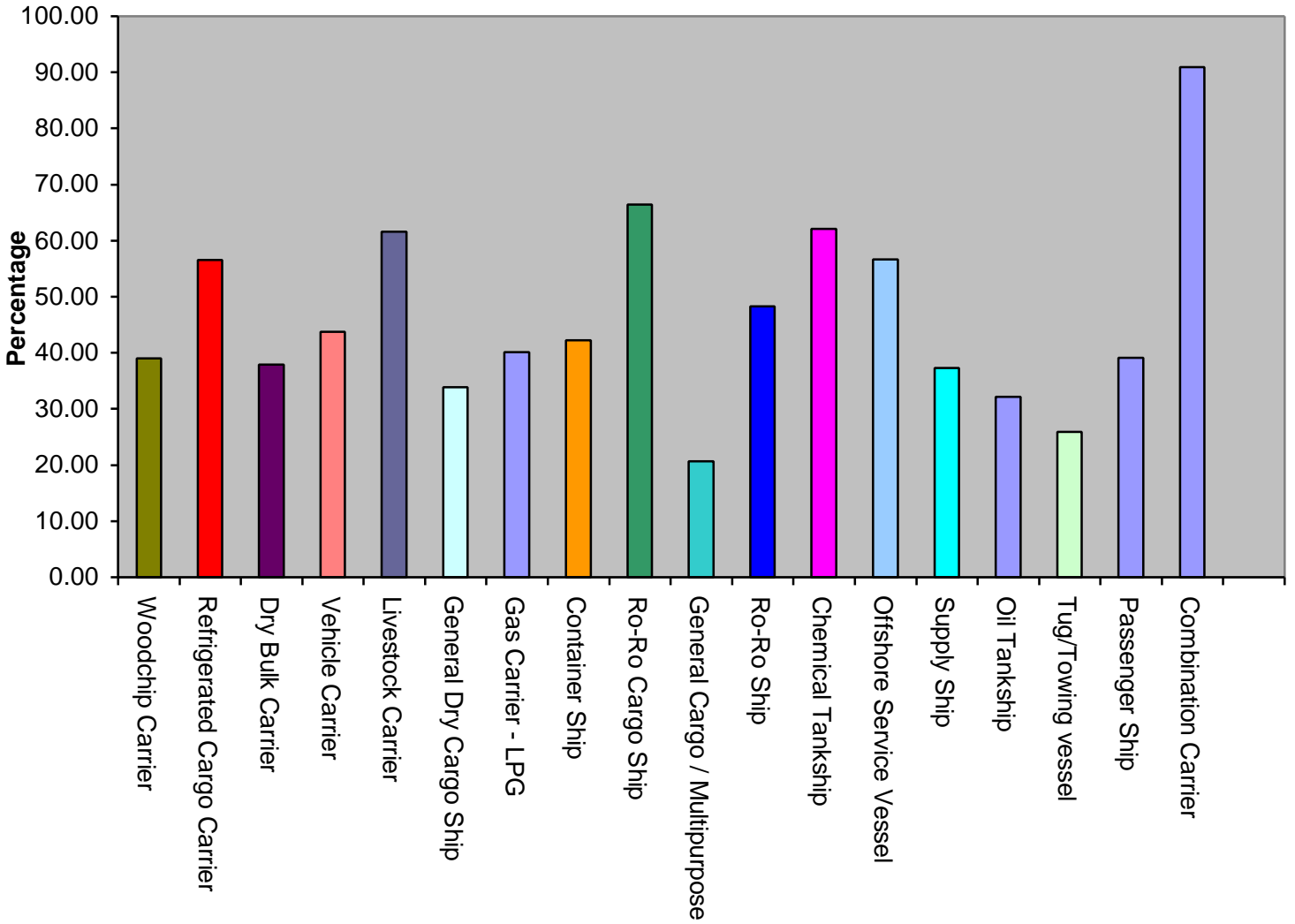
PSI CARRIED OUT BY AUTHORITIES



TOTAL INSPECTIONS : 5093

Percentage of Ship Type with Deficiencies

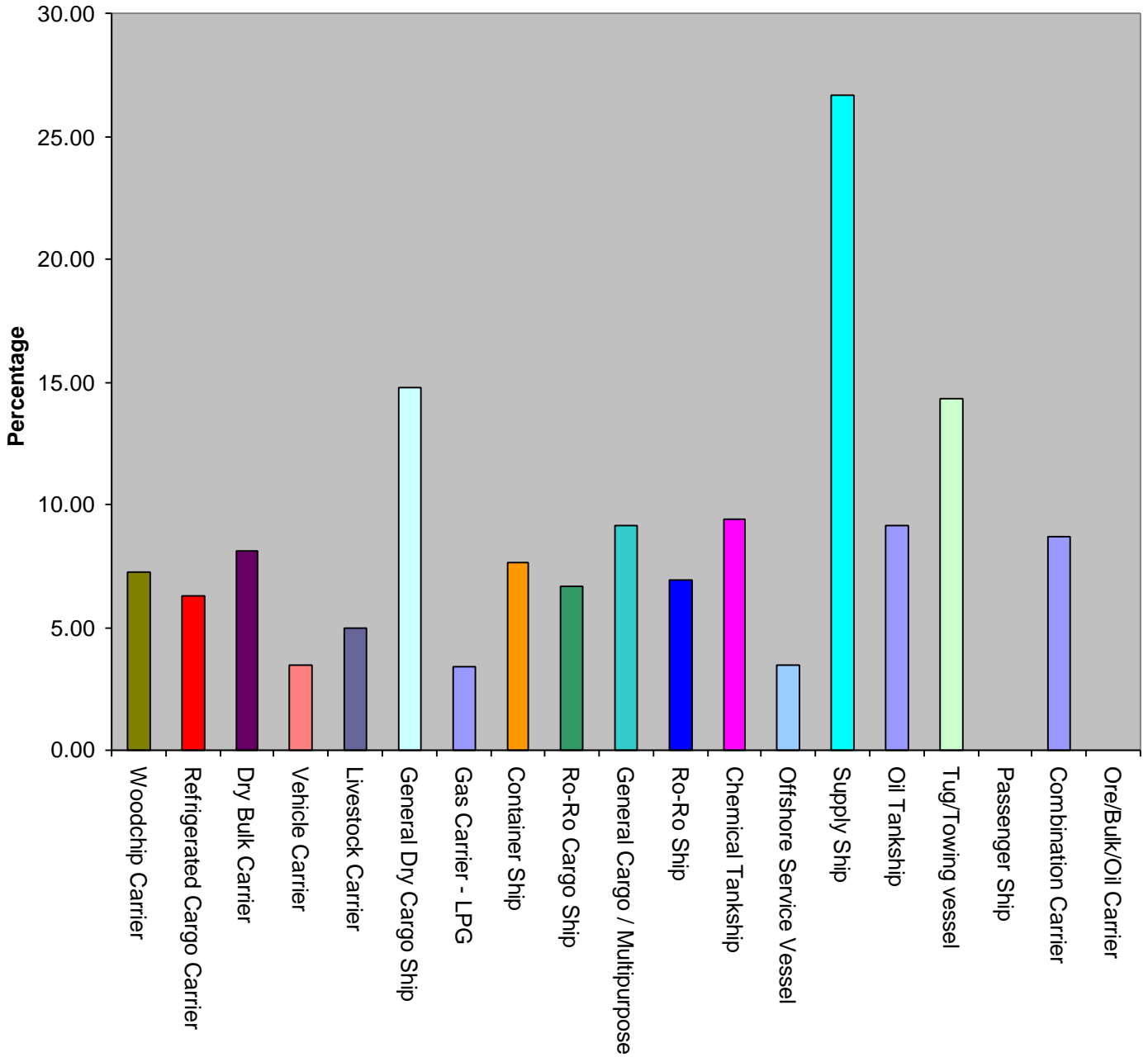
Fig. 2



