



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



Port State Control of Indian Ships Abroad
Annual Report, 2010
India

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

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1

INTRODUCTION

.1 Port State Control (PSC) is a ship inspection programme whereby foreign flag ships entering the national waters of the State are boarded and inspected by the PSC officers to ensure ships' compliance with various Conventions. In this context, Indian flag ships are subjected to PSC inspection in foreign ports wherein PSC officers board the Indian flag ships to verify that the condition of the ship and its equipment comply with the requirements of International regulations and that the ship is manned and operated in compliance with these rules;

.2 Many of International Maritime Organisation (IMO)'s technical Conventions contain provisions for ships to be inspected when they visit foreign ports to ensure that they meet IMO requirements;

.3 PSC programmes are regional in nature; that is, several countries have grouped together under a Memorandum of Understanding (MoU) to ensure that ships trading in their areas are not sub-standard. India is among the 14 nos. countries that are signatory to Indian Ocean Memorandum of Understanding (IOMOU). In addition to India, Australia, Eritrea, Sudan, South Africa, Tanzania, Mauritius, Sri Lanka, Iran, Kenya, Maldives, Oman, Yemen and France are parties to IOMOU;

.4 In recent years, a few shipping disasters, causing alarming damage to the environment, made the whole world concerned about protection of their coastal water. The European Memorandum on port State control, popularly known as Paris MOU, is the result of this concern. Subsequently, the following Memoranda of Understanding on port State control concluded to this date:

.4.1 Paris MoU (Europe and North Atlantic region);

.4.2 Latin American MoU (Latin American region);

.4.3 Asia-Pacific MoU (Asia-Pacific region);

.4.4 Caribbean MoU (Caribbean region);

.4.5 Mediterranean MoU (Mediterranean region);

.4.6 Indian Ocean MoU (Indian Ocean region);

.4.7 West and Central African MoU (West and Central African region);

.4.8 Black Sea MoU (Black Sea region);

.4.9 Riyadh MoU (The Gulf region);

.4.10 United States Coast Guard (USCG), though not a signatory to any of the MoUs, carries out port State control for compliance with the US Code of Federal Regulations and other International.

.5 List of deficiencies observed during the port State control inspections, is included in the report.

.1 Application :

The port State control inspections apply to Indian ships which come under the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLSA 74), the International Convention on Load Lines, 1966 (Load Lines 66), The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78), the International Convention of Standards of Training, Certification and Watch keeping for Seafarers, 1978, as amended (STCW 78), the International Convention on Tonnage Measurement of Ships, 1969 (Tonnage 69) and the International Labour Organisation Convention (ILO 147) concerning Minimum Standards in Merchant Ships, hereafter referred to as the applicable Conventions.

.2 Provision for port State control :

Regulation 19 of chapter I and regulation 4 of chapter XI* of SOLAS 74; article 21 of Load Lines 66; articles 5 and 6, regulation 8A of Annex I, regulation 15 of Annex II, regulation 8 of Annex III and regulation 8 of Annex V of MARPOL 73/78; article X of STCW 78; and article 12 of Tonnage 69 provide for control procedures to be followed by a Party to a relevant convention with regard to foreign ships visiting their ports. The authorities of port States should make effective use of these provisions for the purpose of identifying deficiencies, if any, in such ships which may render them substandard and ensuring that remedial measures are taken.

.3 Port State Control Inspection of Indian ships abroad during the year 2010:

During the year 2010, **242** nos. of Indian flag ships visited foreign ports and they were regularly inspected by PSC officers. Among them **07** number of ships were found to be having detainable deficiencies (*deficiency action code-30*) and as such were detained by the PSC Officers. Ships were subsequently released after rectification of all the deficiencies observed during the PSC inspection.

2 PORT STATE CONTROL – INDIAN SHIPS ABROAD

Port State Control branch of the Directorate General of Shipping (DGS) monitors and analyses detention of Indian Flag ships by port State control officers (PSCO) abroad and disseminates the findings to Indian Ship Owners and Recognised Organisations (ROs).

During the year 2010, **seven** nos. of Indian flag ships were detained abroad by PSCO.

DGS ensures deficiencies observed by the PSCOs are rectified and necessary corrective and preventive action taken to prevent any recurrence.

Root cause analysis of Indian flag ships, which are detained abroad under PSC due to non compliance of International Conventions are reviewed, stakeholders intimated and efforts made to minimize the detention rate.

It is a positive sign that seven numbers of Indian flag ships were detained in the year 2010 compared to 14 nos. of detention in the previous year. India's image as a responsible maritime nation will enhance further, if this trend continues in the years to come.

