



Annual Report
on
Port State Control (PSC)
&
Flag State Implementation (FSI)-
2012

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

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- 1 This report is available on Directorate General of Shipping, website www.dgshipping.com
- 2 IOMOU detention data is available on Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control Website: www.iomou.nic.in



Government of India
पोत परिवहन मंत्रालय
Ministry of Shipping
नौवहन महानिदेशालय

गौतम चॅटर्जी भा.प्र.से.

नौवहन महानिदेशक एवं पदेन अपर सचिव, भारत सरकार

GAUTAM CHATTERJEE I.A.S.

Director General of Shipping &

ex-officio Additional Secretary to Govt. of India

Directorate General of Shipping

'जहाज़ भवन', वालचंद हीराचंद मार्ग,

Jahaz Bhavan, Walchand Hirachand Marg,

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MESSAGE

As a responsible maritime administration, this Directorate had always been committed to IMO's resolve, in eradicating sub-standard ships and has been undertaking Port State Control Inspections to verify, that, the condition of ships and its equipment, comply with the requirements of international regulations and that the ship is manned and operated in compliance with these requirements.

There is no doubt that Port State Control inspection is a highly sensitive and skilful job, needing specialised experience and training and the job of a PSC officer is therefore challenging, considering not only the greater complexity and variety of ships that are required to be monitored by him today, but also due to the continuously evolving state-of-the-art technology and international legislations, which he needs to be familiarised himself with and rightly invoking during these inspections. However, I strongly believe that PSCOs, being in direct contact with the industry, are one of the most representative faces of a maritime administration and are central to achieving the objectives of the PSC regime. Hence, PSCOs are expected to undertake their PSC inspections in the highest professional level, acting strictly within the law, in adherence to the rules of the Government and in a fair, open, impartial and consistent manner. Merchant Shipping Notice 9 of 2013, introducing a comprehensive guideline for PSC inspections in India was a well conceived initiative from my office in this direction.

Like any other sector in the maritime field, PSC inspections have also evolved into a more techno-reliant process from a regime which based largely on the philosophy of random physical inspections. The Indian Ocean Computerised Information System (IOCIS) of the IOMOU and the Flag State Computerised Information System (FSCIS) as introduced by this Directorate, provide updated information on the history of a vessel, to help the PSCOs in targeting sub-standard ships to a fairly acceptable level, so that the scarce man-power resources of the government can be judiciously deployed.

I am sure, my officers of the Directorate will be stressing more on such initiatives and would like to see this report as a beginning in this direction.

We are now pleased to present the fourth Annual report on Port State Control and Flag State Implementation in India, which we trust will be as useful, in our continuous endeavor to enrich the Indian Maritime sector and strive for an enviable standard in all aspects of the shipping industry.

(Gautam Chatterjee)
Director-General of Shipping

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

I am pleased to present the Annual report 2012, which summarizes the deficiencies identified during various inspections carried out in India and abroad under the following categories:

- 1 Port State Control.
- 2 Flag State Implementation.
- 3 General Inspection by Recognized Organizations, and
- 4 Port State Control Inspection of Indian Flag ships abroad.

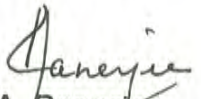
2012 had been a stressful year for the international shipping, with no exception to Indian shipping. Four years of unprecedented recession, engulfing every sector of the industry has placed bizarre pressures, not only on the shipping companies, but also on the maritime administration. A few maritime casualties in recent times have placed the maritime regulatory regime under much sharper public scrutiny than ever before, raising several legal, social and economic challenges before the government. These reports bear special significance against this background and the findings emerging from them, I believe, will provide some level of re-assurance to the stake-holders regarding the safety credentials of the industry.

The Port State Control & Flag State Inspection of ships are few of the statutory obligations of a maritime administration that have proven to be very effective and legitimate tools; to mitigate the menace of substandard ships and thereby to improve the safety and environmental protection standards in the maritime sector.

Compilation of the reports of over thousand inspections, their categorization based on several yardsticks and arriving at logical conclusions and findings – the task had never been simple. I take this opportunity to congratulate the entire team of the Directorate for successfully releasing this document for the 4th consecutive year.

Having said this, no record or document is worth its name, if the ultimate end-users do not find them beneficial in their day-to-day functional environment. I urge, all my friends and colleagues from the shipping companies, Recognized Organizations and seafaring community to take note of the facts and figures of this report to re-orient and prioritize their professional activities for its betterment.

We hope you will find this annual report useful and would welcome any recommendation or suggestion for improvement in the coming years.


A. Banerjee

Chief Surveyor with the Govt. of India

Port State Control (PSC) in India

Port State Control (PSC) in India.

1. INTRODUCTION

1. The United Nations Convention on the Law of the Seas 1982 (UNCLOS'82), inter alia Articles 73, 218, 219 and 226 permits Coastal / Port state authorities to undertake physical inspection of a foreign flag vessel voluntarily visiting its ports, anchorages or off-shore installations to verify the compliance of the applicable international rules and standards established through the competent international organization or general diplomatic conference and, to take appropriate administrative measures, including detention of the vessel as per the laws of the respective coastal/ port state.
2. Port State Control (PSC) is a harmonized regime of such inspections for foreign ships in other national ports, implemented through regional Memoranda of Understanding (MOUs), for the purpose of verifying that the competency of the master and officers onboard and the condition of a ship and its equipment comply with the requirements of mandatory IMO Conventions, as listed below but not limited to:
 - i. International Convention for the Safety of Life at Sea, 1974 as amended, including the 1988 Protocol, the International Safety Management (ISM) Code and the International Ship and Port Facility Security (ISPS) Code (**SOLAS 74**);
 - ii. International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978, including Annexes I - VI (oil, bulk chemicals, dangerous packaged goods, sewage, garbage and atmospheric pollution) (**MARPOL 73/78**);
 - iii. International Convention on Load Lines, 1966, including the 1988 Protocol (**LL 66**);
 - iv. International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 as amended, including the 1995 amendments (**STCW 78**);
 - v. International Labour Organization Merchant Shipping (Minimum Standards) Convention 1976, including the 1996 Protocol and MLC 2006 (**MLC**);
 - vi. International Convention on Tonnage Measurement of Ships, 1969 (**Tonnage 69**);

vii. International Regulations for Preventing Collisions at Sea 1972 (COLREGS 72).

2. PSC INSPECTIONS IN INDIA

1. PSC inspections are regional in nature; ie. 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 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.
2. The International Maritime Organization (IMO), has adopted various resolutions to provide basic guidance on the conduct of port State control and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures, the latest being the **IMO Resolution A.1052 (27)**.

3. CONCENTRATED INSPECTION CAMPAIGN (CIC)

1. During the year, the Maritime authorities of the Paris and the Tokyo MoUs launched a joint Concentrated Inspection Campaign (CIC) to ensure compliance with SOLAS Chapter II-2 / Construction- Fire protection, fire detection and the fire extinction arrangements on board ships. As a responsible maritime nation, India actively participated in the campaign, which was held from September 1st to November 30th.
2. During the PSC inspections, the fire safety arrangements, maintenance records and other applicable documentation were verified in *more* detail for compliance with SOLAS Chapter II-2. In all, 136 ships flying the flag of various States, were inspected which resulted detention of 22 ships having severe detainable deficiencies. Among the detained ships, 13 ships were found to be having detainable deficiencies pertaining to SOLAS Chapter II-2, Construction- Fire protection, fire detection and fire extinction.

4. ANALYSIS OF INSPECTION DATA

The PSC inspection report comprising Forms (A & B) for each and every inspection is recorded and intimated to Indian Ocean Memorandum of Understanding (IOMOU) and copies forwarded to the PSC cell of the Directorate. The PSC cell of the Directorate, in turn studies the reports, carry out analysis, disseminate information and make relevant entries in the Directorate database. Some of the findings of which are as follows:-

1. During the year 2012, 650 foreign flag ships of various types, flag States and Classification societies were inspected by the PSC Officers in Indian ports and 124 ships of them were detained for various non-compliances.
2. Detention rate found reduced to 19.07% in 2012 from 22.01% in 2011;
3. 72 nos. (58%) of detained ships were found to be more than 15 years old, 29 nos. (23.4%) of detained ships were in the range of 26 - 30 years of age, 11 nos. (8.9%) of detained ships were above 30 years of age and surprisingly 22 nos. ships, which were detained were of 0-5 years of age.
4. 52 nos. (41.9%) of detained ships were Bulk Carriers;
5. 39 nos. (31.4%) of detained ships were of Panama flag;
6. Among the detained ships, 33 nos. (26.6%) were classed with NKK whereas 13 nos. (10.5%) of ships were classed with non - members of IACS with ships class with Vietnam Register of Shipping (VRS) [06 out of 13 nos. (46 %)] had maximum no. of detentions
7. 262 out of 494 nos. (53%) of the total detainable deficiencies observed were related to SOLAS 74, as amended.
8. 100 out of 262 nos. (38.2 %) of SOLAS 74 related detainable deficiencies observed were in the category of Fire Safety Measures (FSM).