This graph depicts 20 inspection and above/ Type of Ship

Fig . 3

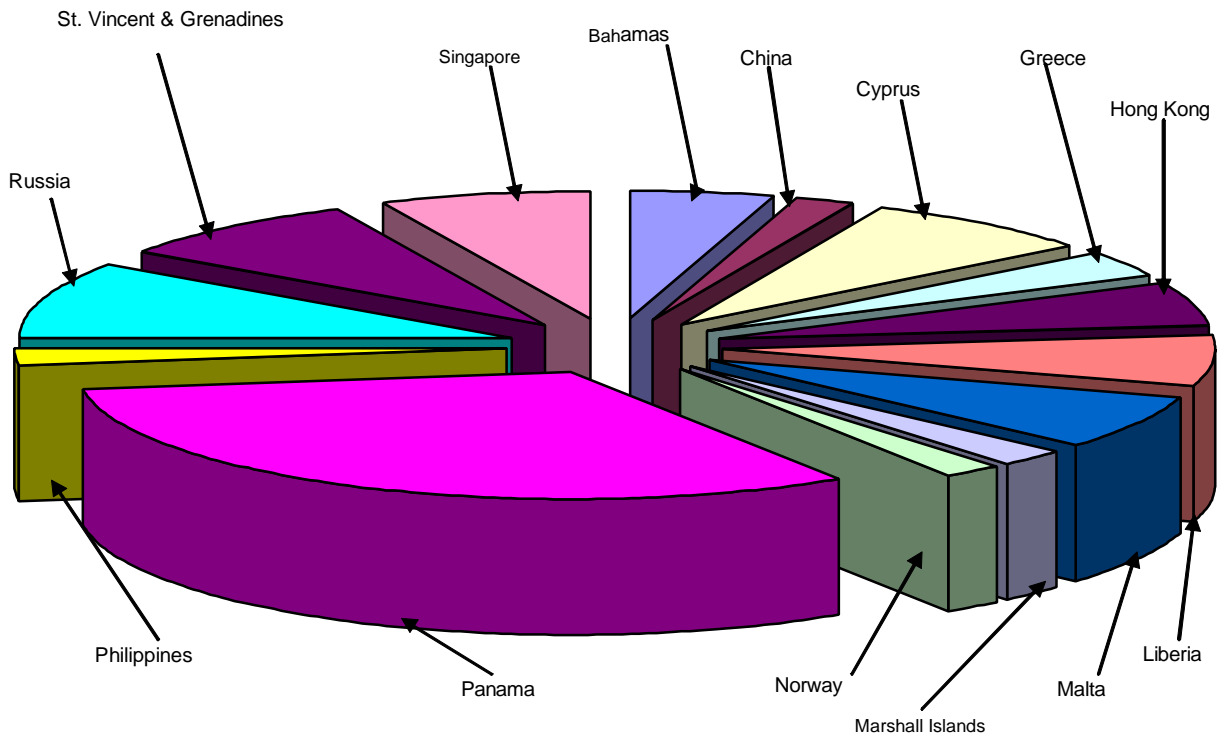
Percentage of Detention By Type of Ship



This graph depicts 20 inspection and above/ type of Ship

Deficiencies by Flag

