The ClassNK Mission

ClassNK is dedicated to ensuring the safety of life and property at sea, and to preventing pollution of the marine environment. To achieve this mission, ClassNK will:

- Focus on delivering the highest quality classification services, by the highest quality personnel while maintaining its totally independent third party, non-profit status;
- Focus on the development of relevant rules, guidances and procedures, and maintain and develop its commitment to scientific and technological research and development; and
- Maintain and develop its global operations in line with the needs of those using its services.

Profile

Founded on 15 November 1899, Nippon Kaiji Kyokai, better known as ClassNK or simply NK, is a ship classification society dedicated to safeguarding life and property at sea and to preventing marine pollution. ClassNK offers a broad spectrum of services as a totally independent third party, non-profit organization. The principal work of the Society’s expert technical staff is to conduct surveys of new and existing ships and other marine structures, including hull structures, propulsion systems, electrical and electronic systems, safety equipment, and cargo handling gear, among numerous other areas, to ensure their full compliance with classification rules developed by the Society. It also conducts a wide range of statutory surveys on behalf of more than 100 flag States around the world. Other activities include the auditing and registration of ship safety management systems, as well as certification of quality, environmental and occupational health management systems and seafarer training, technical consulting, and an extensive range of cutting-edge R&D projects.
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It gives me great pleasure to report that 2011 saw ClassNK retain its position as the largest classification society in the world in terms of gross tonnage under class.

Thanks in no small part to the combined efforts of our top management and staff around the world, 644 newbuildings, totaling roughly 20 million gross tons, were added to our classed fleet over the past year.

This marks the tenth straight year of record-breaking growth in newbuilding tonnage for ClassNK.

A particularly momentous milestone came in September when our registered gross tonnage topped the 190 million gt barrier, a first in the history of ship classification. By the end of December 2011, ClassNK listed a total of 7,688 ships under class with a total tonnage of 194,540,871 gross tons. This represents some 20% of the total gross tonnage of the global fleet under class.

**NK on the World Stage**

In June of 2011, ClassNK’s term as the chair society of the International Association of Classification Societies (IACS) came to an end. Looking back, there are a number of achievements that I can recall with much satisfaction.

A particularly personal achievement was the increased involvement of the Asian shipbuilding industry in IACS discussions. The needs of the Asia region were not represented as well as they could have been when one considers the region’s importance within the industry. I felt, therefore that greater participation by the Asian maritime cluster was required in order to develop rules that truly reflect the needs and views of the industry as it looks today.

A second achievement was IACS’ successful transition, under the leadership of ClassNK, to a more transparent and objective membership structure. Applicants are now required to meet a number of new qualitative criteria instead of the quantitative targets previously in place. Under this new system, we were delighted to welcome two new members, the Croatian Register of Shipping (CRS) and the Polish Register of Shipping (PRS), to the IACS fold. The drive for improved transparency within IACS also saw a shift in the quality scheme applied to its own quality management system. Such certification, previously carried out by
IACS based on internal audits, is now performed by independent external auditors.

Serving as the chairman of IACS was truly an honor. I will continue to make significant contributions to IACS as vice chairman, and ClassNK will continue to play a central role in the activities of IACS, and by extension the maritime industry as a whole.

Global Approach 200

2011 was a watershed year for ClassNK in a number of respects, but none as significant for the future of our Society as our change in legal status. Changes in domestic legislation prompted our transition to a general incorporated foundation under Japanese law in April 2011. Under this new structure we have gained greater operational flexibility, including the ability to establish subsidiaries and make investments outside the Society.

In order to harness the greater freedom afforded us by our new status we developed a medium-term business plan, “Global Approach 200”, the first of its kind for ClassNK and a major step in the evolution of our organization.

Three strategies form the basis of this plan: building a solid operational structure that facilitates a swift response to changes in the market environment, maintaining ClassNK’s position of dominance and market share in ship classification, and a more proactive approach to business development.

A key trend at the back of our minds when formulating this plan was the increasing diversification in the needs and demands of our clients. There has been growing demand for the skills and know-how cultivated in our traditional domain, for application in other related sectors such as offshore wind power generation and seafarer training.

The standardization of the human element of shipping has become something of a hot topic as the widening internationalization of the maritime cluster has led to a more complex division of labor. This has led to shipping becoming a much more complicated affair; a vessel flagged in Panama can be operated by a Singaporean operator, carrying cargo for a Chinese owner, with a Filipino crew sourced through a Hong Kong manning agency on a voyage chartered from Dubai for delivery to multiple ports in Northern Europe. Under such circumstances, how do you verify the safety of ship, cargo and crew when there are so many factors under the legal jurisdiction of so many different nations?

With the actual vessel itself, the “hardware” involved in the enterprise, there is a clear-cut solution. Classification by an internationally active classification society such as ClassNK means that the quality of the ship, in terms of structural components and the likes, has been checked and found to comply with internationally-recognized standards regardless of the flag administration under which it is registered. Responsibility for the quality of manpower however, lies with the many nations involved, increasing the potential for confusion for all concerned.

As regulation of seafarers is strengthened in response to the revised International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), we believe that third-party certification bodies will have a key part to play in developing new standards for maritime training and working with training centers to ensure their compliance. As a first step in this direction, we began issuing approval for generic ECDIS (Electronic Chart Display and Information System) training courses in September 2011.

In addition to such training, we are also looking at opportunities in IT development, certification services, as well as services for new conventions on the horizon such as the retrofitting of ballast water management systems.

Expanding into unexplored frontiers and addressing such new fields is an important part of our
business strategy as we move forward. To achieve this expansion there are a number of tools at our disposal, of which subsidiaries and external investment are the two most recent additions.

The establishment of subsidiaries will allow us to enter as yet untried sectors while maintaining our position as an impartial third-party organization. A prime example of this would be the growing demand at the moment for consulting services related to new conventions such as the Maritime Labour Convention and the ship recycling convention. The wealth of expertise and experience we have built up in these fields makes us perfectly placed to provide such services. Having said that, acting as both a consultant and certification body is something of a grey area in terms of impartiality. Under our new legal status however, we can set up subsidiaries as separate entities through which such services can be provided directly to clients while maintaining a transparent separation between these activities and those of the ClassNK parent organization.

In December, we unveiled our first such subsidiary, ClassNK Consulting Service Co., Ltd. This company, based in Tokyo, will focus mainly on consulting services in a range of fields including ballast water management systems and the preparation of Inventory for Hazardous Materials (IHM) for the ship recycling convention.

While subsidiaries provide access to new markets, the ability to make capital investments in third parties opens the door to know-how and innovation outside of ClassNK’s traditional realm. I believe that such cooperation with outside partners will provide invaluable access to expertise essential to the future of our Society.

Enduring Tough Times Together
The first year of this plan coincided with a number of challenges for our industry and the wider world beyond.

The uncertainty in financial markets caused by the sovereign debt crisis in the euro zone saw valuable European markets shrink as political upheaval in the Arab world sent oil prices skyrocketing. Even the economies of Brazil and China, the recent engines of global growth, began to show signs of slowing even further in the latter stages of the year.

Natural disasters, always an ever-present threat, were particularly conspicuous in 2011. The event having the greatest impact on the shipping and shipbuilding industries, and ClassNK was the Great East Japan Earthquake and the tsunami that followed, devastating the country’s north-eastern seaboard in March. Faced with such setbacks, ClassNK is determined to provide all possible support to the maritime community both in Japan and overseas as it builds for a safer, more prosperous future in 2012.

We understand that any success we may enjoy going forward will continue only for as long as we continue to meet the needs of our clients and justify the trust they have placed in us over the past 112 years. The coming year will therefore, see us redouble our efforts in providing faster service at even higher quality.

This year’s annual report describes in greater detail the activities and achievements of the Society in 2011, as well as an introduction to key developments made by our R&D departments in the past year.

In closing, I would like to take this opportunity to express my deepest appreciation for your continued patronage of our Society. We look forward to enjoying your cooperation and support again in 2012.

Noboru Ueda
Chairman and President
In June 2011, the Society unveiled its first ever medium-term business plan, “Global Approach 200”. The plan will cover the three-year period from 2011 through 2013.

### THREE BASIC POLICIES

1. Creating a stable financial foundation in order to respond to changes in the market environment
2. Maintaining ClassNK’s position as the world’s leading classification society and expanding our share of the classification market
3. Taking a more proactive approach to new opportunities

### 5 GOALS

1. Establishing a stable financial foundation for future growth
2. Reaching more than 200 million gross tons on our register
3. Improving the quality of our services and increasing our global presence
4. Expanding our business operations
5. Promoting new research and development

### (1) Establish a stable financial foundation for future growth

The main source of revenue for the Society up to the present has been the survey, inspection, and classification of ships. However, in order to adapt more freely to changes in the market, the Society is committed to a sustained, sustainable expansion of its business activities. While ClassNK remains an independent, non-profit organization, stable management requires that we maintain a net level of assets at all times, a goal made easier by a broader revenue base.

### (2) Expand classed fleet to more than 200 million gross tons

Increasing the ClassNK register to a figure in excess of 200 million gross tons will further cement our leading position in the industry and increase our presence at IACS and IMO. The importance of this target is reflected in the naming of this plan: Global Approach 200.

### (3) Enhance service quality and boost global presence

Boost global presence by increasing service quality based on the core components of People, Training, Survey sites, IT systems, and Rules Development.

### (4) Expand business operations

The Society intends to broaden the range of its business activities to provide flexible solutions to the new needs of the maritime community.

- Consulting services for IHM systems (ship recycling convention)
- Consulting services for the retrofit of ballast water treatment systems
- Appraisal/certification services for EEDI/EEOI
- Ship Construction File management services
- Training services

### (5) Promote research and development

Research and development projects fall into two broad categories: research related to ship classification; and joint research based on the needs of industry. The results of this research is incorporated into new rules and released into the public domain for the further development of the maritime industry.
Registered Gross Tonnage Breaks the 190 Million Barrier

The Society made history this year as the first classification society in the world to hold a classed fleet in excess of 190 million gross tons. The number of newbuildings classed with the Society reached a total of 644 ships amounting to 19,700,744 gt in 2011, surpassing the previous record for the Society set in 2010 for total newbuilding tonnage added to the register during the year. At the end of December 2011, the Society listed a total of 7,688 ships under class with a total tonnage of 194,540,871 gross tons.

ClassNK Fleet

Breakdown of NK Fleet by Flag

<table>
<thead>
<tr>
<th>Flag</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panama</td>
<td>55%</td>
</tr>
<tr>
<td>Japan</td>
<td>7%</td>
</tr>
<tr>
<td>Singapore</td>
<td>7%</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>6%</td>
</tr>
<tr>
<td>Liberia</td>
<td>6%</td>
</tr>
<tr>
<td>Marshall Islands</td>
<td>5%</td>
</tr>
<tr>
<td>Indonesia</td>
<td>1%</td>
</tr>
<tr>
<td>Others</td>
<td>13%</td>
</tr>
</tbody>
</table>

Breakdown of NK Fleet by Ship Type

<table>
<thead>
<tr>
<th>Ship Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulk Carrier</td>
<td>56%</td>
</tr>
<tr>
<td>Oil Tanker</td>
<td>14%</td>
</tr>
<tr>
<td>Container Carrier</td>
<td>10%</td>
</tr>
<tr>
<td>Vehicle Carrier</td>
<td>8%</td>
</tr>
<tr>
<td>Chemical Tanker</td>
<td>3%</td>
</tr>
<tr>
<td>LNG Carrier</td>
<td>2%</td>
</tr>
<tr>
<td>General Cargo</td>
<td>2%</td>
</tr>
<tr>
<td>LPG Carrier</td>
<td>2%</td>
</tr>
<tr>
<td>Refrigerated Cargo Carrier</td>
<td>1%</td>
</tr>
<tr>
<td>Others</td>
<td>2%</td>
</tr>
</tbody>
</table>

ClassNK Fleet

- **7,688 ships of 194.5 million gt**

GT and No. of Ships Newly Classed

- **Newbuildings: 19.70 MGT 644 ships**
- **Total: 22.66 MGT 781 ships**

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2011 at a Glance
International Exhibitions
The Society participated in 18 major international maritime exhibitions in 2011:

- **SMM Istanbul 2011**
  - Dates: January 26–28
  - Location: Istanbul, Turkey
- **Panama Maritime**
  - Dates: February 13–16
  - Location: Panama City, Panama
- **Maritime Vietnam 2011**
  - Dates: March 9–11
  - Location: Ho Chi Minh City, Vietnam
- **CMA Shipping**
  - Dates: March 21–23
  - Location: Stanford, Connecticut, USA
- **Gastech**
  - Dates: March 21–24
  - Location: Amsterdam, the Netherlands
- **Europort Istanbul**
  - Dates: March 23–26
  - Location: Istanbul, Turkey
- **Sea Asia 2011**
  - Dates: April 12–14
  - Location: Singapore
- **Shiptek 2011**
  - Dates: April 18–19
  - Location: Dubai, UAE
- **BARI-SHIP 2011**
  - Dates: May 19–21
  - Location: Imabari, Japan
- **Nor-Shipping 2011**
  - Dates: May 24–27
  - Location: Oslo, Norway
- **Navalshore 2011**
  - Dates: August 3–5
  - Location: Rio de Janeiro, Brazil
- **COPINAVAL 2011**
  - Dates: September 27–30
  - Location: Buenos Aires, Argentina
- **Inmex India 2011**
  - Dates: September 28–October 1
  - Location: Mumbai, India
- **Middle East Workboats 2011**
  - Dates: October 1–5
  - Location: Abu Dhabi, UAE
- **Indonesia Maritime Expo 2011**
  - Dates: October 13–15
  - Location: Jakarta, Indonesia
- **KORMARINE 2011**
  - Dates: October 24–25
  - Location: Busan, South Korea
- **Marintec China 2011**
  - Dates: November 29–December 2
  - Location: Shanghai, China
- **Renewable Energy 2011**
  - Dates: December 5–7
  - Location: Chiba, Japan

New Technical Guidelines
As part of its ongoing efforts to improve the safety and reliability of ships at sea, the Society published numerous new technical guidelines in 2011, including those listed below. These and other guidelines can be viewed via the “Products and Services” menu of the ClassNK website (http://www.classnk.or.jp/hp/en/index.html) after logging in to the My Page section.

- Guidelines for Floating Offshore Facilities for LNG/LPG Production, Storage, and Offloading
- Guidelines for Strength Assessment of Membrane-type LNG Containment Systems under Sloshing Loads
- Guidelines for the Safe Carriage of Nickel Ore
- Noise and Vibration Guideline
- Guidelines for the Inventory of Hazardous Materials
- Guidelines for SCR Systems and Reductant Agent Supply Systems

Change in Legal Status to a General Incorporated Foundation
In accordance with changes to Japanese law, the Society was faced with a choice regarding its future legal status. After much deliberation on the respective advantages and disadvantages, the Society opted to transfer its legal status from an “incorporated foundation” to become a “general incorporated foundation” under Japanese law. The change, effective as of 1 April 2011, grants the Society much greater operational flexibility than it previously enjoyed, including the ability to establish subsidiary entities and make capital investments in new enterprises. Such strategies will be instrumental in the Society’s expansion into as yet untried business fields.