Table 1

Ships Inspected and Detained under PSC in India during the year 2012, by Ship- Type:		
Ship Type	No. of Ships Inspected	No. of Ships Detained
Bulk Carrier (BC)	337	52
General Cargo (GC)	147	39
Chemical Tanker (ChemT)	69	11
Container (CNTR.)	44	12
Oil Tanker (OT)	31	6
Other Cargo (OC)	9	3
Gas Carrier (Gas C)	5	0
Passenger Ship (PAX.)	4	0
Offshore vessel (OSV)	2	0
Tug (TUG)	2	1
Total	650	124

Figure 1

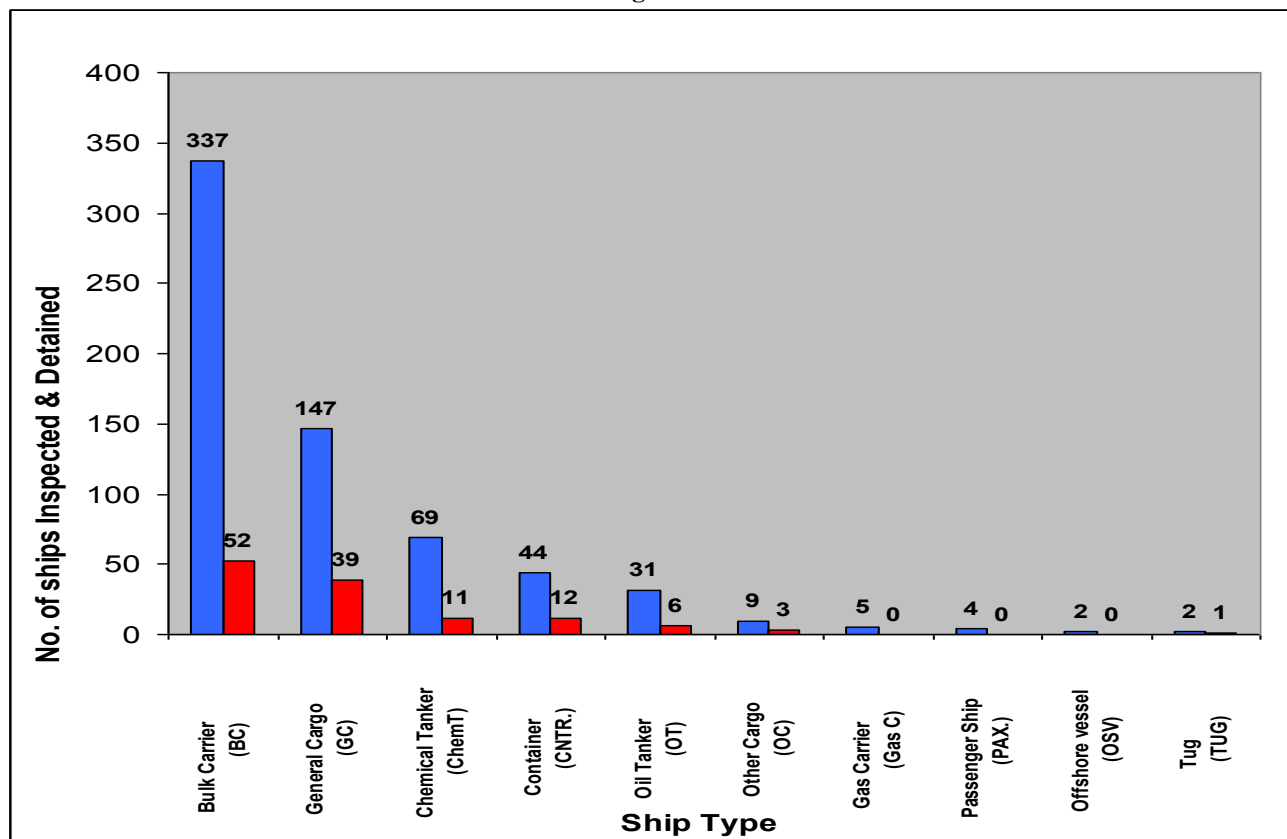


Table 2

5 – year summary of PSC Inspections and Detentions in India:		
Year	No. of ships inspected	No. of ships detained
2008	697	128
2009	560	113
2010	508	110
2011	880	194
2012	650	124

Figure 2

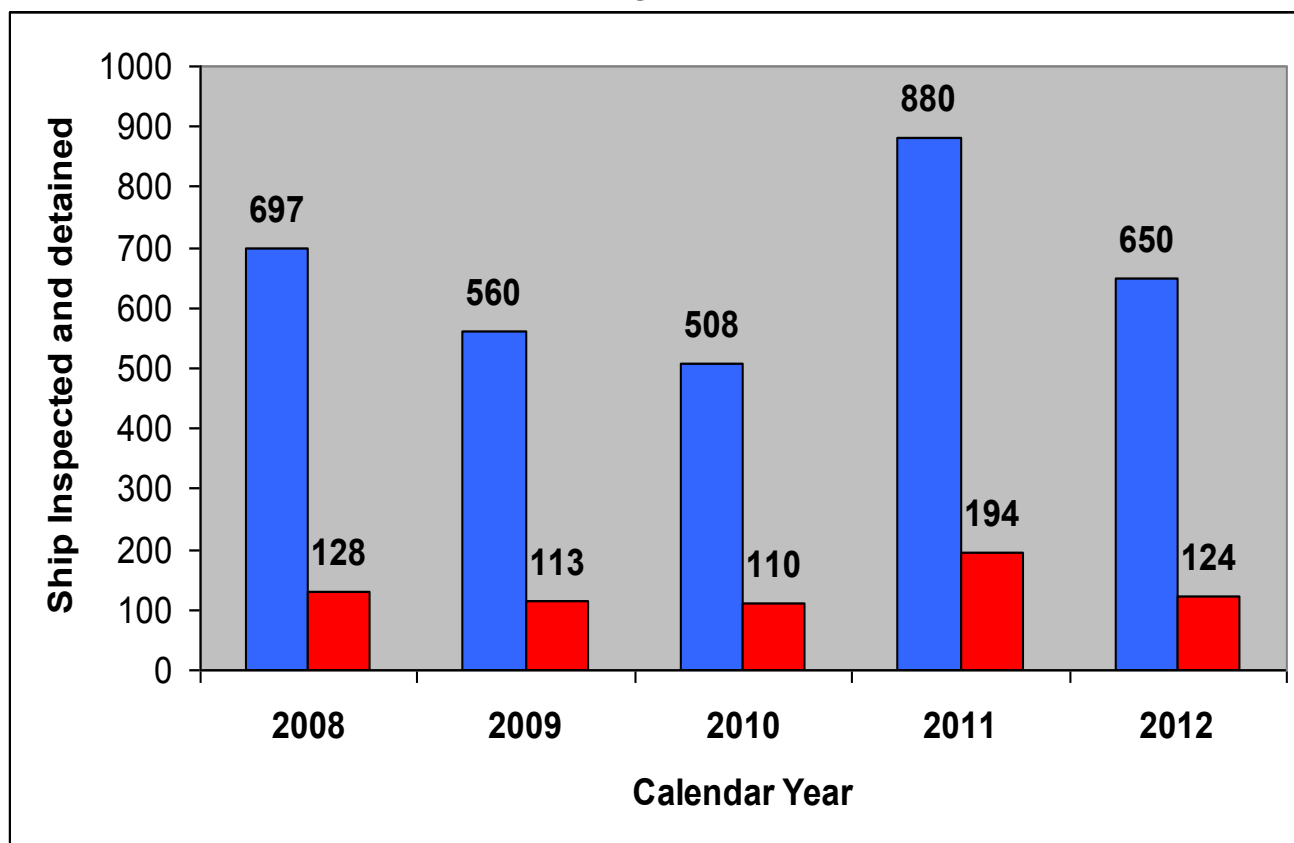


Table 3

5 year summary of PSC Detention trend in India:	
Year	Detention Percentage
2008	18.4
2009	20.2
2010	21.7
2011	22.1
2012	19.1

