



सत्यमेव जयते

भारत सरकार

**GOVERNMENT OF INDIA**

पोत परिवहन मंत्रालय

**MINISTRY OF SHIPPING**

नौवहन महानिदेशालय

**DIRECTORATE GENERAL OF SHIPPING**



**Flag State Implementation  
Annual Report, 2010  
India**

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**Directorate General of Shipping  
(Indian Maritime Administration)**

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## PREFACE

With the recognition of Port Blair, the capital of Andaman and Nicobar group of islands as a major port, there are total 13 nos. major ports in India; 12 of them are situated in the long peninsula starting from Kandla in the West coast to Kolkata with Haldia dock complex in the East coast of India.

All types of ships under Indian as well as International flags regularly call at Indian ports for loading or discharging various types of cargoes. In addition, a number of ships carry out their annual surveys, dry docking and repairs which are provided in various ship building cum repair yards suitably located along the Indian coast line.

While we encourage safe and secured ships which do not pollute our clean waters, our strategy is to ensure that unsafe ships which may threaten our marine environment are identified, inspected, their deficiencies noted and thereby detained, if found necessary. This principle is applicable to ships flying the flag of India as well.

During the year 2010, **337** nos. of Indian flag ships were inspected under Flag State Implementation ( FSI ) regime and **43** nos. ships were detained. Detained ships were released after rectification of their observed deficiencies and payment of relevant fines.

While analysing the deficiency reports, we found most of the deficiencies were not in compliance with the provisions of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. This finding is viewed as a matter of grave concern by the Indian Maritime Administration.

Keeping above in view, we have disseminated our findings to the ship owners to enable them take necessary corrective actions in order to minimize the number of deficiencies.

We are committed to continue proactive monitoring of our ships' performance and we shall ensure that all the shortcomings are eliminated to ensure we have safer ships and clean oceans.

**List of deficiencies observed during the inspections under flag state implementation, is included in the report.**

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# 1. INTRODUCTION

## **Flag State Implementation (*Indian Flag Ships In India*):**

.1 Under the provisions of the United Nations Convention on the Law of the Sea 1982 (UNCLOS) and International Maritime Organisation (IMO) conventions, Maritime Administrations are responsible for promulgating laws and regulations and for taking effective steps which may be necessary to give these instruments full and complete effect so as to ensure that with respect to safety of life at sea and protection of marine environment, a ship is fit for the service for which it is intended and is manned with competent maritime personnel.

.2 Further, UNCLOS, Article 195 recommends that while taking measures to prevent , reduce and control pollution of the marine environment, States shall act so as not to transfer, directly or indirectly, damage or hazards from one area to another or transform one type of pollution into another.

.3 Flag State refers to the authority under which a country exercises regulatory control over the merchant ships which are registered under its flag. This involves the inspection, certification and issuance of statutory certificates.

.4 The Directorate General of Shipping (DGS) as the Indian Maritime Administration is responsible for flag State implementation ( FSI )on Indian flag ships. The FSI is carried out by the officers of 13 nos. Mercantile Marine Departments (MMD), which are allied offices of the Directorate. DGS ensures that at least ten percent of Indian flag ships that call at Indian ports, whether alongside berth or at anchorage, are inspected in order to ascertain that unsafe and substandard ships which may threaten the life and property on board as well as the environment are not permitted to operate till their deficiencies are rectified. DGS is committed to enhance the number of FSI inspections next year by further 10% in comparison with the current year. Therefore, it is estimated that at least 370 nos. ships are expected to undergo FSI inspection in the year 2011.

.5 Deficiencies observed by the FSI Officers during the inspections are noted and recommendations are made to rectify the deficiencies.

.6 Ships are released after rectification of the deficiencies. Record of each and every inspection / detention is maintained by the PSC/FSI cell of DGS.

.7 Following activities are monitored, reviewed and corrective as well as preventive actions are taken:

.7.1 Ships flying Indian flag are inspected under FSI and details of deficiencies / detention analysed and recorded.

.7.2 Violation of Marpol 73/78 are noted, investigated, analysed and recorded.

.7.3 Casualty and incident investigation is carried out; based upon the severity of the cases, are analysed and recorded.

.8 Root cause analysis of Indian flag ships, which are detained due to non compliance of SOLAS 74, MARPOL 73/78 (Annex I to VI), ILO-147, LL-66, STCW 78, Tonnage 69 and COLREG-72 are reviewed and efforts are made to take necessary corrective steps to improve the standard of the ships. Extensive FSI inspections in turn contribute to a large extent in augmenting the standard of our ships and thus reduce the detention rate when these ships are inspected by port State control officers.

.9 Details of circulars issued with respect to Flag State Implementation during the year are as follows:

M.S. Notice 14 of 2010, no: ENG/FSI/66(1)/07-1 dated 13<sup>th</sup> September, 2010, subject : Flag State Inspection (General Inspection) - Inspection of Indian Registered Ships.

## 2. FLAG STATE DETENTION REPORT FOR THE YEAR, 2010

During the year 2010, total 337 ships were inspected by the surveyors of the Directorate. Out of these 337 nos. of inspected ships, 43 nos. of ships were detained. The detained ships were found to have severe deficiencies which could have affected their seaworthiness, safety of crew on board or had potential threat to the environment and therefore warranted their detention. They were subsequently released after rectification of all the observed deficiencies.

### .1 SHIPS DETAINED UNDER FSI: *SHIP - TYPE BREAK UP*

Type of Ship	Nos.	Type of Ship	Nos.
General Cargo (GC)	04	Offshore Supply Ship(OSV)	11
Bulk Carrier (BC)	05	Drilling Ship (MODU)	01
OIL Tanker (OT)	04	Tug	05
Chemical Tanker (CT)	01	Dredger (DRGR)	02
Container (CNTR)	02	Oil Barge (OB)	01
Passenger (PAX)	01	Research Ship (RV)	01
Other Cargo (OC)	05		
<b>Total = 43</b>			