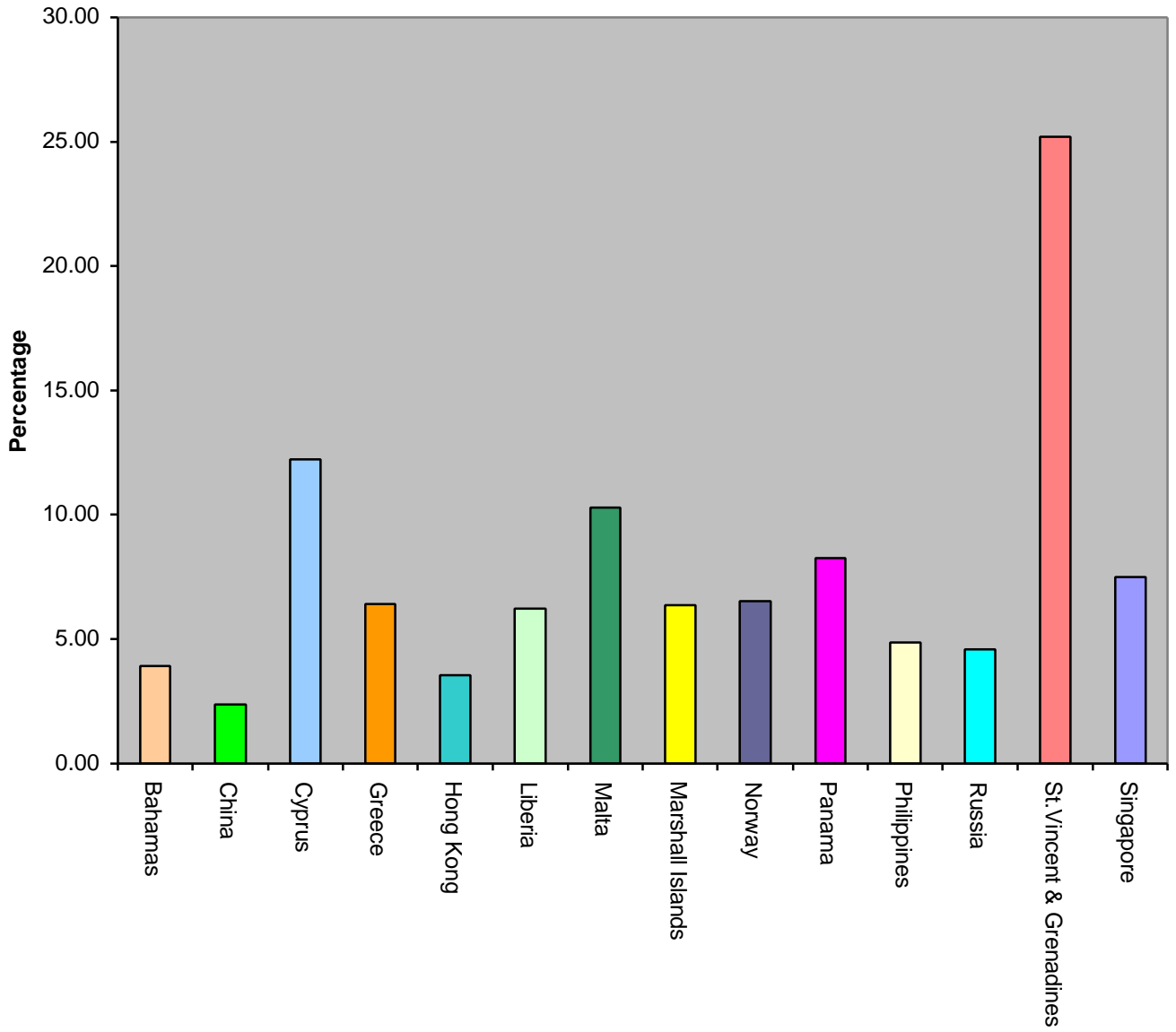
Fig.4



This graph depicts 75 inspections and above/Flag

Fig.5

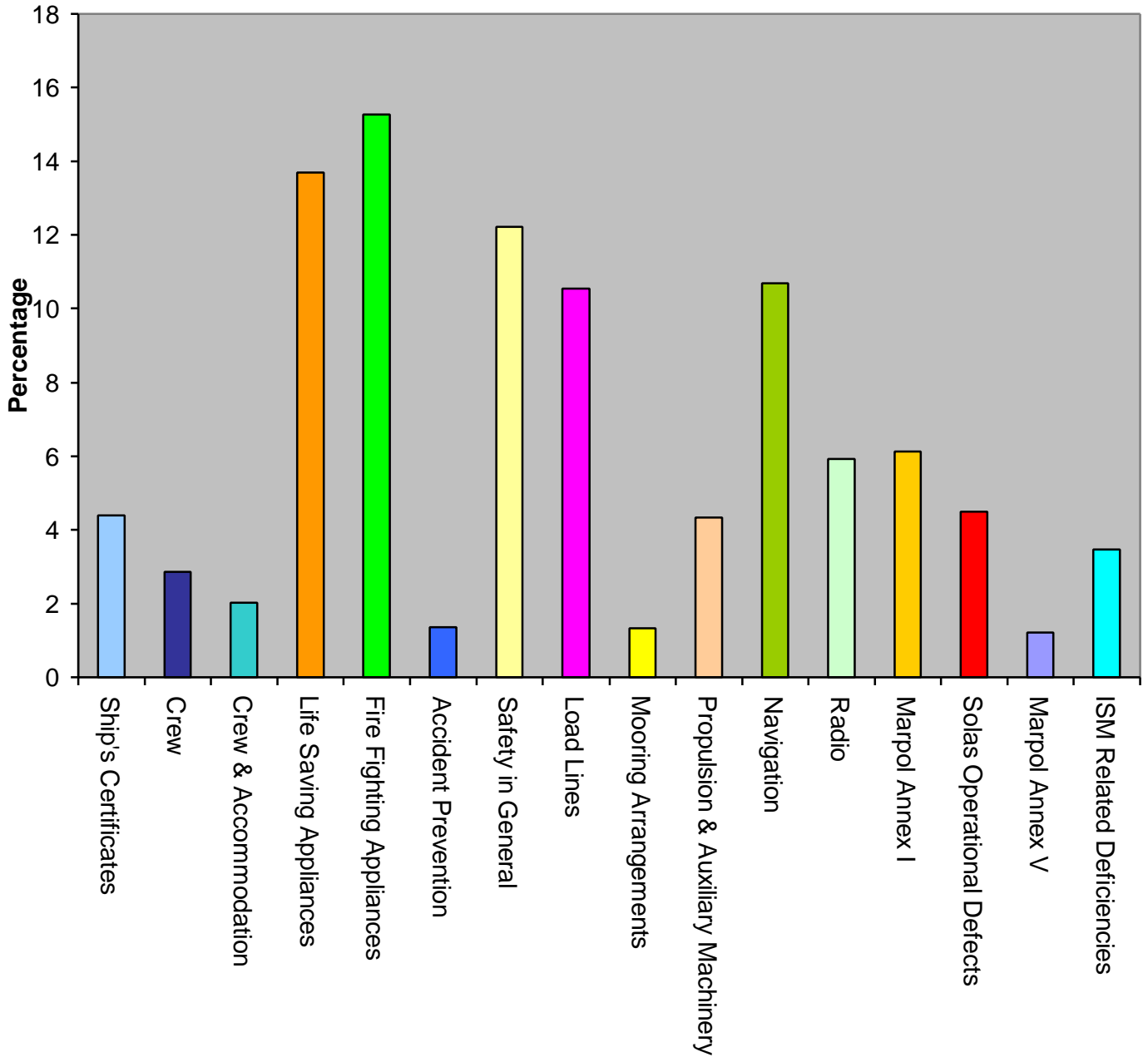
Percentage of Detentions by Flag



This graph depicts 75 inspections and above / Flag.

