सत्यमेव जयते

भारत सरकार

GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय

MINISTRY OF SHIPPING

नौवहन महानिदेशालय

DIRECTORATE GENERAL OF SHIPPING

Port State Control of Indian Ships Abroad
Report 2011

Directorate General of Shipping
(Indian Maritime Administration)

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 परिवाहन, 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)

दूरभाष / Tel. : (+91-22) 22613156 / 22673827, फैक्स / Fax : (+91-22) 22626756, ई-मेल / Email : sbagnihotri@dgshipping.com

ए. बॅनर्जी
मुख्य सर्वेक्षक, भारत सरकार
एवं इंजीनियरों के मुख्य परीक्षक
A. BANERJEE
Chief Surveyor with the Govt. of India
& Chief Examiner of Engineers

सत्यमेव जयते

भारत सरकार
पोत परिवहन मंत्रालय,
नौवहन महानिदेशालय
जहाज भवन, वालचंद हीराचंद मार्ग,
मुंबई - 400 001.
GOVERNMENT OF INDIA
MINISTRY OF SHIPPING,
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.

Banerjee

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

दूरभाष / Tel. : (022) 2261 1788 • फैक्स / Fax : (022) 2269 4353 • ई-मेल / Email : cs@dgshipping.com

CONTENTS

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 of respective States ,board any ship and carry out extensive inspection in order to ascertain 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 Organization (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 16 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, Comoros, Bangladesh 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 Tokyo 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 Applications:

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 (SOLAS 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 Organization 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 and regulation 10 of Annex VI 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 Inspections of Indian ships abroad during the year 2011:

During the year 2011, **168** nos. of Indian flag ships were subjected to inspections under PSC by PSC Officers in various foreign Ports. Among them, **13** numbers 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 inspections.

2 PORT STATE CONTROL INSPECTION / DETENTION OF INDIAN FLAG SHIPS IN FOREIGN PORTS:

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 Recognized Organizations (ROs).

DGS ensures that the 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 are made to minimize the detention rate.

During the year 2011, thirteen nos. of Indian flag ships were detained out of 168 nos ships that were subjected to inspections under PSC by PSC Officers in foreign ports thus raising the detention percentage to 8.33% from 2.89% observed during the previous year.

It is a matter of grave concern that detention percentage has increased from tolerable figure of 2.89% during the year ,2010 to absolute alarming figure of 8.33% within a matter of 1 year, which in turn is affecting the image of India as a responsible maritime nation. Therefore, it is of paramount importance to ensure that suitable corrective measures are initiated and taken by all concerned without any further delay in order not to jeopardize the reputation of our country, known as a responsible maritime nation.

During the year, concentrated inspection campaign on structural safety and international Convention on load lines was launched by Paris and Tokyo MoUs on port State control and India actively participated in the above CIC campaigns.

3 PORT STATE CONTROL DETENTION REPORT OF INDIAN FLAG SHIPS IN FOREIGN PORTS DURING THE YEAR, 2011.

During the year 2011, a number of Indian flag ships were inspected abroad by the Port State Control (PSC) officers in various ports worldwide. Among them, **13** 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 of the vessels, safety of crew on board or had a 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)	**07**
Oil Tanker (OT)	04
General Cargo (GC)	01
Offshore Vessel (OSV)	01
Total	**13**

Table: 1

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

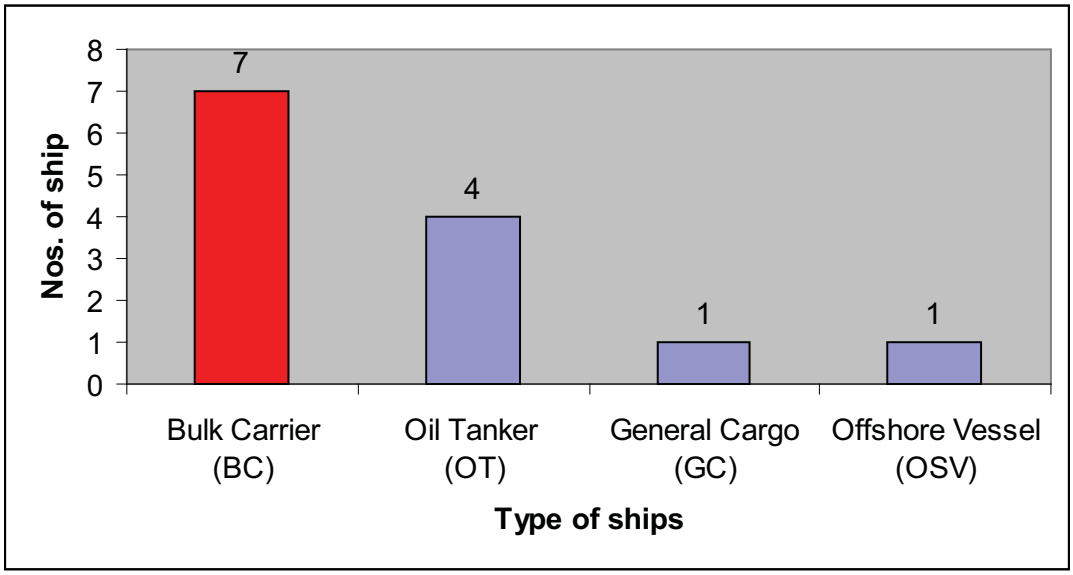

Fig: 1

.3 SHIPS DETAINED UNDER PSC: MoU – wise BREAK UP

MoU	Ships Detained
Tokyo (Asia - Pacific Region)	**07**
Indian Ocean	03
Paris	03
Total	**13**