First Ever Subsidiary Established
As the year drew to a close, the Society witnessed another landmark event. Taking advantage of the new freedoms granted by its change in legal status, the Society established its first ever wholly-owned subsidiary—ClassNK Consulting Service Co., Ltd. This new Tokyo-based company, is, by virtue of its independence from ClassNK capable of providing the kind of consulting services
that ClassNK, as an independent non-profit organization, can not. The main focus of its business activities are IHM preparation based on the Hong Kong (Ship Recycling) Convention, and consulting services for ballast water management systems and the Maritime Labour Convention.

**Tie-up with Japan Marine Science Inc.**

In June, the Society entered into a capital tie-up with Tokyo-based Japan Marine Science Inc., the largest maritime consulting firm in Japan. Japan Marine Science Inc., first established in 1985, has cultivated a wealth of expertise in the development and application of analysis, training, and software systems in the maritime field making it a promising partner in future research collaboration.

Under the agreement, the company issued new shares commensurate to the 20% stake taken by the Society, and offered a place on its board, which was subsequently filled by ClassNK Executive Vice President Koichi Fujiwara. This investment marks the first time in the Society’s history that it has invested money directly in an outside organization.

**New Management Structure Introduced**

The Society reorganized its management structure in July to provide greater flexibility in decision-making as the maritime industry grows and changes. A major element of this reorganization was the reshuffle at the top. The post of managing director was removed in favor of a system of six executive vice presidents serving under Chairman and President, Noboru Ueda. An operating officer system was also introduced to further strengthen oversight of day-to-day operations.

**Key Departments Reorganized**

A number of changes were made to the organizational structure of the Society over the year.

1. In July ClassNK’s Business Department was expanded in order to provide a faster, more tailored service to our clients. The Business Operations Headquarters as it is now called, is comprised of three departments: the original Business Department, charged with ClassNK’s business activities; the Business Planning Department which oversees new market development, the Society’s international committees and Academy program; and the Executive Operations Division which deals with executive planning and corporate communications.

2. The Quality Assurance Department was renamed the Certification Services Department on 1 July 2011. In addition to the assessment and registration services previously performed for ISO 9001, ISO 14001, and OHSAS standards, the department also now offers new certification services for maritime training and the Maritime Labour Convention 2006.

3. A new department, the Natural Resource and Energy Development Department, was set up in October as part of the Society’s diversification into the promising offshore sector of the energy industry. This department takes on the role of the now defunct tanker section of the Hull Department, and is building upon its vast array of expertise to develop a range of services tailored to the needs of clients at every stage of the offshore process from extraction through to delivery.

4. The Society’s development function also underwent a major transformation in October. The Development Operations Headquarters was established, overseeing three departments: the Hull Rules Development Department, the Machinery Rules Development Department, and the International Rules Development Department. By dividing operations in this way, each department has been given a clearer view of its overall mission and the tasks involved. This, in turn, results in better products and services for our clients.

**New Certification Services for Maritime Training**

As part of its policy of supporting the maritime community on regulatory issues, the Society began performing inspections and certification for training courses provided by maritime educational institutions and
training centers. The scope of these services is broad. For example, in 2011 ClassNK granted certification to 3 organizations for ECDIS (Electronic Chart Display and Information System) training courses, certifying that these courses were in compliance with International Maritime Organization (IMO) standards. The Society also issued approval for seafarer recruitment and placement service providers in line with the Maritime Labour Convention 2006 (MLC 2006) to 2 organizations in 2011. As part of its PrimeManagement service package, ClassNK also began offering its NK Training Course for Maritime Instructors. Through these and other developments, the Society is determined to apply the expertise and experience it has amassed in over a century to the changing demands of the maritime community in the fields of both certification and training.

New Authorizations Earned from Major Flag Administrations

The latter half of the year saw the Society convince the governments of both Norway, the United States and the Union of the Comoros of the benefits of ClassNK services. The Government of Norway officially recognized ClassNK as a Recognized Organization (RO) at a signing ceremony at the Royal Norwegian Embassy in Tokyo on 8 November. Under the agreement, signed by Deputy Minister Lind and ClassNK Chairman and President Noboru Ueda, the Society has been granted authority to perform surveys and issue certificates for Norwegian flagged vessels. One month later, the United States Coast Guard (USCG) concluded a similar agreement with the United States and the Union of the Comoros of the benefits of ClassNK services. The Government of Norway officially recognized ClassNK as a Recognized Organization (RO) at a signing ceremony at the Royal Norwegian Embassy in Tokyo on 8 November. Under the agreement, signed by Deputy Minister Lind and ClassNK Chairman and President Noboru Ueda, the Society has been granted authority to perform surveys and issue certificates for Norwegian flagged vessels. One month later, the United States Coast Guard (USCG) concluded a similar agreement with the Society, under which ClassNK has been delegated authority for certification of US flagged vessels in accordance with the International Convention on Tonnage Measurement of Ships and the International Convention on Load Lines. Going forward, ClassNK expects to enter further agreements with USCG regarding the MARPOL and SOLAS conventions.

New Emission Analysis Software PrimeShip-GREEN/EEOI Released

April saw the release of a new shipboard and web based software system designed to calculate the environmental performance of vessels in service and their compliance with the IMO’s Energy Efficiency Operational Index (EEOI). This powerful analysis tool, distributed free of charge, allows ship owners and managers to visually assess the CO₂ emission volumes of their fleet, compare the operational efficiency of ships within their own fleets, establish emission targets, and identify factors affecting operational efficiency with ease.

Chairman and President Noboru Ueda Named “Personality of the Year” at the Marine BizTV International Maritime Awards

The Marine BizTV International Maritime Awards ceremony was held in Dubai on 18-19 April 2011. The awards bring together the major players in the maritime industry to honor those organizations and individuals that have contributed the most over the past year. ClassNK Chairman and President and then Chairman of the International Association of Classification Societies (IACS) Noboru Ueda received one of the highest honors when he was named “Personality of the Year”. This award was in recognition of his achievements at the head of both IACS, where he oversaw a move towards greater consideration of the needs of the maritime industry in international regulations, and ClassNK, where his tireless efforts paid off with another successful year for the world’s largest classification society on a gross tonnage basis.

ClassNK Named “Classification Society Award” at the Seatrade Asia Awards 2011

The Seatrade Asia Awards 2011 ceremony was held in Hong Kong on 20 June 2011. The awards are presented by the London-based maritime media company Seatrade Communications in recognition of significant contributions to the marine industry in Asia during the previous year. The Society beat off competition from three of the top four regional classification societies to be named the best classification society in Asia. This marks the second time the Society has won the award since the event began in 2008 and underlines the Society’s commitment to supporting the Asian maritime community.
In order to further improve customer service and expand its worldwide service network, ClassNK established two new exclusive surveyor sites in 2011. By the end of the year, the number of ClassNK exclusive surveyor sites grew to 120 in total, including 21 sites in Japan and 99 sites outside Japan.
Branches in Japan

- Hakodate
- Hachinohe
- Sendai
- Tokyo
- Yokohama
- Shimizu
- Nagoya
- Osaka
- Kobe
- Sakaide
- Kitakyushu
- Sasebo
- Nagasaki
- Kagoshima
- Onomichi
- Innoshima
- Usuki
- Imabari
- Okayama
- Aioi

Additional Offices:

- March 31, Shenzen, China (under jurisdiction of Guangzhou Office)
  Local Area Representative office established
- December 30, Abu Dhabi, UAE (under jurisdiction of Dubai Office)
  Local Area Representative office established
Major Activities
ClassNK offers a broad range of services that encompass every aspect of ship classification from the approval of vessel and machinery plans to the survey and registration of ship installations, approval of materials, equipment and outfitting gear, as well as the assessment and registration of ship safety management systems and security systems. ClassNK has also been authorized by over 100 flag states across the world to perform surveys and issue certificates on their behalf in accordance with international conventions.

As a global organization, ClassNK maintains membership in a number of international decision and rule making bodies, and contributes to numerous maritime bodies around the globe. ClassNK is an active participant in the International Association of Classification Societies (IACS), and greatly contributes to the formulation of rules and regulations, such as the IACS Unified Requirements (UR) and Unified Interpretations (UI). ClassNK also dispatches experts and researchers to meetings of the International Maritime Organization (IMO), both as representatives of IACS and the Japanese government, among other international activities conducted by the Society.
ClassNK in Action
Thanks to the superior quality and client-oriented approach of ClassNK services, the Society has retained its leading share of the global merchant fleet. As of the end of December 2011, ClassNK listed a total of 7,688 ships under class, a net increase of 341 ships over the year-end total for 2010. The total tonnage on the NK class register as of the end of 2011 was 194,540,871 gross tons, a net increase of 15,062,787 gt over the end of 2010. By the end of 2011, the number of NK classed ships flagged outside of Japan stood at 6,724 vessels, or some 87% of the ships registered with the Society. These ships comprised 179,996,195 gt or 92.5% of the Society's total fleet. Ships registered with the Society continue to bear the flags of many different nations and territories, with NK classed ships registered to 72 different flag administrations. In addition, the average age of the NK fleet lessened slightly to 9.73 years.

A total of 781 ships of 22,666,948 gt were added to the register during the year 2011. Of these, a total of 644 ships consisted of newbuildings comprising 19,700,744 gt, a significant increase over the 2010 record total of 17,807,446 gt. In terms of ship numbers, newbuildings accounted for 82.4% of all ships added to the register in 2011, while on a gross ton basis, these newbuildings accounted for 86.9% of the total gross tonnage added to the register.

### Domestic Newbuilding Highlights

The highly qualified surveyors at ClassNK's 21 offices in Japan had another very busy year in 2011. As the sheer number of newbuildings constructed under the auspices of our domestic service network prevents a comprehensive list being presented here, a brief overview of the year's most eye-catching events is provided below.

**Hakodate Branch**

During the year, the Hakodate Branch Office had a total of 9 new ships of 164,174 gt in total enter NK class in 2011. Representative of these ships was the 5,730 gt cement carrier, HOKUTO MARU, built by The Hakodate Dock Co., Ltd. for Daiichi Chuo Kisen Kaisha, Daiichi Chuo Senpaku Kaisha, and Japan Railway Construction, Transport and Technology Agency.

**Hiroshima Branch**

In 2011, the Hiroshima Branch Office oversaw the construction of 25 newbuildings totaling 952,072 gt. IHI Marine United Inc., Kure Shipyard built the DST QUEEN, a 31,540 gt bulk carrier, for DST Shipping Inc. This was the first vessel built by the yard in accordance with the Performance Standard for Protective Coatings (PSPC).
Imabari Branch
The Imabari Branch Office had another busy year in 2011 overseeing the construction and entry into NK class of 89 newbuildings totaling 1,991,162 gt. Notable among these ships was the AKEBONO MARU, a 4,505 gt LNG carrier built by Higaki Ship Building Co., Ltd. for Chuo Kaiun Kaisha Ltd. Also in the same region, Shin Kurushima Hashihama Dockyard built the BALSA 86, a 5,715 gt general cargo vessel incorporating a ballast water treatment system for Floramonte Shipping Inc.

Kobe Branch
The Kobe Branch Office oversaw the construction of 20 newbuildings totaling 632,029 gt in 2011. Representative ships include the MOL MANEUVER, a 78,316 gt container carrier built by Mitsubishi Heavy Industries Ltd., Kobe Shipyard & Machinery Works, for Ural Container Carriers S.A. The same yard also built the ANTARES LEADER, a 38,569 gt vehicle carrier, for Rudder Leasing Co., Ltd. The vessel was the first of a series of six with a loading capacity of 6400 vehicles.

Kochi Office
During the year, the Kochi Office saw a total of 8 newbuildings totaling 108,019 gt enter NK class. Among the ships built under the watchful eye of the surveyors of the Kochi Office was the HOKUSHO MARU, a 4,675 gt general cargo carrier built by Shin Kochi Juko Co., Ltd. for Hokusai Kaiun Co., Ltd. and Japan Railway Construction, Transport and Technology Agency. This vessel was built with the financial assistance of the Japanese Government as part of a “Super Eco-Ship” project.

Nagasaki Branch
In 2011, the Nagasaki Branch Office oversaw the construction of 15 newbuildings totaling 1,060,727 gt. One of the notable ships built to NK class was the HAKUSAN a 160,059 gt VLCC built for Taurus Transport & Marine S.A. at the Nagasaki Shipyard & Machinery Works of Mitsubishi Heavy Industries, Ltd. This is the first vessel constructed for the Nagasaki Branch to be registered in the Isle of Man. The same yard also built another vessel of note, the TOKITSU MARU, a 159,963 gt VLCC, this time for Nippon Yusen Kabushiki Kaisha. This is the first VLCC to be constructed in accordance with PSPC. Elsewhere, the Ariake Shipyard of Universal Shipbuilding Corporation built the MAERSK HIRADO, a 159,806 gt VLCC for Stellar Energy Pte. Ltd.

Nagoya Branch
In 2011, the Nagoya Branch Office oversaw the construction of 12 newbuildings totaling 844,412 gt. Notable newbuildings in the region built to NK class include the SHIN KOHO, a 93,031 gt bulk carrier built by Universal Shipbuilding Corporation’s Tsu Shipyard for Magnus Line Inc. The vessel is of particular interest as it is installed with a hybrid turbo charger generating system developed in collaboration between ClassNK, Nippon Yusen Kabushiki Kaisha, Universal Shipbuilding Corporation, and Mitsubishi Heavy Industries Ltd. for greater fuel efficiency.

Okayama Branch
The Okayama Branch Office oversaw the construction and entry into NK class of 24 newbuildings totaling 933,128 gt. Of these 24 vessels, 13 (totaling 407,116 gt) were built by Mitsui Engineering & Shipbuilding Co., Ltd.’s Tamano Works and 11 (totaling 526,012 gt) were built by Sanoyas Hishino Meisho Corporation (“Sanoyas Shipbuilding Corporation” as of 4 January 2012).
Onomichi Branch
The year was another busy year for the NK Onomichi Branch Office. The Office oversaw the construction and entry into NK class of 47 newbuildings totaling 2,418,270 gt in 2011. Representative of these was the SANTA VISTA, a 23,857 gt general dry cargo carrier built by the Setoda yard of Naikai Zosen Corporation for BOT Lease Co., Ltd. and equipped with selective catalytic reduction meeting Tier III standards for NOx emissions.

Sakaide Branch
The Sakaide Branch Office oversaw the construction of 31 newbuildings totaling 1,604,382 gt during the year. The Sakaide yard of Kawasaki Heavy Industries, Ltd. Ship and Offshore Company built the world’s largest LNG carrier incorporating Moss spherical tanks, the 141,136 gt ENERGY HORIZON, for Nippon Yusen Kabushiki Kaisha and Tokyo LNG Tanker Co., Ltd. This vessel is also equipped with Kawasaki’s newly developed re-heat steam turbine propulsion plant, improving fuel consumption by 15%. Elsewhere, the MORNING CRYSTAL, a 59,524 gt vehicle carrier was built by the Marugame Headquarters of Imabari Shipbuilding Co., Ltd. for Fleet Ship Management Pte. Ltd. This ship was designed to harness solar and wind power in order to reduce its environmental load. ClassNK is cooperating with Mayekawa Mfg. Co., Ltd. in gathering data on vessel performance.

