



भारत सरकार
GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय
MINISTRY OF SHIPPING
नौवहन महानिदेशालय
DIRECTORATE GENERAL OF SHIPPING



**Flag State Inspection
Report 2011**

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

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Further information may be obtained from:

**Port State Control Cell,
Directorate General of Shipping,
Jahaz Bhavan,
Walchand H. Marg,
Mumbai - 400 001 (India)**

Tel. No. : 91-22-2613651/2/3/4

Fax.No. :91-22-2613655

Email : dgship@dgshipping.com
psc@dgshipping.com



सत्यमेव जयते

डॉ. एस. बी. अग्निहोत्री भा.प्र.से.

नौवहन महानिदेशक एवं पदेन अपर सचिव, भारत सरकार

Dr. S. B. AGNIHOTRI I.A.S.

Director General of Shipping &
ex-officio Additional Secretary to Govt. of India

भारत सरकार

Government of India

पोत परिवहन, मंत्रालय

Ministry of Shipping

नौवहन महानिदेशालय

Directorate General of Shipping

'जहाज़ भवन', वालचंद हीराचंद मार्ग,

'Jahaz Bhavan', Walchand Hirachand Marg,

मुंबई / Mumbai - 400 001.

Dated: 25th May, 2012

MESSAGE

We strive to ensure that only safe, secure and environment friendly ships are permitted to operate in all our major and non-major ports. This requires that unsafe ships are quickly identified and stopped from operating in our ports. Inspections under Port State control (PSC) or Flag State Implementation (FSI), undertaken by the officers of the Directorate, are effective instruments for this purpose.

As a result of these inspections, a number of sub-standard ships are identified, and their deficiencies are noted by the respective PSC / FSI officers. Depending upon the severity of the identified deficiencies, ships are detained till their deficiencies are rectified to the satisfaction of the concerned PSC / FSI officers and thereafter released to enable them proceed with their regular operation.

At the same time, there is a need to encourage credible self- regulation within the Industry and reward the law abiding clientele. Towards this end, an alternative inspection procedure comprising a self-assessment by the ship-owners/managers and followed by a General Inspection (GI) of Indian flag vessels by Recognized Organization (RO), was developed and introduced, which has been found to be very effective. This will ensure that all ships get inspected every year without imposing burden on DGS manpower and give our surveyors quality time to carry out limited number of inspections.

During the past year, Paris MoU, together with Tokyo MoU strengthened the PSC regime by launching Concentrated Inspection Campaigns on structural safety under the International Convention on Load lines, from 1st September, 2011. India participated actively in the above campaign and will continue to participate in any future CIC campaigns of other MoUs as well, under the aegis of the IOMoU.

We introduced the publication of Annual Reports on PSC / FSI activities during the year, 2009, with the object of sharing our views with the stake-holders, in order to learn the lessons from the above referred inspections. We are now pleased to bring out the 3rd edition of the Annual Reports which we trust, will continue to be useful to all our stake-holders.


(Dr. S.B. Agnihotri)

ए. बॅनर्जी
मुख्य सर्वेक्षक, भारत सरकार
एवं इंजीनियरों के मुख्य परीक्षक

A. BANERJEE
Chief Surveyor with the Govt. of India
& Chief Examiner of Engineers



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मुंबई - 400 001.

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DIRECTORATE GENERAL OF SHIPPING
'Jahaz Bhavan', W. H. Marg,
Mumbai - 400 001.

FOREWORD

It gives us great pleasure and a sense of responsibility to have the following Reports, 2011 so as to share with our esteemed stake-holders the outcome of the inspections, as under:

- .1 Port State Control;
- .2 Port State Control of Indian Ships Abroad; and
- .3 Flag State Inspection.

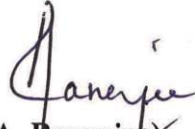
2. Since the inception of the publication of above referred annual reports, commenced during the year 2009, we have been having regular interaction with the stake-holders and as such we have held discussions on regular basis regarding the contents of the reports.

3. In this context, we have been receiving positive feed-back from the stake-holders as the details of our findings have not only been found to be useful but the reports have been viewed as a guide book for adopting remedial measures.

4. The ship owners / managers, during their self-assessment inspections were able to ascertain whether the deficiencies listed in the reports, actually existed in their respective vessels and therefore preventive action was initiated in order to ensure that existence of these deficiencies even in their initial stage were identified and attended to.

5. With the introduction of General Inspection (GI) of Indian flag vessels by the Recognized Organizations (ROs), more and more Indian flag vessels are subjected to stringent inspection in order to identify the potential sub-standard ships, which are unsafe, unseaworthy and viewed as a threat to the marine environment.

We are hopeful that only safe ships, believing in the principle of 'safe ships and clean seas' concept are permitted to operate in our ports in the coming days.


(A. Banerjee)
Chief Surveyor with the G.O.I

PREFACE

The long Indian coast line spanning 7517 km. from Gujarat in west coast to West Bengal in the east coast is in the form of a large peninsula. There are 12 major ports and 187 notified minor and intermediate ports, suitably located to cater to the requirements of the entire country with respect to import and export of various types of cargo. The list of major ports include Kandla, Mumbai, Jawaharlal Nehru (JNPT), Mormugao, New Mangalore, Kochi, Tuticorin, Chennai, Corporate port of Ennore, Visakhapatnam, Paradip and Kolkata with Haldia dock complex.

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 2011, **267** nos. of Indian flag ships were inspected under Flag State Implementation (FSI) regime and **42** nos. ships were detained. Detained ships were released after rectification of their observed deficiencies and payment of relevant fines.

While analyzing 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 Organization (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.

.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 analyzed and recorded.

.7.2 Violation of MARPOL 73/78 are noted investigated, analyzed and recorded.

.7.3 Casualty and incident investigation is carried out; based upon the severity of the cases, are analyzed 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 All stake-holders are required to peruse and be guided by the Directorate circulars issued during the year, 2011 on PSC/FSI/GI, as listed below :

.1 M.S. Notice 06 of 2011 dated 26.04.11, General Inspection of Indian flag vessels by Recognized Organizations;

.2 Corrigendum to M.S. Notice 06 of 2011 dated 02.05.11, General Inspection of Indian flag vessels by Recognized Organizations; and

.3 M.S. Notice 22 of 2011 dated 24.08.11, Flag State Inspection (FSI) and General Inspection (GI) of Indian flag vessels.

.10 With the introduction of self-assessment inspection by the DPA of the ship owners / managers and General Inspection by the ROs, the vessels are subjected to stringent inspections within reasonable time frame.

2. FLAG STATE DETENTION REPORT FOR THE YEAR, 2011

During the year 2011, total 267 ships were inspected by the surveyors of the Directorate. Among them, 15.73% ships, i.e., 42 nos. 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.
Offshore Supply Vessel (OSV)	11	General Cargo (GC)	06
OIL Tanker (OT)	05	Utility Vessel (UV)	05
Container Vessel (CNTR)	05	Bulk Carrier (BC)	03
Tug	03	Chemical Tanker (ChemT)	02
Passenger Ship (PAX)	02		
Total = 42			