Table: 2

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

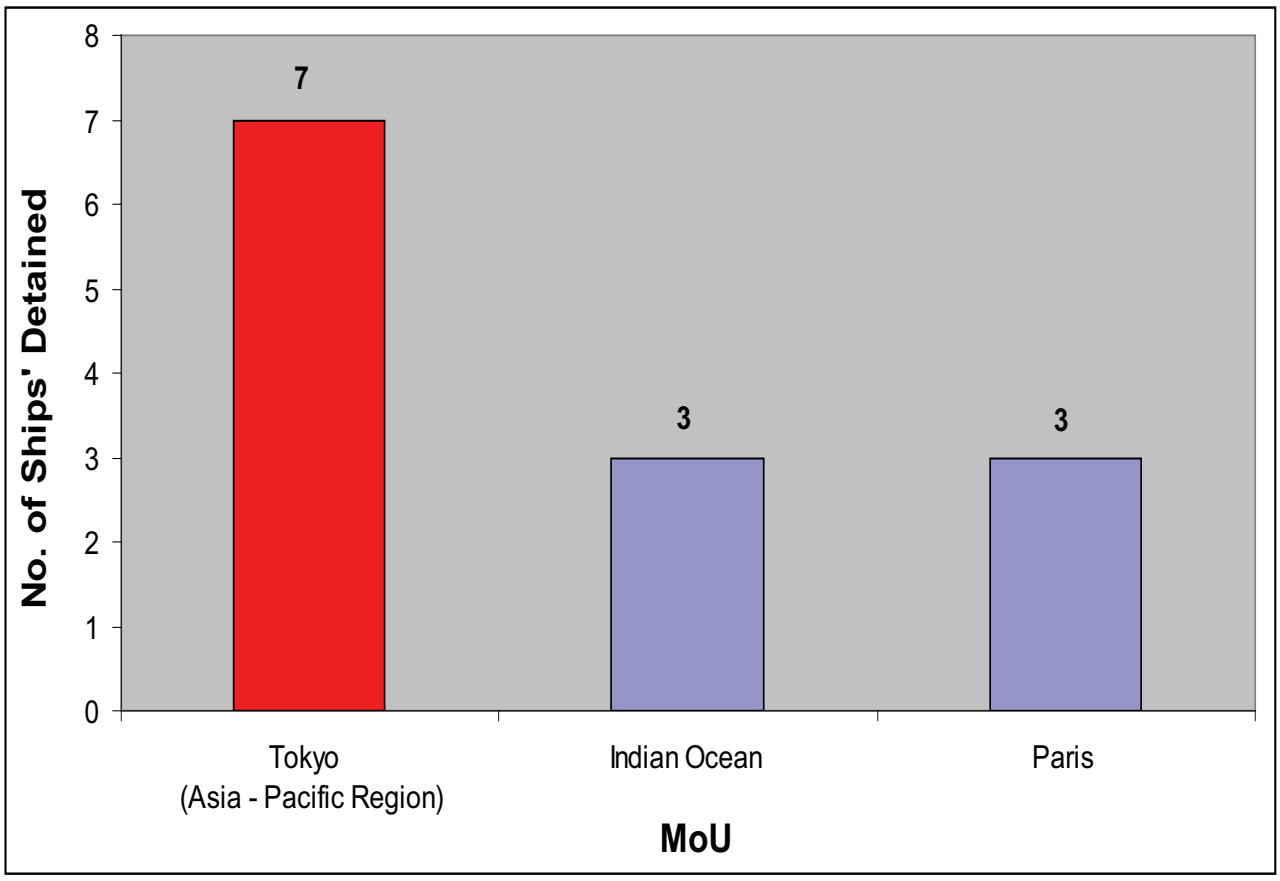

Fig: 2

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

RO	Ships Detained
IRS & DNV (Dual class)	**04**
IRS & LRA (Dual class)	03
IRS (Single class)	02
IRS & BV (Dual class)	02
DNV (Single class)	01
IRS & ABS (Dual class)	01
Total	**13**

Table: 3

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

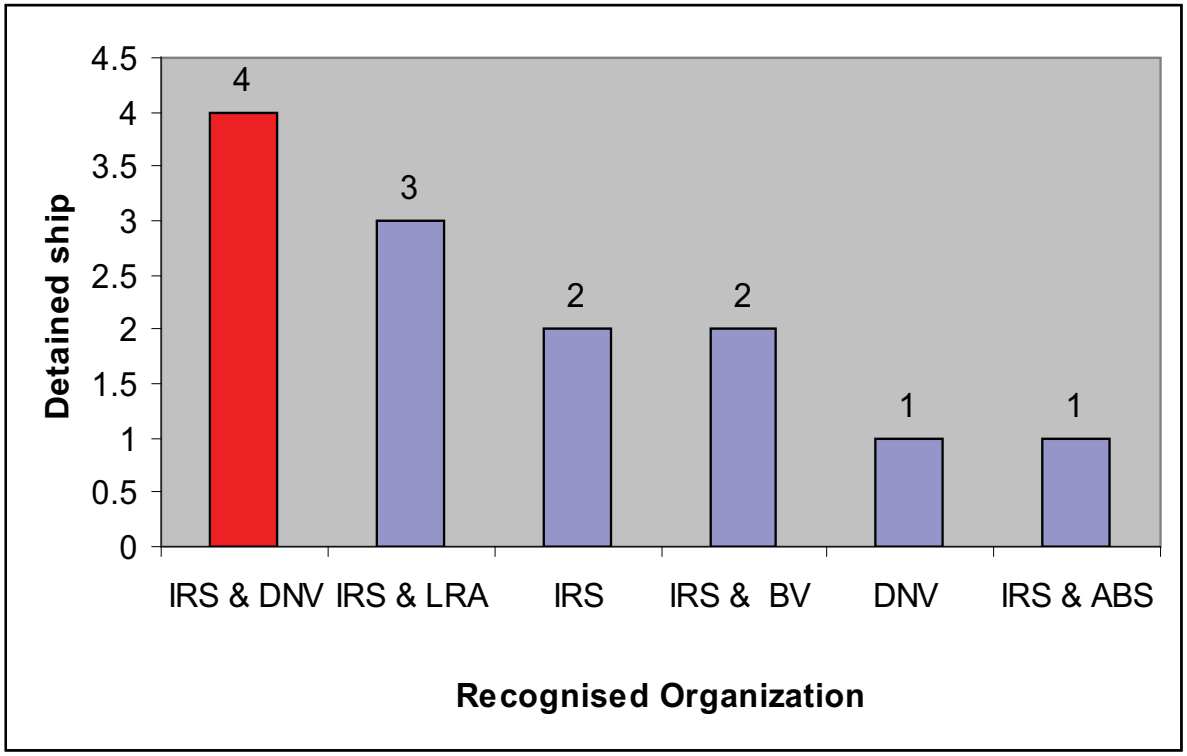

Fig: 3

.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	**04**
11 - 15 Years	**04**
6 - 10 Years	00
0- 5 Years	00
Total	**13**