Table : 1

### .2 BAR CHART OF SHIPS DETAINED UNDER FSI: *SHIP - TYPE BREAK UP*

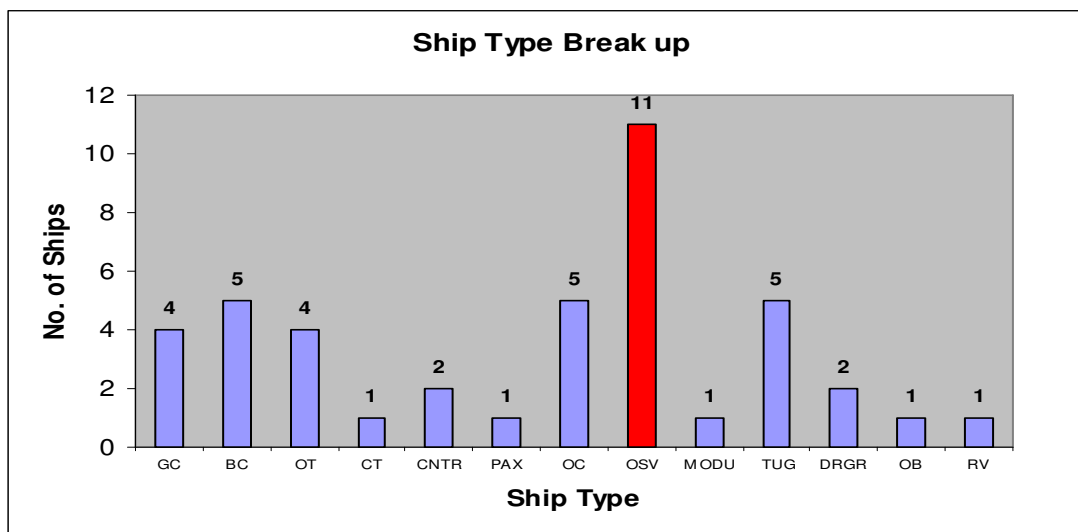


Fig : 1

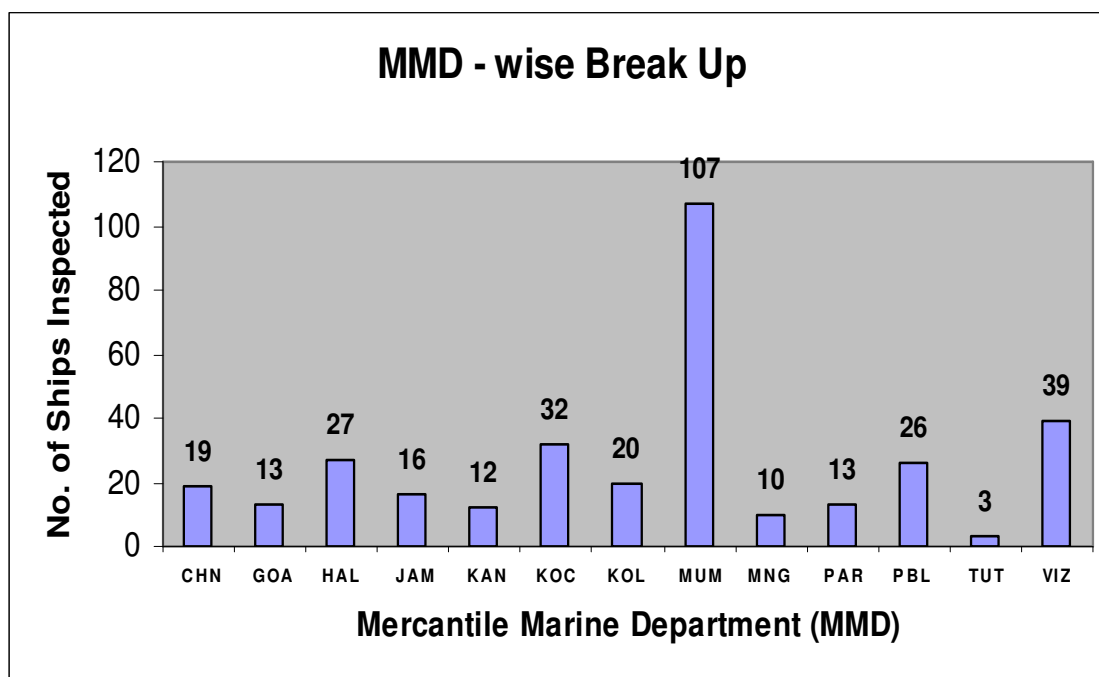


**.3 TOTAL NO. OF SHIPS INSPECTED UNDER FSI: MMD - WISE BREAK UP**

<b>Mercantile Marine Department (MMD)</b>	<b>Ships Inspected</b>
Chennai (CHN)	19
Goa (GOA)	13
Haldia (HAL)	27
Jamnagar (JAM)	16
Kandla (KAN)	12
Kochi (KOC)	32
Kolkata (KOL)	20
<b>Mumbai (MUM)</b>	<b>107</b>
New Mangalore (MNG)	10
Paradip (PAR)	13
Port Blair (PBL)	26
Tuticorin (TUT)	3
Vizag (VIZ)	39
<b>Total</b>	<b>337</b>

**Table : 2**

**.4 BAR CHART OF INSPECTED SHIPS: MMD - WISE BREAK UP**



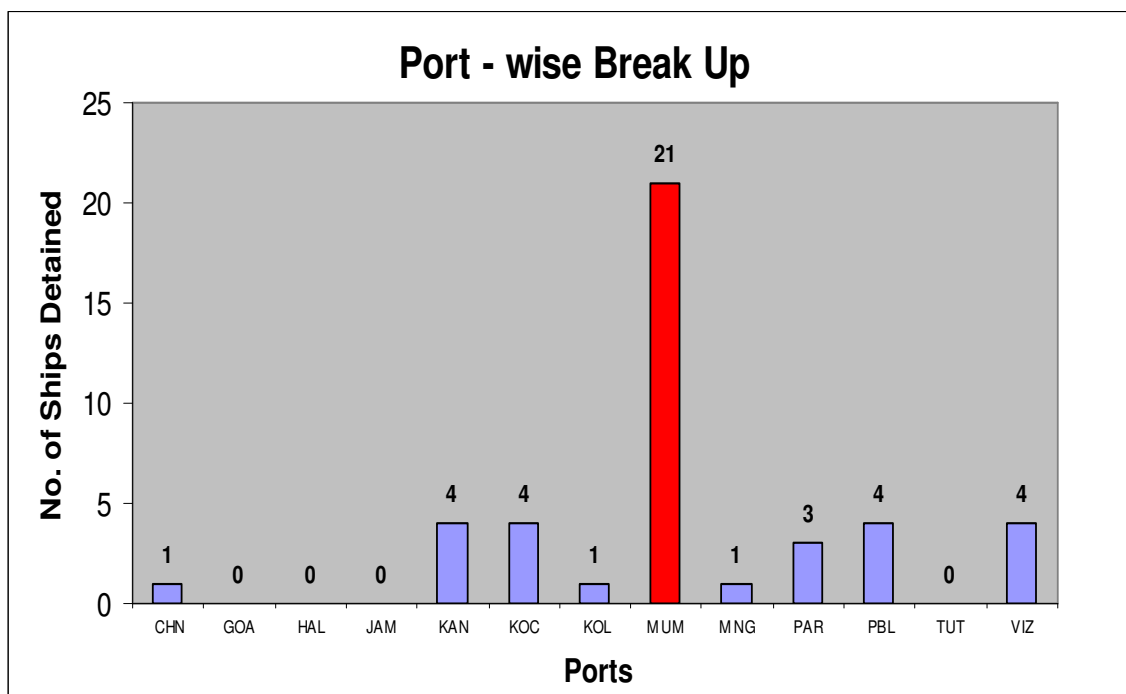
**Fig : 2**

**.5 TOTAL NO. OF SHIPS DETAINED UNDER FSI: PORT - WISE BREAK UP**

PORTS	Ships Detained
Chennai (CHN)	01
Goa (GOA)	00
Haldia (HAL)	00
Jamnagar (JAM)	00
Kandla (KAN)	04
Kochi (KOC)	04
Kolkata (KOL)	01
<b>Mumbai (MUM)</b>	<b>21</b>
New Mangalore (MNG)	01
Paradip (PAR)	03
Port Blair (PBL)	04* [*1no. ship (APJ Suryavir) was detained at China under FSI by FSI officer, Port Blair ]
Tuticorin (TUT)	00
Vizag (VIZ)	04
<b>Total</b>	<b>43</b>