Figure 3

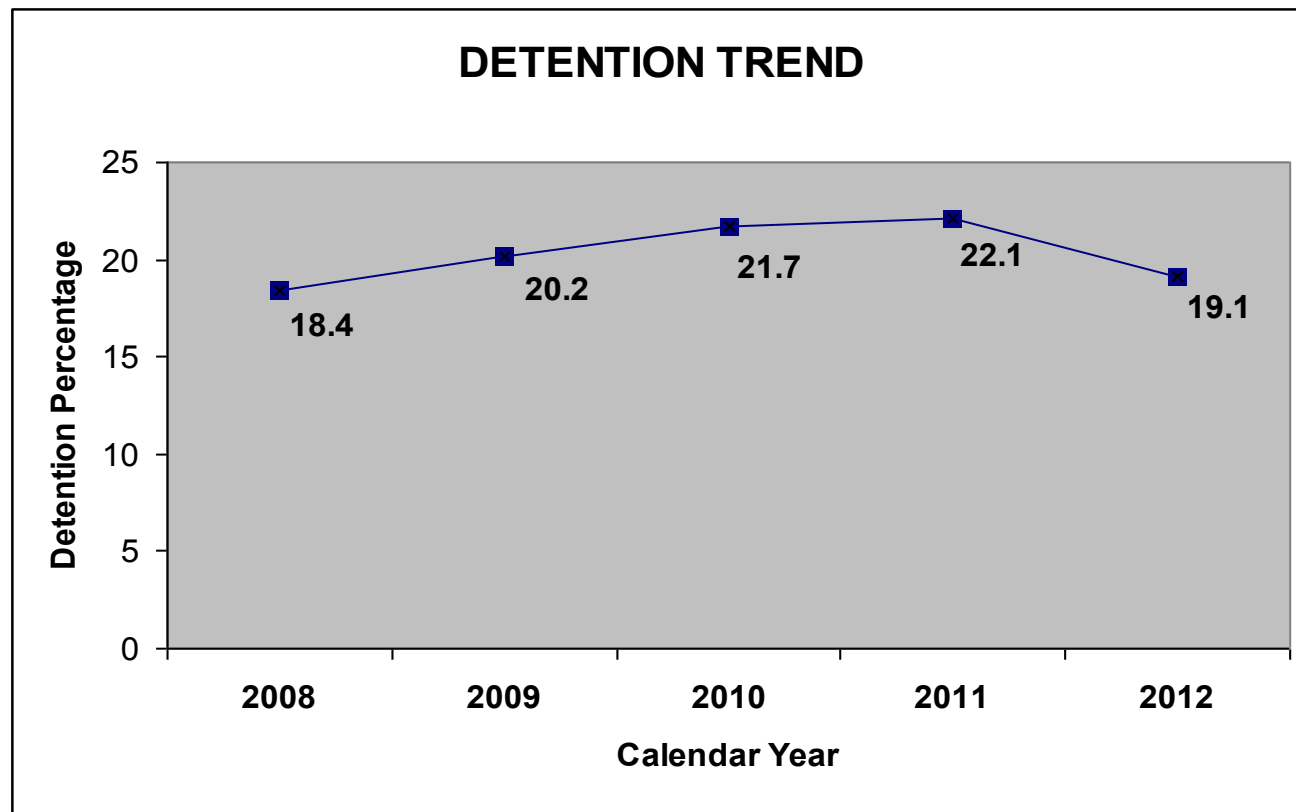


Table 4

Ships Inspected and Detained under PSC in India by port (MMD) of inspection:

Mercantile Marine Department (MMD)		Ships Inspected	Ships Detained
Haldia	(HAL)	185	15
Paradeep	(PAR)	141	29
Chennai	(CHN)	65	16
Visakhapatnam	(VIZ)	58	15
Tuticorin	(TUT)	46	13
New Mangalore	(MAN)	36	1
Kochi	(KOC)	35	3
Kolkata	(KOL)	31	7
Kandla	(KAN)	21	18
Mumbai	(MUM)	14	4
Mormugao	(GOA)	13	0
Jamnagar	(JAM)	4	3
Port Blair	(PBLR)	1	0
Total		650	124

Figure 4

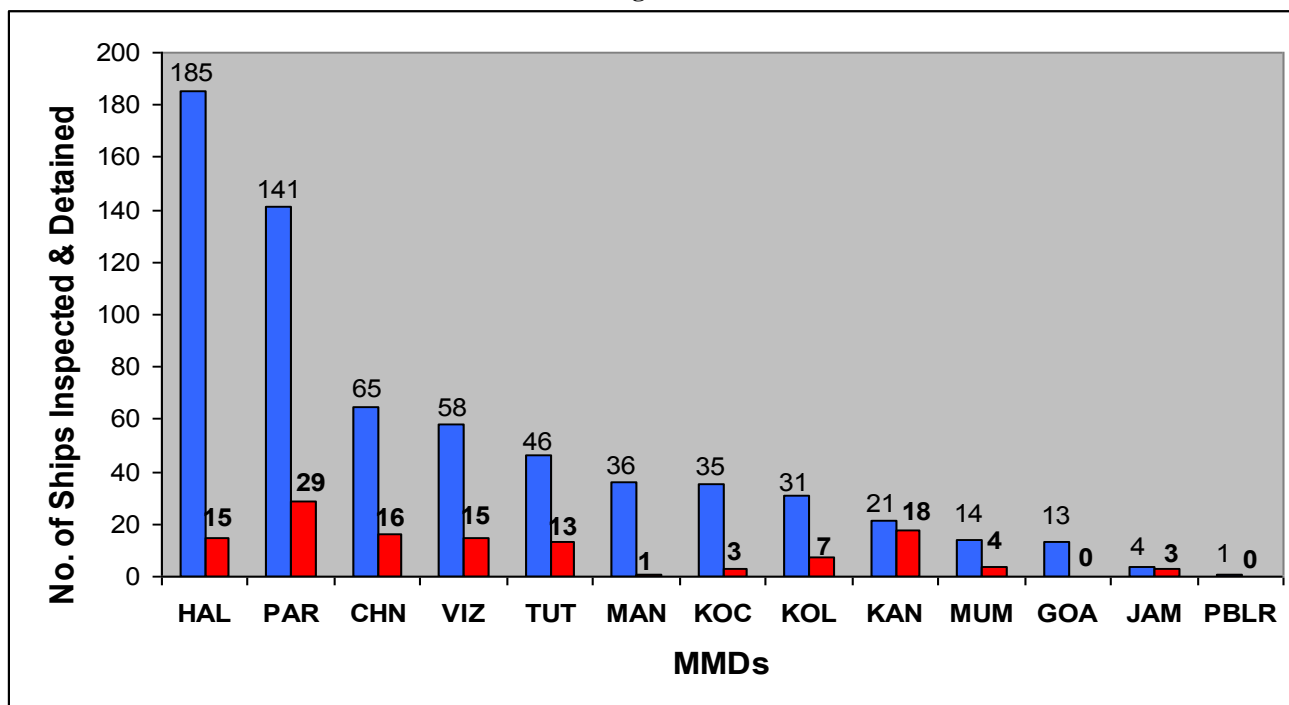


Table 5

Ships Inspected and Detained under PSC in India by Ships' Age:		
Age	Inspected	Detained
Above 30 Year	20	11
26-30 Years	83	29
21-25 Years	44	13
16-20 Years	102	19
11-15 Years	98	17
06-10 Years	107	13
0-05 Years	196	22
Total	650	124

Figure 5

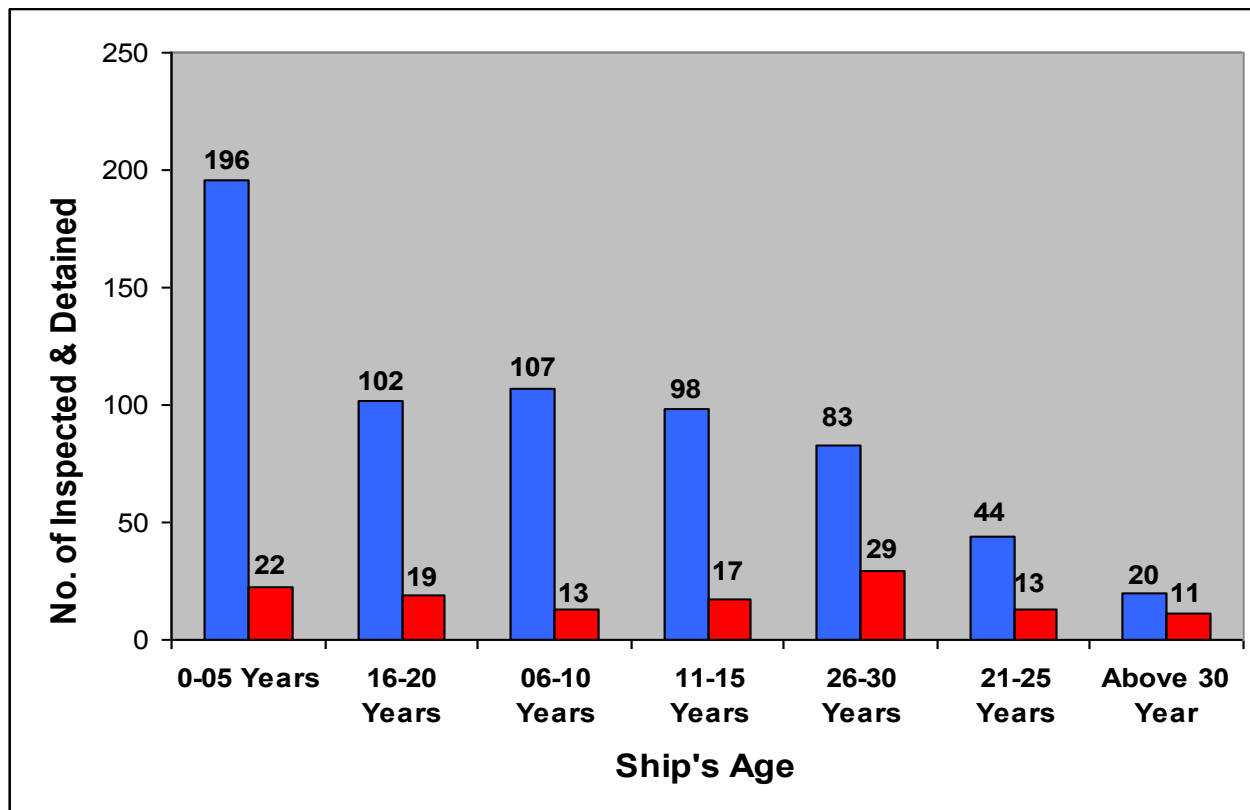


Table 6

Ships Inspected and Detained related to their Recognised Organisations (ROs: Members of International Association of Classification Societies):			
Sr. No.	Recognised Organisations (ROs) (Member of International Association of Classification Societies, IACS)	Ships Inspected	Ships Detained
1	Nippon Kaiji Kayokai (NKK)	187	33
2	Bureau Veritas (BV)	95	25
3	China Classification Society (CCS)	64	5
4	Lloyd's Register (LR)	60	13
5	Det Norske Veritas (DNV)	48	7
6	American Bureau of Shipping (ABS)	42	4
7	Korean Register of Shipping (KRS)	41	4
8	Germanischer Lloyds (GL)	34	8
9	Registro Italiano Navale (RINA)	20	2
10	Russian Maritime Register of Shipping (RMRS)	14	3
11	Indian Register of Shipping (IRS)	9	5
12	Non – International Association of Classification Societies (non- IACS)	34	13
13	No Class***	2	2
	Total	650	124