Sasebo Branch
During the year, the Sasebo Branch Office oversaw the construction of 41 newbuildings totaling 2,116,648 gt. Representative of these ships was the BAOSTEEL EMOTION, a 119,446 gt ore carrier built by Namura Shipbuilding Co., Ltd. for Mitsui O.S.K. Lines, Ltd., and the INITIAL SALUTE, a 50,987 gt bulk carrier equipped with a trial SCR system and built by Oshima Shipbuilding Co., Ltd. for Shirahama Maritime S.A.

Tokyo Branch
The Tokyo Branch Office oversaw the construction and entry into NK class of 11 newbuildings totaling 733,039 gt. This included 10 (totaling 717,178 gt) vessels built by Mitsui Engineering & Shipbuilding Co., Ltd.’s Chiba Works.

Usuki Branch
The Usuki Branch Office had a busy year in 2011, overseeing the entry into class of 35 newbuildings totaling 607,508 gt. Of particular interest was the MARATHA PRIDE, a 22,863 gt bulk carrier built by Saiki Heavy Industries Co., Ltd. for Sea Bird LLC, the SUPREME ACE, a 59,022 gt vehicle carrier built by Minaminnippon Shipbuilding Co., Ltd. for Chloe Navigation S.A., and the SULPHUR GUARDIAN, a 9,465 gt chemical tanker designed exclusively for the transport of molten sulfur built by Shitanoe Shipbuilding Co., Ltd. for Palm S.A.

Yokohama Branch
The Yokohama Branch Office oversaw the construction and entry into NK class of 9 newbuildings totaling 261,907 gt. Of these 9 vessels, 8 (totaling 252,312 gt) were part of the 56BC series built by IHI Marine United Inc.’s Yokohama Shipyard.
International Newbuilding Highlights

As the global network of the Society rapidly approaches 100 offices worldwide, the number of surveys, including newbuilding surveys, has increased accordingly. A brief summary of international newbuilding highlights for some of ClassNK’s 99 exclusive surveyor offices overseas during the year 2011 is given below.

China

The Society established a new Local Area Representative office in China, in Shenzhen, bringing the total number of offices in the country to 11.

The Society’s Nantong Office in particular had a large number of newbuildings enter NK class in the China region during the year. Some key examples include the JOSCO CHANGZHOU, a 33,188 gt bulk carrier built by Nantong Cosco KHI Ship Engineering Co., Ltd. (NACKS) for Jiangsu Ocean Shipping Co., Ltd. (JOSCO) and the CAPE SASANQUA, a 106,251 gt bulk carrier also built by NACKS, this time for Mariaspes Compania Naviera, S.A.

The Society’s Shanghai Office oversaw the construction of the INGE KOSAN, a 3,728 gt LPG tanker, the first series of this type to be classed by ClassNK in China, built by Yangzhou Kejin Shipyard Co., Ltd. for Lauritzen Kosan A/S, the YASA ANATOLIA, a 19,999 gt bulk carrier built by Tsuji Heavy Industries (Jiangsu) Co., Ltd. for Yasa Anatolia S.A., and the RUI LEE, a 32,983 gt bulk carrier built by Jiangsu New Hantong Heavy Industries Co., Ltd. for Winland International Shipping Co., Ltd.

Elsewhere in China, the Society’s Guangzhou Office oversaw the construction of the first electrical propulsion vessel, the 4,189 gt oil carrier EMISSARY built by Guangzhou Hangtong Shipbuilding and Shipping Co., Ltd. for Hong Lam Marine Pte. Ltd. Meanwhile, the Kaohsiung Office oversaw the construction of three general cargo carriers, the 7,141 gt TRI FRIEND built by Jade Shipbuilding Co., Ltd. for Ocean Friend Corp. Limited, and the 7,141 gt MARION ACE and the 7,141 gt EASTERN FRONTIER, both built by Jong Shyn Shipbuilding Co., Ltd. for Earnest Marion S.A. and Tri-Net Logistics (Asia) Pte. Ltd. respectively.

The Society’s Dalian Office conducted newbuilding surveys for, among others, three general bulk carriers, the 89,985 gt MANGAS built by Bohai Shipbuilding Heavy Industry Co., Ltd. for Atlantic Pearl Shipping Limited, and the 32,983 gt CHRISTINE STAR and the 32,983 gt HARMONY STAR, both built by COSCO (Dalian) Shipyard Co., Ltd. for Dexter Line Co., Ltd. Inc. and Christine Marine S.A. respectively.

Korea

The Society’s Busan Office oversaw the construction of the DELMAR, a 44,261 gt bulk carrier built by Hyundai Samho Heavy Industries Co., Ltd for Meadway Shipping and Trading Inc. The office also oversaw the construction of the 93,169 gt bulk carrier HANJIN MATSUYAMA for Southern Pacific Holding Corporation, the first vessel built to NK class by Sungdong Shipbuilding & Marine Engineering Co., Ltd. In addition, the Gunsen Shipyard of Hyundai Heavy Industries Co., Ltd. built the SHAGANGFIRSTPOWER, a 93,228 gt bulk carrier, installed with a hull monitoring system, for Long Glory S.A.

Among the many ships handled by the Society’s Ulsan Office during the year, the office oversaw the construction of the 44,925 gt container carrier NYK FUJI, capable of carrying 4,500 containers. The ship was built by Hyundai Heavy Industries Co., Ltd. for Buddhi Shipping Pte. Ltd. Additionally, the office also oversaw the construction of the 93,227 gt bulk carrier for Libera Corporation, also built by Hyundai Heavy Industries Co., Ltd., and the 22,662 gt OCEAN FALCON, another bulk carrier, built by Hyundai Mipo Dockyard Co., Ltd. for Dawn Shipping S.A.
NAIKAI MARU NO. 2
a 3,854 gt oil carrier built by Hakata Shipbuilding Co., Ltd. for Naikai Kisen K.K.

AKEBONO MARU
a 4,505 gt LNG carrier built by Higaki Shipbuilding Co., Ltd. for Chuo Kaiun Kaisha, Ltd.

The Philippines
The Society’s Cebu Office oversaw the construction of the 92,152 gt SOUTHERN CROSS DREAM, the first Japan-flagged cape size bulk carrier to be built by Tsuneishi Heavy Industries (Cebu) Inc. The ship was built for Mimosa Maritima Ltd. Other ships built at the same yard include the TESS BULKER, a 32,309 gt bulk carrier built for Lauritzen Bulkers A/S, and the 32,351 gt bulk carrier DORIC VALOUR, built for Ocean Unity Navigation Inc. The Manila Office meanwhile saw two new bulk carriers enter into class in 2011. They were the 93,681 gt NEW MIGHTY and the 93,684 gt HOUHENG 2, both built by HHIC-Phil Inc. for N & H Maritime S.A. and Hengli Industries (Hong Kong) Limited respectively.

Malaysia
ClassNK currently has five offices in Malaysia: Johor Bahru, Kota Kinabalu, Kuala Lumpur, Miri and Sibu. Of particular interest this year was the SHINLINE 10, a 9,799 gt general cargo carrier built by Shin Yang Shipyard Sdn. Bhd. (2) for Shinline Sdn. Bhd., and the OCEANBRAVE 20516, a 1,132 gt chemical barge, the first barge of its type designed specifically for the carriage of palm oil, built by Pleasant Engineering Sdn. Bhd.

India
The Society currently has six offices in India: Mumbai, Chennai, Visakhapatanam, Kochi, Dahej, and Kolkata. A particular highlight of NK activity in the region was the entry into class of the ANANYA NAREE, a 23,670 gt bulk/lumber carrier built by ABG Shipyard Ltd. for Precious Forests Pte. Ltd. The ship, compliant with requirements for CSR and PSPC, is the first vessel built under NK class in India.

Viet Nam
The Haiphong Office oversaw the construction of another general cargo carrier, the 4,219 gt NOSCO TRADER built by Bach Dang Shipbuilding Industry Co., Ltd. for Northern Shipping Joint Stock Company (NOSCO).

Class Surveys and Statutory Surveys

Class Surveys
2011 was once again a very busy year for ClassNK in terms of surveys of ships. Over the course of the year, the Society carried out a total of 3,557 surveys in Japan. Of these, 397 were registration surveys, and 3,160 were maintenance surveys. Surveys conducted overseas totaled 11,616, of which 384 were registration surveys, and 11,232 were maintenance surveys.

Statutory Surveys
At present, a total of 108 government Administrations around the world recognize and authorize ClassNK to act on their behalf to conduct surveys and issue certificates in accordance with international conventions and codes, as well as national requirements pertaining to ship safety and the prevention of marine pollution. In 2011, the Society carried out inspections and issued almost 52,000 statutory certificates based on these authorizations as follows:

- International Load certificates: 7,764
- SOLAS related certificates: 24,111
- MARPOL related certificates: 16,015
- Anti-fouling system certificates: 3,929
Inspection and Approval Services

The Society provided a range of company approval related services including testing and measurement services related to class and equipment maintenance surveys as well as for maintaining the registration of approved firms during the year. Firms providing the following types of services were approved by the Society in 2011:

1. In-water survey of ships: 17
2. Thickness measurements on ships: 13
3. Radio inspection services: 26
4. Maintenance of fire fighting systems and equipment: 27
5. Maintenance of life saving equipment and appliances: 20
6. Voyage data recorders: 24
7. Hatch tightness testing: 1
8. Coating systems: 1

Port State Control (PSC)

As with previous years, the Society continues to work with the managers and owners of detained vessels to help improve ship conditions and increase safety awareness. To this end, the Society’s Survey Department published the Annual Report on Port State Control (August 2011), a compilation and analysis of PSC related statistics for the previous year, and distributed it to ship owners, ship managers, and other concerned parties. In addition, high-ranking members of the Society visited key maritime authorities around the world, including the Australian Maritime Safety Authority (AMSA), China MSA, Transport Canada, and the U.S. Coast Guard during the course of the year. ClassNK also sent representatives to bilateral Korea–Japan meetings, held in Korea, on inspection related matters and gave presentations on the Society’s efforts to reduce the detention ratio of NK classed ships.

During 2011, ClassNK issued Statements of Compliance to 35 vessels under the Society’s Condition Assessment Program (CAP). Statements of Compliance were also issued for the ballast water management plans of 737 ships. As of the end of 2011, the aggregate total number of Statements of Compliance issued by the Society stood at 258 for CAP and 5,057 for ballast water management plans.

No one is immune to the risk of incidents at sea as the rate of ship casualties of recent years can testify. The Society’s Emergency Technical Assistance Service (ETAS) team is on call 24/7 to support the owners and operators of ships registered for this service in ensuring the safety of their vessels and minimizing the environmental impact if disaster should strike. In 2011, 84 more vessels registered for the Society’s ETAS service, giving a total of 1,069 in all. In 2011, this team was called into action for 6 incidents related to maritime casualties to provide technical support.
Audit and Registration of ISM Code and ISPS Code related Systems

In 2011, ClassNK had another busy year conducting ISM Code and ISPS Code related audits as a Recognized Organization on behalf of various flag administrations. Over the course of the year, the Society registered 57 new companies in accordance with ISM requirements, bringing the total number of companies registered with the Society to 625. Safety Management Certificates (SMC’s) were issued to 878 ships in 2011, bringing the total number of vessels registered with the Society to 4,875. As of the end of 2011, NK conducts ISM authorizations on behalf of 64 Administrations. The Society also registered 795 ships to ISPS Code requirements during the year, bringing the total number of ships registered with the Society under the ISPS Code to 4,179. NK currently conducts ISPS authorizations on behalf of 53 Administrations.
Quality, Environmental Management, and Occupational Health & Safety Management Systems

ClassNK also conducts certification of quality management systems under the ISO 9001 standard, environmental management systems under the ISO 14001 standard, and occupational health and safety management systems under the OHSAS18001 standard. In 2011, a total of 15 organizations were newly registered under ISO 9001, bringing the total number registered with the Society to 383. The Society also registered 9 organizations to the ISO 14001 standard during the year, bringing the total number to 110. ClassNK registered 6 organizations to the OHSAS18001 standard under its new service started in 2010.

Maritime Education and Training

The Society began offering the following new services in 2011 in response to growing demand for certification covering the education of maritime professionals.

(1) Certification for Maritime Education & Training
The Society assesses and certifies the quality of courses offered by training centers and other institutions of learning based on a number of standards, including those of IMO model courses. In addition, the Society has also started a training course designed to develop skilled instructors capable of educating trainees in a range of maritime professions.

(2) Certification for Seafarer Recruitment and Placement Services
This certification is awarded to manning agencies in the maritime sector whose service is assessed and found to conform to the standards set out in the applicable code (1.4) of the International Labour Organization’s Maritime Labour Convention.
ClassNK Academy

Drawing upon its extensive expertise in the survey of ships and audit of ship management systems, the Society has been holding Academy courses to help disseminate information on the fundamentals of shipbuilding, and the maintenance and operation of ships. 2011 saw ClassNK offer the 12 ClassNK Academy courses listed below at 9 locations in Japan, namely: Tokyo, Kobe, Hiroshima, Onomichi, Imabari, Yokohama, Fukuoka, Nagasaki, and Shimonoseki. The courses were attended by approximately 1,500 participants from shipowners, shipyards, manufacturers, and others with an interest in maritime affairs. In addition, courses were also offered overseas in China, Korea, the Philippines, Singapore, Malaysia, Indonesia, the United Arab Emirates, and Brazil. A combined total of roughly 2,000 persons attended these ClassNK Academy courses outside Japan. The core components of this program are as follows:

Courses Related to Newbuildings
• Classification Societies and Statutory Issues Course
• New Shipbuilding Course (Hull)
• New Shipbuilding Course (Machinery and Electrical Installations)
• Material and Welding Course

Courses Related to Existing Ships
• Damage and Maintenance Course (Hull)

Training

ClassNK actively runs and participates in a number of different training activities both for internal staff development and in cooperation with outside organizations. These training programs cover everything from surveyor training to internships, lectures, and other cooperative training programs designed to meet the needs of government agencies and the maritime industry. Some of the more notable training programs ClassNK conducted in 2011 are briefly introduced below.

Surveyor Training

In order to provide an unparalleled quality of service to its clients, the Society is dedicated to maintaining and improving the quality of its surveyors. To this end, ClassNK conducted a range of surveyor training programs for its surveyors (including new graduates) around the world during the year. In addition to the training provided by the Society’s Head Office, many surveyors also underwent practical training aboard ship, notably the training vessel SEIUN MARU of the National Institute for Sea Training, or took additional survey training at one of the Society’s local offices either in Japan or overseas. Practical training was also provided for NK surveyors on marine engines at Yanmar Co. Ltd.’s Amagaseki Factory T. T. School. In addition, plan examination training was also provided to surveyors assigned at the Society’s various Plan Approval Centers around the world.
Marine Management Systems Auditor Training

ClassNK conducted Maritime Security Auditor training for its surveyors at the Society’s Training Center in Japan as well as at its Singapore and London Offices. Surveyors who have successfully completed Marine Management Systems Auditor training are qualified to perform audits of safety management systems and ship security systems.