Fig. 6

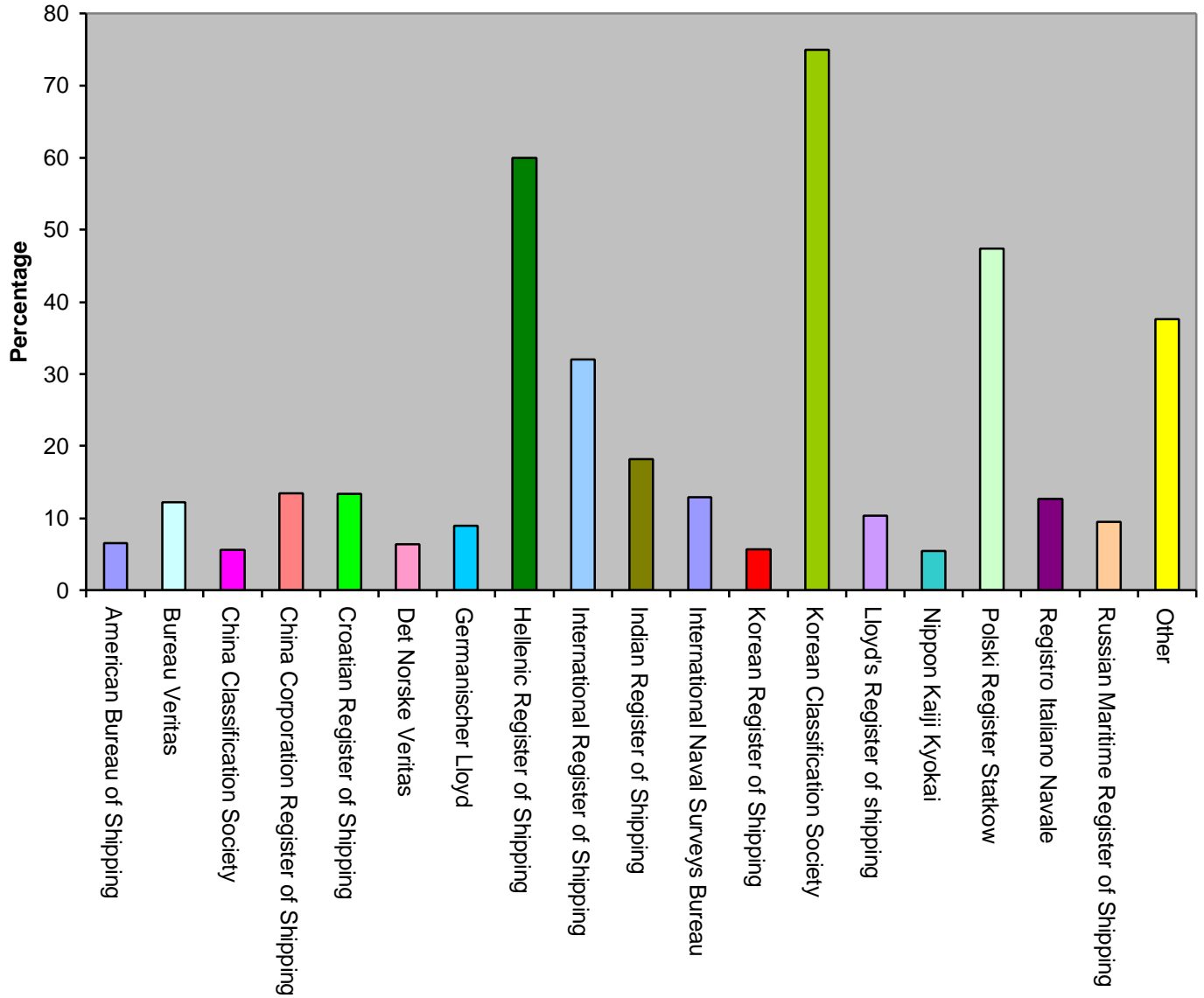
Deficiency Percentage By Categories



This graph depicts deficiencies percentage 1.5 and above.