Table: 4

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

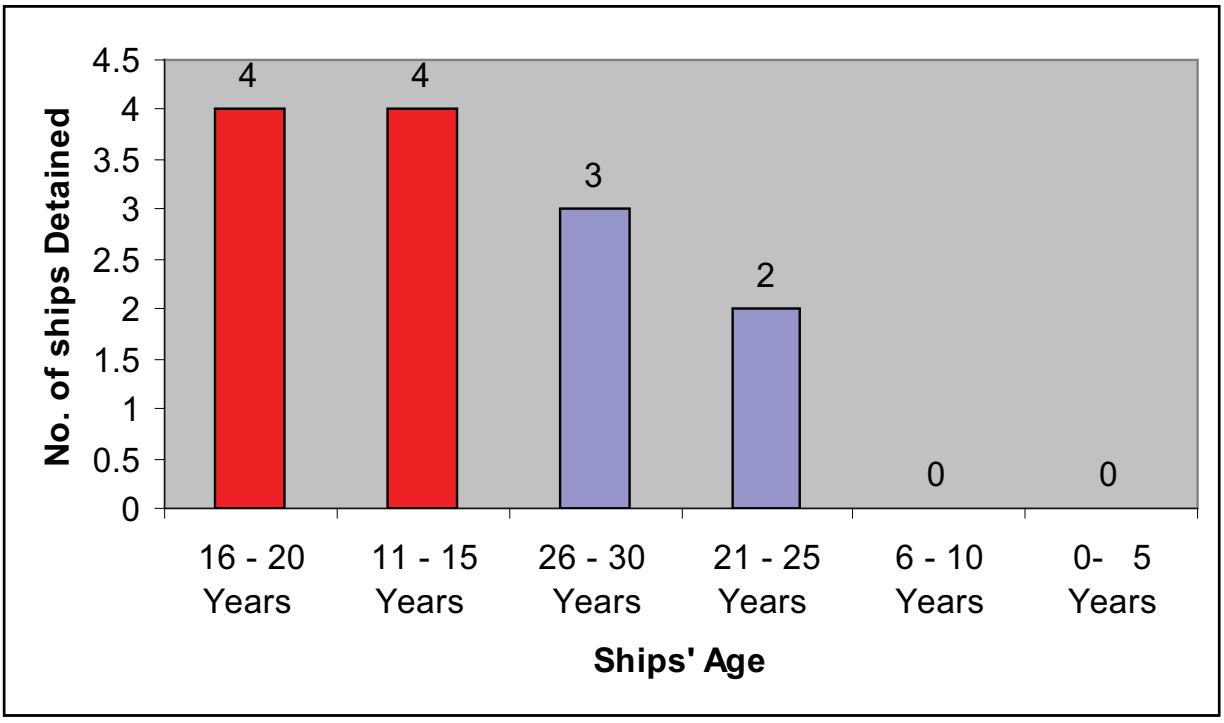

Fig: 4

.9 BREAK UP OF DEFICIENCIES (EXCLUDING DETAINABLE) PER CATEGORY

Category	No. of Deficiencies
SOLAS 74, as amended (SOLAS)	**74**
LOAD LINE 66 (LL)	13
SHIP'S CERTIFICATES (CERT)	09
MARPOL 73/78 (MARPOL)	08
ILO-147 (ILO)	02
ISM	02
Total	**108**

Table: 5

.10 BAR CHART OF DEFICIENCIES (EXCLUDING DETAINABLE) PER CATEGORY:

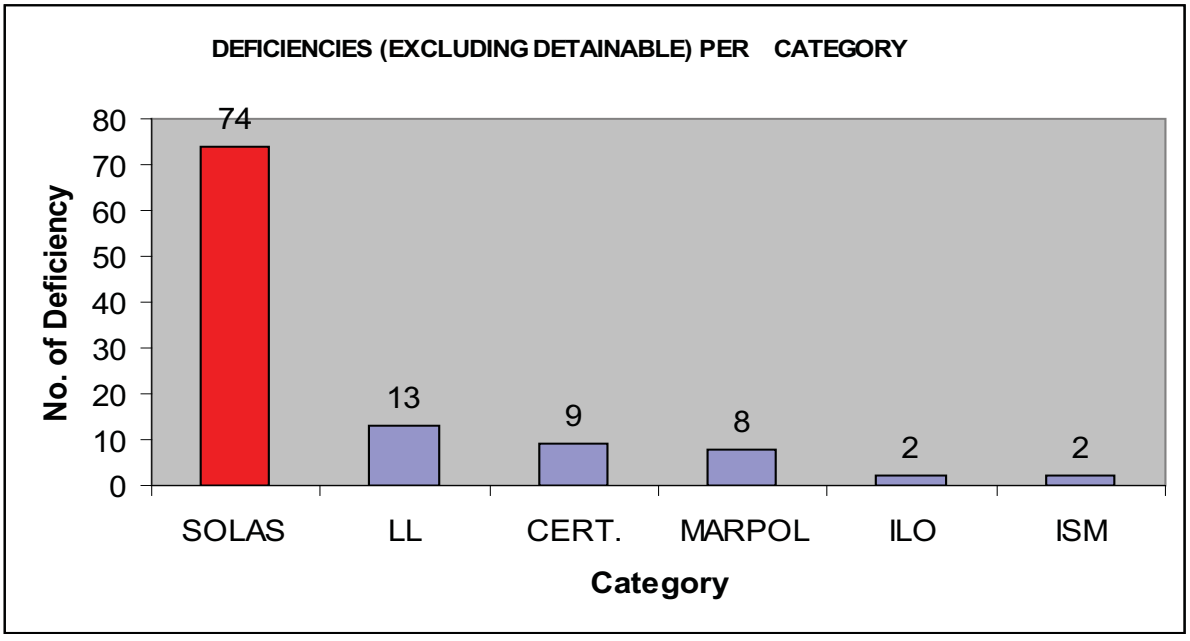

Fig: 5

.11 BREAK UP OF SOLAS 74 RELATED DEFICIENCIES (EXCLUDING DETAINABLE) PER CATEGORY:

Category	No. of Deficiencies
Fire Safety Measures (FSM)	**17**
Safety of Navigation (Nav.)	**17**
Propulsion and Auxiliary Machinery (P & AM)	14
Stability, Structure and related Equipment (SSrE)	11
Life Saving Appliances (LSA)	09
Radio Communications (RC)	03
SOLAS-Related Operational Deficiencies (Sop)	02
Bulk Carriers – Addl. Safety Measures (BC)	01
TOTAL	**74**