Figure 6

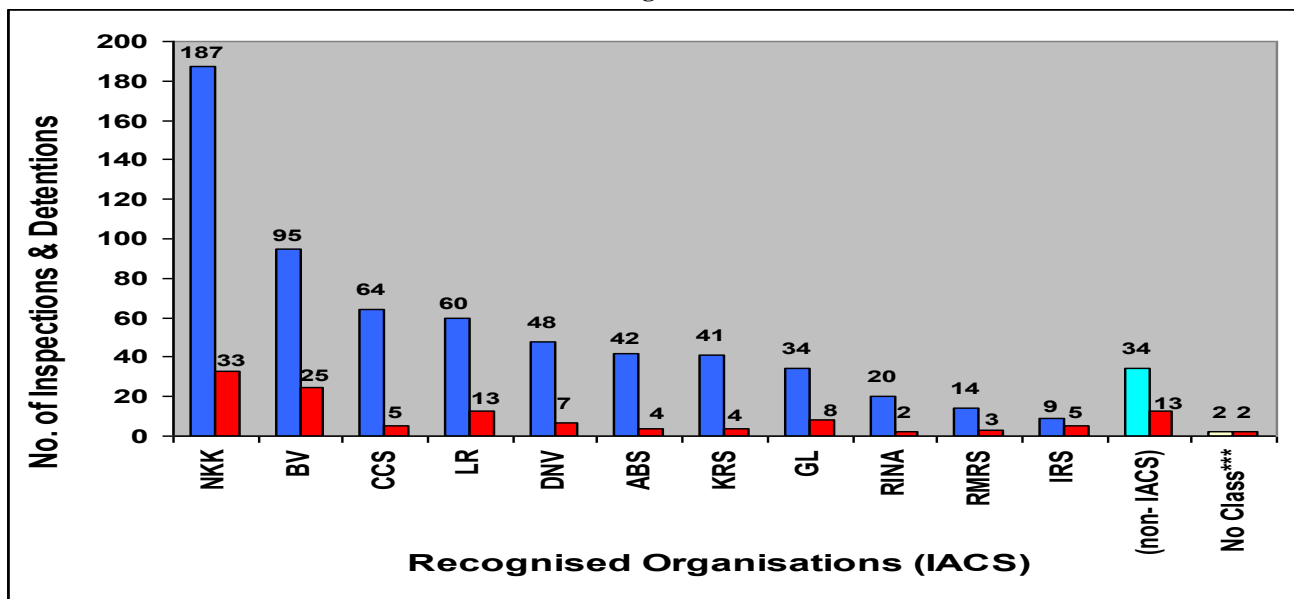


Table 7

Ships Inspected and Detained related to their Recognised Organisations (ROs: Non-members of International Association of Classification Societies):			
Sr. No.	Recognised Organisations (non-IACS)	Ships Inspected	Ships Detained
1	Vietnam Register of Shipping (VRS)	19	06
2	Korea Classification Society (KCS)	02	01
3	Isthmus Bureau Of Shipping (IBS)	02	01
4	International Register Of Shipping (Int.RS)	01	01
5	Sing-Lloyd (SGL)	01	01
6	Ukraine Shipping Register (USR)	01	01
7	Global Marine Bureau Inc. (GMB)	01	01
8	Panama Maritime Documentation Services (PMDS)	01	01
9	Total	28	13

Figure 7

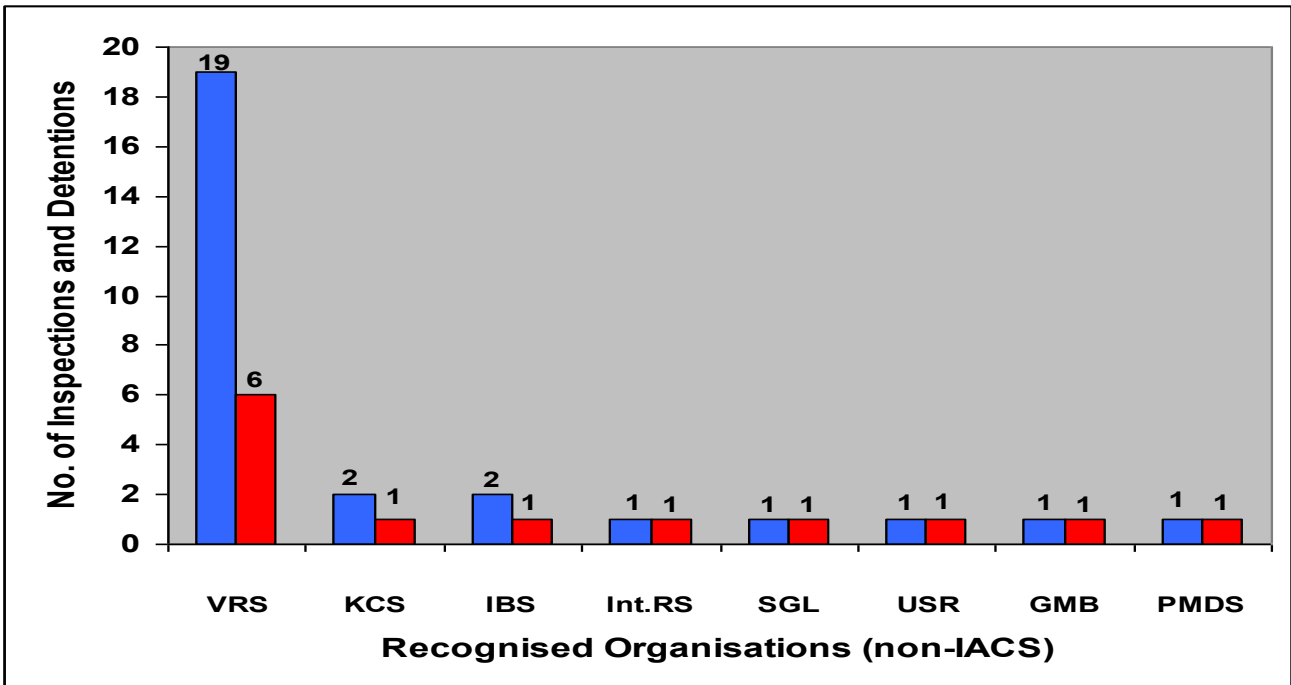


Table 8

Ships Detained under PSC in India by flag State:					
Sr. No.	Flag	Ships Detained	Sr. No.	Flag	Ships Detained
1	PANAMA	39	17	MALAYSIA	2
2	BANGLADESH	8	18	MALDIVES	2
3	MALTA	8	19	PR CHINA	2
4	MARSHALL ISLAND	8	20	DOMINICA	2
5	HONG KONG, CHINA	7	21	MONGOLIA	1
6	LIBERIA	6	22	SIERRA LEONE	1
7	SINGAPORE	5	23	St. KITTS & NEVIS	1
8	VIETNAM	4	24	DPR KOREA	1
9	ST. VINCENT	4	25	UKRAINE	1
10	TUVALU	3	26	TURKEY	1
11	CYPRUS	2	27	PAKISTAN	1
12	REPUBLIC OF KOREA	2	28	PHILIPPINES	1
13	ANTIGUA & BARBUDA	2	29	GREECE	1
14	INDONESIA	2	30	NIGERIA	1
15	THAILAND	2	31	CAMBODIA	1
16	BAHAMAS	2	32	BOLIVIA	1
				TOTAL	124