**Table : 3**

**.6 BAR CHART OF DETAINED SHIPS: PORT - WISE BREAK UP**



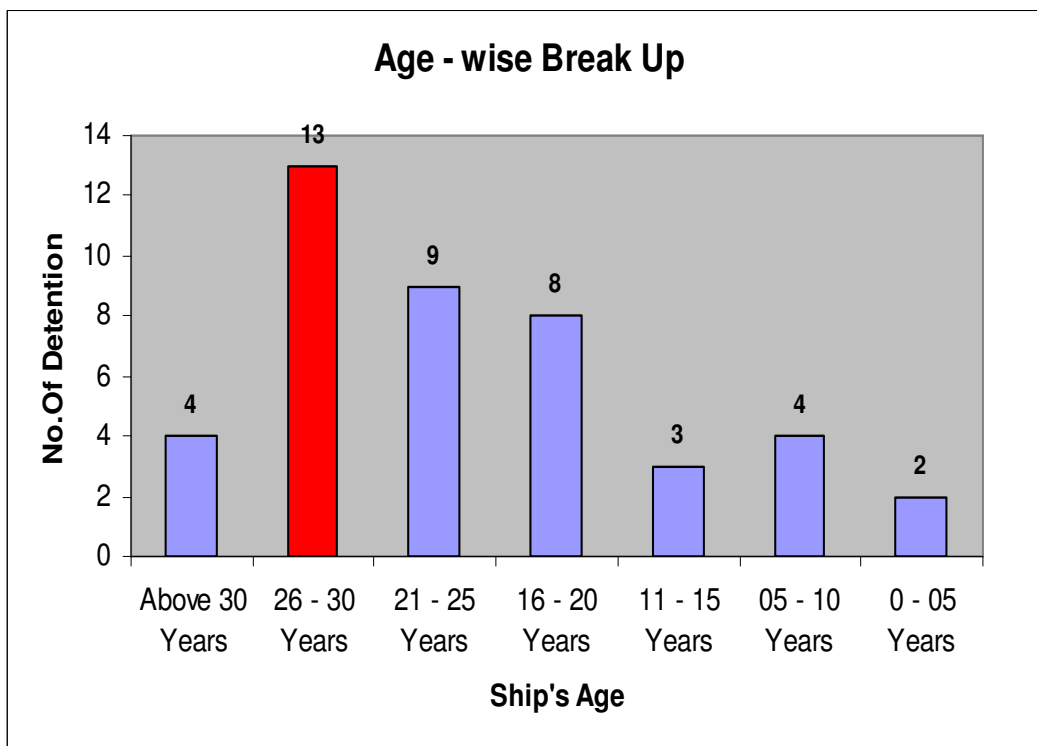
**Fig : 3**

**.7 AGE - WISE BREAK UP OF INSPECTED AND DETAINED SHIPS:**

<b>Age</b>	<b>Inspected</b>	<b>Detained</b>
Above 30 Year	43	04
<b>26 - 30 Years</b>	<b>96</b>	<b>13</b>
21 - 25 Years	66	09
16 - 20 Years	35	08
11 - 15 Years	16	03
05 - 10 Years	33	04
0 - 05 Years	48	02
<b>Total</b>	<b>337</b>	<b>43</b>

**Table : 4**

**.8 BAR CHART OF AGE - WISE BREAK UP OF DETAINED SHIPS:**



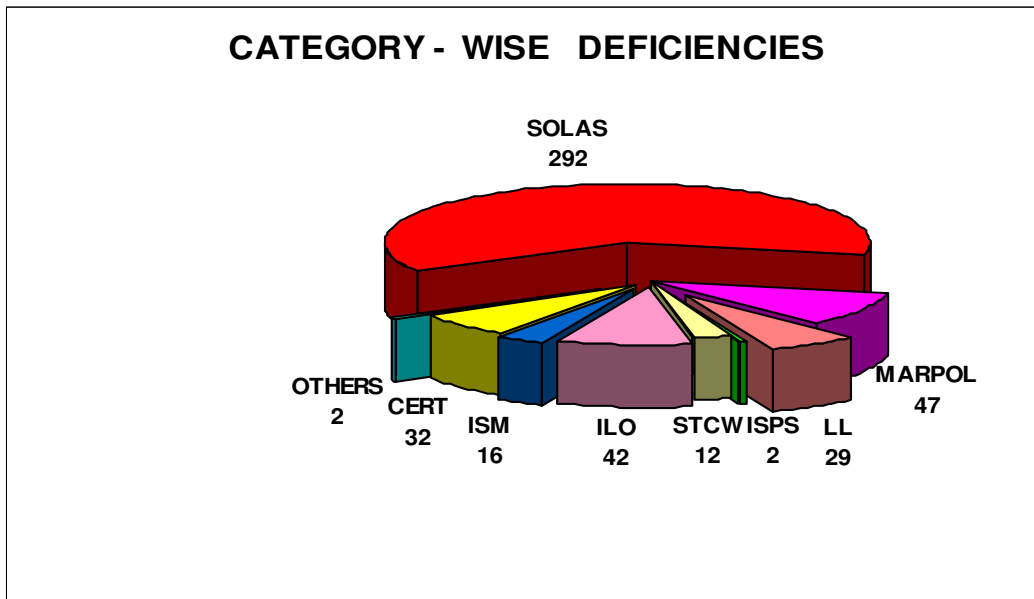
**Fig : 4**

**.9 BREAK UP OF DEFICIENCIES, IN ENTIRETY: CATEGORY - WISE**

Category	No. of Deficiencies
<b>SOLAS 74 (SOLAS)</b>	<b>292</b>
MARPOL 73/78 (MARPOL)	47
LOAD LINE 66 (LL)	29
STCW 78 (STCW)	12
ILO 147 (ILO)	42
ISM	16
ISPS	02
SHIP'S CERTIFICATES (CERT)	32
OTHERS	02
<b>Total</b>	<b>474</b>