Maritime Labor Inspector Training

ClassNK conducted Maritime Labor Inspector training for surveyors at its Training Center in Japan as well as at the Society’s Shanghai, Singapore, Piraeus, Genoa, London, New Orleans, and Panama Offices. The training is provided in anticipation of the Maritime Labour Convention coming into effect in 2012.

Lectures at the Eastern Japan Training Center for Shipbuilding Skills

At the request of the Eastern Japan Training Center for Shipbuilding Skills, the Society presented lectures on the quality of defective welding to technical staff members new to the field of shipbuilding.

Lectures at the Innoshima Technical Center

At the request of the Innoshima Technical Center, the Society presented lectures on “Case Studies of Ship Damage and Lessons Learned” to staff members at the Center.

Lectures for the Japanese Ministry of Land, Infrastructure, Transport and Tourism

In 2011 ClassNK conducted a variety of lectures at the request of the Japanese Ministry of Land, Infrastructure, Transport and Tourism (MLIT). These included a lecture on “Principles of Ship Security Risk Assessments at Classification Societies” at its ISPS Code Seminar.

Cooperation with the International Mariners Management Association of Japan and the All Japan Seamen’s Union

Following a request from the International Mariners Management Association of Japan and the All Japan Seamen’s Union, ClassNK provided lectures on maritime conventions and rules/regulations for related organizations at a training course held by Japan Marine Science Inc. for junior technical superintendents.

Cooperation with JICA

Following a request from Japan International Cooperation Agency (JICA), the Society also presented lectures on the SOLAS and MARPOL conventions as well as on newbuilding surveys at the “Group Training Course in International Maritime Conventions and Ship Safety Inspection” held by the Ship Research Centre of Japan for maritime officials from various countries overseas.

Providing clients with the latest and most up to date technical information is one of the most important tasks undertaken by the Society. To this end, each year ClassNK conducts a number of technical seminars on a wide variety of timely topics. In 2011, ClassNK Technical Seminars were held twice in five locations across Japan, namely: Tokyo, Kobe, Imabari, Onomichi, and Fukuoka. The seminars drew roughly 1,380 attendees from across the entire spectrum of the maritime industry, including
ClassNK implemented a major upgrade of its Website in December 2011. The result is a Website that is more user-friendly and easier to navigate.

An important new feature of the site is the “My page” section. Creating a new account is simple, and, once registered, a user has free access to downloadable versions of the latest technical rules and guidelines.

shipowners, shipyard staff, and manufacturers, among others. The Japanese version of the Technical Seminar materials can be downloaded from the Technical Seminar Materials page of the Japanese version of the website only. A summary of the material covered in the seminars is listed below.

**ClassNK Spring Technical Seminar**

1. Report on the R&D Activities of the Society related to ship classification
   - Research on strength assessment against sloshing in membrane LNG carriers
2. Report on joint research projects based on the needs of industry
   - Introduction
   - Research on Resource Recycling Technologies in Ships
   - Research and Development on Heat Resistant Wireless (communication) Tags
   - Study on IT Applications in Ship Design
3. Latest international trends affecting shipbuilding and shipping
   - IMO and IACS trends

**ClassNK Autumn Technical Seminar**

1. Explanation of amendments to the Rules, etc. enacted since November 2010
   - Explanation of Rules related to machinery and electrical systems
   - Explanation of Rules related to equipment and materials
   - Explanation of Rules related to hull structures
   - Latest activities of IACS Hull/Machinery/Survey/Statutory Panel
2. Latest trends in international conventions and statutory requirements, etc.
3. Technical topics
   - NK activities regarding the safe carriage of nickel ore
     - An introduction to ClassNK’s “Guidelines for the Safe Carriage of Nickel Ore”

**ClassNK Award**
The “ClassNK 100 Awards” were originally established in 1999 to commemorate the 100th anniversary of the Society’s founding. Since renamed the “ClassNK Award”, the award is presented each year in recognition of outstanding research papers prepared by students at participating universities pursuing courses of study in naval architecture, marine engineering, as well as marine technology and ocean engineering. In 2011, awards were presented to select students at universities in Korea, China, and India.

**ClassNK Website**
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ClassNK in Research
Overview of Research and Development
The Society engages in a wide range of R&D activities related to ship classification. The guiding principle behind this R&D is the Society’s dedication to ensuring the safety of life and property at sea, and preventing pollution of the marine environment. The Society also conducts joint research with various industry partners including public and private entities alike based on demands from the relevant sector. This not only includes R&D work concerned with conventional ship classification but also encompasses a wide variety of topics beneficial to the maritime and offshore industry as a whole.

1. Research and Development related to Ship Classification
In 2011, ClassNK continued to pursue a number of R&D projects under its practical research and development program. These projects are aimed at developing a foundation of core technologies that will provide a basis for innovative, practical solutions, as well as research that can be adapted to create new and improved guidelines, and broaden the already expansive variety of technical services offered by ClassNK. These projects are focused mainly on two major areas: ultra large container ships, and protecting the marine environment.

Some of the research projects undertaken in 2011 as part of this program are briefly described below.

1) Ultra-large container ships
   • As container ships grow in size, some designs have begun experimenting with different arrangements of engine room and deck house. One example would be the 2-islander model in which the engine room is semi-aft and the deck house is located amidships. This project examined the effects of these different arrangements on structural strength and used the results obtained as the basis for revisions to “Guidelines for Container Carrier Structures (Guidelines for Hull Girder Torsional Strength Assessment)”.
   • Longitudinal bending strength assessments, with whipping taken into account, and measurements on actual ships were used to quantify the impact of hydroelastic response on the longitudinal strength and fatigue strength of a typical container carrier. The results obtained were reflected in discussions on related topics at organizations such as IACS, and presented at academic conferences and international meetings.
   • Large-scale and full-scale structural model tests were carried out as part of a project designed to improve upon the guideline for brittle crack arrest design released in 2009. Brittle crack arrest tests (ultra-wide duplex ESSO tests) were also performed in order to determine the effect of plate thickness on the toughness value of steel required to arrest brittle crack.

2) Protection of the marine environment
   • This project focused on water emission fuels, a technology developed to reduce NOx emissions. More specifically, investigative research was carried out to determine the degree to which combustion of water emission fuels results in sulfuric acid corrosion of the exhaust pipe outlet. The results showed that under normal conditions, the possibility of increased corrosion was low. These results were compiled and summarized in various technical materials.
2. Joint Research based on the Needs of Industry

The Society also engages in a range of joint research projects to meet the needs of the marine industry. Under this unique joint research scheme, the Society provides both technical as well as financial support based on proposals or requests from various external entities. As of the end of December 2011, 29 projects reached completion, while 82 are still ongoing. The following is an example of those projects completed in the past year.

1) R&D on retrofitting ballast water management systems on existing vessels*1

In order to assist the maritime industry in achieving a smooth transition upon the coming into force of the Ballast Water Management Convention, the Society cooperated in the development of a prototype design for retrofitting an existing vessel with a ballast water management system. The prototype was used to pinpoint potential problems at the design stage. Based on these conclusions, the investigation then went on to explore viable solutions. The results obtained were compiled and reflected in materials used for the design of ship installations.

2) R&D on incorporating Cloud Computing to improve Coating Technical File (CTF) systems*2

The purpose of this project was to examine the potential benefits to users of CTF systems of using the “cloud” in the creation and maintenance of coating technical files. This research used the CTF software system developed in 2010 as its base. It then introduced “cloud”-based elements to allow new functionality such as file sharing between shipyards. The end result was a software tool with much improved usability well equipped to reduce the burden on shipyards associated with managing CTF files.

3) R&D of the application of blast technologies utilizing the Konki-Jet on ships under repair*3

The Society previously cooperated in the development of the Konki-Jet, an environmentally-friendly alternative to sand blasting, used in the surface treatment of ballast tanks. Practical application of the Konki-Jet in newbuildings is just over the horizon. While initially designed for treating the primer surfaces of ballast tanks of newbuildings, the results of R&D conducted up to 2010 indicated that there was potential in its application in other fields including in ships under repair. The driving concept behind this particular project was to facilitate the spread of this technology throughout the maritime industry by establishing workable applications in the repair of existing ships.
4) Research into the development of heat-resistant wireless transmission tags (for hot-dip galvanization)*4
In 2010, work was completed on the development of highly workable and long lasting radio-frequency identification tags (RFID) that are heat resistant to the point of even being capable of use in hot-dip galvanization. Using this technology, the 2011 project looked into developing a logistics system based on these RFID that would make process flows at shipyards more efficient. The research, which included trial application at an actual shipyard, bore positive results.

5) Investigative research into development of NAPA based application (Part 2)*5
The aim of this project was to customize the ship design software developed by Finland’s NAPA to provide the additional functionality in basic tasks such as performance calculations and greater ease-of-use desired by designers.

2-1. Joint Research based on the Needs of Industry (Joint R&D on Reduction of GHG)
The Society also actively participates in a national project overseen by the Japanese government aimed at developing and applying greenhouse gas reduction technologies. In addition to providing technical support, it also includes significant financial support as well as participation in joint research.

The Society is dedicated to finding effective solutions to the problem of global warming while working towards the betterment of the international maritime community as a whole.

Cooperating Organizations (in random order):
*4 Shin Kurushima Dockyard Co., Ltd.
*5 The Shipbuilders’ Association of Japan (SAJ) and various member companies of the Association
Special Article
The ClassNK Approach to the Maritime Labour Convention
1. Development of the Maritime Labour Convention

Of the many driving forces behind globalization, the maritime industry is perhaps one of the largest, and has been for many decades. Indeed, 90 per cent of world trade is currently shipped by sea, making this “the world’s first genuinely global industry” according to a joint resolution by related organizations in 2001. Despite its worldwide scope and cross-border nature, there has hereto been a lack of global standards covering working conditions that were uniformly applicable right across the industry and the more than 1.2 million seafarers it employs. The increasing division of labor in shipping means that shipowners and seafarers have to grapple with a confusing array of national laws based on different international standards. While there is a framework of maritime conventions under the auspices of the International Labour Organization (ILO), their sheer number, close to 70 in all, made enforcement by government a problematic task. In response, the ILO drafted the Maritime Labour Convention (MLC) to consolidate and modernize this fragmented raft of existing regulations into a single standard. This standard forms the “fourth pillar” in a maritime regulatory regime alongside the International Convention for the Safety of Life at Sea (SOLAS), the International Convention on Standards of Training, Certification and Watchkeeping (STCW), and the International Convention for the Prevention of Pollution from Ships (MARPOL).

The MLC, while often referred to as a “seafarers’ bill of rights” is not devoted solely to protection of the employee, but also provides support to other stakeholders in the maritime industry. This brings us to a second goal of the Convention, the creation of a level playing field whereby best practice shipowners could provide the seafarers aboard their vessels with decent conditions of work without fear of being outcompeted on price by shipowners operating vessels flagged in non-ratifying nations and manned under less stringent conditions. The Convention achieves this by requiring ratifying states to apply the MLC’s standards to all foreign vessels coming into their ports regardless of whether or not that ship’s flag state is a ratifying member of the MLC.

By removing this favorable treatment for ships of non-ratifying members, the MLC removes the financial incentives for operators to deny their crews acceptable working and living conditions. This provision also makes ratification by member states more attractive from an economic perspective. Ships from a non-ratifying state may be detained under Port State Control inspections for relatively longer periods if the inspection indicates that the vessel in question does not satisfy the MLC’s minimum requirements. Shipowners of a non-ratifying member may, faced with the potential costs of such detention, decide that it is in their interests to flag their fleet elsewhere, in a state that has ratified the MLC.

2. Conditions for Ratification

The MLC will enter into force “...12 months after the date on which there have been registered ratifications by at least 30 Members with a total share in the world gross tonnage of ships of 33 per cent”. As of December 2011, the 22 members (see graph below) representing over 50 per cent of the world gross tonnage of ships have ratified the Convention. This means that the tonnage requirement for its entry into force has been met and all that is now required is the ratification of a further eight nations.
3. Structure of the Maritime Labour Convention

The MLC is divided into three main sections: the Articles, setting out the principles and obligations of members, followed by the Regulations and Code (divided into Parts A and B covering mandatory and non-mandatory provisions respectively). The Regulations and the Code are then further broken down into general areas under the five “Titles” outlined below.

4. Maritime Labour Certificates

Under the Convention, ships of 500 gross tons or above on voyages to or between foreign ports are subject to inspections by the flag state or a Recognized Organization (RO), such as ClassNK, authorized to act on the flag state’s behalf, after which a Maritime Labour Certificate is issued. The process begins with the preparation of a Declaration of Maritime Labour Compliance (DMLC). This document is divided into two parts: Part I specifying the national laws and regulations through which a list of 14 pre-approved areas of the MLC are to be implemented; and Part II, under which the owner or operator of the vessel sets out their plan for ensuring the continued compliance with the requirements of Part I between inspections. The inspection carried out by the flag state or RO will verify that the plan of Part II is in place and being implemented. A certificate is issued on successful conclusion of this inspection.

An important feature of this Convention that, it is believed, will accelerate ratification and implementation is flexibility. In the event that a member is unable to implement a mandatory provision under Part A in full accordance with the Convention text, implementation through national laws and regulations alone will be accepted and requirements deemed met on the condition that said laws and regulations contribute to the aim of the relevant provision, and that measures employed are “substantially equivalent” to those of the MLC.
Shipboard Inspection

Methods of inspection
1. Check documentation
2. Interview seafarers

Items inspected (14 items)
1. Minimum age
2. Medical certification
3. Qualifications of seafarers
4. Seafarers’ employment agreements
5. Use of private recruitment and placement services
6. Hours of work or rest
7. Manning levels
8. Accommodation facilities
9. Recreational facilities
10. Food and catering
11. Health, safety and accident protection
12. On-board medical care
13. On-board complaint procedures
14. Payment of wages

5. The Class NK Approach

As an organization committed to ensuring the safety of life at sea, the implications of this Convention for ClassNK are considerable. This importance is illustrated further by the fact that close to 75% of the Society’s register in tonnage terms is flagged in states that have already ratified the MLC. While understanding the clear benefits that implementation of the MLC will bring, ClassNK also recognizes the complexity of the task faced by the maritime community in adapting to this transition. Since development of the Convention began, ClassNK has been actively promoting a program of activities designed to provide our clients with the necessary support. The focus of this support is identifying areas of internal rules and regulations currently implemented by owners and operators that fall short of meeting the MLC’s mandatory requirements on labor conditions (Gap Analysis). The next step is to devise strategies for bridging this gap and setting down the plan required under Part II of the DMLC. With this in mind, the Society established its first ever subsidiary, ClassNK Consulting Service Co., Ltd., to provide a dedicated consulting service independent of ClassNK’s survey arm.