3 PORT STATE CONTROL DETENTION REPORT OF INDIAN FLAG SHIPS ABROAD DURING THE YEAR, 2010

During the year 2010, a number of Indian flag ships were inspected abroad by the Port State Control (PSC) officers in various ports worldwide. Among them, 7 nos. of ships were detained by the PSC officers. According to the PSC officers, 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 INDIAN FLAG SHIPS DETAINED UNDER PSC: *SHIP - TYPE BREAK UP*

| Type of Ship | Nos. |
|-------------------------------|-----------|
| Bulk Carrier (BC) | 04 |
| General Cargo (GC) | 01 |
| Oil Tanker (OT) | 01 |
| Oil / Chemical Tanker (O /CT) | 01 |
| Total | 07 |

Table : 1

.2 BAR CHART OF INDIAN SHIPS DETAINED UNDER PSC: *SHIP - TYPE BREAK UP*

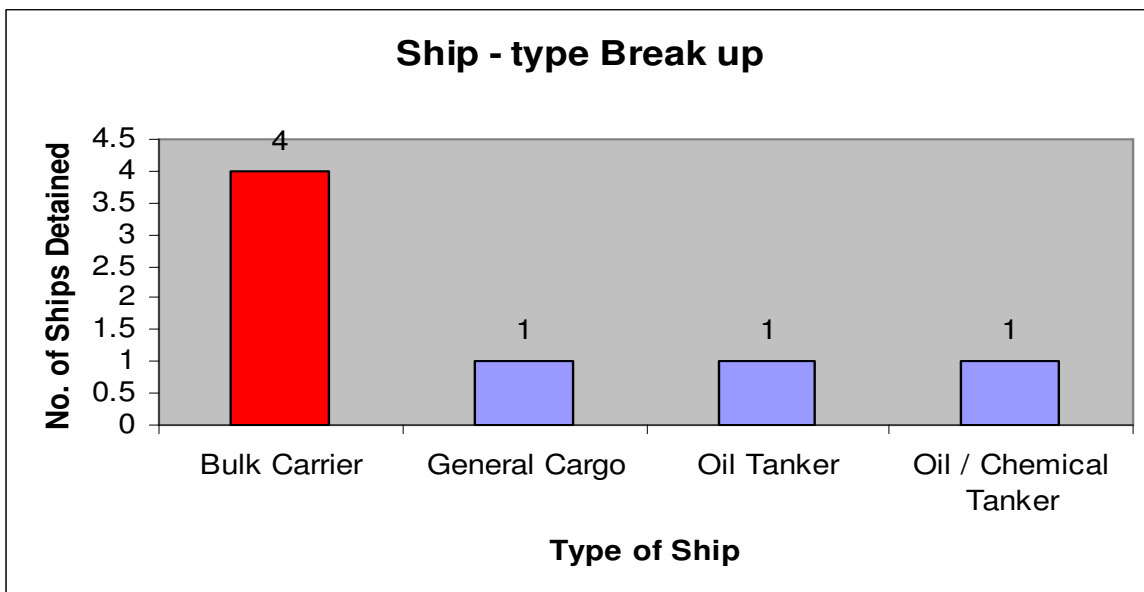


Fig : 1

.3 SHIPS DETAINED UNDER PSC : MoU - WISE BREAK UP

| MoU | Ships Detained |
|--------------------------------|----------------|
| Asia – Pacific Region of Tokyo | 02 |
| Indian Ocean | 02 |
| Black Sea | 01 |
| Transport Canada under Paris | 01 |
| Riyadh | 01 |
| Total | 07 |

Table : 2

.4 BAR CHART OF DETAINED SHIPS : MoU - WISE BREAK UP

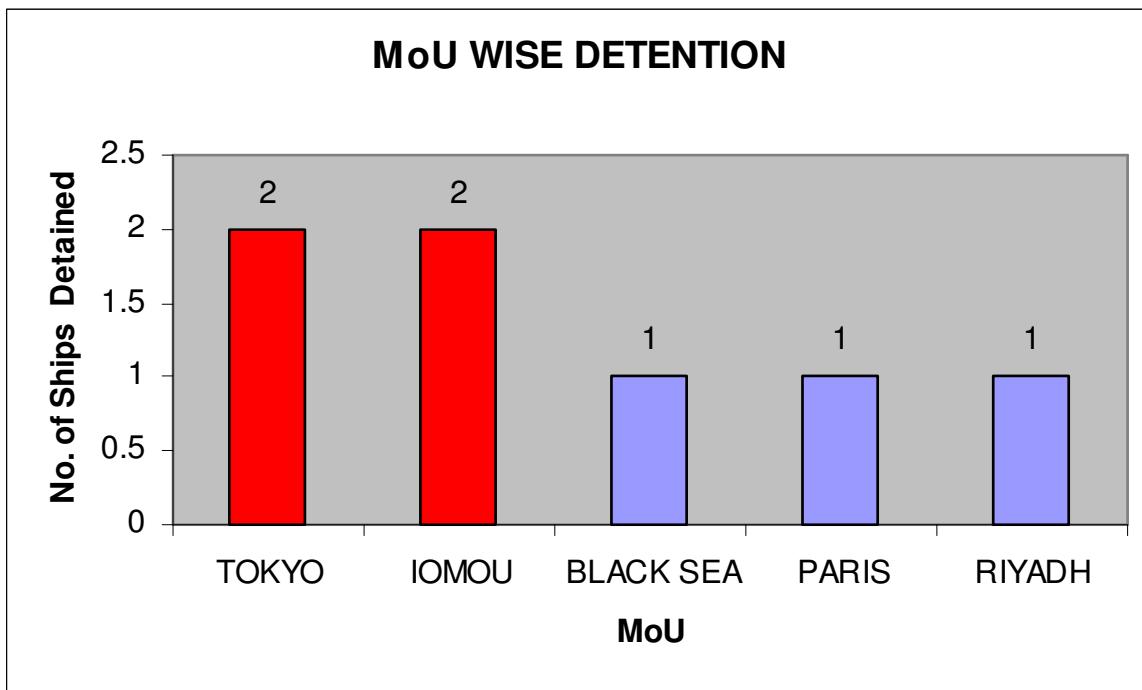


Fig : 2

.5 BREAK UP OF RECOGNISED ORGANISATIONS (ROs) WITH RESPECT TO SHIPS, DETAINED UNDER PSC:

| RO | Ships Detained |
|--------------|-----------------------|
| IRS | 03 |
| IRS / BV | 02 |
| IRS / ABS | 01 |
| IRS / GL | 01 |
| Total | 07 |

Table : 3

.6 BAR CHART INDICATING BREAK UP OF RECOGNISED ORGANISATIONS WITH RESPECT TO SHIPS, DETAINED UNDER PSC:

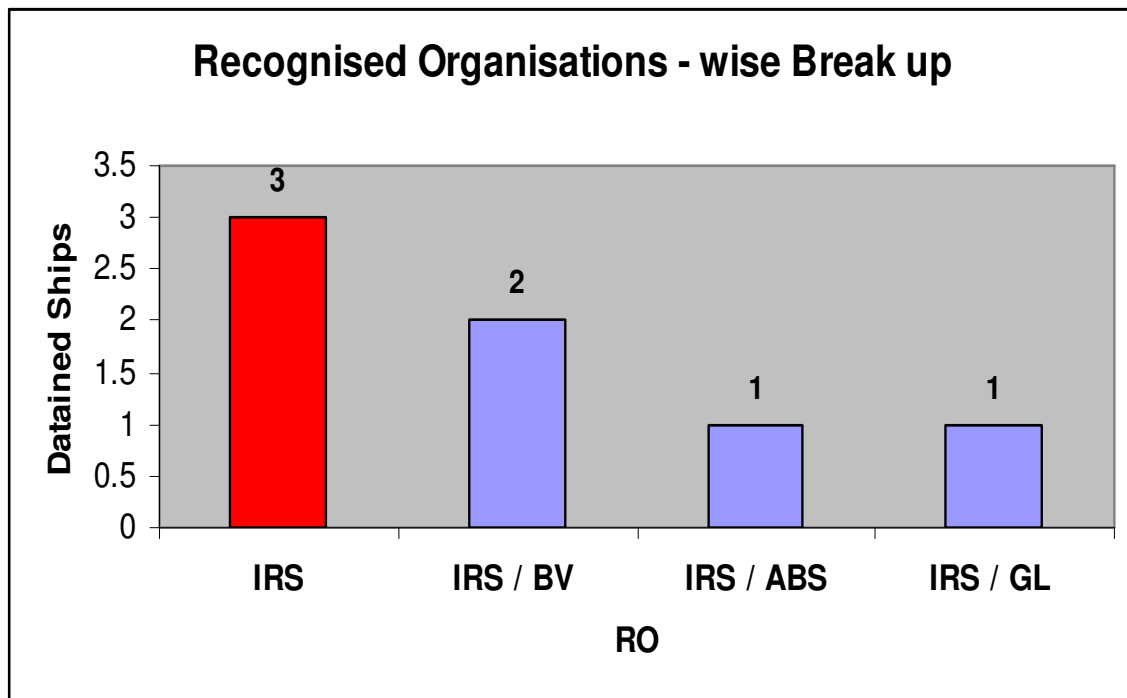


Fig : 3

.7 AGE - WISE BREAK UP OF INDIAN SHIPS DETAINED UNDER PSC:

| Age | No. of Ships Detained |
|---------------|------------------------------|
| 26 - 30 Years | 03 |
| 21 - 25 Years | 02 |
| 16 - 20 Years | 01 |
| 11 - 15 Years | 01 |
| Total | 07 |