Table: 1

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

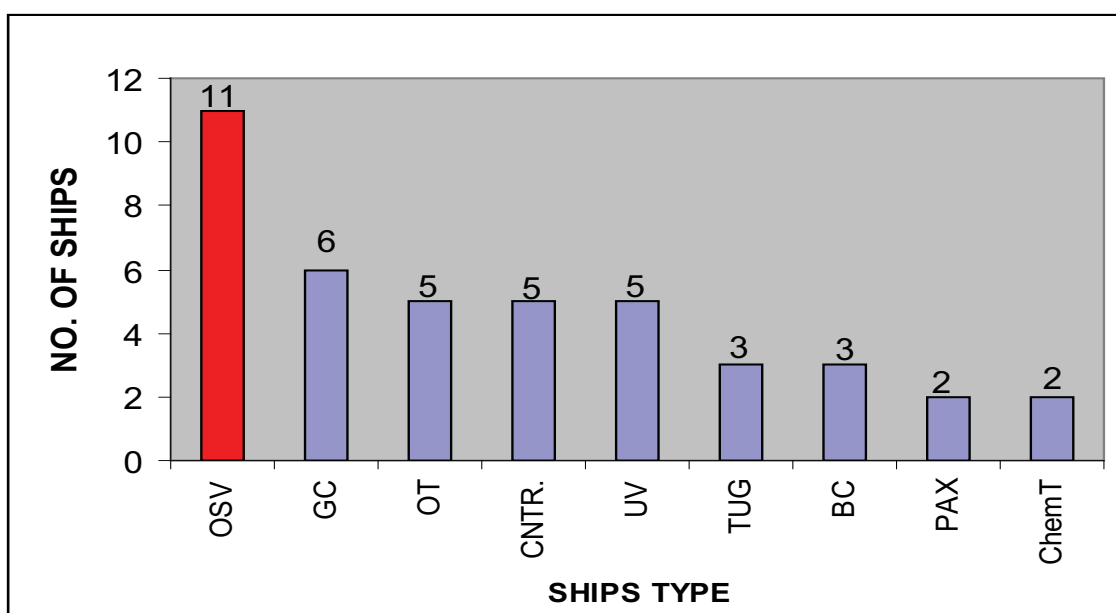


Fig: 1

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

Mercantile Marine Department (MMD)	Ships Inspected
Mumbai (MUM)	81
Paradip (PAR)	28
Chennai (CHN)	27
Vizag (VIZ)	25
Kochi (KOC)	22
Kolkata (KOL)	20
Port Blair (PBL)	16
New Mangalore (MNG)	10
Mormugao (GOA)	9
Haldia (HAL)	9
Jamnagar (JAM)	9
Tuticorin (TUT)	8
Kandla (KAN)	3
Total	267

Table: 2

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

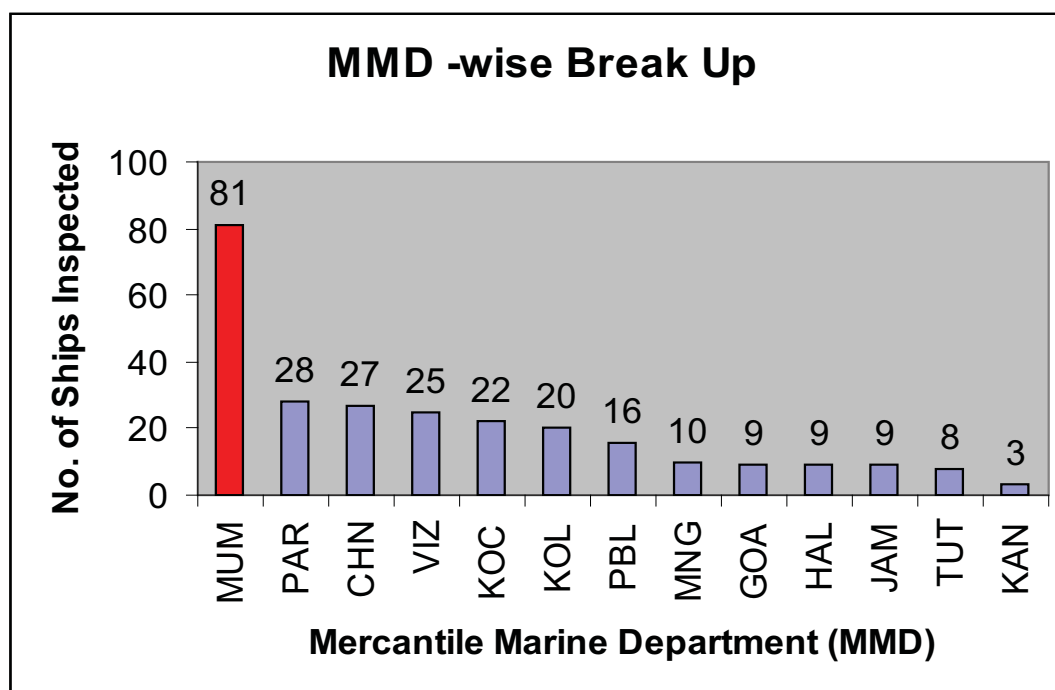


Fig: 2

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

MMD	Ships Detained
Mumbai (MUM)	14
Chennai (CHN)	11
Paradip (PAR)	4
Kolkata (KOL)	3
Kandla (KAN)	2
Kochi (KOC)	2
Tuticorin (TUT)	2
Vizag (VIZ)	2
Haldia (HAL)	1
Jamnagar (JAM)	1
New Mangalore (MNG)	0
Mormugao (GOA)	0
Port Blair (PBL)	0
Total	42

Table: 3

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

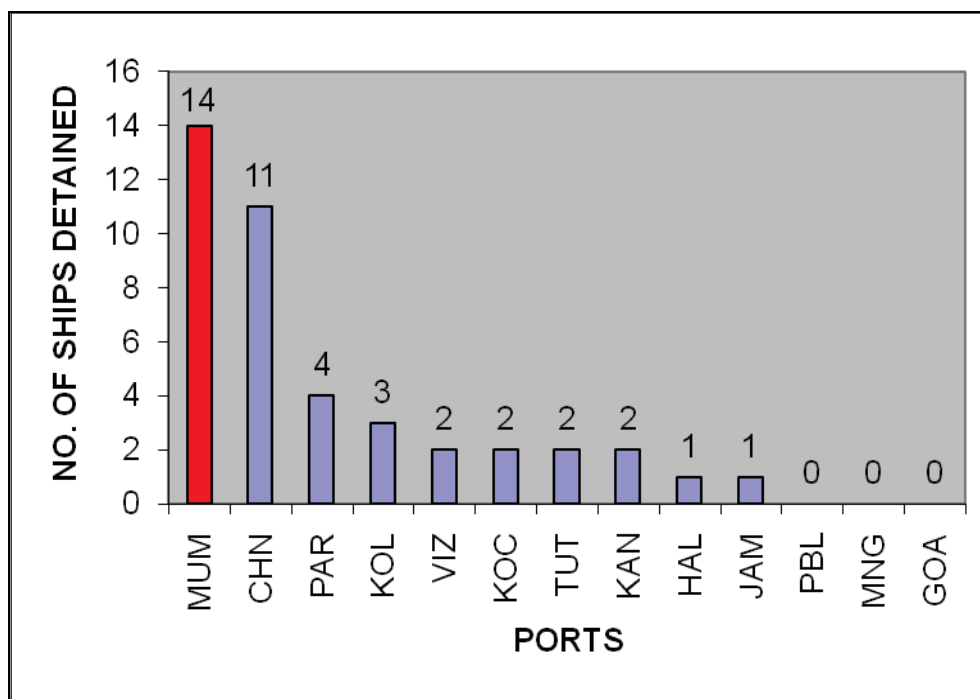


Fig: 3

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

Age	Inspected	Detained
Above 30 Year	26	03
26 - 30 Years	81	10
21 - 25 Years	35	08
16 - 20 Years	25	09
11 - 15 Years	24	07
06 - 10 Years	26	02
0 - 05 Years	50	03
Total	267	42