Detention Percentage By Classification Societies

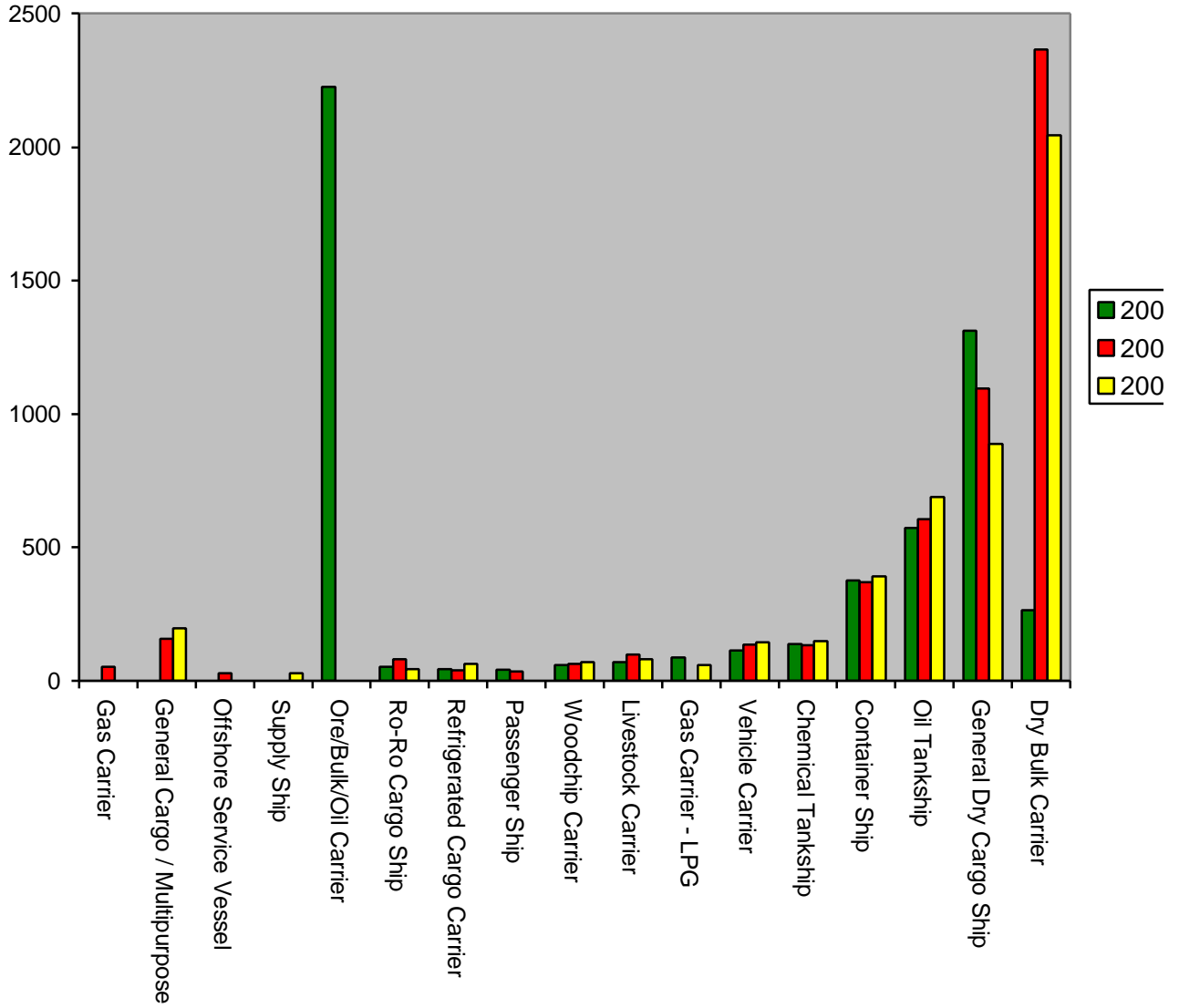
Fig.7



This graph depicts inspections of 10 Ships and above/ Classification Society

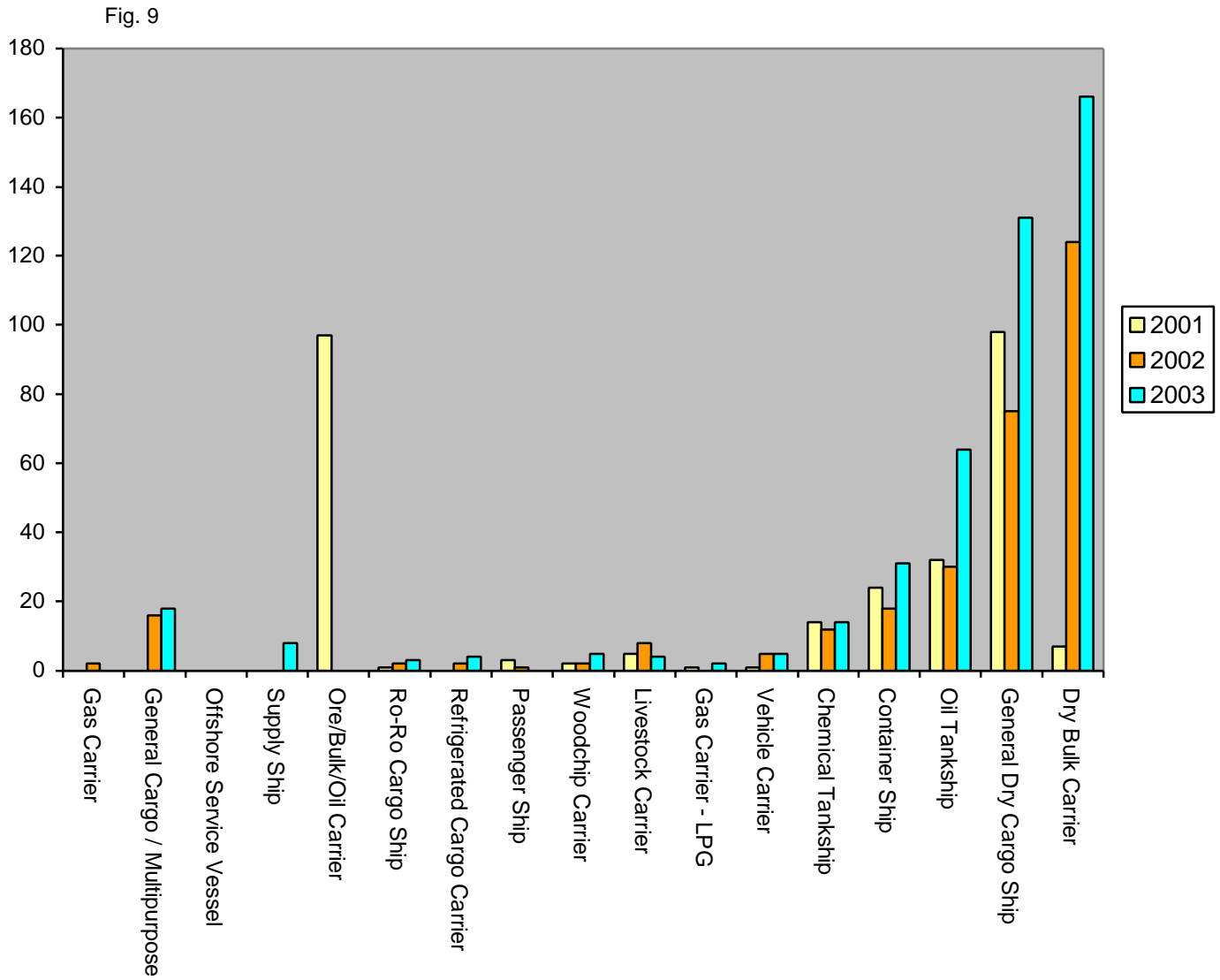
Comparison of Inspections per Ship Type

Fig. 8



This graph depicts 30 inspections and above either for 2001, 2002 or 2003 / Type of Ship.