Table: 6

.12 BREAK UP OF SOLAS 74 RELATED DEFICIENCIES (EXCLUDING DETAINABLE) PER CATEGORY:

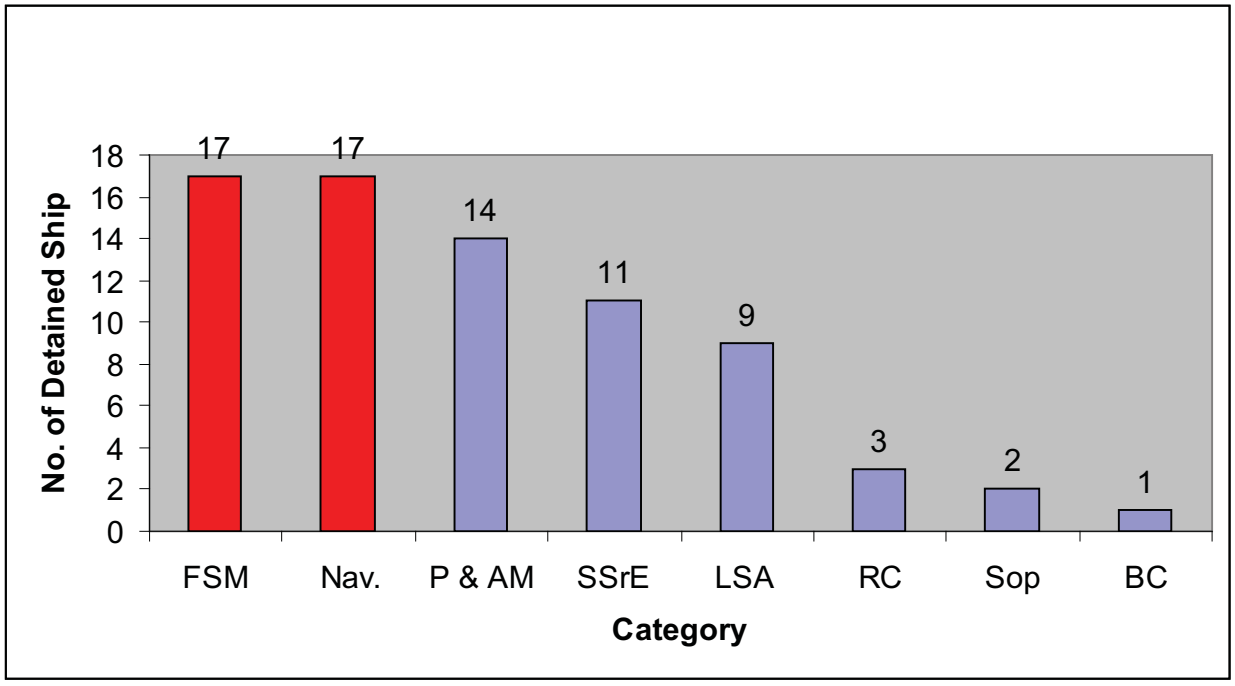

Fig : 6

.13 BREAK UP OF *DETAINABLE* DEFICIENCIES: CATEGORY – WISE

Category	No. of Detainable Deficiencies (Deficiency Action Code 30)
SOLAS 74, as amended (SOLAS)	**23**
MARPOL 73/78 (MARPOL)	06
LOAD LINE 66, as amended (LL)	04
SHIP'S CERTIFICATES (CERTS)	01
ISM	01
Total	**35**