The ClassNK approach can be broken down into the following four areas of activity:
1. Inspection, Assessment, and Certification
   a) Perform inspections and issue certificates as an RO of authorizing flag states
   b) Perform assessments and issue certificates for maritime manning services (Certificate for Seafarer Recruitment and Placement Services)
   c) Develop related Guidance (Technical Rules, ClassNK Instructions, etc.)
2. Additional Client Services
   a) Hold MLC-related seminars (Seminars held in 2011: BARI-SHIP 2011, International Mariners Management Association of Japan, shipowner round-table conferences, etc.)
   b) Distribute guidance for inspection/assessment applications
   c) Provide related information (flag state legislation, etc.) via the ClassNK Website
3. Interaction with Flag States
   a) Apply for authorization as an RO
   b) Liaise with flag states on necessary requirements
4. Ongoing Education of ClassNK Technical Staff
   a) Establish a training course to maintain and improve quality of the Society’s surveyors and assessors

ClassNK has lost little time in taking a leadership role in MLC implementation. As part of the Inspection, Assessment, and Certification activities mentioned above, the Society has already begun issuing Statements of Compliance to vessels flagged in the Marshall Islands. These documents are issued upon successful inspection prior to the MLC coming into effect and allow for a smooth transition to the official convention certification once the Convention enters into force. In February 2011, the Panama Maritime Authority (PMA), the world’s largest flag administration authorized ClassNK to perform inspection and certification in accordance with the MLC on its behalf. ClassNK thus became the first RO to have been delegated such authority by the PMA. As the MLC approaches the required numbers for ratification, ClassNK expects to be authorized as an RO by all major flag administrations that delegate such responsibilities. The activities outlined above fall within the scope of the “Working Conditions” element of the Society’s “PrimeManagement” solution. This comprehensive services package consolidates ClassNK’s approach to the human element of maritime management: education, training, safety and environment, and working conditions.
International Activities
Participation at the International Maritime Organization (IMO)

As part of its many international activities, ClassNK contributes to the International Maritime Organization (IMO) on a wide range of technical issues. In 2011, the Society attended the IMO meetings listed below, either as a member of the Japanese Government delegation or as a representative of the International Association of Classification Societies. In addition, the Society continues to dispatch a member of its staff to the IMO secretariat on a full-time basis.

| Sub-Committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) — 53rd session | (January) |
| Sub-Committee on Bulk Liquids and Gases (BLG) — 15th session | (February) |
| Sub-Committee on Flag State Implementation (FSI) — 19th session | (February) |
| Sub-Committee on Ship Design and Equipment (DE) — 55th session | (March) |
| Maritime Safety Committee (MSC) — 89th session | (May) |
| Sub-Committee on Safety of Navigation (NAV) — 57th session | (June) |
| Technical Cooperation Committee (TC) — 61st session | (June) |
| Marine Environment Protection Committee (MEPC) — 62nd session | (July) |
| Sub-Committee on Fire Protection (FP) — 55th session | (July) |
| Sub-Committee on the Carriage of Dangerous Goods, Solid Cargoes and Containers (DSC) — 16th session | (September) |

ClassNK conveys the outcomes of major meetings such as those of the Maritime Safety Committee (MSC) and the Maritime Environmental Protection Committee (MEPC) to clients of the Society and related organizations through a variety of means, including a special mail service, the timely release of “NK Technical Information” bulletins, and updates to the “IMO International Convention Calendar” section of the ClassNK Website (www.classnk.or.jp/hp/en/imo_conv_schedule/conv_schedule.asp).

Participation in the International Association of Classification Societies (IACS)

In recognition of its leading role in ship classification the Society was appointed chair Society of IACS for the period July 2010 through June 2011. In this role, ClassNK oversaw another busy year for the organization, chairing meetings of the IACS Council and General Policy Group, and spearheading the actions of these bodies in a number of central themes. These themes included the following:

- Technical contributions to the maritime industry and the IMO
- A more balanced reflection of the needs of the entire maritime industry
- Reinforcement of IACS’ commitment to the European Commission and a transition to a more transparent structure

In July 2011, the Society was made vice chair of IACS. In both this role and that of chair society, ClassNK has been actively involved in discussions with representatives of related maritime industries across the globe as well as speaking at international conferences.
As chairman of the IACS Expert Group on IMO Goal Based Standards (GBS), ClassNK was at the heart of the debate on the harmonized Common Structural Rules (CSR) and their compliance with the IMO’s GBS. In order to ensure completion of the harmonization process, several groups were dedicated to this project, including the Small Group answering directly to the Council, the Hull Panel, and 10 project teams under its control. Together, these groups brought together input received from the maritime community and reflected this input in the development of the CSR.

The Society also plays an active role in meetings of the IACS Hull, Machinery, Survey, and Statutory Panels, as well as the 25 Project Teams taking into account the views of the maritime industries concerned in the development of Unified Requirements (UR) and Unified Interpretations (UI). The Society will also serve a three-year term as chair of the Survey Panel through January 2014, presiding over its biannual meetings held in March and September, and guiding the course of its activities.

The following meetings were held during 2011:

<table>
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<tr>
<th>Meeting Type</th>
<th>Frequency</th>
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<tbody>
<tr>
<td>Council Meeting</td>
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<tr>
<td>General Policy Group Meeting</td>
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<tr>
<td>Quality Committee Meeting</td>
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<tr>
<td>Chairman’s Office Meeting</td>
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<tr>
<td>Small Group Meeting (CSR and Quality Policy)</td>
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<tr>
<td>Expert Group Meeting (6 groups incl. GBS, EU, ILO)</td>
<td>7 times</td>
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<tr>
<td>Technical Panel Meeting (Hull, Machinery, Survey, and Statutory Panels)</td>
<td>9 times</td>
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<tr>
<td>Project Team Meeting (10 teams)</td>
<td>24 times</td>
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<tr>
<td>Small Group Meeting</td>
<td>4 times</td>
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<tr>
<td>IACS/Industry Joint Working Group Meeting (4 working groups incl. EEDI and ILO)</td>
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**Activities regarding ACS (The Association of Asian Classification Societies)**

The Association of Asian Classification Societies is a group of six classification societies, including ClassNK, based in different nations in Asia with a keen interest in promoting safer, cleaner seas. ACS has met annually on an informal basis since 1993. During a special meeting held on 1 February 2010, the members unanimously agreed to formalize the ACS association by adopting an ACS Charter. In 2011, a major step was taken towards one of ACS’s chief goals, enhancing technical research, with the establishment of seven working groups. These groups, chaired by ClassNK, were set up to develop each member’s capabilities in the fields of ship recycling, Goal Based Standards, machinery seaworthiness, quality, Port State Control, ballast water management/GHG, and risk based design. In addition, ClassNK also took an active role in the association’s Executive Committee and Technical Management Group, and served as ACS’ liaison with the Safe Navigation & Environment Committee (SNEC) of the Asian Shipowners Forum (ASF), hosting the ASF/ACS Seminar on Safe Navigation & Environment Protection in September. Moreover, the Society’s desire to nurture ever stronger ties with the Asian maritime community was illustrated further in December as ClassNK participated in the 5th Asian Shipbuilding Experts’ Forum, an event bringing the region’s shipbuilding industries together under one roof.
International Committees

As part of its goal of improving customer service and better meeting the needs of the global maritime industry, ClassNK holds many overseas committee meetings around the world. These meetings are an important venue for the two-way exchange of information and advice between the Society and key industry and regional stakeholders in local regions around the world.

One new overseas committee was established in 2011: the Indian Technical Committee. Each committee is comprised of distinguished members of the maritime community in each respective country. A full list of the ClassNK Committee meetings held during 2011 is shown in the following table.

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<thead>
<tr>
<th>Name of Committee Meeting</th>
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<th>Venue</th>
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<tr>
<td>17th Indian Committee</td>
<td>28 January</td>
<td>Mumbai</td>
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<td>20th Greek Committee</td>
<td>3 February</td>
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<td>4th Middle East Technical Committee</td>
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<td>2nd North American Committee</td>
<td>18 March</td>
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<td>9th British Committee</td>
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<td>11th Taiwan Technical Committee</td>
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<td>16th China Technical Committee</td>
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<td>22nd Korean Committee</td>
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<td>9th Hong Kong Technical Committee</td>
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<td>8th Turkish Committee</td>
<td>31 May</td>
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<td>7th Malaysian Committee</td>
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<td>3rd Turkish Technical Committee</td>
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<td>2nd Latin American Committee</td>
<td>1 December</td>
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<td>9th Indonesia Committee</td>
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<td>Jakarta</td>
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## Authorizations Granted to ClassNK

As of 1 December 2011

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38 / ClassNK Annual Report 2011
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Abbreviations:

● = Authority has been delegated.
★ = Authority has been delegated subject to some conditions.
* = Authority has been delegated in accordance with international conventions or national regulations other than those listed in this table.

LL: International Load Line Certificate
SC: Cargo Ship Safety Construction Certificate
SE: Cargo Ship Safety Equipment Certificate
SR: Cargo Ship Safety Radio Certificate
ISM: International Safety Management Code
ISPS: International Ship and Port Facility Security Code
I, II, IV, VI: MARPOL Annex I, II, IV, VI
AFS: International Convention on the Control of Harmful Anti-fouling Systems on Ships
## Organization

### ClassNK in Committee

#### ADVISORY COUNCIL

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<tr>
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<tr>
<td>Frank W. K. Tsao</td>
<td>Group Chairman</td>
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<tr>
<td>Sumate Tanthuwanit</td>
<td>President</td>
<td>Regional Container Lines Group</td>
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<td>IMIF (International Maritime Industries Forum)</td>
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<td>Chris Bailey</td>
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<td>Sunil Malhotra</td>
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<td>Bohai Shipbuilding Heavy Industry Co., Ltd</td>
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<tr>
<td>Gao Yongjun</td>
<td>Executive Vice President</td>
<td>China Ocean Shipping (Group) Company (COSCO)</td>
</tr>
<tr>
<td>Zhao Zhanjun</td>
<td>President</td>
<td>China Ship Design &amp; Research Center Co., Ltd.</td>
</tr>
<tr>
<td>Xu Ziqiu</td>
<td>President</td>
<td>China Shipbuilding Industry Corporation</td>
</tr>
<tr>
<td>Tao Jian</td>
<td>President</td>
<td>China Shipbuilding Trading Co., Ltd.</td>
</tr>
<tr>
<td>Lu Yi Bin</td>
<td>President</td>
<td>China Shipping (Group) Company</td>
</tr>
<tr>
<td>Yan Zhi Chong</td>
<td>President</td>
<td>China Shipping Development Company Limited</td>
</tr>
<tr>
<td>Li Zhong</td>
<td>President</td>
<td>China State Shipbuilding Corporation</td>
</tr>
<tr>
<td>Hou Liping</td>
<td>President</td>
<td>COSCO Container Lines</td>
</tr>
<tr>
<td>Li Cheng</td>
<td>President</td>
<td>Dalian Shipbuilding Industry Co., Ltd</td>
</tr>
<tr>
<td>Han Qing</td>
<td>President</td>
<td>Grand China Logistics Holding (Group) Co., Ltd</td>
</tr>
<tr>
<td>Ge En Hua</td>
<td>President</td>
<td>Hebei Ocean Shipping Co., Ltd.</td>
</tr>
<tr>
<td>Wang Yong</td>
<td>President</td>
<td>Hudong-Zhonghua Shipbuilding (Group) Co., Ltd.</td>
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<tr>
<td>Zhang Haisen</td>
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<td>Yang Jian Ming</td>
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<td>JiangSu Ocean Shipping Company Ltd.</td>
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<tr>
<td>Han Cheng Min</td>
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<td>Nantong COSCO Khi Ship Engineering Co., Ltd.</td>
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<tr>
<td>Huang Zi Qiang</td>
<td>President</td>
<td>Pacific King International Shipping Management Co., Ltd., Shanghai</td>
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<tr>
<td>Wang Yongliang</td>
<td>President</td>
<td>Shanghai Waigaoqiao Shipbuilding Co., Ltd.</td>
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<tr>
<td>Tian Zhong Shan</td>
<td>Executive Director, General Manager</td>
<td>Sinotrans Shipping Limited</td>
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#### GREEK COMMITTEE

<table>
<thead>
<tr>
<th>Chairman</th>
<th>Position</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charalambos N. Mylonas</td>
<td>Chairman</td>
<td>Transmed Shipping Ltd.</td>
</tr>
<tr>
<td>Markos A. Nomikos</td>
<td>Director</td>
<td>A. M. Nomikos Transworld Maritime Agencies S.A.</td>
</tr>
<tr>
<td>Nicolas Hadjiannou</td>
<td>Director</td>
<td>Alassia NewShips Management Inc.</td>
</tr>
<tr>
<td>Tatiana V. Petalas</td>
<td>Director</td>
<td>Carras (Hellas) S.A.</td>
</tr>
<tr>
<td>Michael D. Chandris</td>
<td>Chairman</td>
<td>Chandris (Hellas) Inc.</td>
</tr>
<tr>
<td>Andreas N. Hadjiannis</td>
<td>Director</td>
<td>Cyprus Maritime Co., Ltd.</td>
</tr>
<tr>
<td>Dimitrios S. Tsolakis</td>
<td>President</td>
<td>DST Shipping Inc.</td>
</tr>
<tr>
<td>Anna G. Dracopoulos</td>
<td>Director</td>
<td>Empros Lines Shipping Co. SP. S.A.</td>
</tr>
<tr>
<td>Gikas J. Goumas</td>
<td>Director</td>
<td>Equinox Maritime Ltd.</td>
</tr>
<tr>
<td>Kriton Lendoudis</td>
<td>Managing Director</td>
<td>Evalend Shipping Co. S.A.</td>
</tr>
<tr>
<td>Nicolas A. Frangistas</td>
<td>Chief Executive Officer</td>
<td>Franco Compania Naviera S.A.</td>
</tr>
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</table>
George Fidakis
Chairman
Globus Maritime Ltd.
Michael E. Veniamis
Director
Golden Union Shipping Co. S.A.
Panagiotis Christodoulouatos
Constantinos Z. Krantzias
Panagiotis C. Laskaridis
George J. Soursavlas
Diamantis P. Diamantides
Dionysis Delaportas
Theodore P. Angelopoulos
Babis Zlogas
Angeliki Frangou
Ori Angel
Ted Petropoulos
Dimitris E. Patrikios
George S. Livanos
Constantinos J. Martinos
Panagiotis N. Tsakos
Michael M. Scufalos
I. Kehagias
Diamandis J. Caloghiros
Managing Director
Laskaridis Shipping Co. Ltd.
Managing Director
Marmaras Navigation Ltd.
Chairman of the Board and
Chief Executive Officer
Navios Maritime Holdings Inc.
Managing Director
MFS Shipmanagement

HONG KONG COMMITTEE
Chairman
Sabrina S. M. Chao
M. H. Liang
Ning Pao Kun
Robert Alexander Ho
Andrew Y. Chen
Huang Shao Jie
Arthur Bowring
Frank W. K. Tsao
Jack Hsu
Kwai Sze Hoi
Jan Rindoo
C. C. Liu
M. T. Yung
Peter Cheng
Raymond Pao
Li Hua
Kenneth K.W. Lo
Edward S. C. Cheng
Richard Hext
David C. C. Koo
Jim Nelson

Vice Chairman
Chairman
Deputy Managing Director
President
Chairman & Managing Director
Chairman & President
Managing Director
Chairman & Managing Director
Chairman
Managing Director
Managing Director

Managing Director
Director & President
Director
Managing Director
Managing Director
Managing Director
Managing Director
Managing Director
Vice President (Shipping)
Managing Director
Director
Managing Director
Managing Director
Managing Director
Managing Director
Managing Director

Wah Kwong Maritime Transport Holdings Limited
Island Navigation Corporation International Ltd.
COSCO (H.K.) SHIPPING CO., LIMITED
Fairmont Shipping (HK) Ltd & Affiliates
Grand Seatrade Shipping Company Ltd.
Hong Kong Ming Wah Shipping Co., Ltd.
Hong Kong Shipowners Association
IMC Group of Companies
Oak Maritime (H.K.) Inc., Ltd.
Ocean Longevity Shipping and Management Co., Ltd.
Pacific Basin Shipping (HK) Ltd.
Parakou Shipping Ltd.
Patt Manfield & Co., Ltd.