Table: 4

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

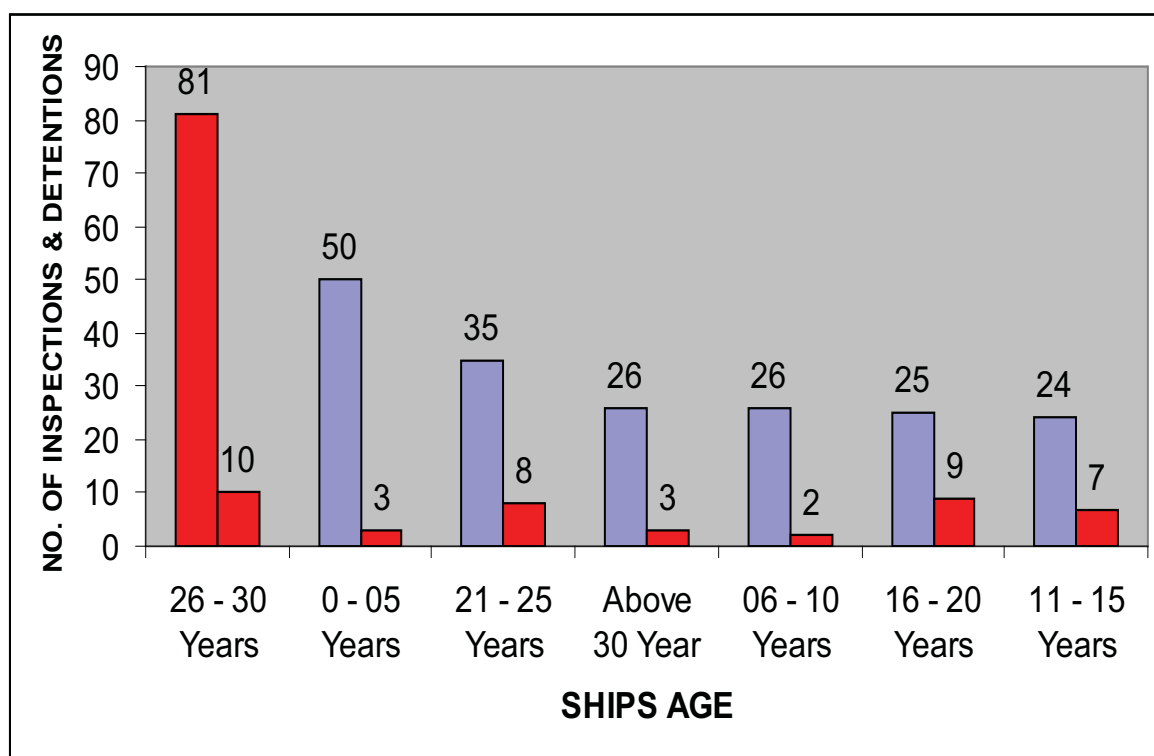


Fig: 4

.9 DEFICIENCIES, IN ENTIRETY, CATEGORY WISE BREAK – UP :

Category	No. of Deficiencies
SOLAS 74 (SOLAS)	1081
ILO 147 (ILO)	234
SHIPS' CERTIFICATES (CERT.)	165
MARPOL 73/78 (MARPOL)	159
LOAD LINE 66 (LL)	139
ISM	72
STCW 78 (STCW)	49
ISPS	8
Total	1907

Table : 5

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

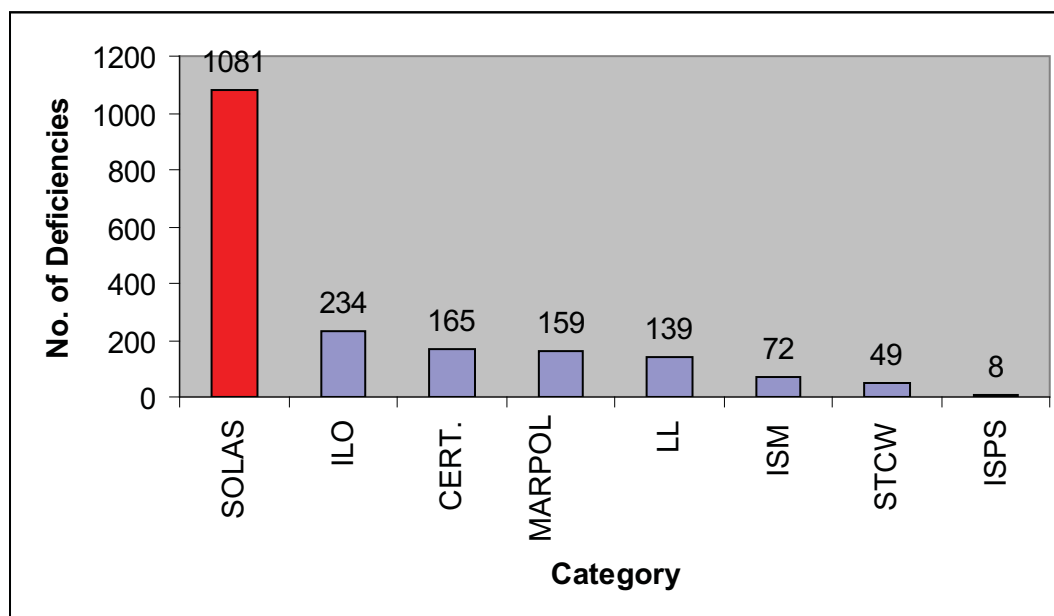


Fig : 5

.11 DETAINABLE DEFICIENCIES IN ENTIRETY, CATEGORY – WISE BREAK UP:

Category	No. of Deficiencies
SOLAS 74 (SOLAS)	150
MARPOL 73/78 (MARPOL)	29
STCW 78 (STCW)	15
ISM	12
SHIPS' CERTIFICATES (CERT.)	10
LOAD LINE 66 (LL)	8
ILO 147 (ILO)	8
ISPS	1
ALL OTHER DEFICIENCIES (OTHR)	2
Total	235

Table: 6

.12 BAR CHART OF DETAINABLE DEFICIENCIES IN ENTIRETY, CATEGORY – WISE BREAK UP:

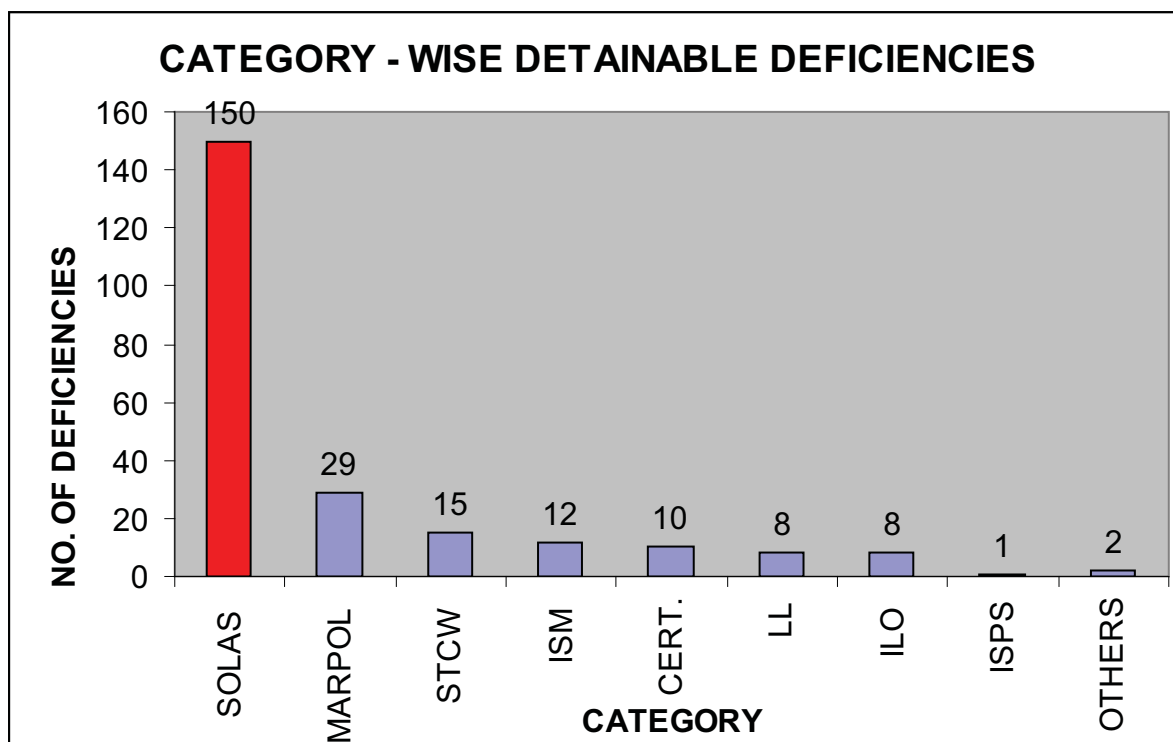


Fig.: 6

.13 SOLAS 74, as amended DETAINABLE DEFICIENCIES, PER CATEGORY:

Category	No. of Detainable Deficiencies
FIRE SAFETY MEASURES (FSM)	33
PROPULSION & AUX. MACH. (P & AM)	23
LIFE SAVING APPLIANCES (LSA)	19
SAFETY OF NAVIGATION (NAV)	19
RADIO COMMUNICATIONS (RADIO)	19
STABILITY, STRUCTURE & REL. EQMTS. (SSrE)	12
SOLAS-REL. OPERATIONAL DEF. (OP)	12
ALARM SIGNALS (AS)	10
OIL, CHEM. TANKERS & GAS CARRIERS (OCG)	02
BULK CARRIERS-ADDL. SAFETY MEASURES (BC)	01
Total	150

Table: 7

.14 BAR CHART OF SOLAS 74, as amended, RELATED DETAINABLE DEFICIENCIES:

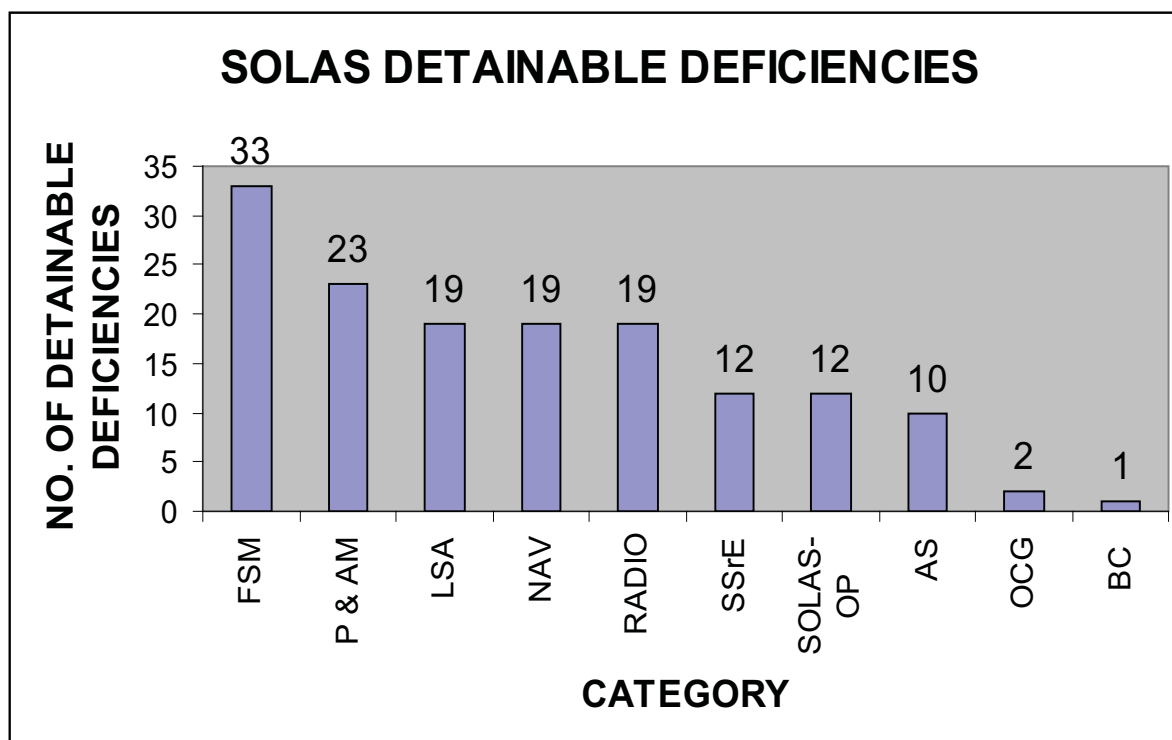


Fig. : 7

.15 FLAG STATE IMPLEMENTATION TREND DURING LAST 7 YEARS:

Years	No. of Ships Inspected
2005	357
2006	473
2007	448
2008	369
2009	307
2010	337
2011	267

Table: 8

.16 FLAG STATE IMPLEMENTATION TREND DURING LAST 7 YEARS:

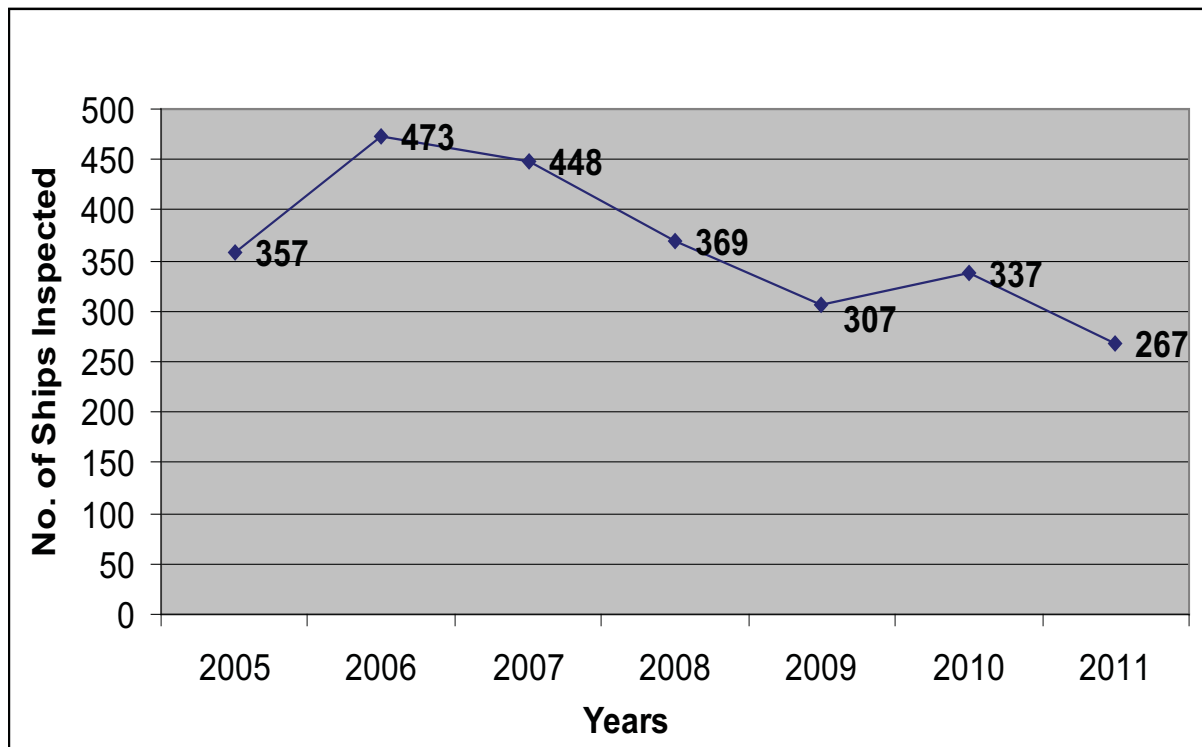


Fig: 8

.17 FLAG STATE DETENTION TREND DURING LAST 7 YEARS:

Years	No. of Ships Detained
2005	20
2006	30
2007	31
2008	37
2009	31
2010	43
2011	42

Table: 9

.18 FLAG STATE DETENTION TREND DURING LAST 7 YEARS:

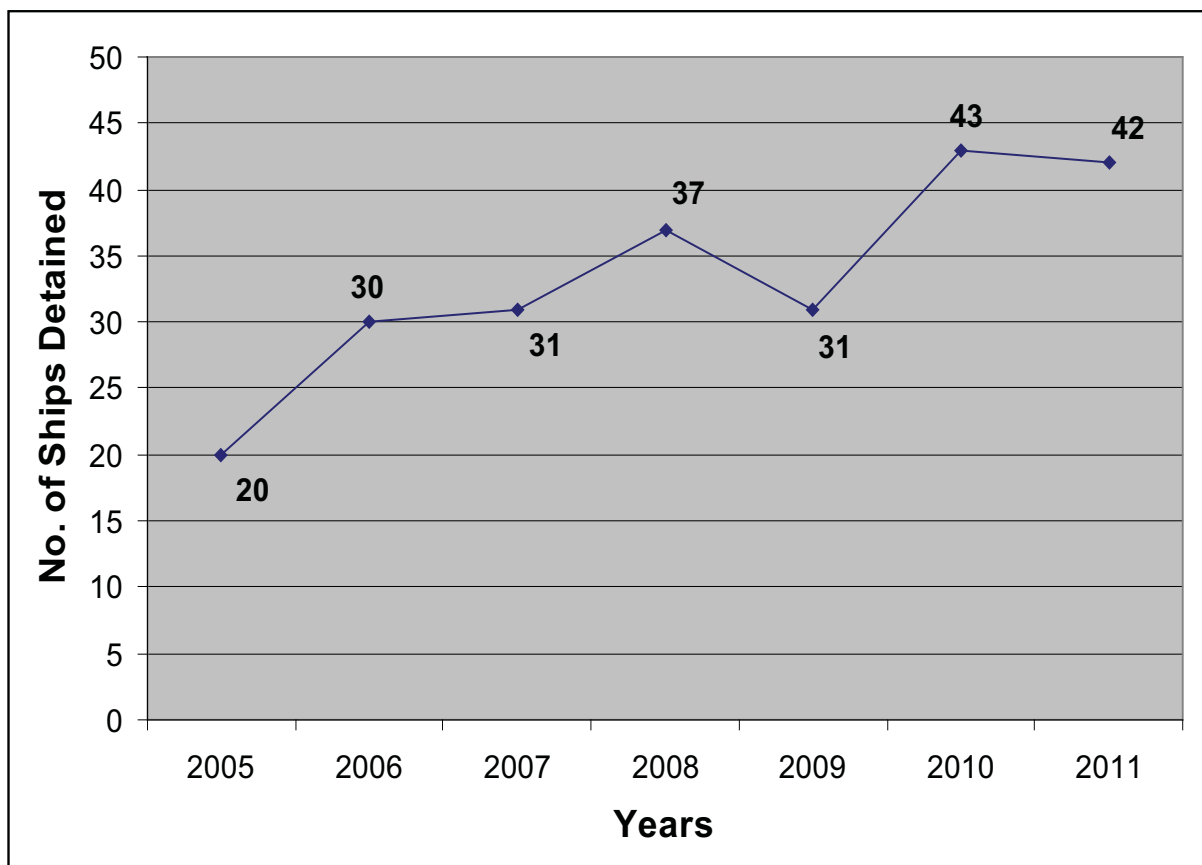


Fig: 9

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

During the year 2011, a total of 267 nos. ships were inspected under FSI; out of which **42** nos. ships were found with severe deficiencies that warranted their detention. In all, **235** nos. detainable deficiencies were observed in these 42 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 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:

- No statutory certificate found on board.
- Original statutory certificates viz CSSE, CSSC; CSSR etc are not on board. Only scanned copies are available on board.
- Number of crew on vessel is not as per SMD.
- Cook not on board as required as per SMD. Cook is holding hotel staff CDC.
- Vessel is operating in manned mode. Hence short of one 4th Engineer as per SMD.
- Vessel not complying with minimum safe manning certificate. As per certificate, vessel is short of GMDSS operator.
- IAPP certificate issued by Flag is not endorsed annually. Interim certificate issued by IRS already expired.
- General Trading License expired long ago.
- Vessel sailed & made 3 voyages with expired General Trading Licence.
- General trading licence expired.

.2 STCW 78, as amended:

Total **15** numbers detainable deficiencies with respect to STCW78 were observed. List of STCW 78, related deficiencies are as listed below:

- 2nd Engineer's COC is not as per minimum safe manning document requirement (SMD).
- As per SMD, Mate (NCV) is required. Vessel is sailing short manning for about 3 months.
- Master's COC endorsement expired.
- No Chief Officer on board as per SMD.
- GMDSS operator's GOC provisional certificate expired.
- Master is not having valid Certificate of Competency & Continuous Discharge Certificate.

- One deck rating is not found physically on board. His certificate is not available. No record in gangway register maintained. (Repeat deficiency)
- Vessel is not manned as per SMD.
- 2nd Engineer as per SMD no. MMD / Mumbai / 2011 / 119 dt. 09.06.11 is not on board.
- Vessel found not manned as per SMD. Crew on board without signing on. Prior to this there were no certified crew on board.
- Safety familiarization: As per company policy all seafarers & supernumeraries has to undergo safety familiarization training prior departure from port of joining. But no safety familiarization was carried out for supernumeraries & one crew member. These forms are not signed by Chief Officer & Master.
- Rest Hours: No record of rest hour was maintained. During inspection, 3rd Officers prepared rest hours for deck officers & rating for the month February & march. None of them signed by master. Chief Officer rest hour for march missing. By looking at the record & the way they are filled indicate that rest hours are not monitored regularly.
- Prescribed crew not on board as per MSD.
- One E/R rating is short as per SMD.

.3 ILO 147:

- Total 08 numbers detainable deficiencies with respect to ILO 147 were observed. List of ILO 147 related deficiencies are as listed below:
- Working spaces is without ventilation and lightings.
- Self closing valves for 2 DB (port & stbd), 3 DB (port & stbd), sludge & D.O. tanks defective.
- Self closing valves for Bilge holding tank defective.
- P/R gas detection system (fixed) in C/R not working & showing failure.
- Generator, Purifier & M/E fuel oil hot filter found filled with oil indicating fire hazard.
- Ship's crew not familiar with fire fighting and personal equipments.
- Sewage tank in E/R is full and leaking into adjacent A/E D.O. service tank.
- Mooring winch (aft) warping drum wasted & foundation badly rusted & wasted.

.4 SOLAS 74, as amended:

Total **150** numbers detainable deficiencies with respect to SOLAS 74 were observed. Break up of SOLAS related deficiencies are as under:

.4.1 Life Saving Appliances (LSA):

- Life saving appliances are not operational.
- Life boat (stbd) engine not working.
- Life boat (stbd) rudder sleeves wasted & rudder hanging.
- Life boat (port) rudder stock rusted, wasted & jammed.
- Lifeboat (port) could not be lowered even after lifting the brake. Also found securing & lashing arrangement incorrect.
- Life boat engine (port) inoperative.
- Life boat (stbd) cannot be lowered into water (obstructed by crane wire).
- Rescue boat not rigged and in deflated state.
- Ship staff not familiarized with handling of Rescue boat engine.
- Ship staff unable to start Rescue boat engine.

- Rescue boat lowered into water but could not be brought up even by manual means.
- Life raft tied up with thick rope with the cradle.
- Life boat (port) MOB found damaged.
- Bridge pyrotechnics found expired.
- Life boat distress flares expired.
- 2 nos. MOB marker expired 5 months ago.
- Life boat (no. 1) could not be lowered
- Life boat (no.3) lowered into water but could not be manoeuvred.
- Vessel carried 20 pax. & 12 crew members from oil field whereas LSA capacity is 18.