Table : 4

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

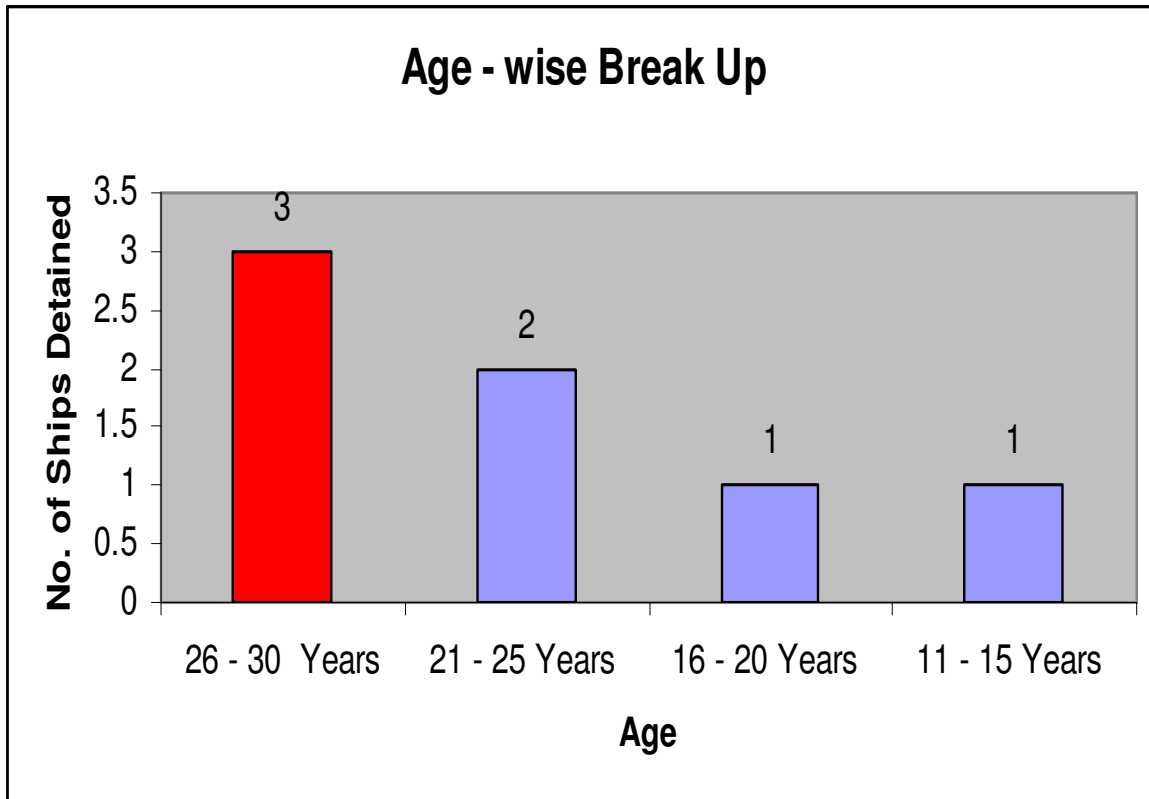


Fig : 4

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

| Category | No. of Deficiencies |
|------------------------------|---------------------|
| SOLAS 74, as amended (SOLAS) | 48 |
| MARPOL 73/78 (MARPOL) | 05 |
| LOAD LINE 66 (LL) | 05 |
| ILO 147 (ILO) | 04 |
| ISM | 03 |
| SHIP'S CERTIFICATES (CERT) | 01 |
| Total | 66 |

Table : 5

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

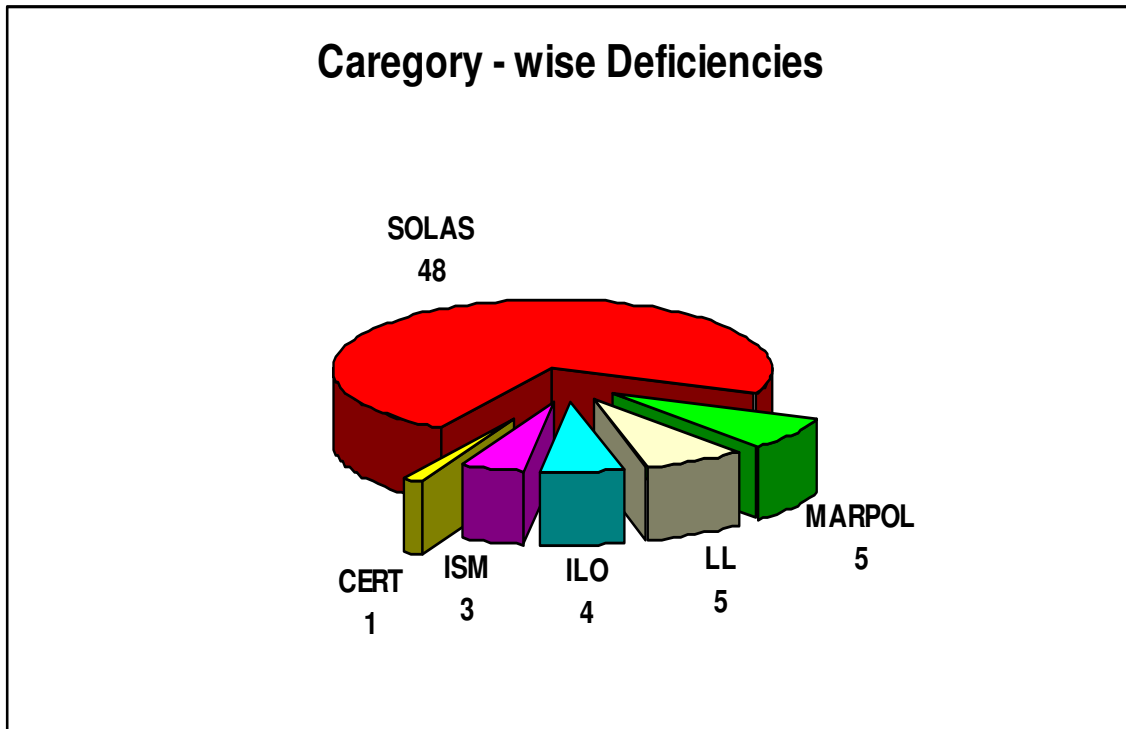


Fig : 5

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

| Category | No. of Detainable Deficiencies (Deficiency Action Code 30) |
|-------------------------------|---|
| SOLAS 74, as amended (SOLAS) | 12 |
| MARPOL 73/78 (MARPOL) | 02 |
| LOAD LINE 66, as amended (LL) | 02 |
| SHIP'S CERTIFICATES (CERTS) | 01 |
| Total | 17 |