Table: 7

.14 BAR CHART OF *DETAINABLE* DEFICIENCIES: CATEGORY – WISE

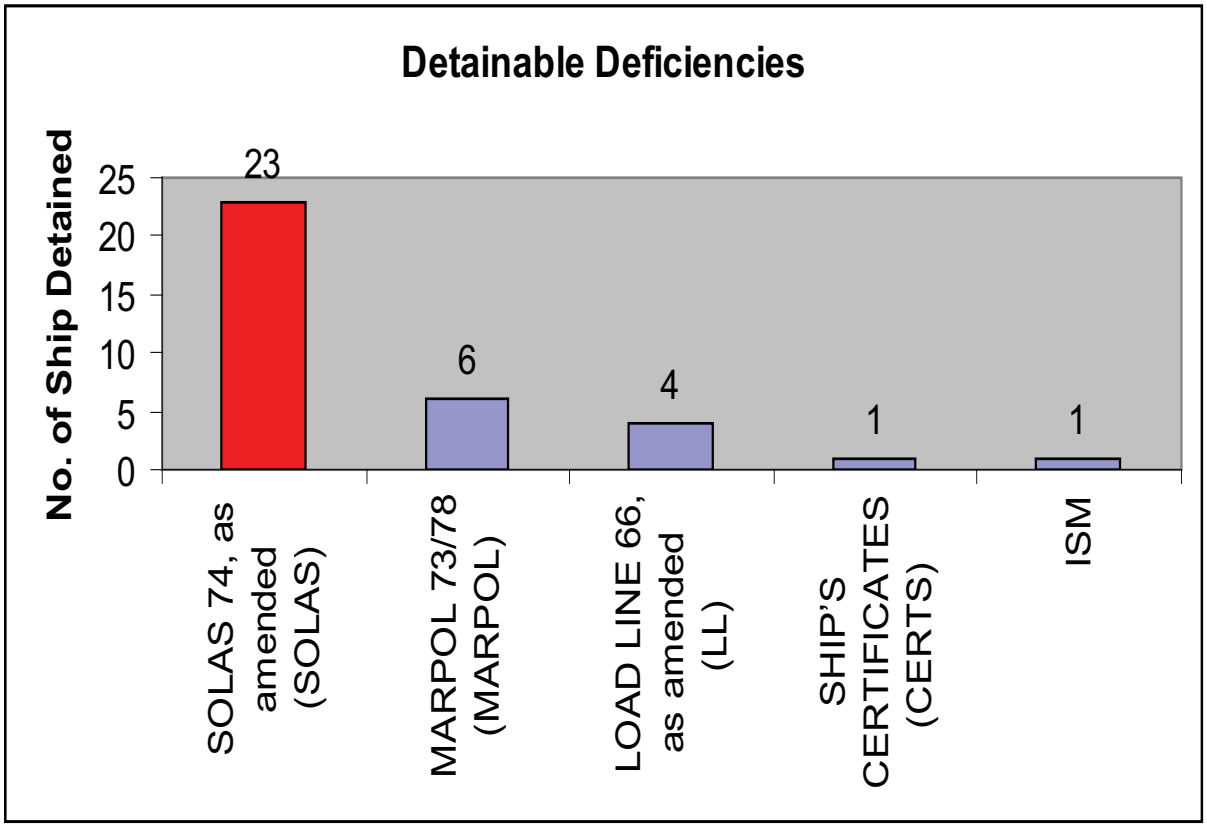

Fig: 7

.15 BREAK UP OF *SOLAS* RELATED <u>DETAINABLE</u> DEFICIENCIES IN ENTIRETY

Category		No. of Deficiencies
Fire Safety Measures	**(FSM)**	**13**
Life Saving Appliances	(LSA)	04
Propulsion and Auxiliary Machinery	(P & AM)	02
Safety of Navigation	(Navigation)	02
Stability, Structure and related Equipment	(SSrE)	01
SOLAS-Related Operational Deficiencies	(Sop)	01
TOTAL		**23**

Table: 8

.16 BAR CHART OF *SOLAS* RELATED <u>DETAINABLE</u> DEFICIENCIES:

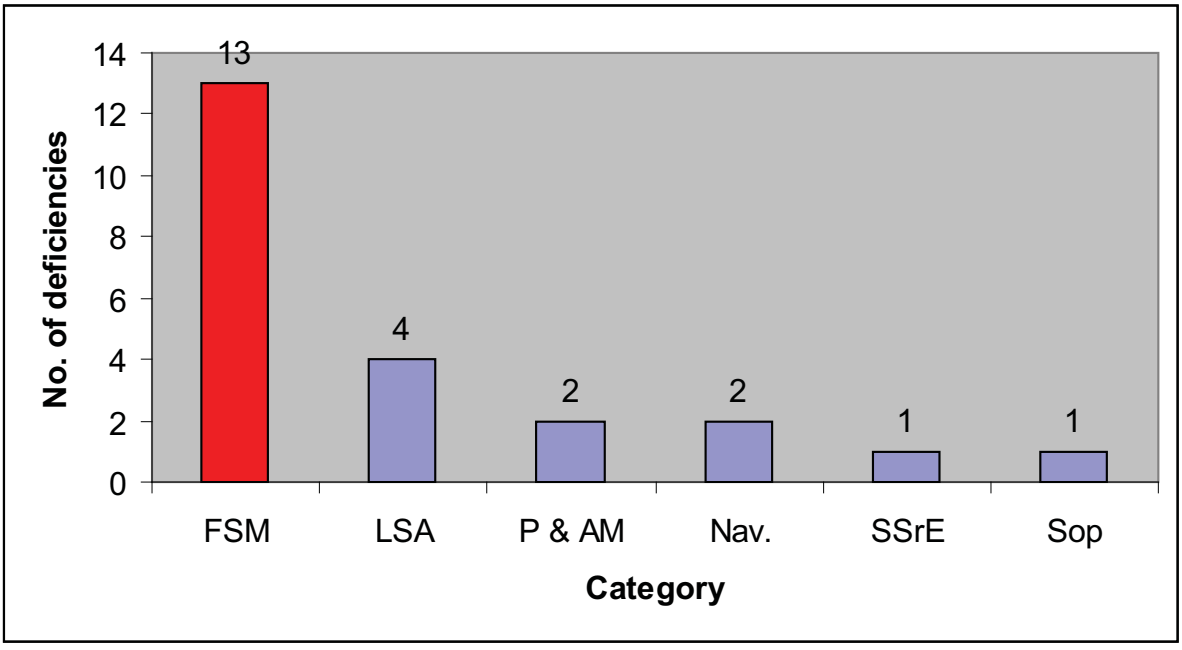

Fig: 8

.17 PSC DETENTION TREND DURING THE LAST 7 YEARS:

Year	No. of Detention
2005	**16**
2006	09
2007	07
2008	10
2009	14
2010	07
2011	13

Table: 9

.18 PSC DETENTION TREND DURING THE LAST 7 YEARS:

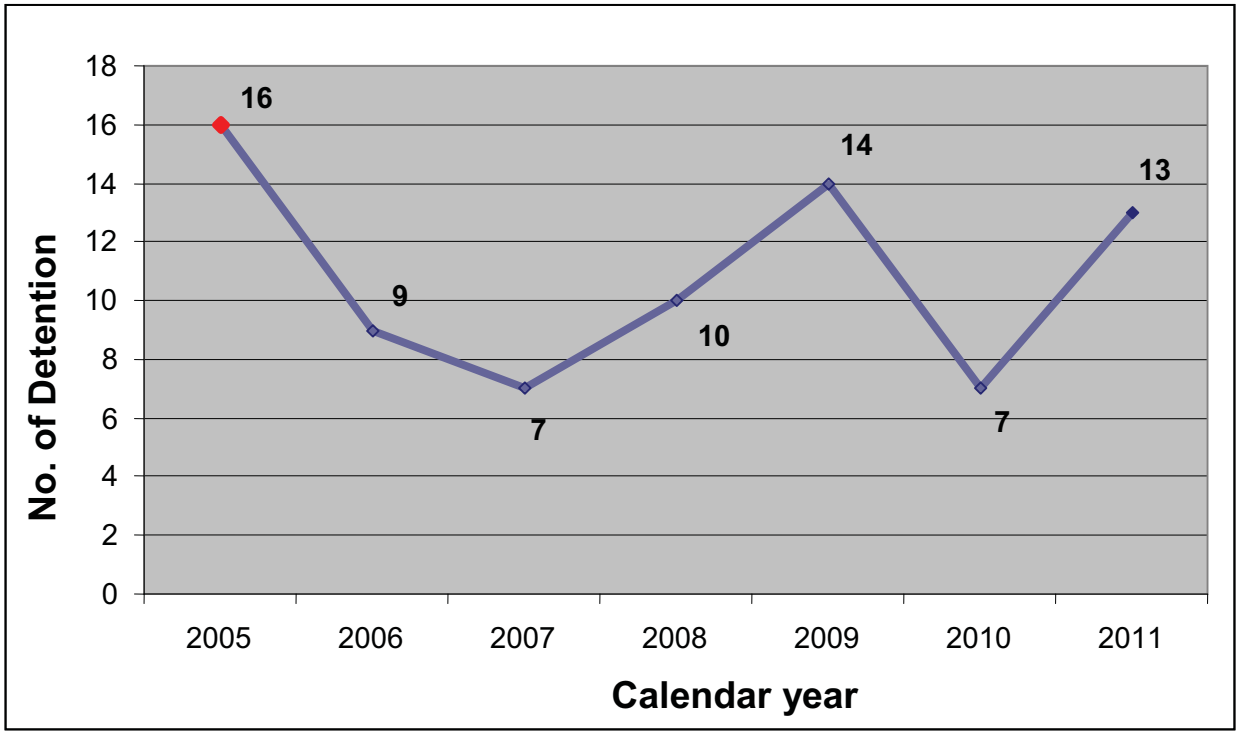

Fig. : 9

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

During the year 2011, a number of Indian flag Ships were inspected by the PSC Officers under various Memorandum of Understanding (MoU) in different foreign ports. Among them, 13 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, **143** nos. deficiencies, including **35** nos. detainable deficiencies were observed in these **13** 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 **98** numbers deficiencies, including **23** 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): (12)

[*Deficiency codes: 0610 to 0699*]

.1 Rescue boat glass found dirty.

.2 Lifeboat boarding ladder found not available.

.3 Spare batteries for 2 way VHF found not available.

.4 Lifeboat engine (stbd) could not be started under no. 1 battery. ***[Detainable deficiency]***

.5 Lifeboat engine (port) could not be started under no. 2 battery. ***[Detainable deficiency]***

.6 Lifejacket lights found expired in some lifejackets.

.7 Lifeboat engine (stbd) exhaust pipe flap found missing.

.8 Lifeboat (stbd) suspension blocks (fore & aft) sheaves found rusted and wasted severely. Aft block sheave found holed and broken. ***[Detainable deficiency]***

.9 Lifeboat (stbd) compass found having bubbles.

.10 Lifeboat (stbd) emergency steering gear system found not working properly.

.11 Lifeboat engine (stbd) found not starting.
[Detainable deficiency]

.12 Lifeboat (stbd) exhaust pipe found not insulated.

1.2 Fire Safety Measures (FSM): (30)

(Deficiency codes: 0710 to 0799)

.1 Some of the accommodation Fire Flaps could not be closed properly. ***[Detainable deficiency]***

.2 Numerous fire doors in E/R & in accommodation could not be closed properly; stairway fire doors magnet release knob found malfunctioning. ***[Detainable deficiency]***

.3 E/R entrance fire doors could not be closed properly due to placing of pipes.

.4 Insufficient cleanliness in E/R. M/E covers and Aux. Engines trays found oily. Purifiers insulation oily & fuel service tank covers found oily. ***[Detainable deficiency]***

.5 Fire hydrant coupling leaking from the seal. ***[Detainable deficiency]***

.6 Quick closing valve pneumatic system found having air leakage.

.7 M/E units (1 & 2) fuel oil high pressure drain pipes found missing ***[detainable deficiency]***

.8 Quick closing valve (group 3) for Fuel oil setting tank found in poor condition.

.9 E/R ventilator no.3 damper could not be closed tightly.

.10 No operating instruction manual kept near the fire detection system.

.11 Emergency fire pump could not be started. ***[Detainable deficiency]***

.12 M/E high pressure fuel oil leakage alarm found malfunctioning during the inspection. ***[Detainable deficiency]***

.13 Self-closing device of the door for access between machinery spaces and steering gear room found out of order.

.14 Fire detection system found indicating one false alarm in the stair way

.15 Main deck (port & stbd) fire lines found corroded and holed in several places. ***[Detainable deficiency]***

.16 Engine control room fire door lock found defective.

.17 Paint drums found stored in boson store room.

.18 Emergency generator Fuel tank quick closing valve (QCV) found could not be operated from outside of Emergency generator room.

.19 Boat deck (stbd) Fire doors leading to the accommodation could not be closed fully as part of rubber seal was found missing.

.20 E/R funnel flaps, operating instruction for opening and closing found not marked.

.21 E/R Sounding pipes, few self closing devices found not operating.

.22 Self closing device of sounding pipe of D.O. tank in E/R defective. *[Detainable deficiency]*

.23 Two nos returning pipes for collecting fuel oil leaking from no 3 generator found broken which may cause malfunctioning of alarm system.

.24 Bulkhead between emergency fire pump room and engine room not protected by A-60 fire integrity & insulation value materials. *[Detainable deficiency]*

.25 Bulkhead of escape tunnel in engine room not protected entirely by A-60 Fire proof materials.

.26 Emergency escape trunk bottom found not protected by A-60 fire proof materials. *[Detainable deficiency]*

.27 Fire fighting system to cargo hold, valve found deteriorated and inoperative.

.28 E/R fire hose nozzles found not of jet/spray type.

.29 Main decks (port) near hold no. 4, main fire line found holed [*Detainable deficiency]*

.30 Cargo hold no. 2 (stbd) CO_2 Pipe is corroded / holed. *[Detainable deficiency]*

.1.3 Stability, Structure and Related Equipment (S, S & r E): (12)

(Deficiency codes: 0910 to 0999)

.1 Main deck and Super structure found excessively corroded.

.2 Original condition evaluation report found not on board.

.3 Derrick winches' foundation found excessively corroded.

.4 Steering gear (Stbd), hydraulic pump no. 4, found leaking from the gland. *[Detainable deficiency]*

.5 Water leaking from rudder stock in steering gear room.

.6 Main decks (stbd) forward of accommodation store bulkhead is corroded and holed.

.7 Some general batteries are not in good condition.

.8 Steering pump No 2 found leaking of oil

.9 Some emergency light in accommodation area not working properly.

.10 Main deck (stbd-aft), CO_2 room bulk head is corroded/ holed.

.11 Water is leaking from E/R Sky Light to the Engine Control Room deck.

.12 Gangways (port) found heavily corroded.

.1.4 Propulsion and Auxiliary Machinery (P & AM): (16)

(Deficiency codes: 1410 to 1499)

.1 Aux. engine fresh water cooling line found leaking.