.4.2 Fire Safety Measures (FSM):

- Vessel is without any operational fire safety equipment.
- Water tight door between M/E room and Aux. Engine (A/E) could not be closed.
- Condensed water from vegetable room falling on ECR control panel thus causing fire hazard.
- During cargo operation found galley port hole open.
- IG with high O2 content found partly delivered to tank.
- Many of the fire doors are not closing fully. Door closures found missing on some of the doors.
- Smoke signal / alarm did not work on test.
- Fire control panel on bridge showing fault in 5 sensors.
- Tested fire sensor in engine control room found not working. It is reported that none of the fire sensors are working.
- Emergency fire pump failed to take suction.
- Fixed CO2 bottles weightment is over due.
- Out of 63 portable fire extinguishers, servicing of 32 nos. found over due.
- Fire lines wasted & holed on main deck.
- Fire hydrants between 7 & 8 holds found leaking.
- Emergency fire pump not developing pressure.
- Emergency fire pump not developing pressure.
- Emergency fire pump unable to develop adequate pressure.
- Emergency fire pump not developing adequate pressure.
- Emergency fire pump not developing any pressure and would give pressure only after priming with GS Pump.
- Emergency fire pump inoperative.
- Emergency fire pump not building pressure.
- 2 nos. Quick Closing Valves in E/R found not operational.
- Several self closing valves are defective.
- Quick closing valves inoperative.
- Many fire dampers of accommodation & E/R found broken, stuck & rubber packing found badly mutilated.
- Emergency generator fire dampers could not be closed
- E/R blower flaps not closing.
- E/R blower flaps not closing due to bent flaps.
- E/R funnel fire damper not connected & thus not in readiness.
- Funnel flaps not closing fully, defective.
- E/R blower vent flaps frozen in open condition and some flaps missing.

- Emergency generator F.O. service tank does not have quick closing valve.
- Fire control Plan indicates one SCBA & fire man's suit in bridge & three in four peak. However, during inspection found two SCBA & fire man suit on bridge & two at fore peak.

.4.3 Stability, Structure and Related Equipment (S,S & RE):

- Entire ship's structure including ship's side-shell and main deck badly corroded and thinned down.
- Cooling water pipe leading to hydraulic pumps holed, forepeak store found flooded with water, forepeak eductor found inoperative.
- Chief Officer / Navigational Officer unable to demonstrate operation of steering in Non Follow Up (NFU) mode.
- Steering gear hydraulic pumps leaking badly & Steering gear room deck coated with oil.
- Steering gear defective & not in operation. DGS / MMD has not been informed about the situation.
- Aft peak, fore peak & deep tank found leaking.
- Emergency Generator not functional & air bottle pressure showing Nil.
- Emergency lights in battery room & around accommodation found not operational.
- Engineers alarm from E/R to C/E and other Engineers' deck not working.
- Rubber packing or emergency escape door worn out & water entering in engine room.
- Many deck longitudinal scantlings are badly corroded and wasted
- There is no record of Pressure testing of cargo tank PV valves.

.4.4 Alarm Signals (AS):

- E/R alarm & monitoring panel under repair.
- Fire alarms in E/R is not operational.
- Boiler low level trip cannot be demonstrated. Also boiler blow down line is choked.
- Boiler flame failure alarm not visible or audible.
- Water tight doors not closing in power failure.
- Water tight door alarms inoperative.
- Water-tight door visual indicator alarm defective.
- Water tight door indicator lights on Wheel House inoperative.
- Cargo holds not fitted with bilge alarm system.
- Oil mist detector not operational and failure alarm displayed in ECR.

.4.5 Propulsion and Auxiliary Machinery (P & AM):

- Condition of ship's machinery including M/E is not known.
- Main Engine (M/E), port, found not operational.
- M/E (unit no. 2) fuel injector leaking badly, sprays of H.O. noticed in E/R. Vessel does not have spare injectors.
- M/E both F.O. booster pumps' seals leaking badly.
- E/R bilges aft of M/E (port & stbd) found oily, approx. 5 cm.
- Excessive leakage from Sea water service pump.
- E/R, A/E & Purifier floors found with H.O. & D.O.

- M/E & A/E bilges, purifier room bilges etc. full with oil, thus posing fire hazard.
- A/E leakage oil tank high level alarm found not working.
- Aux. Engine: Vessel is fitted with 3 nos. A/Es & one shaft generator. One A/E is out of order.
- One out of two nos. A/E found out of order.
- Unable to demonstrate functioning of reverse power trip of A/E.
- A/E (no. 2) cylinder heads smoking.
- A/E (no. 2) fuel pumps are leaking of D.O.
- A/E (nos. 1 & 3) L.O. trips are not working. Workshops carrying out various repairs on board.
- Emergency bilge suction valve found seized.
- Self closing arrangement for sounding pipes of Tank no. 3C (DB) in E/R found not working.
- Air conditioning of the vessel is not working
- Boiler: Laggings found soaked in oil, noted. Fuel leakages from various places, water was dripping on to D.O pilot burner motor.
- Boiler: Out of two level gauge glasses, one was not working & the other one was not visible.
- Boiler: Low level alarm not working
- Alarm logger in ECR found out of order.
- E/R Economizer bottom plating exposed & gas leaking to E/R.

.4.6 Safety of Navigation (NAV):

- Navigation lights are not being used during day / night time due to insufficient D.O. for running of A/Es as present D.O. stock on board is 350 litres.
- Radar (port) not working.
- Navigational lights alarm panel defective.
- Navigational lights (port & stbd) covers frozen.
- Navigational lights inoperative in reserve source.
- Navigational light box covers frozen, unable to replace lamp.
- Unable to demonstrate function of navigational light alarm due to nav. light box cover frozen.
- Navigational lights inoperative on reserve source.
- Navigational lights (NUC) inoperative.
- Navigational light broken, tied up with seizing wire on main mast.
- Mast head navigational light and NUC light inoperative.
- Aldis lamp not working.
- Voyage charts, nautical publications (Including pilot NP-38) found not updated & corrected.
- Chart no. 3028 found not corrected for notice no. 287 of 2010 (voyage chart).
- S-VDR not working.
- S-VDR not working (Repeated).
- Doppler log found not working.
- Voyage data recorder suspect not taking feed from navigational equipment.
- AIS not working.

.4.7 Radio Communications (RC):

- GMDSS operators unable to demonstrate function of equipments.
- MF/HF DSC & R.T not operational.
- MF/HF DSC not operational on reserve source.
- GMDSS MF/HF DSC inoperative.
- MF/HF frequency & display not legible.
- MF/HF DSC & NBDP not working.
- INMARSAT C inoperative.
- Weekly test of MF/HF with coast station not done. No record available.
- Both VHF not working properly, range only 3 miles.
- Navtex inoperative.
- EPIRB free float arrangements damaged.
- Ship staff could not show the valid certificates of both EPIRB certificates. They produced expired certificates.
- Ship staff unable to demonstrate operation of both SARTs.
- GMDSS reserve batteries undercharged and level of electrolyte very low (sp. gravity 1170)
- GMDSS emergency change over inoperative.
- Reserve source (battery) specific gravity very low.
- Battery charger not showing charging volt / current & making noise when put on use.
- GMDSS reserve battery is unable to take load, voltage load, voltage < 20 v.
- Emergency lamp not provided with GMDSS equipments.

.4.8 Oil, Chem. Tankers & Gas Carriers (O, CT & GC):

- IG system running at high temperature as stipulated in manual. However, high temperature cut-out found inoperative.
- Forward emergency towing cable found heavily corroded & wasted. Same could not be rigged as required for towing.

.4.9 SOLAS – Related Operational Deficiencies (SOLAS- OP):

- Life boat not lowered into water & maneuvered during last 6 months. Life boat (port) hoisting gear damaged. All 4 nos. motors not taking load. Cable for life boat engine (port fwd.) found disconnected.
- GMDSS Operator unable to demonstrate functioning & procedures of GMDSS equipments.
- GMDSS equipments unable to take load on reserve battery source.
- Passage plan is limited to way point course & distances. No other vital information available in passage plan. Passage plan not in line with guidelines provided by bridge procedure guide.
- Weekly & monthly maintenance on survival craft as required by SOLAS Ch. III Reg. 20.6 & 20.7 not done. No entry found in Log book.
- Portable fire extinguishers maintenance not carried out
- Both SCBA bottles checked on bridge air pressure was 250 bar whereas working pressure is 300 bar. During inspection, noted one SCBA whistle not operational whereas second SCBA main valve is stuck in open position. This indicates poor maintenance & neglect of maintenance of LSA & FFA equipments.