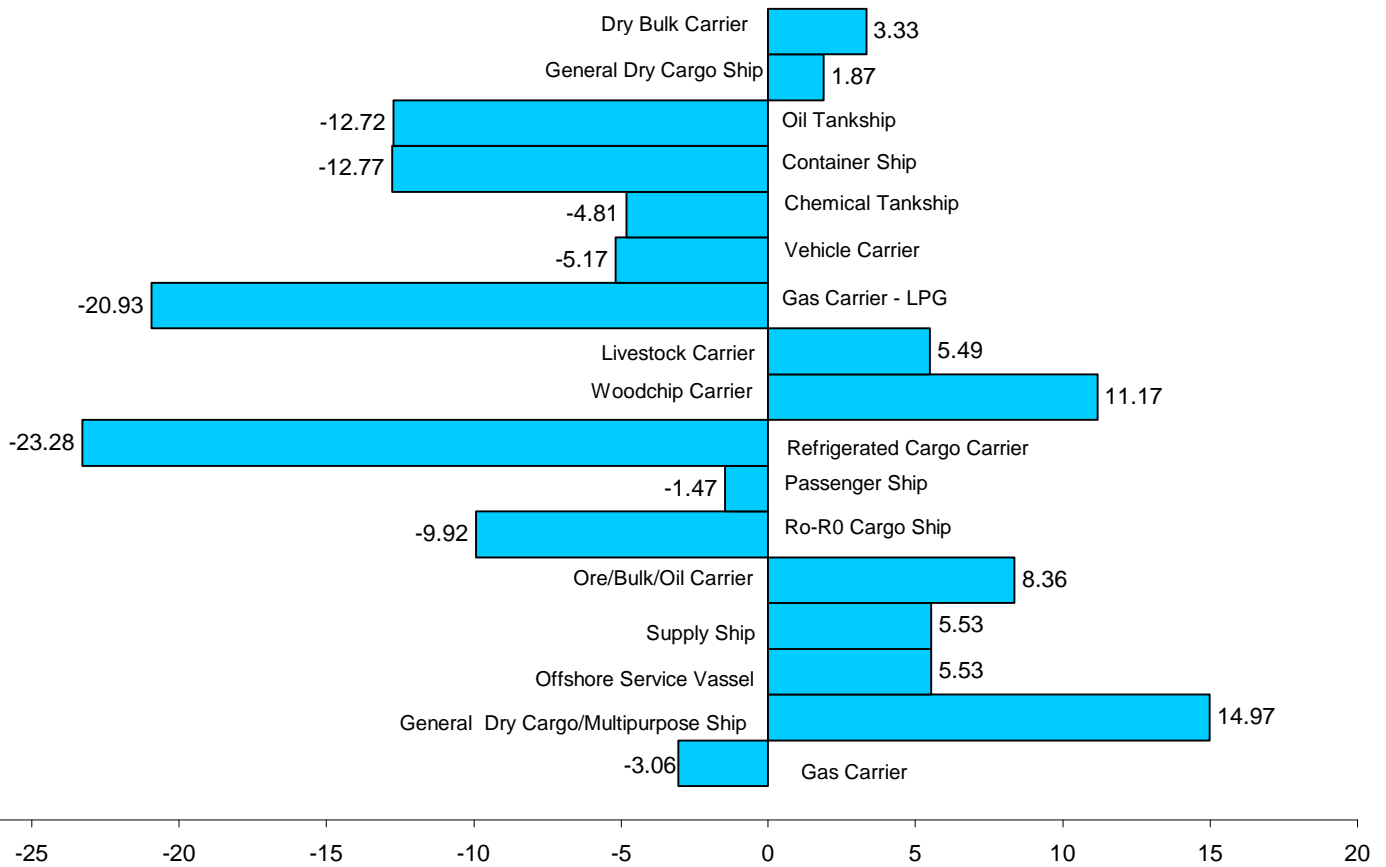
Comparison of Detentions per Ship Type



This graph depicts 30 inspections and above either for 2001, 2002 or 2003 / Type of Ship.

Summary of 3-year Inspection with deficiencies per ship type

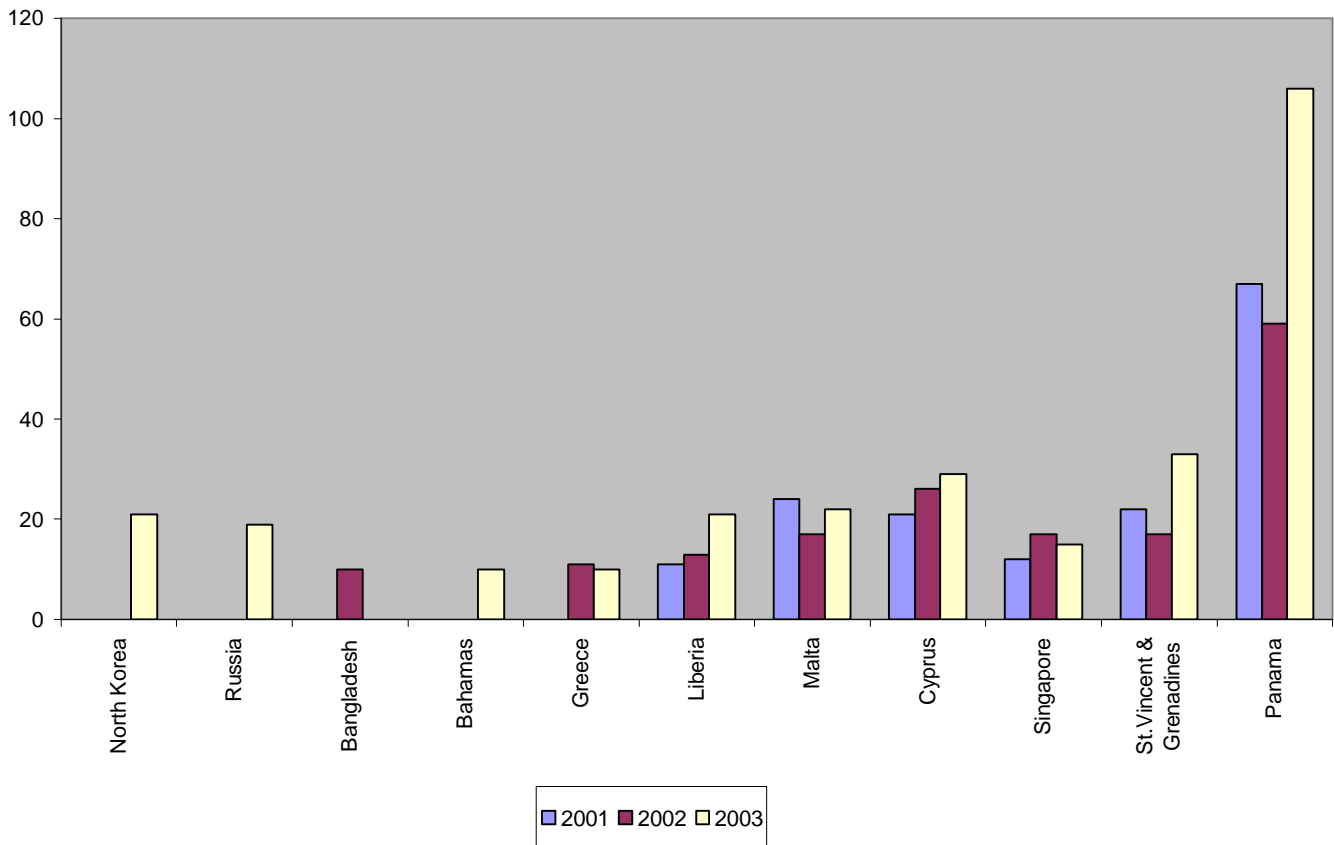
Fig. 10



This graph depicts 30 inspections and above either for 2001, 2002 or 2003 / Type of Ship.