Figure 8

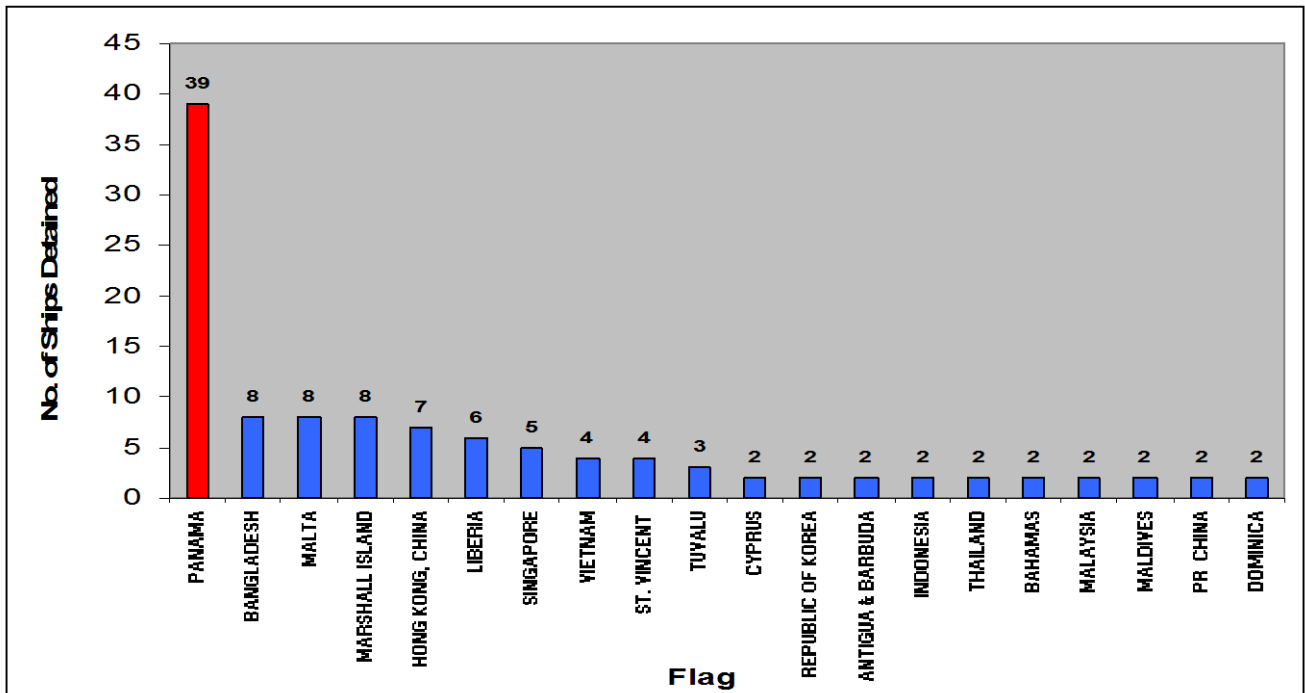


Figure depicts minimum 2 nos. of detention per flag.

Flags with less than 2 nos. of detentions are not reflected above.

Table 9

Detainable Deficiencies in entirety by Category:	
Category	No. of Deficiencies
SOLAS 74 (SOLAS)	262
MARPOL 73/78 (MARPOL)	80
LOAD LINE 66 (LL)	50
SHIPS' CERTIFICATES (CERT.)	37
ISM	28
MLC 2006 (MLC)	27
STCW	6
ISPS	2
OTHER	2
Total	494

Figure 9

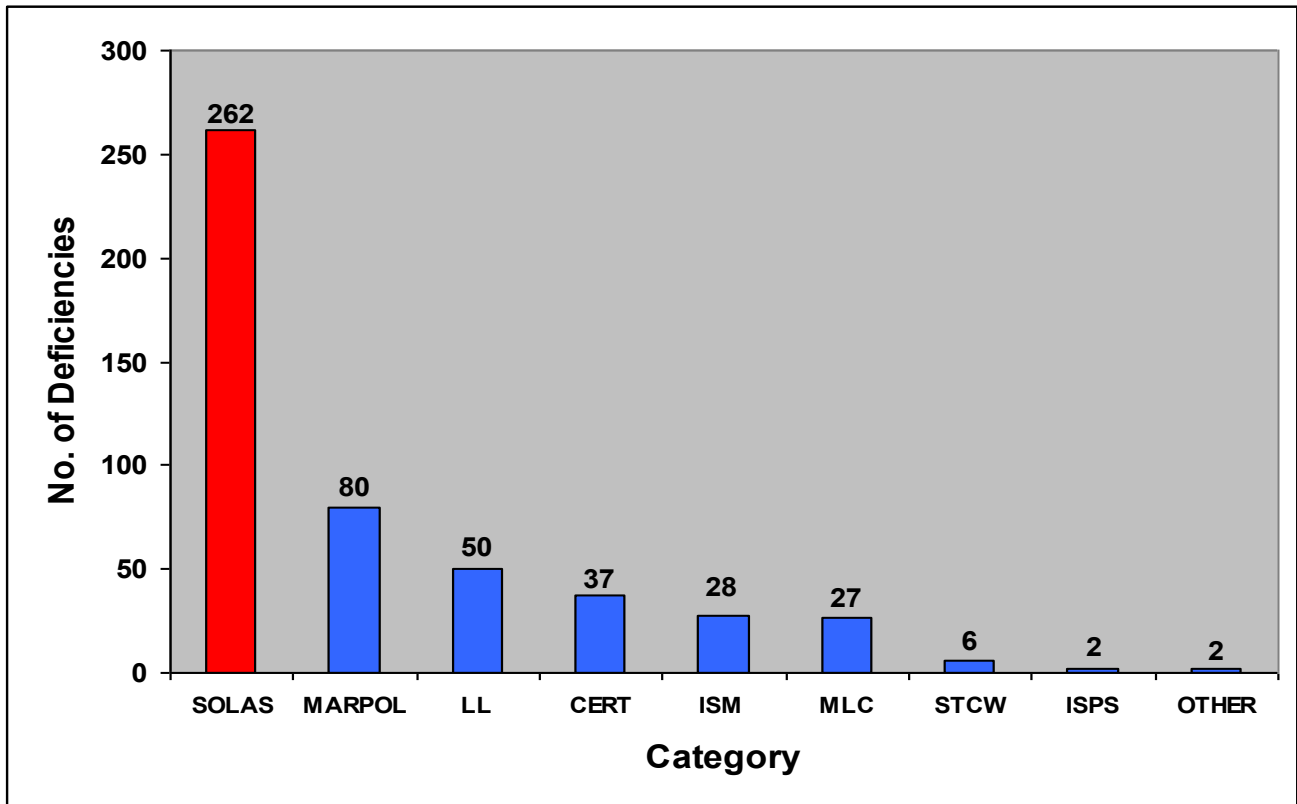
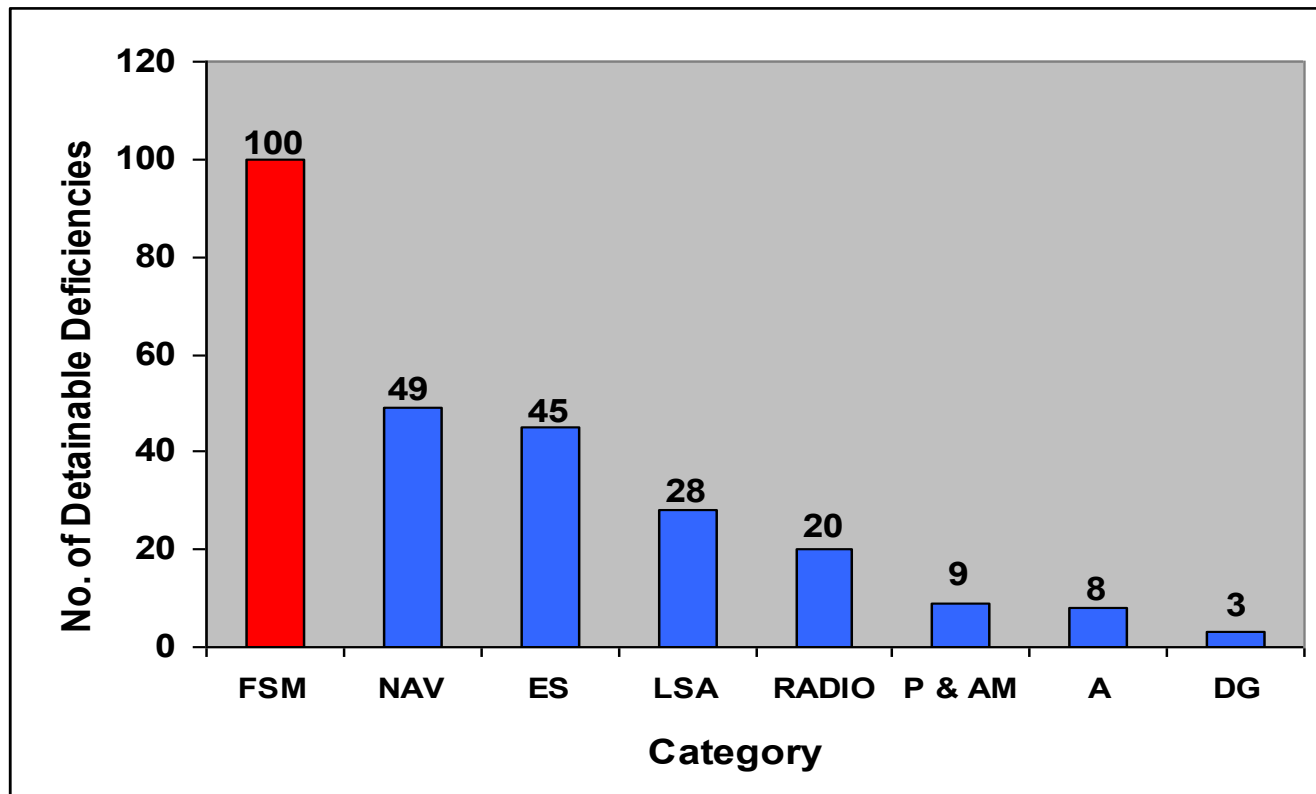