**Table : 5**

**.10 PIE CHART OF DEFICIENCIES, IN ENTIRETY : CATEGORY - WISE**



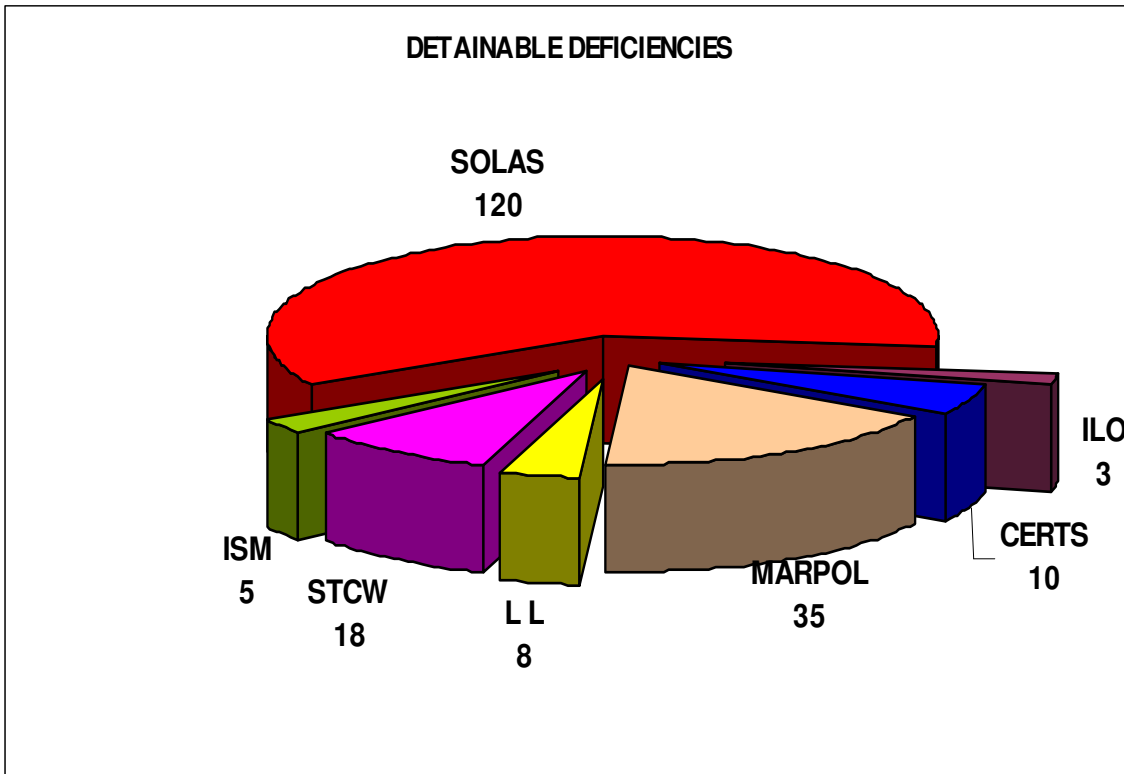
**Fig : 5**

**.11 BREAK UP OF *DETAINABLE* DEFICIENCIES: CATEGORY - WISE**

Category	No. of Deficiencies
<b>SOLAS 74, as amended (SOLAS)</b>	<b>120</b>
MARPOL 73/78 (MARPOL)	35
LOAD LINE 66, as amended (LL)	08
STCW 78 (STCW)	18
ILO 147 (ILO)	03
ISM	05
SHIP'S CERTIFICATES (CERTS)	10
<b>Total</b>	<b>199</b>

**Table : 6**

**.12 PIE CHART OF *DETAINABLE* DEFICIENCIES: CATEGORY - WISE**



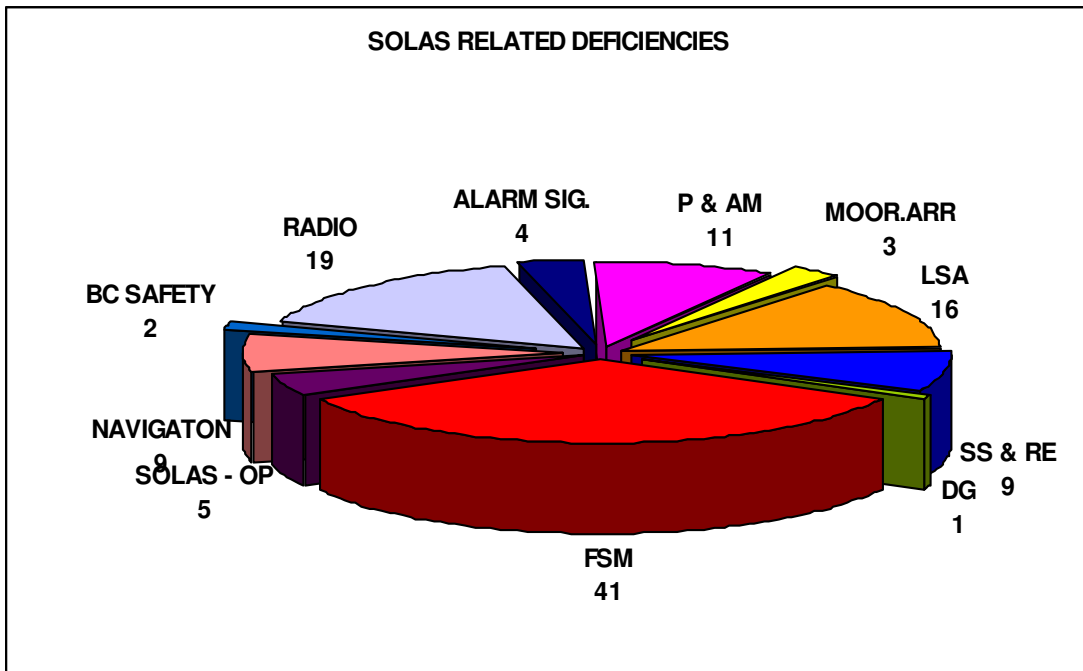
**Fig : 6**

**.13 BREAK UP OF SOLAS RELATED DEFICIENCIES:**

Category	No. of Deficiencies
Life Saving Appliances (LSA)	16
<b>Fire Safety Measures (FSM)</b>	<b>41</b>
Safety of Navigation (Navigation)	09
Radio Communications (Radio)	19
Alarm Signals (ALARM SIG.)	04
Propulsion and Auxiliary Machinery (P & AM)	11
Stability, Structure and Related Equipment (S,S & RE)	09
Carriage of cargo and dangerous Goods (DG)	01
Mooring Arrangements (MOOR. ARR.)	03
SOLAS-related Operational deficiencies	05
Bulk Carriers- Addl. safety measures	02
<b>TOTAL</b>	<b>120</b>

**Table : 7**

**.14 PIE CHART OF SOLAS RELATED DEFICIENCIES:**



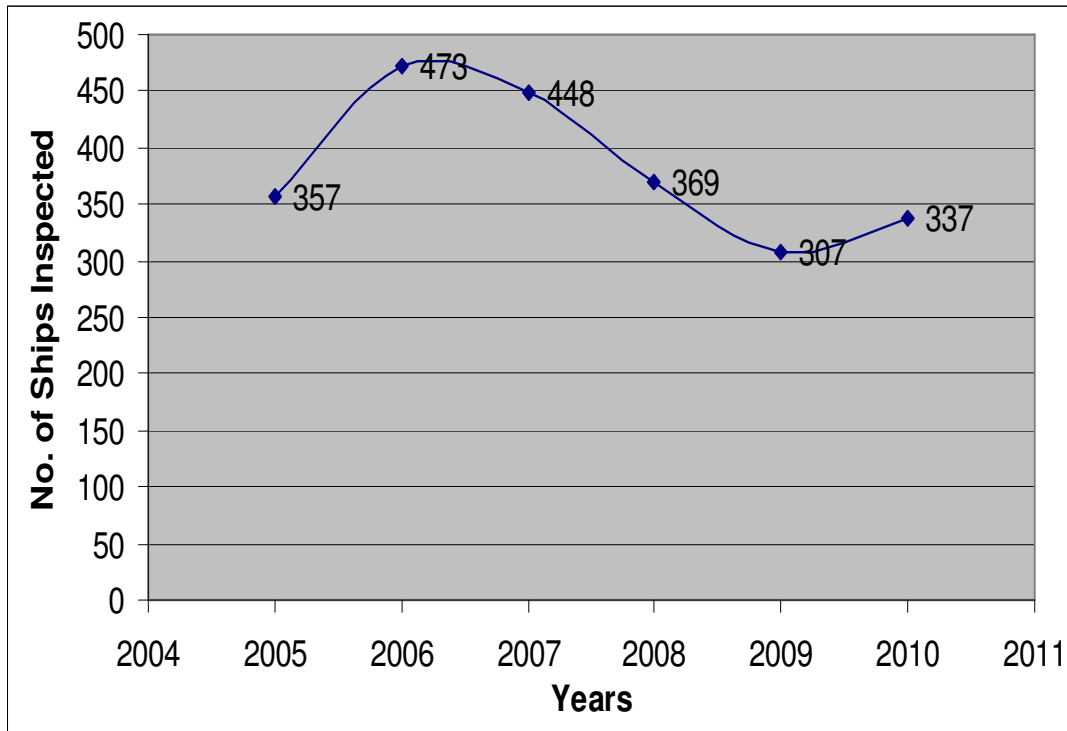
**Fig : 7**

**.15 FLAG STATE IMPLEMENTATION TREND DURING LAST 6 YEARS:**

Years	No. of Ships Inspected
2005	357
2006	473
2007	448
2008	369
2009	307
2010	337