Fig. 11

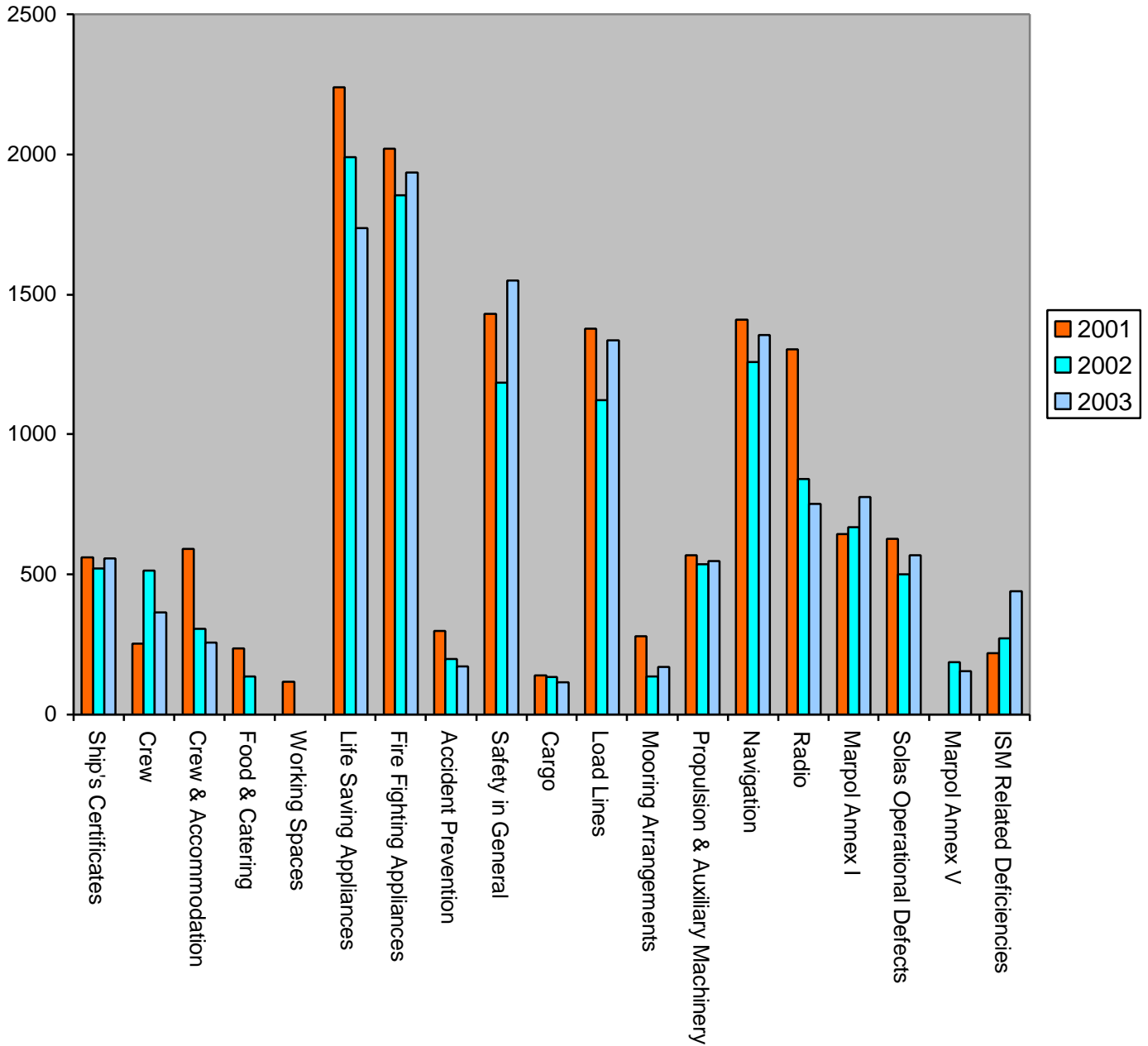
Comparison of Detentions per Flag



This graph depicts detentions of 10 and above either for 2001, 2002 or 2003

Comparison of Deficiencies by Categories

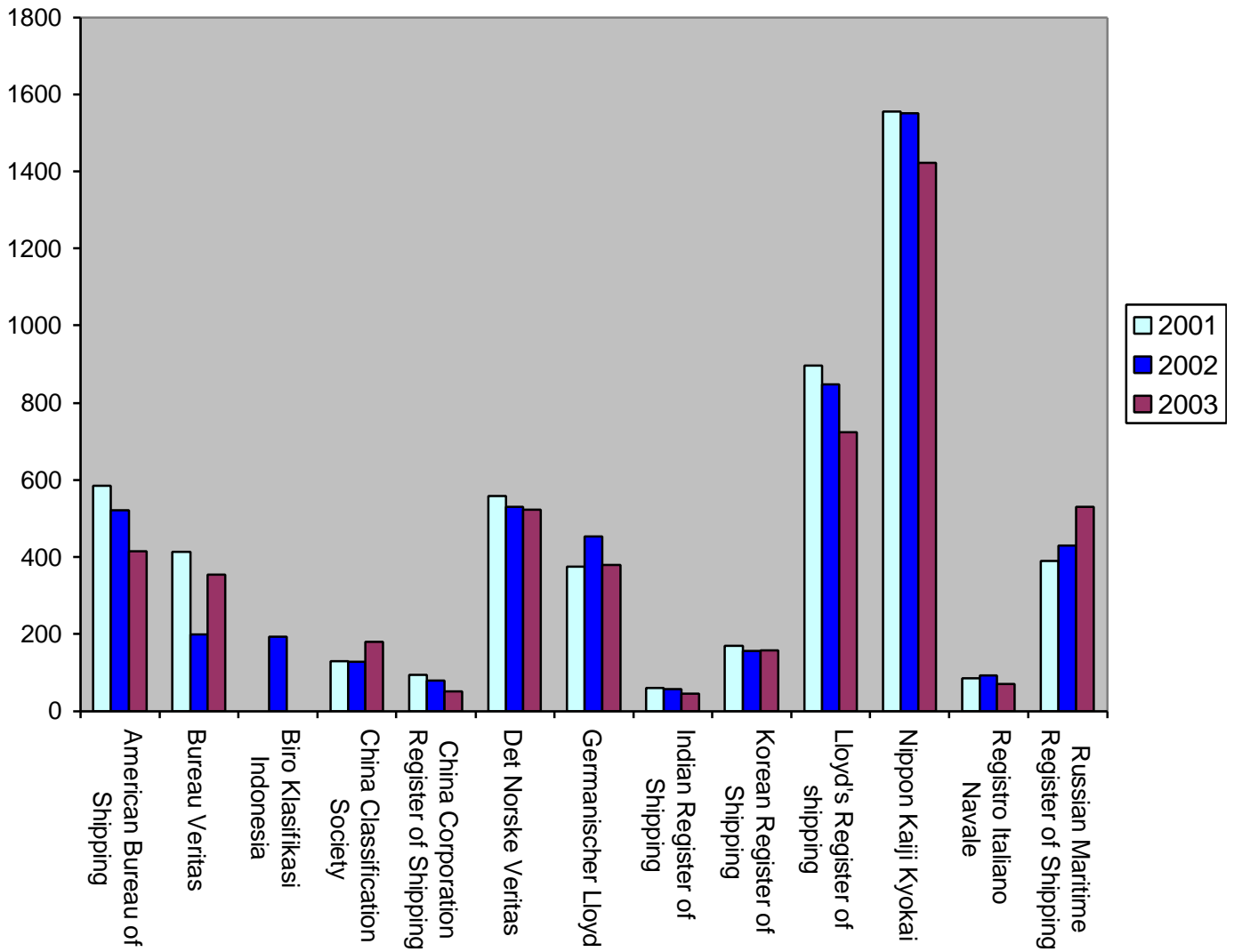
Fig. 12



This graph depicts deficiencies of 100 and above either for 2001, 2002 or 2003