Table 10

SOLAS 74, as amended related to Detainable Deficiencies by Category:	
Category	No. of Detainable Deficiencies
FIRE SAFETY MEASURES (FSM)	100
SAFETY OF NAVIGATION (NAV)	49
EMERGENCY SYSTEM (ES)	45
LIFE SAVING APPLIANCES (LSA)	28
RADIO COMMUNICATIONS (RADIO)	20
PROPULSION & AUX. MACH. (P & AM)	9
ALARMS (A)	8
DANGEROUS GOODS (DG)	3
Total	262

Figure 10



List of Ships Detained under PSC in India during the year , 2012

1	2	3	4	5	6	7	8	9
Sr. No.	IMO No.	Ship's Name	Flag	Year of Build	Ship Type	Classification Society	Place of Detention	Date of Detention
1	9102954	Jahan Moni	Bangladesh	1996	BC	BV	Chennai	25.01.12
2	7805837	Saipan Voyager	Malaysia	1979	CNTR.	BV	Haldia	05.01.12
3	8413021	Darya Maan	Cyprus	1985	OC	LR	Pipavav	01.01.12
4	9550682	UACC Falcon	Marshall Islands	2009	OT	LR	Sikka	30.01.12
5	8110667	Doja	Nigeria	1982	OT	LR	Bedi	31.01.12
6	8208206	Hong Kong Sun	Hong Kong, China	1984	BC	CCS	Mundra	14.01.12
7	8010908	Sea Merchant	St. Vincent & Grenadines	1981	GC	LR	Kandla	15.01.12
8	8419726	MSC Jade	Panama	1986	OC	DNV	Mundra	22.01.12
9	9426336	Jin Han	Hong Kong	2011	BC	ABS	Mundra	28.01.12
10	7944695	Dai Hong Dan	DPR Korea	1980	GC	KCS (non IACS)	Kandla	29.01.12
11	8120868	Dagger	Ukraine	1982	GC	USR (non-IACS)	Kolkata	10.01.12
12	9315472	Brilliant Pescadores	Panama	2004	GC	NKK	Kolkata	30.01.12
13	9129378	Salus	Republic of Korea	1997	BC	KRS	Kolkata	02.01.12
14	9531519	Maesrk Genesis	Singapore	2011	GC	DNV	Kolkata	03.01.12
15	8316429	Bao Xin	Panama	1984	GC	PMDS (non -IACS)	Kolkata	04.01.12
16	9375927	Star of ABU Dhabi	Panama	2009	BC	NKK	Paradip	23.01.12
17	9126302	Aristea M	Malta	1997	BC	RINA	Tuticorin	24.01.12
18	9282077	New Sun	Vietnam	2002	GC	NKK	Tuticorin	25.01.12
19	9077290	Tiger Shark	Liberia	1994	CNTR.	GL	Chennai	17.01.12
20	9595319	Eastern Frontier	Singapore	2008	GC	NKK	Chennai	17.01.12
21	7822380	Golden Light	Vietnam	1980	GC	VRS (non IACS)	Kakinada	27.01.12

1	2	3	4	5	6	7	8	9
Sr. No.	IMO No.	Ship's Name	Flag	Year of Build	Ship Type	Classification Society	Place of Detention	Date of Detention
22	8300626	Ocean Land	St. Kitts & Nevis	1984	GC	IRS	Chennai	01.02.12
23	8414972	An Shun Jiang	China	1987	GC	CCS	Chennai	07.02.12
24	9498963	SP Amestardam	Marshall Islands	2009	OT	BV	Chennai	24.02.12
25	9157351	Urawee Naree	Thailand	1997	BC	NKK	Chennai	27.02.12
26	9311220	Navios Titan	Panama	2005	BC	NKK	Haldia	09.02.12
27	9369150	Venture SW	Panama	2007	GC	BV	Haldia	17.02.12
28	9582594	Feng Hai 11	China	2010	ChemT	CCS	Haldia	23.02.12
29	8117146	Titan	St. Vincent & Grenadines	1983	BC	ABS	Kandla	01.02.12
30	9054846	Eastern Sun	Vietnam	1993	BC	VRS (non-IACS)	Kandla	04.02.12
31	8618229	Theresa Bitung	Tuvalu	1989	ChemT	BV	Kandla	23.02.12
32	9213569	Cielo Lucia	Panama	1999	BC	NKK	Paradip	01.02.12
33	9159191	Suryawati	Indonesia	1996	BC	NKK	Paradip	22.02.12
34	9077264	Grand Way	Hong Kong, China	1994	BC	DNV	Visakhapatnam	01.02.12
35	8612964	Tanbinh 30	Tuvalu	1986	GC	VRS (non-IACS)	Visakhapatnam	02.02.12
36	9201712	Paragon Pescadorrs	Panama	1999	GC	BV	Visakhapatnam	28.02.12
37	9373204	Gati Pride	Panama	2008	CNTR.	BV	Chennai	26.03.12
38	9078177	Fadl-E-Rabbi	Panama	1993	ChemT	NKK	Haldia	01.03.12
39	9241073	Mercini Lady	Liberia	2004	ChemT	LR	Haldia	01.03.12
40	9047544	Palma Agri Satu	Indonesia	1995	ChemT	DNV	Haldia	08.03.12
41	8820119	Asia Adventure	Panama	1989	ChemT	NKK	Haldia	12.03.12
42	8210077	Kostas N	Panama	1982	BC	IRS	Haldia	27.03.12
43	9041174	Singapore Trader	Malta	1992	CNTR.	GL	Kandla	06.03.12
44	9132698	Glory Advance	Panama	1996	BC	NKK	Kandla	14.03.12
45	8313269	Silver Wave	Panama	1984	BC	NKK	Kandla	17.03.12
46	8221492	Success	Singapore	1983	BC	LR	Kandla	22.03.12
47	8306797	Pearl of Sea	Panama	1984	BC	NKK	Kandla	24.03.12
48	9051650	Valerian	Bolivia	1997	GC	RMRS	Kandla	30.03.12

1	2	3	4	5	6	7	8	9
Sr. No.	IMO No.	Ship's Name	Flag	Year of Build	Ship Type	Classification Society	Place of Detention	Date of Detention
49	8602531	Tan Binh 32	Mongolia	1986	GC	VRS (non-IACS)	Kolkata	12.03.12
50	7805837	Saipan Voyager	Malaysia	1979	CNTR.	BV	Kolkata	15.03.12
51	9363625	Dubai Knight	Panama	2007	BC	NKK	Paradip	01.03.12
52	8408521	Rio Gold	Malta	1984	BC	NKK	Paradip	03.03.12
53	8912742	ESM Cremona	Antigua & Barbuda	1992	CNTR.	GL	Paradip	19.03.12
54	8000915	Mercur	Bahamas	1982	ChemT	DNV	Chennai	30.04.12
55	9132703	West Scent	Panama	1995	CNTR	NKK	Haldia	18.04.12
56	9425928	Queen Halo	Panama	2010	BC	NKK	Paradip	25.04.12
57	7626504	Krissa	Panama	1979	BC	ABS	Visakhapatnam	27.04.12
58	8130253	Yuan Tong	St. Vincent & Grenadines	1985	GC	RINA	Kochi	10.05.12
59	9334351	Cap Norte	Liberia	2007	CNTR	GL	Mumbai	21.05.12
60	9149017	Samjohn Amity	Greece	1998	BC	LR	Paradip	16.05.12
61	9318400	Jindal Tarini	Panama	2005	GC	IRS	Tuticorin	07.05.12
62	8920139	Golden Gate	Thailand	1990	ChemT	KRS	Tuticorin	16.05.12
63	8602397	Ratan Fidelity	Bangladesh	1989	GC	BV	Tuticorin	23.05.12
64	9232773	Euro Max	Liberia	2002	CNTR	GL	Visakhapatnam	15.05.12
65	9296444	Glaring Pescadores	Panama	2004	GC	BV	Visakhapatnam	17.05.12
66	9007350	J. Better	Hong Kong, China	1991	GC	NKK	Visakhapatnam	31.05.12
67	9159024	Seiyo Sapphire	Panama	1997	GC	NKK	Chennai	01.06.12
68	8864189	Asphalt Alliance	Panama	1992	OT	DNV	Chennai	04.06.12
69	9353474	Ngoc Son	Vietnam	2006	GC	VRS (non-IACS)	Chennai	19.06.12
70	8402503	Ocean David	Cambodia	1984	BC	GMB (non-IACS)	Chennai	29.06.12
71	9316957	SH Grace	Panama	2004	BC	NKK	Haldia	25.06.12
72	9361926	Ael - 1	St. Vincent Grenadines	2008	OT	IRS	Mundra	23.06.12
73	8703933	Dong Young	Republic of Korea	1987	GC	KRS	Kolkata	12.06.12
74	9286853	Maritime Taboneo	Panama	2004	BC	NKK	Paradip	01.06.12
75	9492440	Agia Irini	Marshall Islands	2008	BC	BV	Paradip	12.06.12