Table : 6

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

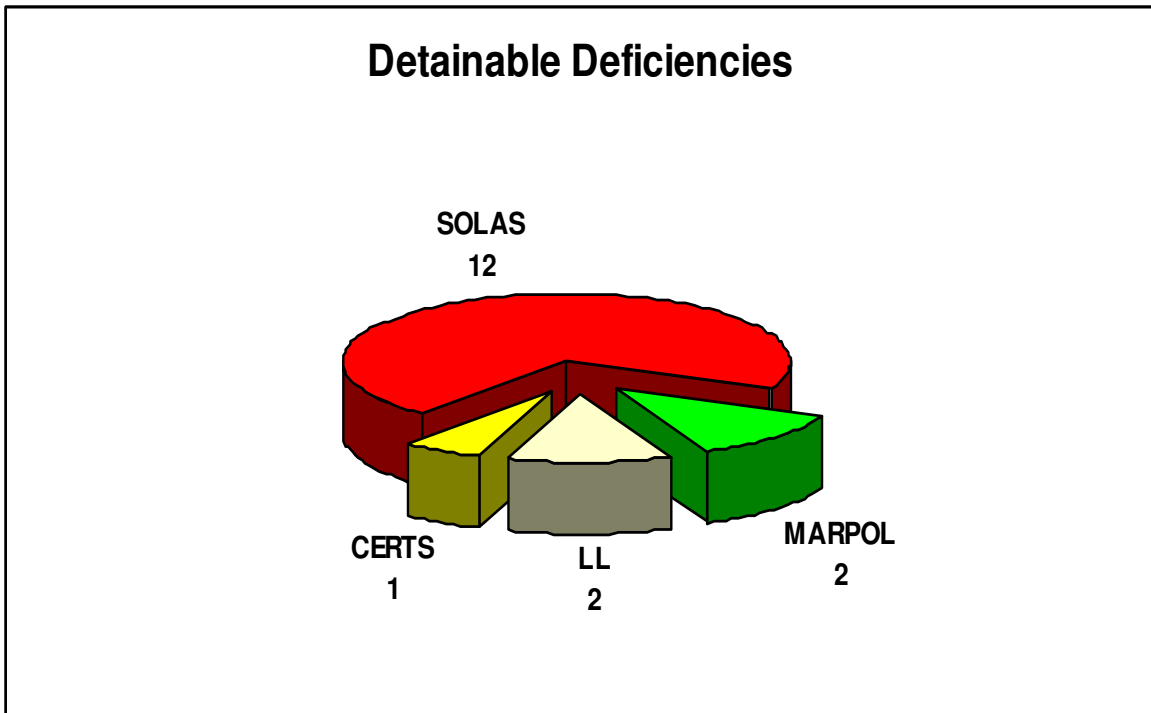


Fig : 6

.13 BREAK UP OF SOLAS RELATED DEFICIENCIES:

| Category | No. of Deficiencies |
|---|----------------------------|
| Life Saving Appliances (LSA) | 01 |
| Fire Safety Measures (FSM) | 04 |
| Safety of Navigation (Navigation) | 02 |
| Radio Communications (Radio) | 01 |
| Propulsion and Auxiliary Machinery (P & AM) | 04 |
| TOTAL | 12 |

Table : 7

.14 BAR CHART OF SOLAS RELATED DEFICIENCIES:

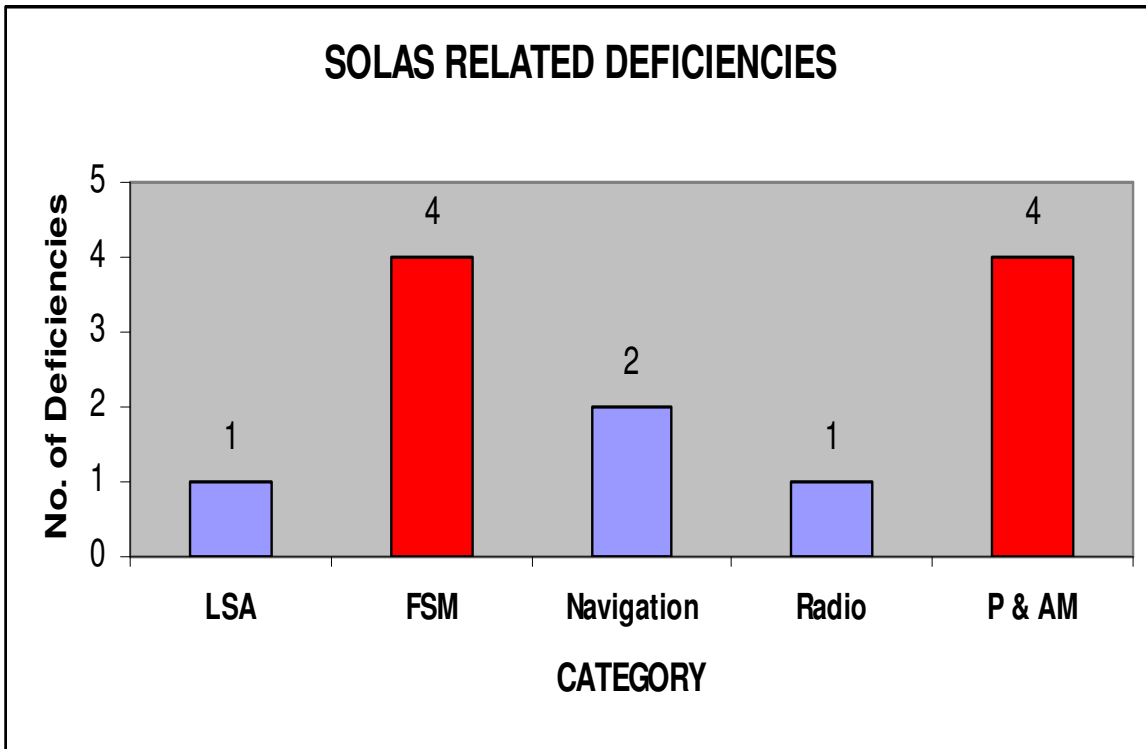


Fig : 7

.15 PSC DETENTION TREND DURING THE LAST 6 YEARS:

| Year | No. of Detention |
|-------------|-------------------------|
| 2005 | 16 |
| 2006 | 09 |
| 2007 | 07 |
| 2008 | 10 |
| 2009 | 14 |
| 2010 | 07 |

Table : 8

.16 PSC DETENTION TREND DURING THE LAST 6 YEARS:

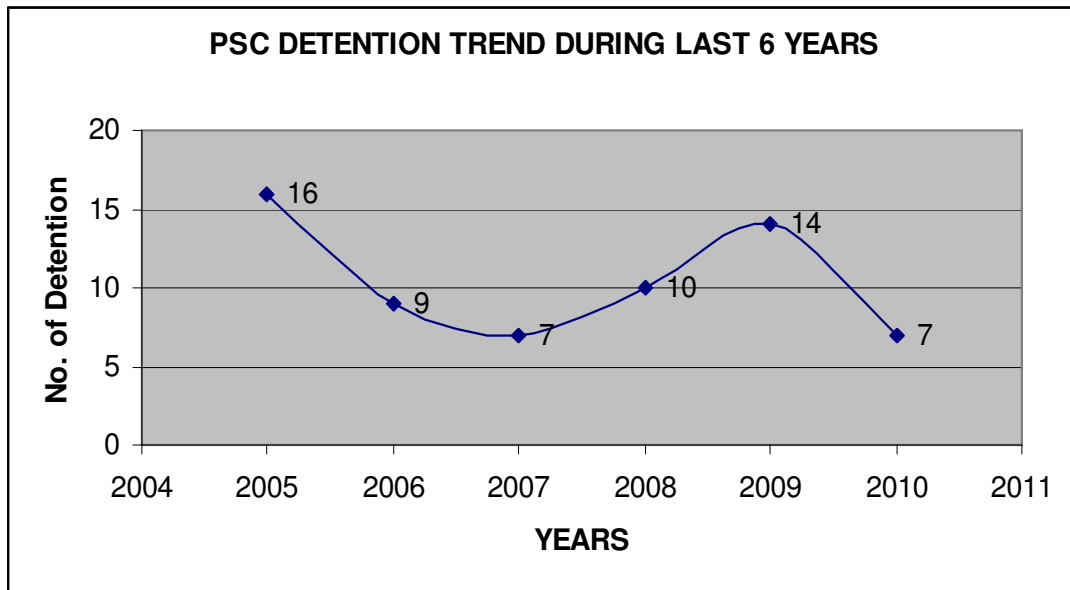


Fig. : 8

4 LIST OF DEFICIENCIES INCLUDING DETAINABLE DEFICIENCIES OBSERVED DURING THE PORT STATE INSPECTION OF INDIAN FLAG SHIPS:

During the year 2010, a number of Indian flag Ships were inspected by the PSC officers under various Memorandum of Understanding (MoU) in different foreign ports. Among them, 7 nos. of ships were detained by the PSC officers. According to the PSC officers, 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.

In all, **83** nos. deficiencies, including 17 nos. detainable deficiencies were observed in these 07 nos. of detained ships. Few of the deficiencies were found to be common in nature.

Description in brief of all the deficiencies and the category wise break -up of them are listed below :

.1 SOLAS 74, as amended :

Total **60** numbers deficiencies, including **12** nos. detainable deficiencies with respect to SOLAS 74 were observed. Break up of SOLAS related deficiencies are as under:

.1.1 Life Saving Appliances (LSA):

(deficiency codes: 0600 to 0699)

- **Lifeboat (stbd) engine could not be started. [detainable deficiency]**
- Lifeboat (port) limit switch is not touching the davit.
- Man over board (MOB), both port and starboard side signal supporting brackets corroded.
- Bridge life jackets (3 sets) not properly maintained and lights not working.
- Lifeboat (stbd) rolling casters corroded heavily.
- Lifeboat containers not properly identified.
- Lifeboat davits limits valves not operational.
- Lifejacket lights not properly installed.
- P.A. system out of order (outside of accommodation).