INDIAN COMMITTEE
Chairman
K. M. Sheth
R. L. Pai
V. K. Sood
H. Ansari
R. S. Nakra
Ashok K. Srivastava
A. K. Bahl
Ashok V. Chowgule
Shri D. Mehta
A. R. Ramakrishnan
M. P. Dhanuka
Executive Chairman
Advisor
Advisor (Shipping)
Visiting Professor (Insurance)
Managing Director
Chief Executive Officer
Vice President (Shipping)
Executive Director
Deputy Chief Surveyor with the
Government of India-cum-Sr.DDG (Tech)
Wholetime Director
Executive Director, Marketing

The Great Eastern Shipping Co., Ltd.
Reliance Industries Limited
ABG Shipyard Ltd.
Arcadia Shipping Limited
British Marine Pfc
Chowgule and Company Private Limited
Directorate General of Shipping
Essar Shipping Limited
GEE Limited
<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Anil Devli</td>
<td>Chief Executive Officer</td>
<td>Indian National Shipowners’ Association</td>
</tr>
<tr>
<td>Atul J. Agarwal</td>
<td>Managing Director</td>
<td>Mercator Limited</td>
</tr>
<tr>
<td>M. Jitendran</td>
<td>Chief Executive Officer</td>
<td>Pipavav Shipyard Limited</td>
</tr>
<tr>
<td>S. Govindrajan</td>
<td>Managing Director</td>
<td>Progressive Shipping Consultancy Services (PVT) Ltd.</td>
</tr>
<tr>
<td>J. V. S. Rao</td>
<td>Executive Director, Shipbuilding &amp; Services Department</td>
<td>The Shipping Corporation of India Ltd.</td>
</tr>
<tr>
<td>Sujata Naik Tolani</td>
<td>Chairperson</td>
<td>Tolani Shipping Company Limited</td>
</tr>
<tr>
<td>Widihardja Tanudjaja</td>
<td>President Director</td>
<td>PT. Berlian Laju Tanker Tbk</td>
</tr>
<tr>
<td>Oentoro Surya</td>
<td>President Director</td>
<td>PT. ARPETI PRATAMA OCEAN LINE Tbk</td>
</tr>
<tr>
<td>Antonius W. Sumartin</td>
<td>President Director</td>
<td>PT Humppus Intermoda Transportasi Tbk</td>
</tr>
<tr>
<td>Chan kok Leong</td>
<td>Director</td>
<td>GBLT Shipmanagement Pte. Ltd.</td>
</tr>
<tr>
<td>Ir. Tjahjono Rosdilanto</td>
<td>Chairman</td>
<td>Indonesia Shipbuilding and Offshore Industry Association</td>
</tr>
<tr>
<td>Carmelita Hartoto</td>
<td>Director of Marine Safety, Directorate General of Sea Transportation, Ministry of Transportation</td>
<td>Indonesia National Shippers’ Association</td>
</tr>
<tr>
<td>Arifin Soenardjio, MH</td>
<td>President Director</td>
<td>Republic of Indonesia</td>
</tr>
<tr>
<td>Suhartoko</td>
<td>Senior Vice President of Shipping</td>
<td>PERTAMINA SHIPPING</td>
</tr>
<tr>
<td>Bagoes Krisnaomerti</td>
<td>President Director</td>
<td>PT Humppus Intermoda Transportasi Tbk</td>
</tr>
<tr>
<td>Asmari Herry</td>
<td>Director</td>
<td>PT Samudera Indonesia, Tbk</td>
</tr>
<tr>
<td>Praditya Nirtara</td>
<td>President Director</td>
<td>PT Adnyana</td>
</tr>
<tr>
<td>Stephen Layarda</td>
<td>Managing Director</td>
<td>PT. Alpha Pacific Lines</td>
</tr>
<tr>
<td>Andy A. Mailian</td>
<td>Fleet Director</td>
<td>PT Arpeni Pratama Ocean Line Tbk</td>
</tr>
<tr>
<td>Kasim Ariffin</td>
<td>President Director</td>
<td>PT. Bumi Perkasa Bahtera</td>
</tr>
<tr>
<td>Amir Gunawan</td>
<td>President Director</td>
<td>PT. Daya Radar Utama</td>
</tr>
<tr>
<td>Riry Syeried Jetta</td>
<td>President Director</td>
<td>PT. Dok &amp; Kapalayan Kodja Bahari (PERSERO)</td>
</tr>
<tr>
<td>Yance Gunawan</td>
<td>General Manager, Liner Division</td>
<td>PT. Dumas Tanjung Perak Shipyard</td>
</tr>
<tr>
<td>Hendrato</td>
<td>President Director</td>
<td>PT. Gesuri Lloyd</td>
</tr>
<tr>
<td>H. Soenardjo</td>
<td>President Director</td>
<td>PT. Gurita Lintas Samudera</td>
</tr>
<tr>
<td>Joeswanto Karijodimedjo</td>
<td>President Director</td>
<td>PT. Janata Marina Indah</td>
</tr>
<tr>
<td>Anthony Djqahari</td>
<td>President Director</td>
<td>PT. Meranti Maritime</td>
</tr>
<tr>
<td>Frank Menaro</td>
<td>Fleet Director</td>
<td>PT. Meratus Line</td>
</tr>
<tr>
<td>Ir. Harsusanto, MM</td>
<td>President Director</td>
<td>PT. PAL Indonesia</td>
</tr>
<tr>
<td>Ibu Mewibo</td>
<td>President Director</td>
<td>PT. PANN (Persero)</td>
</tr>
<tr>
<td>Benny Winarto</td>
<td>President Director &amp; CEO</td>
<td>PT. Pelayaran Caraka Tirta Perkasa</td>
</tr>
<tr>
<td>Johnson W. Sutjipto</td>
<td>President Director</td>
<td>PT. Wintermar Offshore Marine Tbk</td>
</tr>
<tr>
<td>S. R. Pae</td>
<td>President &amp; CEO</td>
<td>STX Pan Ocean Co., Ltd.</td>
</tr>
<tr>
<td>Sang-Tae Nam</td>
<td>President &amp; C.E.O.</td>
<td>Daewoo Shipbuilding &amp; Marine Engineering Co., Ltd.</td>
</tr>
<tr>
<td>Hyon-Soo Bong</td>
<td>Senior Executive Vice President/CTO</td>
<td>Hanjin Heavy Industries &amp; Construction Co., Ltd.</td>
</tr>
<tr>
<td>OI-Hyun Kim</td>
<td>Senior Executive Vice President, Chief Operating Officer/Shipbuilding Division, Chief Executive Officer</td>
<td>Hyundai Heavy Industries Co., Ltd.</td>
</tr>
<tr>
<td>Weon-Gil Choe</td>
<td>President &amp; CEO</td>
<td>Hyundai Mipo Dockyard Co., Ltd.</td>
</tr>
<tr>
<td>Byung Wook Oh</td>
<td>President &amp; C.E.O.</td>
<td>Hyundai Samho Heavy Industries Co., Ltd.</td>
</tr>
<tr>
<td>Doo-Chan Chang</td>
<td>Ex-Chairman</td>
<td>Korea Committee</td>
</tr>
<tr>
<td>Jin Bang Lee</td>
<td>Chairman &amp; CEO</td>
<td>Korea Line Corporation</td>
</tr>
<tr>
<td>Suh, Myung-Chun</td>
<td>President &amp; CEO</td>
<td>Namsung Shipping Co., Ltd.</td>
</tr>
<tr>
<td>Sangbok Lee</td>
<td>Representative director, President</td>
<td>Pan Continental Shipping Co., Ltd.</td>
</tr>
<tr>
<td>Insko Roh</td>
<td>President &amp; CEO</td>
<td>Samsung Heavy Industries Co., Ltd.</td>
</tr>
<tr>
<td>Kyuho Whang</td>
<td>President &amp; CEO</td>
<td>SK Shipping Co., Ltd.</td>
</tr>
</tbody>
</table>

**KOREA COMMITTEE**

**Chairman**

- S. R. Pae

**Members**

- Sang-Tae Nam
- Hyon-Soo Bong
- OI-Hyun Kim
- Weon-Gil Choe
- Byung Wook Oh
- Doo-Chan Chang
- Jin Bang Lee
- Suh, Myung-Chun
- Sangbok Lee
- Insko Roh
- Kyuho Whang

**LATIN AMERICAN COMMITTEE**

**Chairman**

- Agenor Cesar Junqueira Leite

**Members**

- Raúl E. Podetti
- José Luiz Nunes Ruiz
- Ricardo Lutz da Cunha e Menezes

**Chairman’s Message**

“ClassNK Global Approach 200”

**2011 at a Glance**

**Major Activities**
<table>
<thead>
<tr>
<th>Chairmen and Directors</th>
<th>Company/Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patricio Mondaca</td>
<td>Joint General Manager, Humboldt Shipmanagement</td>
</tr>
<tr>
<td>Hiroshi Nishiyama</td>
<td>General Manager, Kawasaki del Peru S.A.</td>
</tr>
<tr>
<td>Ricardo Vahia Alves de Souza</td>
<td>Director, P&amp;O Maritime Services Paraguay S.A.</td>
</tr>
<tr>
<td>Ricardo dos Santos</td>
<td>Naval Architect/Project Engineer, Petróleos de Venezuela S.A.</td>
</tr>
<tr>
<td>Vladimir Contreras</td>
<td>Chief Executive Officer, Projecom</td>
</tr>
<tr>
<td>Tomazo Garzia Neto</td>
<td>Head of Engineering &amp; New Building Projects, Southern Shipmanagement (Chile) Ltda</td>
</tr>
<tr>
<td>Roberto Hetz Vorpahl</td>
<td>General Manager, Transgas Empresa Naviera</td>
</tr>
<tr>
<td>Orlando Faundez Rojas</td>
<td>Technical and Fleet Managing Director, Transportacion Maritima Mexicana S.A. de C.V.</td>
</tr>
<tr>
<td>Ricardo dos Santos</td>
<td>Director, P&amp;O Maritime Services Paraguay S.A.</td>
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<tr>
<td>Orlando Faundez Rojas</td>
<td>General Manager, Transgas Empresa Naviera</td>
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### MALAYSIAN COMMITTEE

<table>
<thead>
<tr>
<th>Position</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman</td>
<td>Datuk Nasarudin bin Md Idris, President/Chief Executive Officer, MISC BERHAD</td>
</tr>
<tr>
<td>Vice Chairman</td>
<td>Ir. Nordin Mat Yusoff, Vice President, Group Technical Services, Alam Maritim Resources Berhad</td>
</tr>
<tr>
<td>Members</td>
<td>Azmi Bin Ahmad, Group Managing Director/CEO, Coastal Contracts Bhd.</td>
</tr>
<tr>
<td></td>
<td>Thomas Ng Chin Keuan, Executive Director, E.A. Technique(M) Sdn. Bhd.</td>
</tr>
<tr>
<td></td>
<td>Dato’ Dr. Abdul Hak B. Md. Amin, Managing Director, Ecoship Sendirian Berhad</td>
</tr>
<tr>
<td></td>
<td>Billy Tan Gim Hoe, Chairman, Felda Transport Services Sdn Bhd</td>
</tr>
<tr>
<td></td>
<td>Dato’ David Tan, Managing Director, Gagasan Carriers Sdn Bhd</td>
</tr>
<tr>
<td></td>
<td>Datuk Dr. Elias Kadir, General Manager, Halim Mazmim Bhd</td>
</tr>
<tr>
<td></td>
<td>Johari Mohd Noh, General Manager, Hub Shipping Sdn. Bhd.</td>
</tr>
<tr>
<td></td>
<td>Dennis Liong, General Manager, Sarawak Land Shipyard Sdn. Bhd.</td>
</tr>
<tr>
<td></td>
<td>Samsudin Mohd Yassin, General Manager, Serudong Shipping Sdn. Bhd.</td>
</tr>
<tr>
<td></td>
<td>Lim Plak Wah, General Manager, Tuong Aik Shipyard Sdn. Bhd.</td>
</tr>
<tr>
<td></td>
<td>Datuk Lau Nai Hoh, General Manager, WSM Malaysia, Regional Manager WSM Asia</td>
</tr>
<tr>
<td></td>
<td>Torbjørn J. Aaker, General Manager, WSM Malaysia, Regional Manager WSM Asia</td>
</tr>
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</table>

### NORTH AMERICAN COMMITTEE

<table>
<thead>
<tr>
<th>Position</th>
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<tbody>
<tr>
<td>Chairman</td>
<td>Alexis P. Zoullas, President, Apex Shipping International (USA) LLC</td>
</tr>
<tr>
<td>Members</td>
<td>John Calicchio, Chairman, ARTCO</td>
</tr>
<tr>
<td></td>
<td>Royce C. Wilken, President, Chengbuck Tankers</td>
</tr>
<tr>
<td></td>
<td>John D. Noonan, President, Dowa Line America Co., Ltd.</td>
</tr>
<tr>
<td></td>
<td>Hiromi Akasaka, Technical Director, Eagle Shipping International (USA) LLC</td>
</tr>
<tr>
<td></td>
<td>Ramesh Bhat, Chairman, Eastmark Associates, Inc.</td>
</tr>
<tr>
<td></td>
<td>Calvin W. S. Cheng, President, Fairfield-Maxwell Services, Ltd.</td>
</tr>
<tr>
<td></td>
<td>Byron M. Sugahara, Senior Vice President, Fairmont Shipping (Canada) Limited</td>
</tr>
<tr>
<td></td>
<td>Charles Leung, President, Fednav Limited</td>
</tr>
<tr>
<td></td>
<td>Thomas H. Paterson, President, Foremost Maritime Company LLC</td>
</tr>
<tr>
<td></td>
<td>Michael M. Lee, Chief Operating Officer, Navios Corporation</td>
</tr>
<tr>
<td></td>
<td>Shunji Sasada, President, Roymar Ship Management Inc.</td>
</tr>
<tr>
<td></td>
<td>Ronald W. Tursi, President, Southwest Maritime Group of Companies</td>
</tr>
</tbody>
</table>