1	2	3	4	5	6	7	8	9
Sr. No.	IMO No.	Ship's Name	Flag	Year of Build	Ship Type	Classification Society	Place of Detention	Date of Detention
76	9467134	Baltic Winter	Liberia	2010	GC	GL	Paradip	27.06.12
77	9017678	Chemical Arrow	Marshall Islands	1992	ChemT	BV	Tuticorin	20.06.12
78	8014198	Oriental Crane	Sierra leone	1981	ChemT	SL (non-IACS)	Tuticorin	22.06.12
79	8128652	Santos	Panama	1984	BC	BV	Visakha- patnam	19.06.12
80	9137545	Ikoma	Panama	1997	CNTR	NKK	Chennai	26.07.12
81	8501036	Pacific Rich	Panama	1986	BC	BV	Chennai	30.07.12
82	7822706	Islamabad	Pakistan	1983	GC	LR	Kandla	20.07.12
83	8913356	Assad Ullah	Bangladesh	1990	GC	BV	New Mangalore	13.07.12
84	9438028	Alpine Trader	Malta	2009	BC	BV	Paradip	04.07.12
85	8905828	Hellenic Sea	Malta	1991	BC	BV	Paradip	09.07.12
86	8126408	Eagle	Cyprus	1985	BC	RMRS	Paradip	10.07.12
87	9138082	Omegas	Liberia	1997	BC	NKK	Paradip	23.07.12
88	7405261	Morning Star	Maldives	1974	OC	No Class	Tuticorin	13.07.12
89	9302322	Sea Dream	Dominica	2003	Tug	IRS	Tuticorin	18.07.12
90	9438250	Titan Peace	Singapore	2008	ChemT	LR	Haldia	09.08.12
91	9184550	Han Hui	Hong Kong, China	1998	GC	NKK	Haldia	21.08.12
92	9147198	Sradht Hamburg	Antigua & Berbuda	1998	CNTR	GL	Kolkata	31.08.13
93	9217876	Fraternity Wisdom	Panama	2000	GC	BV	Mumbai	16.08.12
94	9216810	New Spirit	Marshall Islands	2001	BC	CCS	Paradip	24.08.12
95	8307612	Chesapeake Bette	Philippines	1984	BC	LR	Paradip	29.08.12
96	8701533	Carina K	Panama	1991	BC	BV	Tuticorin	17.08.12
97	8116855	Agnes	Panama	1982	GC	IBS (non-IACS)	Visakha- patnam	07.08.12

1	2	3	4	5	6	7	8	9
Sr. No.	IMO No.	Ship's Name	Flag	Year of Build	Ship Type	Classification Society	Place of Detention	Date of Detention
98	9231028	Genius Mariner	Panama	2000	GC	BV	Chennai	17.09.12
99	9136591	Silver Fern	Panama	1996	CNTR	NKK	Haldia	26.09.12
100	9019030	Asean Prosper	Panama	1992	BC	NKK	Kandla	03.09.12
101	8026660	Lady Sera	Panama	1982	BC	BV	Kandla	11.09.12
102	8109888	Hunter K	Dominica	1981	BC	RMRS	Kochi	26.09.12
103	8710039	Banglar Mookh	Bangladesh	1989	GC	BV	Kochi	27.09.12
104	9079030	Asean Prosper	Panama	1992	BC	NKK	Mumbai	03.09.12
109	9548653	Banos A	Marshall Islands	2010	BC	BV	Haldia	11.10.12
110	9074092	Attar	Malta	1994	BC	DNV	Mumbai	10.10.12
111	9441283	Crane	Marshall Island	2010	BC	LR	Paradip	17.10.12
112	9075670	Ocean Amber	Hong Kong, China	1994	BC	NKK	Paradip	25.10.12
113	9452854	Tasman Castle	Malta	2010	BC	GL	Paradip	26.10.12
114	8311376	Dahiatul Kalbi	Bangladesh	1986	GC	BV	Tuticorin	31.10.12
115	8105753	Fatahur Rahman	Panama	1981	BC	Int.RS (non-IACS)	Visakhapatnam	16.10.12
116	9217888	Great Mary	Marshall Island	1999	GC	NKK	Visakhapatnam	25.10.12
117	9311529	Nemtas- 4	Turkey	2005	BC	NKK	Paradip	02.11.12
118	8400880	Tan Binh 26	Tuvalu	1984	GC	VRS (non-IACS)	Paradip	07.11.12
119	8311376	Dahiatul Kalbi	Bangladesh	1984	GC	BV	Tuticorin	05.11.12
120	8921482	Hope	Bangladesh	1990	GC	KRS	Kolkata	28.12.12
121	9114543	Athena	Bahamas	1995	BC	NKK	Paradip	11.12.12
122	9452490	Thalassini Axia	Malta	2009	BC	ABS	Paradip	20.12.12
123	9263239	Cb Adventure	Panama	2002	BC	NKK	Paradip	24.12.12
124	9590022	Joyful Spirit	Hong Kong, China	2011	GC	CCS	Visakhapatnam	11.12.12

Flag State Implementation (FSI)
of
Indian ships

Flag State Implementation (FSI) of Indian ships

1. INTRODUCTION

1. The flag State of a trading ship is the State under whose laws the ship is registered or licensed the flag State has the authority and responsibility to enforce regulations over ships registered under its flag.
2. Under the United Nation Convention on the Law of the Sea (UNCLOS) a flag State has the ultimate authority over a ship flying its flag. The Flag State is ultimately responsible for the conduct, safety and environment protection of a ship flying its flag. In order words, a flag State has a very important and significant role to play to bring about quality shipping in its fleet;
3. Flag State Inspection (FSI) of Indian flag ships are conducted by the Officers of Mercantile Marine Department (MMD) of the Directorate General of Shipping which is considered as the Indian Maritime Administration;
4. During the year 2012, **88** Indian flag ships were subjected to FSI and among them **28** ships were detained. FSI recorded **157** detainable deficiencies with respect to the detained ships. The detention percentage found to be 31.8, which was 15.73 during the previous year. Detained ships were released after rectification of their observed deficiencies and payment of the penalty amount.

Table 11

List of Ships Detained by Ship-Type:

Ship Type	No. of Inspection	No. of Detention	Ship Type	No. of Inspection	No. of Detention
OIL Tanker (OT)	24	9	Container Vessel (CNTR.)	6	3
Bulk Carrier (BC)	14	2	Research Vessel (RV)	2	1
Tug	12	7	Chemical Tanker (ChemT)	2	0
Other Cargo (OC)	9	2	Dredger (DG)	1	1
General Cargo (GC)	9	2	Gas Carrier (GasC)	1	1
Pax	7	0	Offshore Supply Vessel (OSV)	1	0
			Total =	88	28

Figure 11

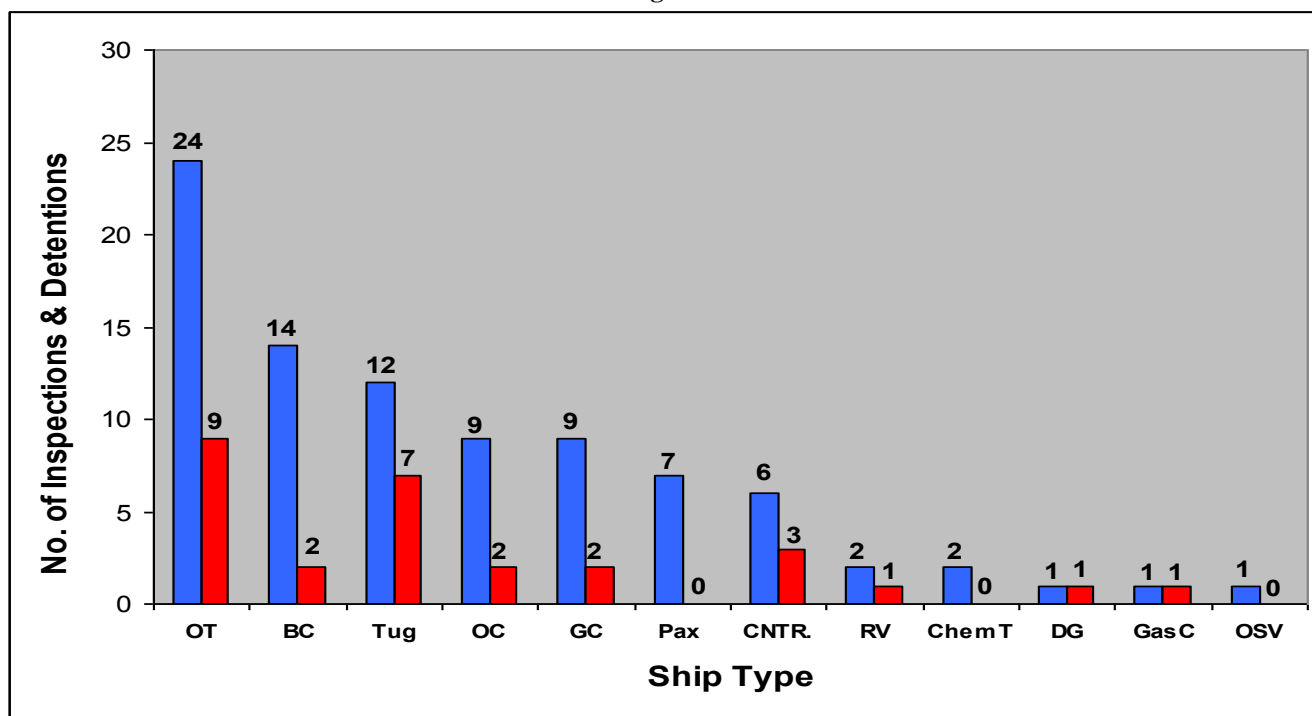


Table 12

Flag State Implementation trend during the last 8 Years:		
Years	No. of Ships Inspected	No. of Ships Detained
2005	357	20
2006	473	30
2007	448	31
2008	369	37
2009	307	31
2010	337	43
2011	267	42
2012	88	28