- Case of fire man's suit on bridge has zip to unpack the suit. During inspection zip found jammed & Suit had to be pulled out with difficulty.
- Fire box no. 8 cover was broken & tied with ropes to keep it close.
- Vessel's crew found not trained. During inspection, time taken for life boat lowering was more than 20 mins. Hence emergency preparedness is not up to the mark.
- Vessel underwater hull inspection (docking survey) is overdue. Last done on 16/12/2008.
- Water leakage into Engine room through the funnel.

.4.10 Bulk Carriers – Additional Safety Measures (BC):

- Cargo hold water level indicator found defective & showing system fault.

.5 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:

- Booby hatch covers for cargo hold not weather tight.
- Main Deck (stbd aft) emergency entrance to hatch cover cannot be closed.
- Cofferdam tanks booby hatch cover retaining channel corroded & holed.
- Hatch pontoon found rusty & not weather tight.
- Forward store room (port & stbd.) doors cannot be closed fully.
- No. 1 DB (port) air pipe found broken & inoperative.
- No. 4 WBT (port) air pipe & float arrangement defective.
- Ballast (no. 2) outlet / suction valve dose not open after closing.

.6 MARPOL 73/78, Annex (I to VI):

Total **29** numbers detainable deficiencies with respect to MARPOL 73/78, (Annex I to VI) were observed. List of MARPOL related deficiencies are as listed below:

.6.1 Annex I:

- E/R bilges are being pumped out directly overboard bypassing OWS.
- Entry in Oil Record Book (ORB) not as per Convention.
- Bilge pump discharge line to oil filtering unit (OWS) found holed.
- Staff is unable to demonstrate operation of OWS.
- Oily water separator defective.
- OWS operation could not be demonstrated as there is no pressure gauge fitted. Audio alarm could not be demonstrated as repair was under progress in the alarm panel.
- ODMCS not working.
- 15 ppm alarm inoperative.
- During inspection of 15 ppm oil filtering device, it was noted that due to increase in ppm alarm was activated & pump stopped. However, it was also noted that during simulation ppm reached 21 & pump was still in operation.

- OWS, at 15 ppm alarm the pump found not stopping inspite of repeated attempts.
- OWS 15 ppm alarm unit inoperative.
- Sludge & oily water found in 200 litres drum on deck. However, no entry is made in ORB.
- Incinerator not working. ORB entries of 29.10.10, 03.11.10, 03.01.11 and 11.01.11 indicate sludge discharge violation.

.6.2 MARPOL- Related Operational Deficiencies:

- E/R bilge holding tank found full (with oil & water), all engine room bilge wells found full with oil & water.
- Actual status of E/R bilges, bilge holding tanks & various other tanks do not match with what is reflected in the ORB, part-1
- Oil & oily mixture from machinery spaces in E/R bilges filled with D.O. & H.O.
- E/R bilge well & steering room found with oil.
- E/R bilges is full of oil mixed with water. 10 to 15 cm oily water observed over tank top. Bilge oil tank found 19 % full.
- Sewage plant not onboard.

.6.3 MARPOL – Annex IV:

- Vessel is without Sewage treatment plant & presently manned with one General steward & one cook and they are continuously staying onboard. Sewage is directly going overboard.
- Sewage treatment plant not in use.
- Sewage treatment plant found not operational. Holding tank valves found stuck in shut position. Sewage is discharged directly to sea
- Sewage treatment plant was switched off & pumping out of untreated sewage in progress while alongside berth in port.
- Sewage found being discharged overboard without treatment. Plant found switched off.
- Sewage found discharged overboard without treatment.
- Sewage treatment plant found switched off and untreated sewage found being discharged overboard.
- Sewage treatment plant inoperative.
- Untreated Sewage found being discharged ove board while alongside berth in port.

.6.4 MARPOL – Annex V:

- Garbage management plan could not be produced to inspector. During rounds found all garbage mixed with each other. On first deck superstructure, 3 / 4 drums of oily rags mixed with plastics noted. No color coding noted on garbage drums. Plastic garbage bins are provided at almost all places in the accommodation.

.7 International Safety Management.(ISM) :

Total **12** numbers detainable deficiencies with respect to ISM were observed. List of ISM related deficiencies are as listed below:

- No feedback or reply from company to various serious defects in the vessels. Also no acknowledgement for Master's review, safety committee meetings etc.
- Vessel found having 15 nos. detainable deficiencies out of total 27 nos. deficiencies which indicate systematic failure of ISM implementation on board as well as ashore. Further, there is no DPA & CSO in the company as informed by the Master.
- Vessel sailed out from port with only one A/E working & without informing DGS/MMD/IRS.
- Emergency drill (Man overboard) found not satisfactory.
- 7 no. detainable deficiencies out of total 19 nos. deficiencies indicate failure of ISM on board.
- Aux. boiler safety valve cannot be operated by easing gear.
- 13 detainable deficiencies out of total 25 nos. deficiencies indicate failure of SMS / ISM on board & hence additional SMC audit recommended.
- 17 nos. deficiencies including 10 nos. detainable deficiencies indicate failure of ISM.
- Fire line corroded heavily reflecting very poor maintenance.
- COPT (#1) governor valve found stuck thus emergency trip could not be exercised.
- D.O. purifier pumps leaking badly. All the trays flooded with D.O.
- Emergency generator is not coming on load during test.

.8 ADDL. MEASURES TO ENHANCE MARITIME SECURITY (ISPS):

- As per SSO at security level-2, all personnel embarking vessel were checked with metal detector, given visitors card and baggage checked. Access is restricted to one place only. But when the FSI Officer boarded, no security check was carried out. FSI Officers was left alone to move around in accommodation and all doors to accommodation were open.

4. LIST OF FREQUENTLY REPEATED DETAINABLE DEFICIENCIES:

1. Oily water separator (OWS) operation could not be demonstrated due to malfunctioning of related equipments: *repeated 6 times*;
2. Emergency fire pump (EFP) not developing recommended discharge pressure, pump performance not satisfactory: *repeated 7 times*;
3. Life boat (LB) maintenance poor, boat not lowered into water and maneuvered. Life boat engine not working. :repeated **9** times;
4. OWS equipment (15ppm) found non – operational : *repeated 6 times*;
5. Vessel found not complying with requirements under minimum safe manning documents. (repeated **4** times)
6. Vessel sailed with expired General trading licence (GTL) : *repeated 3 times*;
7. E/R blowers and Funnel flaps (Flaps) not working: repeated **6** times;
8. Navigational lights (Nav. Lites) not working satisfactorily: *repeated 7 times*;
9. Sewage treatment plant (STP) in operative : repeated **9** times.

.1 BAR CHART OF FREQUENTLY REPEATED DETAINABLE DEFICIENCIES:

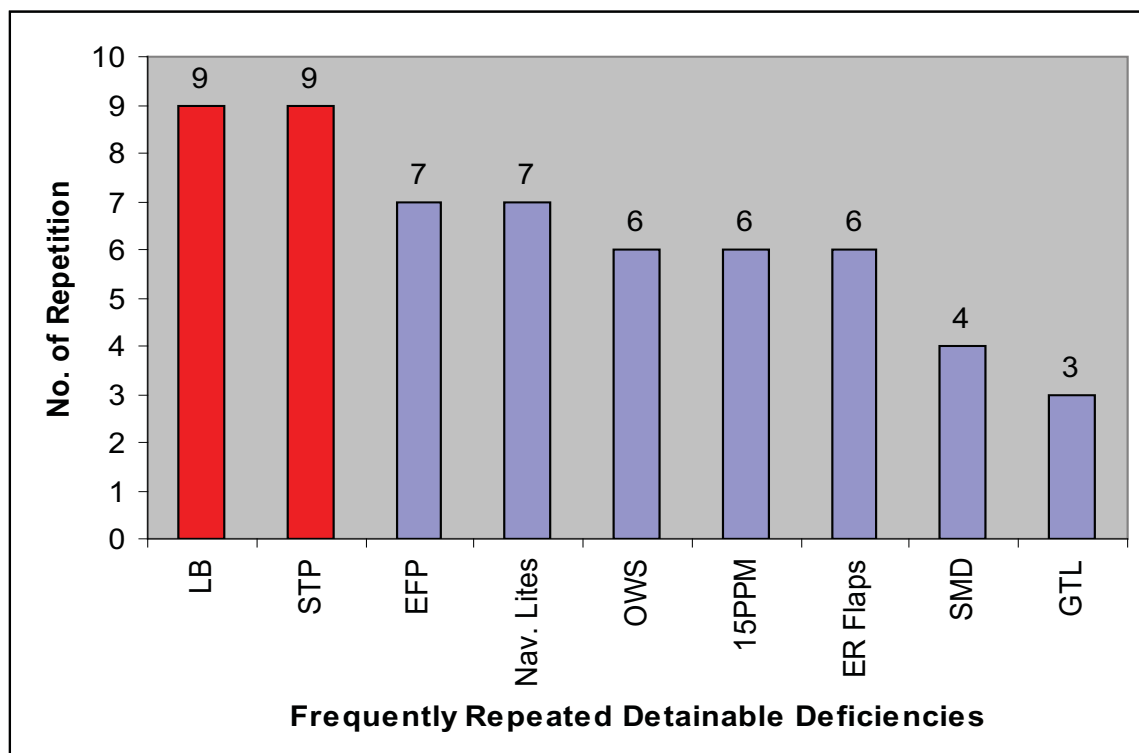


Fig : 10

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 deficiencies found during the inspections are required to be rectified without any further delay.
- .4 Self – assessment by DPA / ship owners to include the defects listed at page nos. from 16 to 24;
- .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 2011:

FLAG STATE INSPECTION REPORT FOR THE YEAR -2011								
1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner / Manager	Type Of Ship	Year Of Built	GT	Place Of Inspection	Date Of Inspection
1	8220307	Malaviya Four	Great Offshore	OSV	1984	1085	Mumbai.	14.01.11
2	9153317	Dolphin No. 1	Tug Offshore	UV	1996	314	Chennai	22.01.11
3	8020161	Chowra	SCI	PAX	1983	2408	Paradip (P.Blair)	10.01.11
4	9008055	Allcargo Arathi	Accord Marine Pvt Ltd.	GC	1992	4897	Visakhapatnam	27.01.11
5	9154945	Ocean Gallant	Ocean Sparkal Ltd.	TUG	1996	375	Mumbai.	01.02.11
6	8912845	Anushree Fame	Bluck Tanker Ltd.	GC	1992	3972	Chennai	23.02.11
7	7219026	Harshvardhan	SCI	PAX	1974	8871	Kolkata	08.03.11
8	8311613	Samudrika - 8	SCI	OSV	1986	951	Mumbai.	23.03.11
9	7342249	Offshore Supplier	Raj Shipping Ltd.	OSV	1974	696	Mumbai.	29.03.11
10	9005522	Gati Prestige	Gato Coast to Coast	CNTR.	1990	6092	Chennai	08.04.11
11	8801345	Seaways Valour	SCI	CNTR.	1990	11998	Kandla	07.04.11
12	8924563	Meenakshi	Vinayak Marine	UV	1978	199	Mumbai	11.04.11
13	9253557	Offshore Supporter	Raj Shipping Ltd.	OSV	2003	1250	Mumbai	15.04.11
14	8220307	Malaviya Four	Great Offshore	OSV	1984	1085	Mumbai	18.04.11
15	9153317	Dolphin No 1	Tug Offshore	UV	1996	314	Chennai	11.05.11
16	9148245	Tci Surya	TCI Seaways	GC	1998	3620	Chennai	26.05.11
17	8417912	Twinkle	Sevan Island Shipping	ChemT	1985	4509	Chennai	31.05.11
18	9340532	Greatship Dipti	Great India Ltd.	OSV	2005	2263	Mumbai	12.05.11
19	8311704	Samudrika -3	SCI	OSV	1986	951	Mumbai	20.05.11
20	9370678	Malaviya Twenty Seven	Great Offshore	OSV	2006	2072	Mumbai	26.05.11
21	8223531	Gati Zipp	Gato Coast to Coast	GC	1983	5615	Chennai	07.06.11
22	8600973	Abul Kalam Azad	SCI	OT	1999	51793	Chennai	17.06.11
23	8221430	Tamil Kamaraj	Poompuhar Shipping Corp.	BC	1986	27997	Chennai	19.06.11
24	8955782	Vamsee III	Vamasee Shipping Ltd.	TUG	1999	495	Mumbai	16.06.11
25	8308460	SCI 02	SCI	OSV	1984	1310	Visakhapatnam	30.06.11
26	9008067	Allcargo Laxmi	Accord Marine Pvt Ltd.	GC	1992	4860	Kolkata	18.07.11
27	9549554	Tag - 8	Tug Offshore	TUG	2008	2369	Mumbai	19.07.11
28	8116867	APJ Akhil	Apeejay Shipping Ltd.	BC	1988	27997	Tuticorin	14.07.11

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner / Manager	Type Of Ship	Year Of Built	GT	Place Of Inspection	Date Of Inspection
29	8419374	Crystal	Sevan Island Shipping	OT	1985	4410	Chennai	03.08.11
30	9037264	Caraval Pride	Carve logistics Ltd.	UV	1994	7258	Kochi	02.08.11
31	8027884	Kinship Prosperity	Kinship Service India	OSV	1982	4317	Mumbai	16.08.11
32	9187631	Jag Ravi	NITC	OT	1997	26322	Paradip	26.08.11
33	8223531	Gati Zipp	Gati Coast to Coast	GC	1983	5615	Port Blair	08.08.11
34	8903284	Badri Prasad	Essar Shipping Ltd.	BC	1990	77182	Kandla (Hazira)	20.09.11
35	8908703	OEL Shreyas	Orient Ship express	CNTR.	1991	12997	Tuticorin	08.09.11
36	9443621	Anjali	Reliance Ports & Terminals	UV	2008	126	Jamnagar	10.10.11
	9129770	Jindal Tara	Orient Ship express	CNTR.	1995	5850	Kolkata	31.10.11
38	9032680	Vedika Prem	Mercator Ltd.	OT	1993	25644	Paradip	20.10.11
39	9106754	Gati Majestic	Gati Coast to Coast	CONT.	1995	7869	Haldia	17.11.11
40	8017798	C. V. Raman	SCI	OT	1981	25039	Chennai	08.12.11
41	9048469	Gem of Dahej	West Asia Maritime Ltd.	CnemT	1993	6742	Kochi	19.12.11
42	8628248	Coast Emerald	Coast line Shipping	OSV	1987	170	Mumbai	05.12.11

Table: 10

7. LIST OF SHIPS WITH LESS THAN 500 GT, DETAINED UNDER FSI IN THE YEAR – 2011:

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner / Manager	Type Of Ship	Year Of Built	GT	Place Of Inspection	Date Of Inspection
1	9443621	Anjali	Reliance Ports & Terminals	UV	2008	126	Jamnagar	10.10.11
2	8628248	Coast Emerald	Coast line Shipping	OSV	1987	170	Mumbai	05.12.11
3	8924563	Meenakshi	Vinayak Marine	UV	1978	199	Mumbai	11.04.11
4	9153317	Dolphin No. 1	Tug Offshore	UV	1996	314	Chennai	22.01.11
5	9153317	Dolphin No. 1	Tug Offshore	UV	1996	314	Chennai	11.05.11
6	9154945	Ocean Gallant	Ocean Sparkal Ltd.	TUG	1996	375	Mumbai.	01.02.11
7	8955782	Vamsee III	Vamasee Shipping	TUG	1999	495	Mumbai	16.06.11

Table: 11



**DIRECTORATE GENERAL OF SHIPPING
JAHAZ BHAVAN
WALCHAND HIRACHAND MARG
MUMBAI- 400 001.**

**TEL : 91-22-22613651-54
FAX : 91-22-22613655
EMAIL : dgship@dgshipping.com
WEBSITE : www.dgshipping.com**