**Table : 8**

**.16 FLAG STATE IMPLEMENTATION TREND DURING LAST 6 YEARS:**



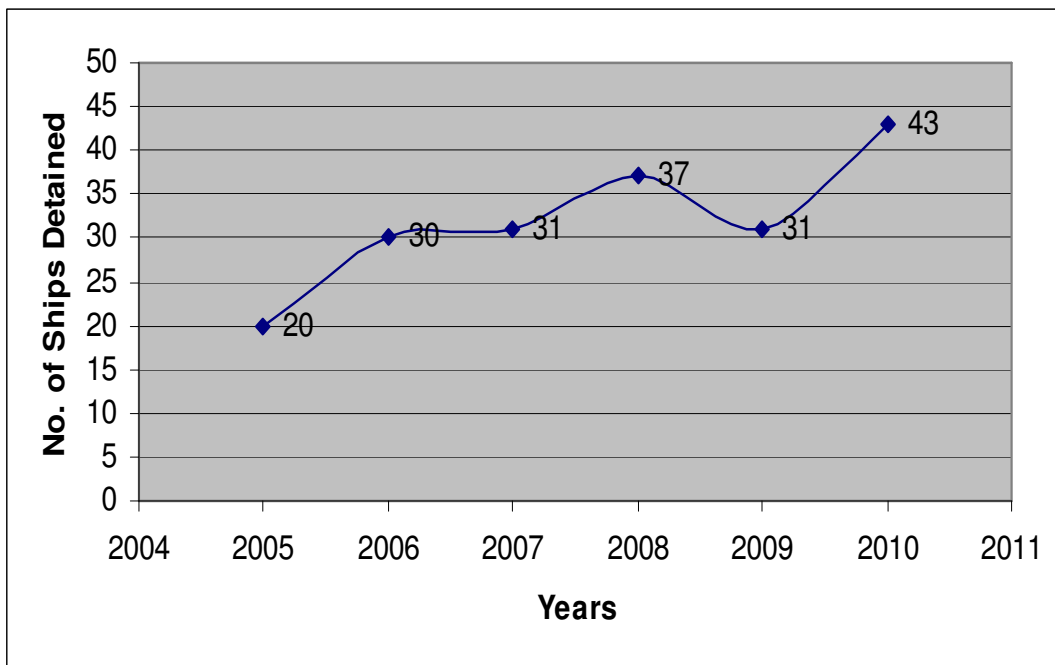
**Fig : 8**

**.17 FLAG STATE DETENTION TREND DURING LAST 6 YEARS:**

<b>Years</b>	<b>No. of Ships Detained</b>
2005	20
2006	30
2007	31
2008	37
2009	31
2010	<b>43</b>

**Table : 9**

**.18 FLAG STATE DETENTION TREND DURING LAST 6 YEARS:**



**Fig : 9**



### **3. LIST OF DETAINABLE, INCLUDING COMMON DEFICIENCIES OBSERVED DURING THE INSPECTIONS UNDER FLAG STATE IMPLEMENTATION:**

During the year 2010, a total of **337** nos. ships were inspected under FSI; out of which **43** nos. ships were found with severe detainable deficiencies that warranted their detention. In all, **199** nos. detainable deficiencies were observed in these 43 nos. detained ships. Few of the deficiencies were found to be common in nature.

Description in brief of detainable deficiencies ( **deficiency action code- 30** ) and category wise break -up of the deficiencies, are as under :

#### **.1 SOLAS 74, as amended :**

Total **120** numbers detainable deficiencies with respect to SOLAS 74 were observed. Break up of SOLAS related deficiencies are as under :

##### **.1.1 Life - Saving Appliances (LSA):**

- Life boat (port) –no evidence that boat was lowered in water and manoeuvred; this drill remains overdue.
- Life boat ( stbd) could not be lowered into water even after repeated attempts for more than 30 minutes.
- Life boat (stbd) drill, witnessed by Master and Chief Engineer, found not satisfactory.
- Life boat air support system defective.
- Life boat (port), aft hook was not secured.
- Life boat (stbd)/ rescue boat hoisting limit switch non operational.
- Approved test certificate was not available on board for Life boat wire falls, reportedly renewed recently.
- Ship found carrying 35 persons whereas Life boat capacity, as per form-E, is certified for 30.
- Rescue boat was not provided with items as per SOLAS requirements.
- Most of the embarkation ladder steps were cracked / broken.
- Launching instructions for life raft was not understood by crew. Instruction was not illustrative.
- Lifebuoy SI lights found not working and Lifebuoys were not marked with ship's name and port of registry.
- Both the Man overboard (MOB) signals were missing from bridge wings.
- There were no identification markings on both MOB's. Hence they could not be identified.
- SI lights of lifebuoys found defective.
- Emergency sound power telephone from Bridge to Engine room, not operational.

### **.1.2 Fire Safety Measures (FSM):**

- Fire drill muster was not satisfactory. Crew members were not familiar with muster requirements.
- Emergency fire pump not developing recommended discharge pressure, pump performance not satisfactory. (*repeated 6 times*)
- Emergency fire pump is not provided as per FCP.
- Fire pump could not be shown in working condition.
- Fire and Bilge pump found under repairs.
- Fire hoses found leaking during SEQ survey. (*repeated 2 times*)
- Emergency fire line pressure not satisfactory; leakages found from hose connections.
- Fire line on deck found damaged and uprooted.
- Fire line on deck holed at few locations and cemented at places.
- Fire hydrant , fire hoses , fire main arrangement not provided as per FCP.
- Fire line isolation valve was defective.
- One fire hydrant found broken at neck near wheel house.
- Many fire doors found damaged.
- Quick closing valve for DO line to Main Engine found tied with ropes and thus could not be operated.
- Quick closing valves found non - operational. (*repeated 4 times*)
- Galley ventilation flaps can not be closed as operating levers were jammed.
- E/R ventilation (port) ducts badly corroded and holed. Funnel deck (port) found holed.
- Most of the E/R blower outlet vents are frozen in open condition and are not provided with open/shut markings.
- E/R blowers (2 nos.) not working.
- Funnel flaps unable to close fully.
- E/R funnel fire damper seized and defective.
- Various fire dampers on main deck and in accommodation spaces, found not operational.
- Fixed CO2 system operating pipes defective.
- SCBA bottles found empty.
- Both SCBA sets found damaged.
- SCBA face mask was defective and strap damaged.
- EEBD air bottle pressure low at various locations in E/R.