.2 Insulation for 440V source on switch board too low;

.3 Emergency generator air cylinder valve found leaking;

.4 Main Engine found oily and dirty with high risk of fire;

.5 Anti slippery arrangement not provided around steering gear equipment;

.6 Aux. engine no. 3, Tachometer found defective;

.7 Some Items pertaining to Main Engine Surveys found overdue;

.8 Aux. Boiler feed pump (no. 1) damaged;

.9 Some fresh water pipes found leaking and holed in E/R;

.10 A lot of bilge water found in the E/R;

.11 Boiler found out of order;

.12 Engine Room found oily dirty. *[Detainable deficiency];*

.13 Emergency generator Voltage meter found not working.

.14 Aux. engine crank case breather found leaking of oil. Found oil was collected by placing plastic container under the engine. *[Detainable deficiency]*

.15 Boiler drain line broken.

.16 Aux. engines (nos.1 & 3) found having excessive oil leakage.

.1.5 Safety of Navigation: (20)

(Deficiency codes: 1510 to 1599)

.1 ITU publication & NP234 new edition are not on Board.

.2 Speed log is not connected properly to Arpa.

.3 Air horn (aft) control panel is not working.

.4 Gyro compass inoperative *[Detainable deficiency]*

.5 Foremast navigation light not working properly.

.6 SVDR monitor showing a FRM error.

.7 **Speed log is defective [Detainable deficiency]**

.8 VDR is showing system failure & alarm.

.9 NP 282 new edition is not on board.

.10 Air horn (aft) is under repair.

.11 Magnetic compass found with air bubble.

.12 Echo sounder digital display is not working.

.13 Magnetic compass course could not be read from the bridge.

.14 Admiralty list of charts and publications not corrected properly.

.15 Navigation lights (2 nos.) found out of order.

.16 BA chart no.1253 found to be not of new edition.

.17 Catalogue of Admiralty chart & publication NP 131 not corrected up to date.

.18 Admiralty sailing direction nos. 30, 31 found not corrected up to date.

.19 Day light signal lamp seen malfunctioning during the PSC inspection.

.20 ALRS Vol (3) not corrected up to dates.

.1.6 Radio Communications: (3)

(Deficiency codes: 1611 to 1699)

.1 GMDS panel emergency line broken.

.2 VHF DSC are not connected with DC source.

.3 MF/HF radio installation antenna securing broken.

.1.7 SOLAS-Related Operational Deficiencies: (3)

(Deficiency codes: 2010 to 2099)

.1 **Life boat (stbd) rudder operations could not be demonstrated. (Detainable deficiencies)**

.2 GMDSS operator not familiar with the procedures of false alert cancellation.

.3 Abandon ship drill procedure inadequate.

.1.8 Bulk Carriers – Additional Safety Measures (BC): (2)

(Deficiency codes: 2610 to 2699)

.1 Water ingress alarm system installed in Hydraulic pump room not working properly.

.2 Water ingress alarm system installed in Wheel house not working properly.

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

(deficiency codes: 1705 to 1799, 1910 to 1999, 2110 to 2199, 2210 to 2299, 2310 to 2399, 2910 to 2999 and 3010 to 3099)

2.1 Annex I: (6)

(Deficiency codes: 1705 to 1799)

.1 Oil record book weakly entries missing;

.2 Oily water separator (OWS) drain cock (1 no.) seized;

.3 Main deck (stbd) oil spill tray is corroded and holed;

.4 Oil filtering equipment – inlet pipe leaking;

.5 **Unapproved piping attached to the sludge pump. [Detainable deficiency]**

.6 **OWS oil discharge valve out of order. [Detainable deficiency]**

2.2 Annex V : (1)

(Deficiency codes: 2310 to 2399)

.1 Crew not familiar with Garbage management plan (Garbage segregation not carried out);

2.3 Annex IV : (4)

(Deficiency codes: 2910 to 2999)

.1 Bathroom shower discharge line corroded in two places;

.2 Main deck (port) sewage shore discharge valve seized;

.3 **No flow in activated sludge return pipe, floating debris found in return pipe of the sewage treatment plant. The device is out of order. Sewage not treated and discharged overboard in port. [Detainable deficiency]**

.4 **Sewage treatment plant non-operational. [Detainable deficiency]**

2.4 Annex VI : (3)

(Deficiency codes: 3010 to 3099)

.1 Operational test of incinerator could not be demonstrated;

.2 **Bunker certificate missing [Detainable deficiency];**

.3 **Quality of Fuel Oil found by sampling by Port State Control that the Sulphur content of the LSHFO in the line just before the Main Engine is 1.19 %, which is more than the required maximum of 1,00%. [Detainable deficiency].**

.3 <u>International Safety Management (ISM):</u>

(Deficiency codes: 2510 to 2599)

.1 Deficiencies observed are objective evidence of a failure, or lack of effectiveness of the implementation of the ISM code;

.2 Maintenance of ship and equipment not carried out according to requirement of SMS.

.3 Maintenance of ship and equipment not carried out according to requirement of SMS *[Detainable deficiency]*

.4 <u>Ship's Certificates and Documents:</u>

(Deficiency codes: 0110 to 0199)

.1 Cargo Ship Safety Equipment Certificate is missing;

.2 Cargo Ship Safety Construction Certificate is missing;

.3 Cargo Ship Safety Radio Certificate is missing;

.4 Safety Management Certificate is missing;

.5 Load Line Certificate is missing;

.6 Prevention of Pollution by Oil Certificate is missing;

.7 International Sewage Pollution Prevention Certificate is missing;

.8 International Ship Security Certificate is missing;

.9 International Air Pollution Prevention Certificate is missing 0165

.10 **The Period from the last inspection of outside bottom to the next exceeds 36 months [Detainable deficiency].**

.5 **<u>International Labour Organization (ILO) Merchant Shipping (Minimum Standards) Convention, 1976 [ILO 147]</u> :**

(Deficiency codes: 0301 to 0399, 0410 to 0499, 0510 to 0599, 0810 to 0899, 1310 to 1399)

.1 440V insulation low and alarm on main switch board.