.1.2 Fire Safety Measures (FSM):

(deficiency codes: 0700 to 0799)

- **Emergency fire pump is not operational. DO pipe line from tank broken and pressure gauge connection on seawater line missing. *[detainable deficiency]***
- **Emergency fire pump priming unit auto control in operative. *[detainable deficiency]***
- **Fire Doors opening in fire - resisting divisions, not working properly. *[detainable deficiency]***
- **Galley and provision store fire detection system defective. *[detainable deficiency]***
- Quick closing valves (QCV) of Hydraulic oil tank found damaged during testing.
- Bridge and Officers' mess room fire doors not closing properly.
- Emergency compressor for emergency fire pump not working.
- Fire Dampers manual operation box not identified.
- AC room fire damper wasted.
- Main engine high pressure Fuel oil line leaking.

.1.3 Accident prevention (AP):

(deficiency codes: 0800 to 0899)

- The insulation of 220v not in good condition.
- Guard railings corroded and holed in several places.
- Battery room eye wash station missing.
- Oxygen and acetylene cylinder not properly stowed and cap missing.
- Piping and steel bar in forecastle not properly stowed.

.1.4 Stability, Structure and Related Equipment (S, S & R E):

(deficiency codes: 0900 to 0999)

- Lifeboat (port) emergency light found seized.
- Auxiliary engine electrical cable line insulation defective.

.1.5 Alarm Signals (AS):

(deficiency codes: 1000 to 1099)

- Fire detector not working.
- Cargo oil tank high level alarm malfunctioning.

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

(deficiency codes: 1400 to 1499)

- **Main engine and Auxiliary engines (1, 2 and 3) cleanliness insufficient; fuel oil leakages not attended. [detainable deficiency]**
- **Bilge pump hydraulic actuators for cargo bilges, valves inoperative or missing. [detainable deficiency]**
- **Emergency bilge suction valve seized. [detainable deficiency]**
- **Insufficient cleanliness of Engine room due to excess amount of oily mixture in E/R bilges, A/E tray, M/E coated with oil, etc. [detainable deficiency]**
- Steering gear filter found leaking.
- Main central seawater cooling pumps found out of order.
- Hydraulic winches for opening / closing hatch covers nos. 1,2,3 and 4 found having oil leakages.
- Provision crane (starboard) found having oil leakages.
- Steering gear room found having seawater leakages.
- Auxiliary engine (no. 3) inoperative, under repairs and maintenance.
- Main engine fuel oil pump (no. 1) found having oil leakages.
- Main engine piston cooling water cooler (nos. 1 and 2) having seawater leakages.
- Bilge pump, valves improperly fitted.
- AC seawater line next to auxiliary engine holed.

.1.7 Safety of Navigation :

(deficiency codes: 1500 to 1599)

- **Stern light not meeting the requirement of colregs – Stern light on board shows an ARC at the stern much more than 135⁰. [detainable deficiency]**
- **Simplified Voyage Data Recorder (S-VDR) not available. [detainable deficiency]**
- Foremast light not lit.
- Automatic Identification System (AIS) information not upto date.
- Echo sounder printing function out of order.
- Magnetic compass alcohol found leaking.
- Main mast navigation light defective.

- Nautical publication # 234, new edition and Admiralty notices to mariners from week 02 are not on board.
- Magnetic compass (spare) not properly maintained, found air bubbles.
- Echo sounder inoperative.
- Nautical publications: notice to mariners not upto date.
- Stern light foundation corroded heavily.
- International Aeronautical And Maritime Search And Rescue (IAMSAR) Manual, Volume III not upto date.
- Speed log is defective.

.1.8 Radio Communications:

(deficiency codes: 1600 to 1699)

- **Bridge emergency VHF (3 sets) inoperative. [detainable deficiency]**
- GMDSS log book, reserve source of energy records missing.
- There is no connection between Sat C and GPS.

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

(deficiency codes: 2600 to 2699)

- Cargo hold no. 6 water level indicator sensor defective.– 2660

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

(deficiency codes: 1700 to 1799, 1900 to 1999, 2100 to 2199, 2200 to 2299, 2300 to 2399, 2900 to 2999 and 3000 to 3099)

- **Oil Water Separator (OWS), 15ppm alarm found damaged. [detainable deficiency]**
- **OWS overboard line oily. [detainable deficiency]**
- OWS solenoid valve on overboard line not in good condition.
- Garbage Management Plan (GMP) not approved by the company.
- Incinerator not in good condition.
- Evidence of hydraulic oil in cargo bilge wells.
- Save all tank holed and plug missing.

.3 International Safety Management (ISM):

(deficiency codes: 2500 to 2599)

- Part of crew members not familiar with company policy.
- ISM non conformity closure reports, inspection reports etc. not available on board.
- Master did not request mandatory expanded inspection as per Paris MoU.

.4 Ship's Certificates and Documents:

(deficiency codes: 0100 to 0199)

- **Original supplement of Safety equipment certificate not on board. [detainable deficiency]**
- Safety equipment certificate does not mention ship - type as Chemical tanker.