- F.O. circulating pump, sludge pump and many machineries / pumps leaking of oil excessively. Further, oily rags, oil drums kept in E/R posing fire hazards.
- Fire mesh for Fuel oil tank vent ( port & stbd ) on deck wasted.
- Main engine fuel oil pipe lagging soaked with oil.
- Main engine turbocharger suction filter soaked with oil.
- Auxiliary engine having oil soaked laggings; turbocharger inlet pipe lagging found missing.

### **.1.3 Safety of Navigation:**

- Navigation lights not operational on emergency battery. *(repeated 2 times)*
- Navigation lights alarm non - operational.
- Stern light sectors not correct.
- Aldis lamp is not on board.
- Nautical publications not on board.
- Navigational chart for destination port (Mundra) not on board.
- GPS does not work on reserve source of power.
- VHF failure alarm for S-VDR not working.

### **.1.4 Radio Communications (Radio):**

- GMDSS MF/HF transceiver unable to transmit on emergency batteries.
- GMDSS operators are not familiar with the system and unable to demonstrate GMDSS operations on emergency batteries. *(repeated 2 times)*
- GMDSS operation on reserve source of energy could not be demonstrated. *(repeated 3 times)*
- GMDSS operators are not familiar with GMDSS equipments.
- All communication systems found incapacitated and the ship is virtually cut off except for the occasional visit of dinghies (country boats) for supply of emergency provisions and water.
- Sat C distress switch test button not operational.
- MF/HF not working.
- MF/HF radio telephone is not operational.
- MF/HF DSC not operational.
- VHF not working.
- Antenna trunking in radio room is in open condition, exposed to high RF power.
- Navtex not working. *(repeated 3 times)*
- Both EPIRBs are overdue for servicing.
- HRU of EPIRB found expired.

### **.1.5 Alarm Signals (Alarm sig.):**

- General alarm not working.
- Fire detection and alarm system is not operational.
- Engine control room alarm monitor, viz., CO<sub>2</sub>, OWS etc. found defective and menus in Chinese language.
- Boiler flame failure and water low level alarms not working. Safety valves' easing gear disconnected.

### **.1.6 Propulsion and Auxiliary Machinery (P & AM):**

- The ship is in a highly distress situation with total '*Black out*' onboard. Both the main generators and the emergency generator are badly damaged and not operational.
- Main engine is badly damaged and beyond the scope of onboard repairs with the available ship board repair facilities.
- Main engine (stbd) leakage from fuel oil connectors, leakage from cylinder head covers.
- Main engine having excessive oil leakages.
- Practically, none of the auxiliary machineries / equipments is functional onboard and may need extensive repairs to revive the ship.
- Auxiliary engine having excessive oil leakages.
- Auxiliary engines are not running due to insufficient bunker.
- Auxiliary engines (nos. 2 and 3) having excessive oil leakages. In addition, Auxiliary engine no. 3, turbocharger cooling water having leakages.
- E/R is very oily and dirty from top to bottom. Tank tops have lots of fuel oil. Bilge wells are filled with oil. (*repeated 3 times*)

### **.1.7 Stability, Structure and Related Equipment (S,S & RE):**

- Main steering system is not operational.
- Steering rudder moves beyond 35<sup>0</sup>. (*repeated 3 times*)
- Most of the emergency lightings are not working, fittings found heavily corroded and hanging loose.
- Emergency generator is not starting on auto mode.
- Embarkation ladder wooden steps found cracked.
- No records available for E/R tank Soundings.
- 1<sup>st</sup> start arrangement could not be demonstrated.

### **.1.8 Carriage of Cargo and Dangerous Goods (DG):**

- Cargo gear survey found overdue.

### **.1.9 Mooring Arrangements (Moor. Arr.):**

- Anchor and windlass not on board, landed for repairs. Ship is operating since then without anchor and windlass.
- Windlass (stbd) motor defective.
- Anchor (port) is missing.

### **.1.10 SOLAS – Related Operational Deficiencies (SOLAS- OP):**

- Officers have not undergone ship specific training. None possess ship specific certificate as required by HSC code.
- Crew have not been trained (rating). Training manual is not understood by crew.
- Over-speed trip of auxiliary engine found defective. *(repeated 2 times)*
- Fixed Gas detection system defective for pump room.

### **.1.11 Bulk Carriers – Additional Safety Measures (BC):**

- Dewatering system for forward store not operational.
- Water ingress system sensors not operational.

## **.2 Marpol 73/78, Annex (I to VI) :**

Total **35** numbers detainable deficiencies with respect to MARPOL 73/78, (Annex I to VI) were observed. List of MARPOL related deficiencies are as listed below:

- Oily water separator (OWS) operation could not be demonstrated due to malfunctioning of related equipments *(repeated 8 times)*
- OWS 15ppm equipment found non – operational. *(repeated 3 times)*
- OWS discharge pipe found provided with another pipe line connection.
- OWS pump defective. Not developing pressure.
- Oil record book (ORB) - no entries made for Engine room (E/R) oily bilge water disposal.
- ORB entries not in order, codes mentioned do not exist. Master and Chief engineer are unaware of changes to MARPOL Annex I and Annex VI requirements.
- Wrong entries are found in ORB.
- Entry in ORB shows discharge of bilges through 15 ppm equipment while the ship was in port. Master was advised to give explanation.
- Bilge oil tank capacity in ORB & IOPP certificate is in variance. Actual quantity of bilge oil noted in the tank do not match with the ORB entry.
- No entry in ORB made for code D, i.e., non automatic discharge overboard or disposal otherwise of E/R bilge water.

- No specific procedure is in place, for implementation of MARPOL Annex IV, Regulations for the prevention of pollution by sewage from ships.
- Sewage treatment plant was switched off while overboard valve was in open mode thus causing discharge untreated sewage overboard.
- Sewage treatment plant not working. Untreated sewage being discharged overboard.
- Sewage treatment plant not on load in port.
- Sludge discharge line found having flange connection; in addition another flange connection found nearby which could have been used suspected discharge violation.
- Sludge tank found having portable pipes inserted through opened manhole door.
- Incinerator not operational. There is no bilge holding tank available for taking sludge or oily bilge water.
- Oil residues found disposed off.
- Various pipe lines found draining oil into E/R bilges.
- Oily water found spilled on the deck as well into harbour, thus polluting harbour water. The incident reportedly happened while transferring E/R bilges to bilge holding tank. However, no entry found in the ORB. In addition, Bilge pumping and piping system plan found not available on board. Ship staff was not familiar with the system and hence could not ascertain the exact problem for the overflow.
- Excessive oil leakages in E/R. Main and Auxiliary E/R bilges and purifier room bilges are covered with oily water.
- Oily water accumulated in the tunnel. Ship staff were not able to explain the source of oily water.
- E/R bilges found full of oily water.
- Bilge holding tank high level alarm is not operational and the ship staff was not aware of the defect. Soundings of bilge holding tanks were not effectively checked, monitored or recorded.
- Mast house of all the cranes found full of oil.
- Oil Discharge Monitoring and Control (ODMC) system found not operational.

### **.3 STCW 78, as amended :**

Total **18** numbers detainable deficiencies with respect to STCW 78 were observed. List of STCW 78, related deficiencies are as listed below:

- Ship not manned as per minimum safe manning document (SMD). Chief Officer, Chief Engineer Officer and 2 nos. Watch-keepers were not on board.
- 2nd engineer does not have required 2 years sea experience as required under by SMD.