Comparison of Inspections per Classification Societies

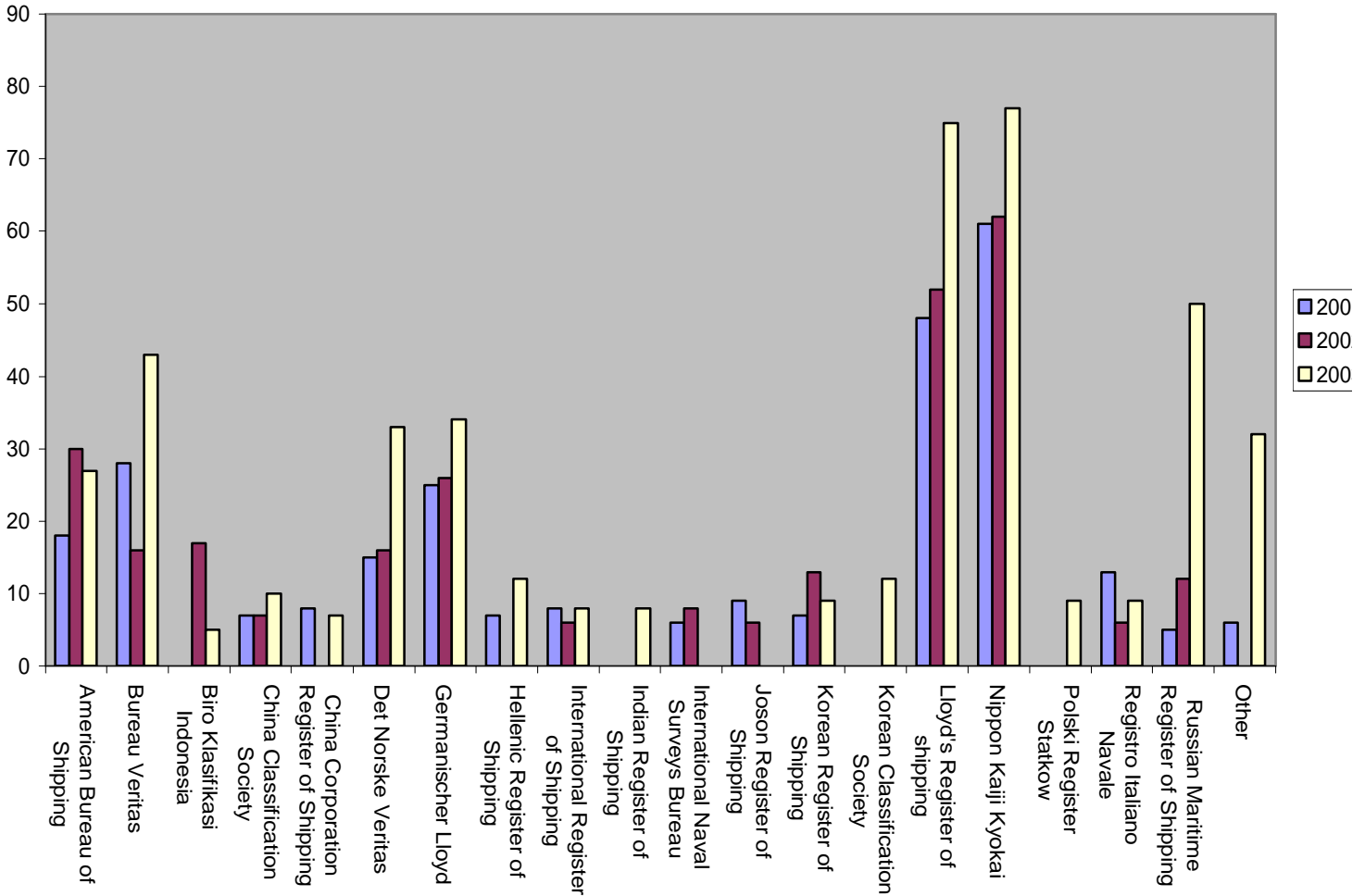
Fig.13



This graph depicts inspections of 40 ships and above either for 2001, 2002 or 2003

Fig. 14

Comparison of Detentions per Classification Societies



This graph depicts detentions of 5 and above either for 2001, 2002 or 2003