### PHILIPPINE COMMITTEE

<table>
<thead>
<tr>
<th>Position</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman</td>
<td>Arben E. Santos, President &amp; CEO, Southwest Maritime Group of Companies</td>
</tr>
<tr>
<td>Members</td>
<td>Roy R. Alampay, Vice President for Operations &amp; General Manager, Baliwag Navigation, Inc.</td>
</tr>
<tr>
<td></td>
<td>Emerson M. Lorenzo, Administrator, Maritime Industry Authority Department of Transportation &amp; Communications</td>
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<td></td>
<td>Rogelio A. Torres, Vice President, Eastern Shipping Lines, Inc.</td>
</tr>
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</tr>
<tr>
<td>Name</td>
<td>Position</td>
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</tr>
<tr>
<td>Mok Kim Whang</td>
<td>President</td>
</tr>
<tr>
<td>Michael G. Bernardino</td>
<td>Vice President</td>
</tr>
<tr>
<td>Doris Magsaysay Ho</td>
<td>President &amp; Chief Executive Officer</td>
</tr>
<tr>
<td>Edgardo G. Lacson</td>
<td>President</td>
</tr>
<tr>
<td>Thomas A. Tan</td>
<td>President</td>
</tr>
<tr>
<td>Fausto C. Tiu</td>
<td>Executive Vice President</td>
</tr>
<tr>
<td>Hitoshi Kono</td>
<td>President</td>
</tr>
<tr>
<td>Aloyisius Seow</td>
<td>Chief Operating Officer</td>
</tr>
<tr>
<td>Eng Aik Meng</td>
<td>President</td>
</tr>
<tr>
<td>Tong Chong Heong</td>
<td>Chief Executive Officer</td>
</tr>
<tr>
<td>Lam Yi Young</td>
<td>Chief Executive</td>
</tr>
<tr>
<td>Kuo Khoon Kuan</td>
<td>Managing Director</td>
</tr>
<tr>
<td>Teo Cho Keng</td>
<td>Senior Executive Director, Technical Division</td>
</tr>
<tr>
<td>Wong Weng Sun</td>
<td>President &amp; C.E.O.</td>
</tr>
</tbody>
</table>

**SINGAPORE COMMITTEE**

**Chairman**
- Aloysius Seow

**Members**
- Eng Aik Meng
- Tong Chong Heong
- Lam Yi Young
- Kuo Khoon Kuan
- Teo Cho Keng
- Wong Weng Sun

**THAI COMMITTEE**

**Chairman**
- Sutep Tranantasin

**Members**
- Warawan Ngarthavee
- Bhumindr Harisuit
- Wirat Chanasit
- Chamet Phenjai
- Nat Chuchai
- Suraphon Meesathien
- Jaipal Mansukhani
- Wittawat Svasti-Xuto
- Voravit Visitsitikajarn
- Nitas Krongvanitchayakul
- Yodchit Ratanachakorn
- Teruo Kondo

**TURKISH COMMITTEE**

**Chairman**
- Yalcin Sabanci

**Members**
- Necdet Aksoy
- Ali Umur
- Kenan S. Suma
- Erhan Bayraktar
- Engin Ozcelik
- Esref Cerrahoglu
- Mehmets Fatay
- H. Bülent Şener
- Serdar Akalci
- Ö. Faruk Miras
- Bilge Bayburtlugil
- Cihan Ergenc
- Orhan Karademir
- Sadan Kaptanoglu
- Bedri İnce
- Murat Edip Karahan
- Tamer Kitan
- Bayram Yusuf Aslan
- Necit Çetinkaya
- Huseyin Yardimci
- Serif Ozdaglar
- Murat Dortbudak
- G. Osman Kıcıktan

**Chairman's Message**
- "ClassNK Global Approach 200"

**2011 at a Glance**

**Major Activities**
Emir Sohtorik  Chairman  SEMIH SOHTORIK MANAGEMENT & AGENCY INC.
Suha Izmirligil  President  SINOMAR S. A.
Orkun Kalkavan  Executive Board Member  Turkon Holding
Ilhan Sabanci  Member of the Board  YA-SA Shipmanagement and Trading S. A.
Emirhan Sabanci  Member of the Board  YA-SA Tanker and Transportation S. A.

# TAIWAN COMMITTEE

Chairman  Loh Yao-fon  Assistant to Group Chairman  Evergreen Group
Members  Huang Chin-san  Managing Director  Cheng Lie Navigation Co., Ltd.
Danny Wang  President  China Steel Express Corporation
Donald K. L. Chao  Executive Manager  CPC Corporation, Taiwan
Jei-Yuan Chen  President  Deryoung Maritime Co., S.A.
Paul T. P. Tang  President  Eastern Media International Corporation
Der-Hsiung Chen  Chairman  First Steamship Co., Ltd.
Shang-Wen Liao  Chairman  Glory Navigation Co., Ltd.
David Hsu  Director  Hsin Chien Marine Co., Ltd.
Bill M. H. Huang  Chairman  Mingtai Navigation Co., Ltd.
Harvey Chiu  Director & President  Shih Wei Navigation Co., Ltd.
Jimmy Ch. Hsiao  Chairman, C. E. O.  Sincere Industrial Corporation
J. D. Lan  Chairman  Sincere Navigation Corporation
Mathias K. Y. Chen  Chairman  Ta Tong Marine Co., Ltd.
Fred C. P. Tsai  Chairman  Ta-Ho Maritime Corporation
Hrong-Nain Lin  President  Taiwan Navigation Co., Ltd.
Joseph Wu  President  TMT Co., Ltd.
I. Y. Chang  Chairman  U-Ming Marine Transport Corp.
Nobu Su  C.E.O.  Unison Marine Corporation
C. K. Ong  President  United Ocean Shipping S. A.
Lin Ching Chih  Chairman  Wan Hai Lines Ltd.
Glenn K. L. Chen  President  Wisdom Marine Lines S.A.
Chen, Po Ting  Chairman  Yang Ming Marine Transport Corp.
James Lan  Chairman  Norwest Ho
Robert Ho  President

# CHINA TECHNICAL COMMITTEE

Chairman  Zhao Zhanjun  President  China Ship Design & Research Center Co., Ltd.
Members  Zhan Shuming  Chief Engineer  COSCO Shipyards Group Co., Ltd.
Li Guang Min  Chief Engineer, Vice President  Bohai Shipbuilding Heavy Industry Co., Ltd.
Feng Guo Ying  Vice General Manager  China Business Marine Co., Ltd. (SINOMARINE)
Zhang Yelong  Manager, Fleet Planning Department, Strategic Planning Division  China Ocean Shipping (Group) Company
Chen Zhengjie  Director, Safety & Technology Superintendent Div  China Ocean Shipping (Group) Company
Chen Jian  Deputy Managing Director, Tanker Company  China Shipping Development Co., Ltd.
Chen Yan  General Manager  China Shipping International Trading Co., Ltd.
Wang Guorong  Managing Director, Senior Chief Engineer  COSCO Bulk Carrier Co., Ltd.
Cai Deqing  General Manager, Safety & Technology Management Division  COSCO Container Lines Co., Ltd.
Hong Ying  General Manager, Ship Management Dept.  COSCO Shipping Co., Ltd.
Gao Cheng Gang  General Manager  Dalian Master Well Ship Management Co., Ltd.
Zhao Jin Wen  Manager, Senior Chief Engineer, Safety & Technical Division  Dalian Ocean Shipping Company
Yang Wei Zan  Deputy Technical Director, Senior Engineer  Dalian Shipbuilding Industry Co., Ltd.
Chen Yu  Managing Director  Dalian Tiger Shipping Ltd.
Minghua Zhang  General Manager  Evergreen Industries Holding Group
Zhou Zhi Hao  Managing Director  Guangzhou Shipyards International Co., Ltd.
Lou Dan Jing  Managing Director  Hudong-Zhonghua Shipyards (Group) Co., Ltd.
Hu Keyi  Director, Technology & Market Development  Jiangnan Shipyard (Group) Co., Ltd. TDCC Office
<table>
<thead>
<tr>
<th>Name</th>
<th>Title and Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chen Xing</td>
<td>Vice General Manager, Jiangsu Hantong Ship Heavy Industry Co., Ltd.</td>
</tr>
<tr>
<td>Luo Jian</td>
<td>Deputy Managing Director, Jiangsu Ocean Shipping Co., Ltd.</td>
</tr>
<tr>
<td>Jin Guang</td>
<td>Deputy Director, Merchant Ship Department, Marine Design &amp; Research Institute of China</td>
</tr>
<tr>
<td>Hideaki Naoi</td>
<td>Vice President, Senior General Manager of Central Technical Div., Nantong COSCO KHI Ship Engineering Co., Ltd.</td>
</tr>
<tr>
<td>Qian Huqing</td>
<td>Deputy General Manager, Senior Engineer, Qingdao Beihi Shipbuilding Heavy Industry Co., Ltd.</td>
</tr>
<tr>
<td>Li Yangjie</td>
<td>General Engineer, Qingdao Fushun Ship Management Co., Ltd.</td>
</tr>
<tr>
<td>Wang Rongliang</td>
<td>Deputy Managing Director, Qingdao Ocean Shipping Co., Ltd.</td>
</tr>
<tr>
<td>Guan Qinghui</td>
<td>Technology Director, Senior Engineer, Qingshan Shipyard of SINOTRANS &amp; CSC SBICO</td>
</tr>
<tr>
<td>Ren Jian</td>
<td>V. G. Manager, Shanghai Merchant Ship Design &amp; Research Institute</td>
</tr>
<tr>
<td>Mu Shi Jia</td>
<td>General Manager, Shanghai Ocean Shipping Company LTD.</td>
</tr>
<tr>
<td>Wang Lin</td>
<td>Vice President, Professor, Shanghai Ship &amp; Shipping Research Institute, Ministry of Communications</td>
</tr>
<tr>
<td>Qiu Xin Yao</td>
<td>General Manager, Shanghai Ship &amp; Shipping Research Institute, Ministry of Communications</td>
</tr>
<tr>
<td>Jin Yun Long</td>
<td>Technical Chief, Dept. of System, Transportation Technology, Zhoushan Jinhaiwan Shipyard Co., Ltd.</td>
</tr>
<tr>
<td>Ye Jinwen</td>
<td>Technical Director, Shanghai Shipyard Co., Ltd.</td>
</tr>
<tr>
<td>Tao Ying</td>
<td>Chief Engineer, Senior Engineer, Shanghai Waigaoqiao Shipbuilding Co., Ltd.</td>
</tr>
<tr>
<td>Gao Fu Quan</td>
<td>Managing Director, Senior Engineer, Shanghaiqian New Shipbuilding Industry Co., Ltd.</td>
</tr>
<tr>
<td>Yang Shiming</td>
<td>Technical Director, Sinopacific Shipbuilding Group Co., Ltd.</td>
</tr>
<tr>
<td>Xiao Sen Yuan</td>
<td>President, Wuchang Shipbuilding Industry Co., Ltd.</td>
</tr>
<tr>
<td>Yan Jun</td>
<td>Vice Chief Engineer, Zhongchang Marine Company Ltd.</td>
</tr>
<tr>
<td>Cao Zhi Teng</td>
<td>President, Zhongchang Marine Company Ltd.</td>
</tr>
<tr>
<td>Sun Zhenglin</td>
<td>General Manager, Technical Center, Zhoushan Jinhaiwan Shipyard Co., Ltd.</td>
</tr>
</tbody>
</table>

**DANISH TECHNICAL COMMITTEE**

**Chairman**
Jørgen Juncher Jensen  
Professor, Head of Section, DTU Mechanical Engineering, Department of Mechanical Engineering, Technical University of Denmark

**Members**

- Niels Bjørn L Mortensen  
  Director, Regulatory Affairs, A.P. Moller-Maersk A/S
- Claus Usen Jensen  
  Executive Vice President, Technical Division, A/S Dampskibsselskabet TORM
- Lars Robert Pedersen  
  Deputy Secretary General, BIMCO
- Per Sandrerstrup  
  Head of Division, Ministry of Economic and Business Affairs, Danish Maritime Authority
- Hans Henrik Petersen  
  Head of Department, Danish Shipowners’ Association
- Lars Christiansen  
  Technical Director, ID Shipping A/S
- Peter Justesen  
  Vice President, Head of Fleet Management, Lauritzen Kosan A/S
- Erik Møller  
  Technical Manager, Projects, Lauritzen Offshore Services A/S
- Thomas S. Knudsen  
  Senior Vice President, Head of Marine Low Speed, MAN Diesel & Turbo
- Kurt Rye Damkjær  
  Senior Vice President, Nordic Tankers Marine A/S
- Svend Anthonsen  
  Chief Technical Officer, Othello Shipping Company A/S

**GREEK TECHNICAL COMMITTEE**

**Chairman**
Marios Stafilopatis  
Owner, Byzantine Maritime Corporation

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- P. E. Antonelos  
  General Manager, A. M. Nomikos Transworld Maritime Agencies S.A.
- Claude G. Savaricas  
  Technical Manager, Alexandria Shipping S.A.
- Christos C. Hadjiigeorgiou  
  Technical Manager, Almi Marine Management S. A.
- Haris G. Giannitzakis  
  Technical Manager, Arcadia Shipmanagement Co., Ltd.
- George Kourulis  
  General Manager, Technical Management Services Tanker Division, Cardiff Marine Inc.
- Demetrios Koukoulas  
  General Manager, Technical Management Services Dry Division, Cardiff Marine Inc.
- Eleftherios A. Belessis  
  Technical Manager, Carras (Hellas) S.A.
- Michael D. Kapsorachis  
  Technical Manager, Centrofin Management Inc.
- Dionisios Kourouklis  
  Director Marine Operations, Chandris (Hellas) Inc.
- George Alexandris  
  Technical Coordinator, Dynacom Tankers Management Ltd.
- Dimitrios A. Alifragis  
  General Manager, E. Nomikos Corp.
- Costas Petsas  
  Technical Manager, Empros Lines
- Nikolaos Petromylonakis  
  Technical Manager, Entrust Maritime Co. Ltd.
Leontios Pitaoulis
Technical Manager, New Building Projects
Equinox Maritime Ltd.

Stefanos Georgiou
Technical Manager, Tankers Division
European Navigation Inc.

George H. Paschalis
Technical Director
Evaland Shipping Co. S.A.

Pavlos G. Perakis
Naval Architect and Marine Engineer (N.T.U.A.), Technical Manager, Technical Department
Fairsky Shipping and Trading S.A.

Dimitrios Theodoropoulos
Chief Operating Officer
Franco Compania Naviera S.A.

Christoforos E. Andreidis
Technical Manager, Technical Department
Ilocos Hellenic Maritime Enterprises Co. Ltd.

Anastasios Kalogianiannis
Technical Manager
Konkar Shipping Agencies S.A.

Dion Theodorou
Managing Director
Kristen Marine S.A.

Takis Koutris
Technical Director
Kritas Shipping S.A.

John A. Vianakenas
Technical Department
Laskaris Shipping Co. Ltd.

Nick Argyros
Technical Manager
Load Line Marine S.A.

Ioannis Voulgaris
Technical Manager
Lydia Mar Shipping Co. S.A.

Kostas Symeonidis
Technical Manager
Maryville Maritime Inc.