- Ship is not manned as per SMD.
- Ship is not manned as per SMD. Only Inland Master on board without area endorsement. No NCV Officers nor watch-keeping support crew on board.
- Manning not as per Harbour manning SMD. Chief officer not on board.
- 2<sup>nd</sup> Engineer's original CDC was not on board. He failed to produce 2 years experience certificate after obtaining MEO CI – II (NCV).
- Officers do not possess original certificate of competency (COC). Only copies sighted.
- Holder of MEO Class IV is not qualified for ship as experience is less than 2 years.
- Chief Officer not in possession of valid endorsement on COC.
- Master, Chief Officer and 2<sup>nd</sup> Engineer do not possess valid COC.
- Chief Engineer does not have original COC.
- Chief Officer incompetent to handle safety equipments.
- One lady and three men found sailing on board without basic Safety Training Certificate.
- GMDSS operator not on board.
- No GMDSS operators on board.
- No rating with navigational watch-keeping certificate is posted on board.
- 2<sup>nd</sup> engine watch keeper is not having one year experience.
- Ship arrived from nearby port with Harbour manning.

#### **.4 ILO 147 :**

Total **03** numbers detainable deficiencies with respect to ILO 147 were observed. List of ILO 147 related deficiencies are as listed below:

- Though sufficient food and water for the emergency needs are being supplied by the owners, the hygienic condition onboard is subhuman with the crew members totally dejected and exhausted.
- Accommodation infested with rats and cockroaches.
- Domestic refrigeration plant not working satisfactorily as meat room temp. found to be zero and room frosted.

#### **.5 International Safety Management.(ISM) :**

Total **05** numbers detainable deficiencies with respect to ISM were observed. List of ISM related deficiencies are as listed below:

- The ship with around 50 MT of Heavy oil and 3 MT of Diesel oil, is a serious threat to the navigation and environment of the region, particularly when the Navigational lights & Emergency communication systems are totally incapacitated.
- Ship is under the DOC of a company and the company is duty bound to offer all required shore based support to the ship under distress. However, the company is virtually missing from the scene and the records available

onboard do not show any active role by the company in the regular management of the ship.

- Failure of SMS. Recommendation given to initiate additional audit.
- Shipboard SMS has not ensured maintenance of ship and equipments as evidenced by deficiencies observed. Recommendation made to carry out additional SMC audit by the class.
- Most of the pump seals are leaking excessively and entire E/R possess high risk of fire indicating very poor maintenance.

#### **.6 Load Line 66, as amended :**

Total **08** numbers detainable deficiencies with respect to Load Line 66, as amended were observed. List of deficiencies with respect to Load Line 66, as amended are as listed below:

- Most of the hatch pontoon closing cleats found seized up and rusty.
- Air vent pipes of Cargo Hold No. 3 and No. 5 top side tanks found broken.
- Air pipes on deck leading to stores below found rusty and cover missing.
- 2 nos. self closing valves of no. 2 DB (stbd) found defective.
- No. 8 DB (stbd) sounding pipe is broken inside the tank.
- Accommodation doors including water tight doors, in and around accommodation are not closing satisfactorily.
- E/R blowers (4 nos.) inlet flaps not shutting completely.
- E/R blower outlet vent flaps frozen in open condition.

#### **.7 Ship's Certificates and Documents :**

Total **10** numbers detainable deficiencies with respect to Ship's Certificates were observed. List of deficiencies with respect to Ship's certificates and documents are as listed below:

- Deficiencies, as mentioned in the last FSI report have not been rectified.
- Original statutory certificates not on board.
- Original SAFCON, SRC and SRC certificates are not available.
- Official log book is not on board.
- DOC annual endorsement audit not carried out.
- Annual endorsement of all certificates are over due.
- Annual endorsement of CSSEC and CSSRC not done, window period has expired.
- Revised SMD as per Ch.V /14 (2) of SOLAS not available on board.
- IAPP SOC has expired and therefore invalid.
- Approved Fire control plan not on board.



#### 4. LIST OF FREQUENTLY REPEATED DETAINABLE DEFICIENCIES:

1. Oily water separator (OWS) operation could not be demonstrated due to malfunctioning of related equipments (*repeated 8 times*);
2. Emergency fire pump not developing recommended discharge pressure, pump performance not satisfactory. (*repeated 6 times*);
3. Quick closing valves (QCV) found non - operational. (*repeated 4 times*);
4. OWS 15ppm equipment found non – operational. (*repeated 3 times*);
5. Steering rudder moves beyond 35<sup>0</sup>. (*repeated 3 times*);
6. E/R is very oily and dirty from top to bottom. Tank tops have lots of fuel oil. Bilge wells are filled with oil. (*repeated 3 times*);
7. GMDSS operation on reserve source of energy could not be demonstrated. (*repeated 3 times*);
8. Navtex found not working. (*repeated 3 times*)

##### .1 BAR CHART OF FREQUENTLY REPEATED DETAINABLE DEFICIENCIES:

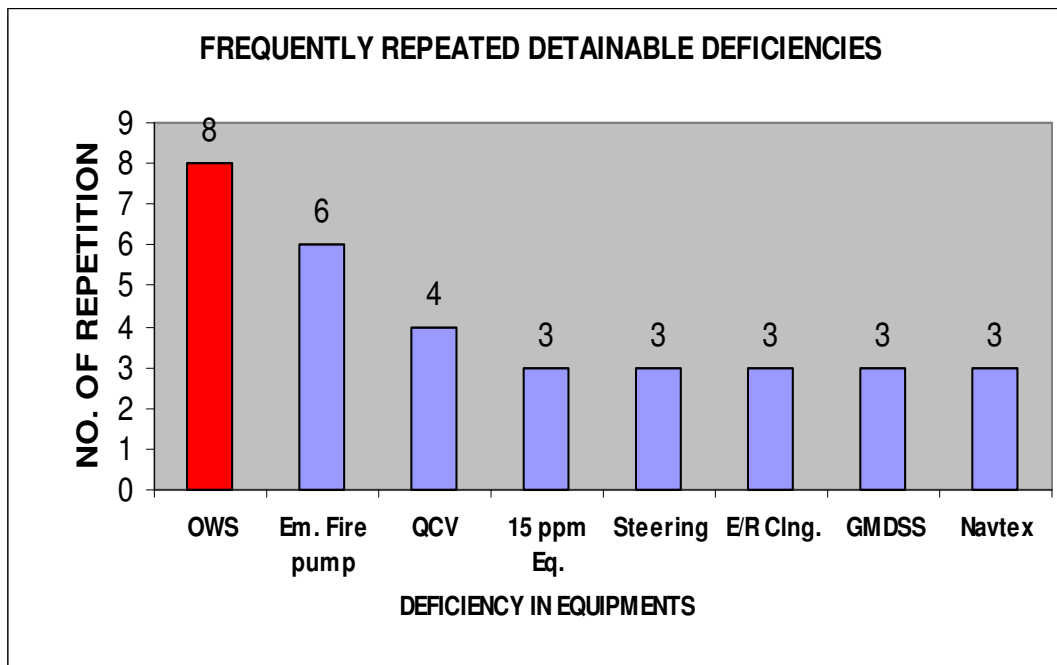


Fig : 10

## 5.

### RECOMMENDATIONS:

- .1 Stringent inspection of the ships should be carried out by the Technical managers regularly and their observations should be complied with by the ship's staff, within a reasonable time frame. Necessary assistance, if required, is to be provided to the ship's staff by the ship-owners/managers;
- .2 Ship-owners to make a note of frequently repeated deficiencies as mentioned at page no. 25 of this report, and to ensure that these deficiencies are eliminated in entirety by repeated tests and trials of the related equipments;
- .3 Designated Person Ashore (DPA) of the detained ships are required to carry out self – assessment of their ships and revert their findings to the Directorate. PSC cell will cross check the corrective action and decide on penalizing the erring shipping company, if the deficiencies are repeated frequently;
- .4 Self – assessment by DPA / ship owners to include the defects listed at page nos. from 16 to 23;
- .5 House-keeping standards on board the ships are required to be improved and to ensure that deficiencies with respect to accommodation, catering and working spaces are minimized to acceptable limit;
- .6 Ships should carry out the port specific risk assessment to avoid minimum attention by PSCO during PSC inspections. Assistance of ROs may be taken for this exercise;
- .7 Very stringent inspections of General Cargo / Bulk Carriers, which are more than 15 years of age, should be continued.