.6 **<u>Load Lines 1966, as amended (LL 66):</u>**

(Deficiency codes: 1210 to 1299)

.1 Main deck all Ballast tank vent flanges not fully bolted;

.2 Main deck (stbd aft), near Bunker station, sounding pipe is corroded / holed;

.3 **Cargo hold (no. 1) Ventilator corroded and holed; [Detainable deficiency]**

.4 **Sill of door to engine room on main deck corroded and broken. [Detainable deficiency]**

.5 **Sill of door to no. 1 cargo hold on main deck corroded and broken. [Detainable deficiency]**

.6 Steering gear room ventilator not provided with brackets;

.7 Cargo hold ventilator not provided with brackets;

.8 Steering gear room ventilator not provided with brackets (repeated);

.9 Engine room (port) ventilator is rusted on Bridge deck;

.10 Fresh water tank (stbd aft) filling pipe is corroded and holed;

.11 Fresh water tank (stbd aft) air vent pipe is corroded and holed;

.12 Some steps of platform on main deck are corroded and holed;

.13 Steering gear room ventilator flap not closing;

.14 Engine room ventilator exceeds 900mm in height and not supported correctly;

.15 Opening cover on 2nd deck rusted heavily and edges damaged;

.16 Captain deck (port) door sill corroded and holed;

.17 **Some of E/R water tight doors and accommodation doors on Boat deck are not closing properly.[Detainable deficiency].**

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 is 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 operators 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 2011, one no. Bulk Carrier was detained in the Asia-Pacific region of Tokyo MoU. However, the detention order was withdrawn when appeal was made against the detention order.

6 INFERENCE and ANALYSIS

.1 All detainable deficiencies were genuine and therefore warranted the detention of 13 nos. affected ships;

.2 54% of detained ships were bulk carriers (7 out of 13).

.3 The age profile of most of the detained ships continued to be of 15 years and above. While 43% of detained ships were between 26 to 30 years (3 out of 7) during the previous year, 76 % ships detained during the year were of 15 years and above. (10 out of 13);

.4 As per records available with the PSC Cell, 85 % of detained ships were not inspected under FSI during the last one year (11 out of 13).

.5 23 % (3 out of 13) ships were surveyed by RO within 3 months prior to the detentions.

.6 Majority of deficiencies continued to be related to SOLAS 74, as amended. It was observed that 68 % (97 out of 143) of the deficiencies were in the above mentioned category, which was 72% (60 out of 83) during the previous year.

.7 Similarly, majority (37%) of detainable deficiencies continued to be in the category of Fire Safety Measures (13 out of 35) which reflects poorly the commitment of Senior Ship-staff as well as Ship owners/Managers towards Fire safety.

.8 Additional DOC audit for verifying the effectiveness of SMS implementation is not being undertaken for each and every detention.

7 RECOMMENDATIONS

.1 Stringent inspections of all the Indian flag ships should be carried out by the Technical managers regularly and their observations should be addressed in the most effective manner 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 and to ensure that these deficiencies are eliminated in entirety by thorough repairs, extensive tests and repeated trials of the related equipments;

.3 With the introduction of formal regime of General Inspection (GI) by the Recognized Organizations (ROs), ship-owners / managers should ensure that self- assessment, GI and FSI are done as per the existing directives from the Directorate. However, no GI is required to be carried out on passenger ships as for these ships the yearly self-assessment will continue with current Flag State Implementation (FSI) regime;

.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 by the ship-owners / managers along with the senior ships staff and all the deficiencies noted during the above inspections are required to be attended without any delay and recorded;

.8 At present, for any non-passenger ship, FSI will be done once in three years, unless the GI report warrants that FSI is required to be carried out before the stipulated time frame of three years;

.9 All Indian Flag ships detained will be guided by the procedure laid down in the specific MS Notices and Engineering circulars;

.10 During DOC & SMC audits more emphasis needs to be given to verify if the safety management system is functioning effectively or not;

.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)

.13 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.

8 List of Indian flag Ships detained under Port State Control during the Year 2011:

1	2	3	4	5	6	7	8	9	10
Sr No	**Ships' Name**	**IMO No.**	**Ship-Owner/ Manager**	**Year of Build**	**Type of Ship**	**GT**	**RO**	**Date & Place of Detention**	**MoU**
1	Allcargo Laxmi	9008067	Accord Marine	1991 (Date Keel Laid)	GC	4860	IRS, LRA	27.01.11 Koper, Slovenia	Paris
2	Varanasi	8321101	SCI	1987	BC	28739	IRS, DNV	05.02.11 BIK, Iran	Indian Ocean
3	**Good Purpose**	**8010776**	**Goodearth Maritime**	**1981**	**BC**	**41342**	**IRS, LRA**	**21.03.11 Qingdao, China**	**Tokyo (Asia - Pacific region)**
4	**Tamil Nadu**	**9107631**	**SCI**	**1996**	**BC**	**28029**	**IRS, BV**	**31.03.11 Qingdao, China**	**Tokyo (Asia - Pacific region)**
5	**Prem Poorva**	**9074470**	**Mercator Lines**	**1993**	**BC**	**36708**	**IRS, LRA**	**11.04.11 Tianjin, China**	**Tokyo (Asia - Pacific region)**
6	Jag Laxmi	9173642	GESCO	1999 (Date Keel Laid)	OT	58374	IRS, DNV	15.04.11 Melbourne, Australia	Tokyo (AMSA)
7	Dev Prayag	8321072	SCI	1986	BC	28739	IRS, DNV	15.05.11 BIK, Iran	Indian Ocean
8	**Maharshi Parashuram**	**9034547**	**SCI**	**2000** (Date Keel Laid)	**OT**	**51785**	**IRS, BV**	**16.06.11 Ningbo, China**	**Tokyo (Asia - Pacific region)**
9	**PFS Vamana**	**7702255**	**ASP Ship Management**	**1981**	**BC**	**41671**	**IRS**	**21.07.11 Rizhao, China**	**Tokyo (Asia - Pacific region)**
10	**Chennai Jayam**	**8200474**	**India Cements**	**1983**	**BC**	**24681**	**IRS**	**02.08.11 Rizhao, China**	**Tokyo (Asia - Pacific region)**
11	Jag Leela	9173654	GESCO	1998 (Date Keel Laid)	OT	58374	IRS, DNV	02.08.11 Rotterdam, Neitherlands	Paris
12	Adinath One	9019286	ABS Marine Services	1991 (Date Keel Laid)	OSV	2145	DNV	27.10.11 Aberdeen, UK	Paris
13	Omvati Prem	8719231	Mercator Lines	1991	OT	53383	IRS, ABS	30.11.11 Kharg Island, Iran	Indian Ocean

Table: 10

This page is intentionally left blank

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