John N. Ioannidis
Technical Manager
Metrostar Management Corp.

Theodores Pavlidis
Technical Director
Minerva Marine Inc.

Stavros Dianios
Technical Director
Navios Shipmanagement Inc.

Nikolaos Balalis
Technical Director
NEDA MARITIME AGENCY Co Ltd

Costas Mitropoulos
Technical Manager, Technical Department
Paradise Navigation S.A.

Amir Geva
Manager, Technical Department
Regal Mare Inc.

Paraskevas Koutsoukos
Managing Director
Roswell Navigation Corp.

Elias A. Galanopoulos
Managing Director
S. Frangoulius (Ship Management) Ltd.

Michael Anagnostou
Technical Manager
Samios Shipping Company S.A.

Achilleas Avlonitis
Technical Manager
Springfield Shipping Co. Panama S.A.

George Hatzivassiliou
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Starmarine Management Inc.

Dimitris C. Makris
Technical Director
Sun Enterprises Ltd.

Apostolos P. Gavalas
Technical Manager
Thenamaris Ships Management Inc.

Frantzeskcs D. Kontos
Technical Manager
Transman Shipmanagers S.A.

Vasileios Lampropoulos
Technical Department Manager
Transmed Shipping Ltd.

Dimitris Andreadakis
Technical Manager
Triple TEE International Ltd.

Manolis K. Koutlaklis
Technical Manager, Newbuilding Projects
Tsakos Shipping and Trading S.A.

C. Dean Terzetopoulos
Naval Architect-Marine Engineer

Savvas D. Papadatos
Mechanical Engineer, Special Projects & Claims Manager

Constantinos M. Metaxas
Technical Manager
Union Commercial Incorporated

Takis Koutouras
Technical Manager
Z & G Halcoussis Co. Ltd.

HONG KONG TECHNICAL COMMITTEE

Chairman
Peter Cheng
Managing Director
Peter Cheng Naval Architect & Marine Consultant Ltd.

Members
Marcel Liedts
Group Managing Director
Anglo-Eastern Group

Y. Q. Huang
Deputy General Manager
Associated Maritime Company (Hong Kong) Limited

Alok Roy
Technical Manager
Bernhard Schulte Shipmanagement (Hong Kong) Limited Partnership

Vishal Khurana
Director & Chief Executive
Chellaram Shipping (Hong Kong) Ltd.

Liu Yi Fan
Deputy General Manager, Senior Engineer
China Shipping (H. K.) Marine Co., Ltd.

Ning Pao Kun
Deputy Managing Director
COSCO (H.K.) Shipping Co., Ltd.

Kishore S. Rajvanshy
Managing Director
Fleet Management Limited

Lau Pong Sze
Director
Gold Bridge Shipping Ltd.

Y. H. Shum
Managing Director
Goldbeam International Limited

Li Kwok Hung
Director
IMC Shipping Services Co., Pte. Ltd.

Vinod Sachdeva
Vice President, Fleet
KC Maritime Ltd.

Pan Zhong Shan
Director & General Manager
Lihai International Shipping Limited

Bibhash Chaudhuri
General Manager,
New Asian Shipping Company, Limited

Haruki Aono
Executive Director
Northstar Ship Management Ltd.

James S. C. Tai
Managing Director
Orient Overseas Container Line Ltd.

Vijayesh Dutta
President Director
Pacific Basin Shipping (HK) Limited

Bagoes Krisnomoerti
President Director
PT Humpuss Intermoda Transportasi Tbk

Kenneth Koo
Group Chairman & Chief Executive Officer
Tai Chong Cheang Steamship Co. (H.K.) Ltd.
**INDIAN TECHNICAL COMMITTEE**

**Chairman** R. L. Pai
**Advisor** Reliance Group

**Members**
- Anil Arora, Head of Ship Management & Projects, Unique Shipping (H.K.) Limited
- W. L. Hung, General Manager, Wah Kwong Ship Management (Hong Kong) Limited
- K. Mantry, Associate Vice President — Projects, Naval Architect, ABG Shipyard Ltd.
- B. N. Prasad, Managing Director, Bernhard Schulte Shipmanagement (India) Private Limited
- P. Vinayakumar, Director (Technical), Cochin Shipyard Limited
- Dileep Krishnan, Associate Professor & Consultant, Department of Ship Technology, Cochin University of Science and Technology (CUSAT)
- D. V. Abeysinghe, General Manager (Projects & Engineering), Colombo Dockyard PLC
- Rajeev Nayar, Head S & P New Building, Sea Transportation Business, Essar Shipping Limited
- S. C. Misra, Vice President (Technical), Ship Management, Indian Maritime University (IMU)
- S. M. Rai, Director, Indian Maritime University (IMU)
- Maneesh Jha, Chief Engineer, Vice Principal & Head, Samundra Institute of Maritime Studies
- M. Adinarayana, Sr. General Manager, Smart Engineering and Design Solutions Ltd.
- David Birwaldkar, Vice President — Fleet Management, The Great Eastern Shipping Co. Ltd. (GESCO)
- Indra Nath Bose, General Manager — Quality, Safety & Training, The Great Eastern Shipping Co. Ltd. (GESCO)
- Virendra Gharat, Director (Technical), Tolani Shipping Company Limited

**KOREA TECHNICAL COMMITTEE**

**Chairman** Sung-Won Kang
**Professor**, College of Engineering, Department of Naval Architecture & Ocean Engineering, Pusan National University

**Members**
- Jang Min-Seok, Director, Design Department, Dae Sun Shipbuilding & Engineering Co., Ltd.
- ManSoo Kim, Vice President, Head of Hull Design, Daewoo Shipbuilding & Marine Engineering Co., Ltd.
- Sung-Ryool Kim, Deputy Managing Director, Ship Sales Engineering Department, Hanjin Heavy Industries & Construction Co., Ltd.
- In Soon Kim, Vice President, Fleet Management Director, Hanjin Ship Management Co., Ltd.
- Lee Jong-seung, Senior Vice President, Basic Design Office, Shipbuilding Division, Hyundai Heavy Industries Co., Ltd.
- Taeg-Gyu Lee, Senior Vice President, Head of Maritime Unit, Hyundai Merchant Marine Co., Ltd.
- Hyun-Sang Shim, Senior Vice President, Design Division, Hyundai Samho Heavy Industries Co., Ltd.
- Yeong-Se, Jeong, Managing Director, Marine Engineering Team, KLC SM Co., Ltd.
- Jae-Sung Choi, Professor, Dept. of Marine System Engineering, Korea Maritime University
- Dae Sung Lee, Managing Director, KSS Line Ltd. Busan office
- Hohyun Jeong, Vice President, Project Planning Team 2, Samsung Heavy Industries Co., Ltd.
- Munkeun Ha, Executive Vice President, Project Planning Team 1, Samsung Heavy Industries Co., Ltd.
- Seog Hwan Kang, Vice President, Director of Fleet Management, SK ship management Co., Ltd.
- Chul-Ho, Song, Technical Director, Basic & Hull Design, Busan R&D Center, SPP Plant & Shipbuilding Co., Ltd.
- Nam-Young Kim, Chief of Engineering Division, Senior Vice President, STX Marine Service Co., Ltd
- Sang-Heon Oh, Director, Hull Technology Department, Shipbuilding Technology Division, STX Offshore & Shipbuilding Co., Ltd.
- Jae-Woo Son, Vice President, Team Manager, Basic Design Team, Sungdong Shipbuilding & Marine Engineering Co., Ltd.
- Nojoon Park, CEO, TMS Co., Ltd

**MIDDLE EAST TECHNICAL COMMITTEE**

**Chairman** Jitendra Misra
**Managing Director**, Emarat Maritime

**Members**
- Haakon Johnsen, Senior Vice President (Operations), ADNATCO-NGSCO
SINGAPORE TECHNICAL COMMITTEE

Chairman: Tey Yoh Huat  

TURKISH TECHNICAL COMMITTEE

Chairman: M. Erbil Özkaş  
Members: Ş. Şenol Uğur, Özgür Aksoy, Saim Gökçen, Selçuk Karakımsel, Kenan S. Sumra, Metin Solak, Mustafa Bahar, Engin Köker, S. Dirim Şener, Şemsettin Özyapar
Baha Erbil  General Manager  Densan Deniz Nakliyat ve Sanayi A.Ş.
Taşkin Çilli  CEO, Member of Board  Desan Deniz İngaat San. A.Ş.
Coşkun Açıka  Fleet Manager  Dita Deniz İşletmeciliği ve Tankerciliği A.Ş.
Bülent Subaşı  Operation Manager  İDÇ Denizcilik San. Tic. A.Ş.
A. Yagar Canca  Technical Manager  İnce Shipping Group
Raif Söylerkaya  Ocean Going Master  Kaptanıoğlu Holding
Cengiz Eren  Head of Technical Department  Karahasan Group of Shipping Companies
Mehmet Gülakdeniz  Safety Coordinator/DPA, Master Mariner  Kiran Group of Shipping Companies
Melek Yavan  Member of Board  Körfez Shipping and Trading Inc.
Galip Kengidegen  General Manager  Mardas & Mardeniz & Kardeniz Group of Companies
Gökşenin Erdoğul  Deputy General Manager (Technical & Logistics)  Nentag Shipping
Hüseyin Şener  Fleet Manager  Odin Ship Management
Kemal Ayten  Technical Manager  Pina Shipping & Transportation Inc.
M. Cumhur Kuter  General Manager  Sedef Shipbuilding Inc.
Mehmet Başoğlu  General Manager, Marine Division  Semih Sohtorik Management & Agency Inc.
Mündat Uludağ  Purchasing & Logistics Director  Turkish Airlines Technic Inc.
Hayati Cingöz  BSC Engineer & Technical Manager  Ulusoy Sea Lines Management S.A.
Mehmet Kayhan  General Manager, Bulk Carriers  YA-SA Shipmanagement and Trading S.A.
Hakan Gürel  General Manager  YA-SA Tanker and Transportation S.A.

TAIWAN TECHNICAL COMMITTEE

Chairman  Chiang Shou-hsing  Senior Vice President, Shipbuilding Dept.  Evergreen Marine Corp. (Taiwan) Ltd.
Guo I-Lung  Director/President  Biggin Shipping Corporation
Steve S. J. Ren  Vice President  China Steel Express Corporation
J. Z. Fang  Chief Engineer, Chief Engineer Office  CPC Corporation, Taiwan
Chih-Peng Tsai  Assistance to President  Deryoung Maritime Co., S.A.
Michael L. Y. Pan  Executive Vice President  Eastern Media International Corporation
Luo Chin-ek  Senior Vice President, Maintenance Dept., Project Division  Evergreen Marine Corp. (Taiwan) Ltd.
S. H. Wang  Vice President, Engineering & Supply Dept.  First Steamship Co., Ltd.
Anthony Lin  Adviser  Formosa Plastics Marine Corporation
C. T. Hseueh Tony  Manager of Marine Department  Glory Navigation Co., Ltd.
Thomas S. H. Yeh  DS Vice President SMS Dept.  Harmony Transportation Co., Ltd.
W. K. Wu  Manager, Technical Dept.  Hsin Chien Marine Co., Ltd.
C. K. Lin  Vice President, Engineering Department  Mingtai Navigation Co., Ltd.
You-Yen Ho  Vice President, Marine Department  Shih Wei Navigation Co., Ltd.
Kenny J. H. Yang  General Manager, Technical Department  Sincere Industrial Corporation
Young Perng-Terng  Chief Engineer  Ta Tong Marine Co., Ltd.
Andy D. Ouyang  Chief of Marine Technical Section, Marine Department  Ta-Ho Maritime Corporation
Chen Teng  Senior Vice President, Marine Dept.  Taiwan Navigation Co., Ltd.
Robert Y. P. Kao  Assistant Vice President  U-Ming Marine Transport Corporation
Peter W. D. Ho  Vice President, Technical Department  Unison Marine Corp.
Sanders Jong  Vice President, Engineering Division  Wan Hai Lines Ltd.
Charles Chu  Vice President, Technical Department  Wisdom Marine Lines S. A.
ClassNK in Control

■ OFFICERS

Directors
N. Ueda Chairman and President Nippon Kaiji Kyokai
Dr. H. Kitada Executive Vice President Nippon Kaiji Kyokai
T. Matsui Executive Vice President Nippon Kaiji Kyokai
S. Kakubari Executive Vice President Nippon Kaiji Kyokai
K. Fujiwara Executive Vice President Nippon Kaiji Kyokai
Dr. T. Yoneya Executive Vice President Nippon Kaiji Kyokai
Y. Nakamura Executive Vice President Nippon Kaiji Kyokai
K. Ishikawa Director and Senior Managing Officer, Ship and Offshore Structure Division Universal Shipbuilding Corporation
Y. Otagaki Managing Director IHI Marine United Inc.
Dr. H. Otsubo Professor Emeritus The University of Tokyo
K. Takenaga Member of the Board, Executive Officer Kawasaki Kisen Kaisha, Ltd.
K. Yokota Managing Executive Officer Mitsui O.S.K. Lines, Ltd.

Auditors
T. Aihara President Japan Railway Technical Service
Dr. Y. Fujita Professor Emeritus The University of Tokyo
Y. Sakinaga Board Counsellor Kawasaki Kisen Kaisha, Ltd.
Y. Uesu Former Adviser Nippon Yusen Kabushiki Kaisha

Councilors
Z. Akasaka President Akasaka Diesels Limited
A. Ashida Chairman Mitsui O.S.K. Lines, Ltd.
Dr. S. Hayama Professor Emeritus The University of Tokyo
Y. Katoh President Mitsui Engineering & Shipbuilding Co., Ltd.
S. Minami Company CEO Oshima Shipbuilding Co., Ltd.
K. Miyahara Chairman Nippon Yusen Kabushiki Kaisha
M. Nakanishi Former Executive Director Tokio Marine & Nichido Fire Insurance Co., Ltd.
M. Satani Executive Consultant JX Nippon Oil & Energy Corporation
H. Shima Representative Director and President Taisei Kogyo Co., Ltd.
K. Sugimoto Counselor Tino Kaiun Kaisha, Ltd.
Dr. H. Tanikawa Professor Emeritus Seikei University
K. Tsukuda Chairman Mitsubishi Heavy Industries, Ltd.
T. Uyeno Chairman & President Uyeno Transtech Ltd.
M. Yasutomi Vice President Tokyo Metro Co., Ltd.
Dr. K. Yoshida Professor Emeritus The University of Tokyo

Classification Committee

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N. Ueda Chairman and President Nippon Kaiji Kyokai

Vice Chairman
Dr. H. Kitada Executive Vice President Nippon Kaiji Kyokai

Members
K. Fujiwara Executive Vice President Nippon Kaiji Kyokai
O. Handa Managing Director The Japanese Shipowners’ Association
Dr. S. Hayama Professor Emeritus The University of Tokyo
Dr. H. Itagaki Professor Emeritus Yokohama National University
S. Kakubari Executive Vice President Nippon Kaiji Kyokai
K. Kirinaka Managing Director The Shipbuilders’ Association of Japan
**Technical Committee**

<table>
<thead>
<tr>
<th>Position</th>
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<tbody>
<tr>
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