## 6. LIST OF SHIPS DETAINED UNDER FSI IN THE YEAR 2010:

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner / Manager	Type Of Ship	Year Of Built	G T	Place Of Inspection	Date Of Inspection
1	9249427	Malaviya 18	Great Offshore	OSV	2002	2137	Mumbai	29.01.10
2	8413813	Samudrika 16	SCI	OSV	1985	954	Mumbai	17.02.10
3	8902151	APJ Suryavir	Apeejay Shipping	BC	1990	38302	Port Blair (China)	13.02.10
4	8828915	Pallavi C	Galleon Shipping	G/Cargo	1985	2612	Port Blair	13.02.10
5	7375753	Happy Success	Hede Ferrominas	OSV	1974	708	Mumbai	17.03.10
6	8628248	Coast Emerald	Coast line Shipping	O/Cargo	1987	170	Kandla	11.03.10
7	8321694	Coastal Express II	Fleet Management	G/Cargo	1984	10962	Kandla	19.03.10
8	8401183	Sagar Vijay	ONGC	MODU	1985	11104	Vizag	24.03.10
9	8027884	Kinship Prosperity	Krishna Maritime	G/Cargo	1982	4317	Mumbai	12.04.10
10	9261645	Makruzz	Mak Logistics	Passenger (HSC)	2001	445	Port Blair	18.04.10
11	9005522	Gati Prestige	Gati Coast to Coast	Container	1990	6092	Port Blair	06.04.10
12	7430943	Costa Blanca	Vanoord India	O/Cargo	1974	1196	Mumbai	04.06.10
13	8512085	Samudra Prabha	SCI	OSV	1986	4018	Mumbai	07.06.10
14	8413978	Blossom	Atlantic Shipping	Oil Tanker	1984	4509	Mumbai	23.06.10
15	8311766	Samudrika 11	SCI	OSV	1984	950	Mumbai	30.06.10
16	8718342	Vamsee II	Vamsee	Oil Tanker	1988	496	Chennai	28.06.10
17	7914963	Arcadia Progress	Accord Marine	BC	1983	23658	New Mangalore	06.06.10
18	8308484	SCI – 04	SCI	OSV	1984	1310	Mumbai	01.07.10
19	8311613	Samudrika 8	SCI	OSV	1986	951	Mumbai	20.07.10
20	7502459	Halani 2	Bhambani Shipping	Tug	1976	284	Mumbai	22.07.10
21	8890920	Adinath 8	Aditya Marine	Tug	1995	162	Kandla	20.07.10
22	8026347	Malaviya 5	Great Offshore	O/Cargo	1982	1221	Kochi	01.07.10
23	9521576	Omkara Prem	Ind – Aust Maritime	Dredger	2008	4607	Paradip	29.07.10
24	8801369	Seaways Venture	Fleet Management	O/Cargo	1991	11998	Kochi	04.08.10
25	8845456	Nand Hazira	Essar Shipping	BC	1990	1484	Mumbai	02.09.10
26	8419817	Mermaid 1	Super Tug Offshore	OSV	1985	210	Mumbai	20.09.10
27	8316560	Neel Akash	Varun Shipping	OSV	1983	989	Mumbai	30.09.10
28	8405165	Gati 1	Gati Coast to Coast	OSV	1984	3552	Kolkata	15.09.10
29	7724746	Sea Melody	Hind Offshore	OSV	1978	969	Mumbai	01.10.10

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner / Manager	Type Of Ship	Year Of Built	G T	Place Of Inspection	Date Of Inspection
30	9310460	Dolphin 3	Adani Petronet	Tug	2004	355	Mumbai	06.10.10
31	9328367	Dolphin 4	Adani Petronet	Tug	2004	355	Mumbai	07.10.10
32	8914764	Hari Prem	Ind-Aust Maritime	Oil Tanker	1991	4988	Mumbai	14.10.10
33	9528407	Jindal Meenakshi	Sam sara Shipping	G/Cargo	2009	7460	Kochi	14.10.10
34	8026218	Pratibha Chandrabhaga	Pratibha Shipping	Oil Tanker	1983	22127	Kochi	14.10.10
35	8801345	Seaways Valour	Fleet Management	Container	1990	11998	Kandla	31.10.10
36	9164122	DCI Dredger – XV	DCI	Dredger	1999	8070	Paradip	11.10.10
37	8943636	Capstar 1	Vizag. Barge	Oil Barge	1996	298	Vizag	13.10.10
38	9121821	Orion Dhanashree	Orion Offshore	Tug	1994	233	Vizag	15.10.10
39	7926112	Govind Prasad	Essar Shipping	BC	1980	67713	Mumbai (Hazira)	21.11.10
40	8116867	APJ Akhil	APJ Shipping	BC	1989	27997	Paradip	01.11.10
41	9048469	Gem of Dahej	Executive Ship Management	Oil Tanker	1993	6742	Vizag (Kakinada)	20.11.10
42	8109292	Seamec II	Seamec Ltd.	O/Cargo	1982	4327	Mumbai	01.12.10
43	7806075	Geo Hind Sagar	Hind Offshore	Research Ship	1980	2906	Mumbai	14.12.10

**Table: 10**

**7. LIST OF SHIPS WITH LESS THAN 500 GT, DETAINED UNDER FSI IN THE YEAR 2010:**

1	2	3	4	5	6	7	8
Sr No	Ships Name	IMO No	Type Of Ship	Year Of Built	G T	Place Of Inspection	Date Of Inspection
1	Adinath 8	8890920	Tug	1995	162	Kandla	20.07.10
2	Coast Emerald	8628248	O/Cargo	1987	170	Kandla	11.03.10
3	Mermaid 1	8419817	OSV	1985	210	Mumbai	20.09.10
4	Orion Dhanashree	9121821	Tug	1994	233	Vizag	15.10.10
5	Halani 2	7502459	Tug	1976	284	Mumbai	22.07.10
6	Capstar 1	8943636	Oil Barge	1996	298	Vizag	13.10.10
7	Dolphin 3	9310460	Tug	2004	355	Mumbai	06.10.10
8	Dolphin 4	9328367	Tug	2004	355	Mumbai	07.10.10
9	Makruzz	9261645	Passenger (HSC)	2001	445	Port Blair	18.04.10
10	Vamsee II	8718342	Oil Tanker	1988	496	Chennai	28.06.10

**Table: 11**



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