.5 International Labour Organisation (ILO) Merchant Shipping (Minimum Standards) Convention, 1976 [ILO 147] :

(deficiency codes: 0300 to 0399, 0400 to 0499 and 0500 to 0599)

- Knob Missing on fridge doors exit handle.
- 2Crane access panel holed.
- Cargo hold access ladders and platform damaged.
- Bridge wing (port and stbd) deck not provided with non - slippery rubber mats.

.6 Load Lines 1966, as amended (LL 66):

(deficiency codes: 1200 to 1299)

- **Numerous weather tight doors around super structure not closing, dogs seized. [detainable deficiency]**
- **CO₂ room and Steering room air vents wasted. [detainable deficiency]**
- One door sill of accommodation on bridge deck corroded with holes.
- Third deck (stbd) handrail corroded heavily.
- Manholes' stud wasted and nuts missing.
- Ventilators air pipes, casings not properly identified.
- Access ladder on starboard side deck deformed.

5 APPEALS AND REVIEW PROCESS

During the course of PSC inspections if the concerned PSC officer observes any deficiency (s), he determines the deficiency action code against the observed deficiency (s). This deficiency action code depends upon the severity of the deficiency and are identified, as under:

| Deficiency Action Code | Action taken / Action to be taken |
|-------------------------------|--|
| 10 | Deficiency rectified |
| 15 | Rectify deficiency at next port |
| 16 | Rectify deficiency within 14 days |
| 17 | Rectify deficiency before departure |
| 18 | Rectify deficiency within 3 months |
| 30 | Detainable deficiency |
| 99 | Others (specify in text) |

For ISM related deficiencies, deficiency action code 10, 18 and 30, as above are recommended.

If a ship owner or operator do not agree with the findings of PSCO regarding detention of their ship(s) abroad, they have the right to appeal against the detention order.

During 2010, one number appeal was made against the detention of Indian Flag ship due to non availability of S-VDR. However, the detention order of the ship was not revised or down graded by the concerned MoU.

6

INFERENCE and ANALYSIS

- .1 All detentions were genuine except the one concerning non availability of S-VDR, by Riyadh MoU. Appeal was made to Saudi Arabian authorities; however same was not changed.
- .2 43% of detained ships were between 26 to 30 years (3 out of 7)
- .3 72% of the total deficiencies observed were related to SOLAS (60 out of 83).
- .4 Fire Safety Measures (4 nos.) and Propulsion & Auxiliary Machinery (4 nos.) constituted 66% of the detainable deficiencies (8 out of 12).
- .5 42 % of detained ships were not inspected under FSI during the last one year (3 out of 7).
- .6 57% of detained ships were bulk carriers (4 out of 7).
- .7 4 out of 7 ships were surveyed by RO within 3 months prior to the detention.
- .8 Additional DOC audit for verifying the effectiveness of SMS implementation is not being undertaken for each and every detention.

7

RECOMMENDATIONS

- .1 Stringent inspection of all the Indian flag 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 nos. from 15 to 19 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 as mentioned in para. 2, above;
- .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;
- .8 During DOC & SMC audits more emphasis needs to be given to verify if the safety management system is functioning effectively or not;
- .9 Vessel should be put up for FSI at least once in a year by a Flag surveyor;
- .10 All Indian Flag ships detained will be guided by the procedure laid down in MS Notices;

- .11 Shipping Companies should look into the possibility of initiating actions against the irresponsible ship/shore staff, responsible for the detention, under intimation to the Directorate;
- .12 Flag state should look into the possibility of initiating a “Motivator” from the shipping companies, viz award for the safest and the most environmental friendly shipping company. (attributes for the award can be provided by the Directorate)

8 List of Indian flag Ships Detained under PSC During the Year 2010:

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---------|---------------|---------|---------------------------|---------------|-----------------------|-------|-----------------------|-------------------|--------------------------------|
| Sr. No. | Ship | IMO No. | Ship Owner / Manager | Year of build | Type of Ship | GT | Place of Detention | Date of Detention | MoU |
| 1 | GOA | 8511665 | SCI | 1987 | Bulk Carrier | 28029 | Tangshan, China | 12.01.10 | Asia – Pacific Region of TOKYO |
| 2 | GEM OF DAHEJ | 9048469 | Executive Ship Management | 1993 | Oil / Chemical Tanker | 6742 | Bandar Khomeini, Iran | 03.03.10 | IOMOU |
| 3 | GOOD SEASON | 7702255 | Goodearth Maritime | 1981 | Bulk Carrier | 41671 | Yuzhny, Ukraine | 19.05.10 | BLACK SEA |
| 4 | CHANDI PRASAD | 8017827 | Essar Shipping | 1986 | Bulk (Ore) Carrier | 72096 | Rizhao, China | 11.06.10 | Asia – Pacific Region of TOKYO |
| 5 | MAHA PADMAJA | 8020745 | Five Stars Shipping | 1981 | Bulk Carrier | 16876 | Quebec, Canada | 29.09.10 | Transport Canada under PARIS |
| 6 | TUHINA | 9177765 | Essar Shipping | 1998 | General Cargo | 7918 | Damman, Saudi Arabia | 18.10.10 | RIYADH |
| 7 | HARI PREM | 8914764 | IND – AUST Maritime | 1991 | Oil Tanker | 4988 | Bandar Abbas, Iran | 19.12.10 | IOMOU |

Table : 7

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