Figure 12

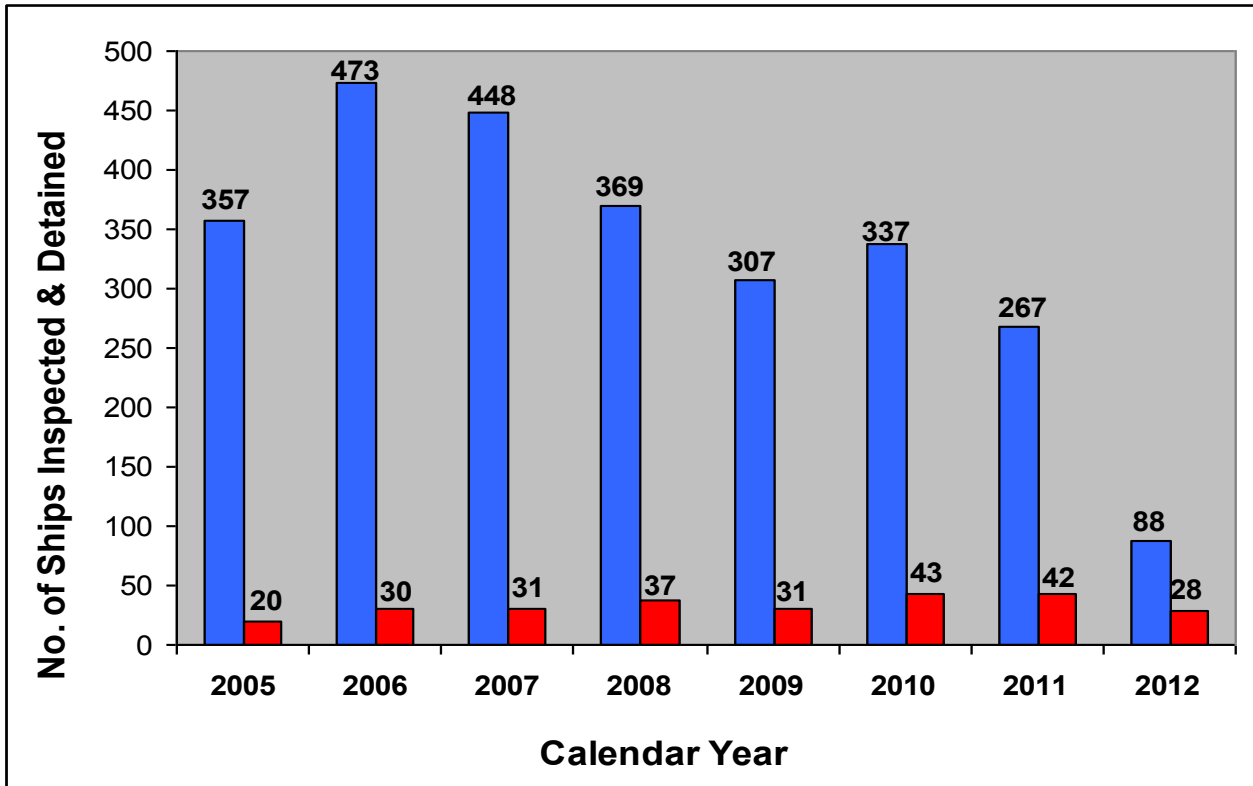


Table 13

FSI of Ships by Port (MMD):								
Mercantile Marine Department (MMD)	2009		2010		2011		2012	
	Ins.	Det.	Ins.	Det.	Ins.	Det.	Ins.	Det.
Vizag (VIZ)	41	3	39	4	25	2	15	2
Kandla (KAN)	5	1	12	4	3	2	13	12
Kochi (KOC)	21	1	32	4	22	2	11	2
Tuticorin (TUT)	22	0	3	0	8	2	10	1
New Mangalore (MNG)	6	1	10	1	10	0	8	2
Kolkata (KOL)	17	0	20	1	20	3	7	1
Mumbai (MUM)	92	20	107	21	81	14	5	2
Chennai (CHN)	20	2	19	1	27	11	5	1
Port Blair (PBL)	2	0	26	4	16	0	4	0
Jamnagar (JAM)	15	0	16	0	9	1	4	4
Paradip (PAR)	14	0	13	3	28	4	3	0
Haldia (HAL)	36	1	27	0	9	1	2	1
Mormugao (GOA)	16	1	13	0	9	0	1	0
Total	307	30	337	43	267	42	88	28

Figure 13

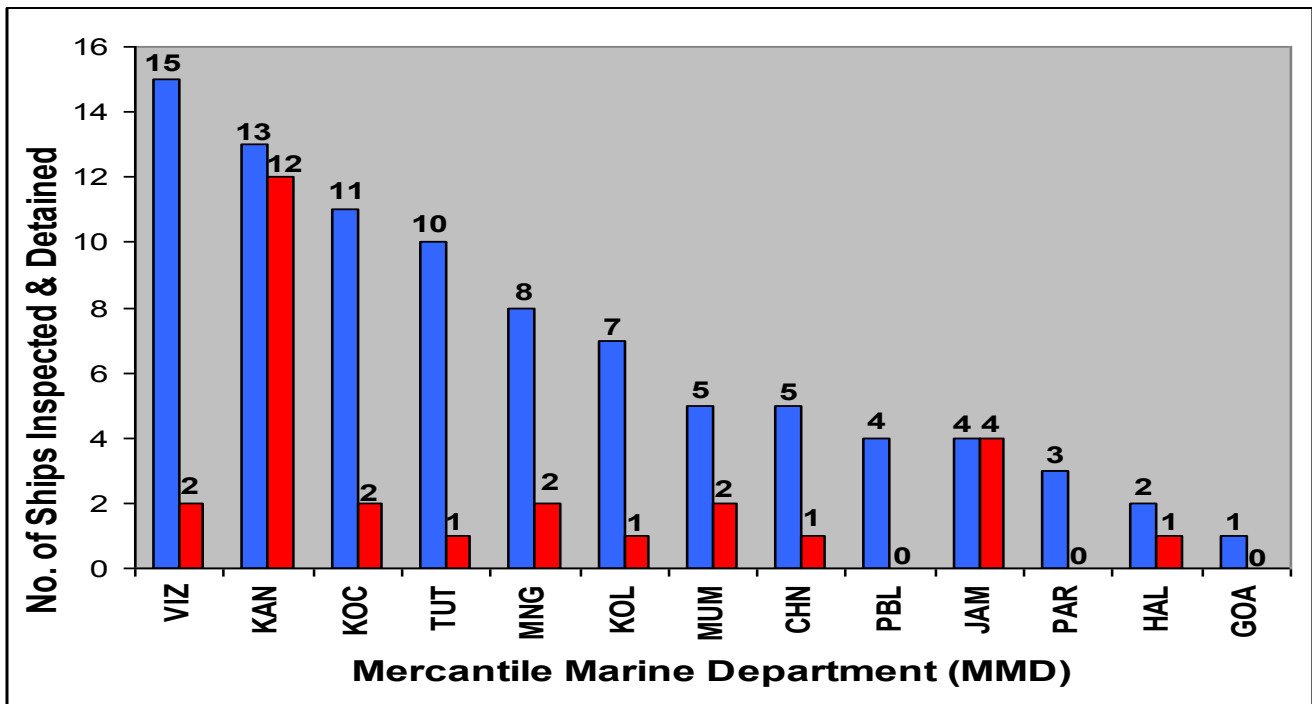


Table 14

Ships Inspected and Detained under FSI by Ships' Age		
Age	Inspected	Detained
Above 30 Year	8	6
26 - 30 Years	19	4
21 - 25 Years	12	5
16 - 20 Years	14	4
11 - 15 Years	14	5
06 - 10 Years	11	3
0 - 05 Years	10	1
Total	88	28

Figure 14

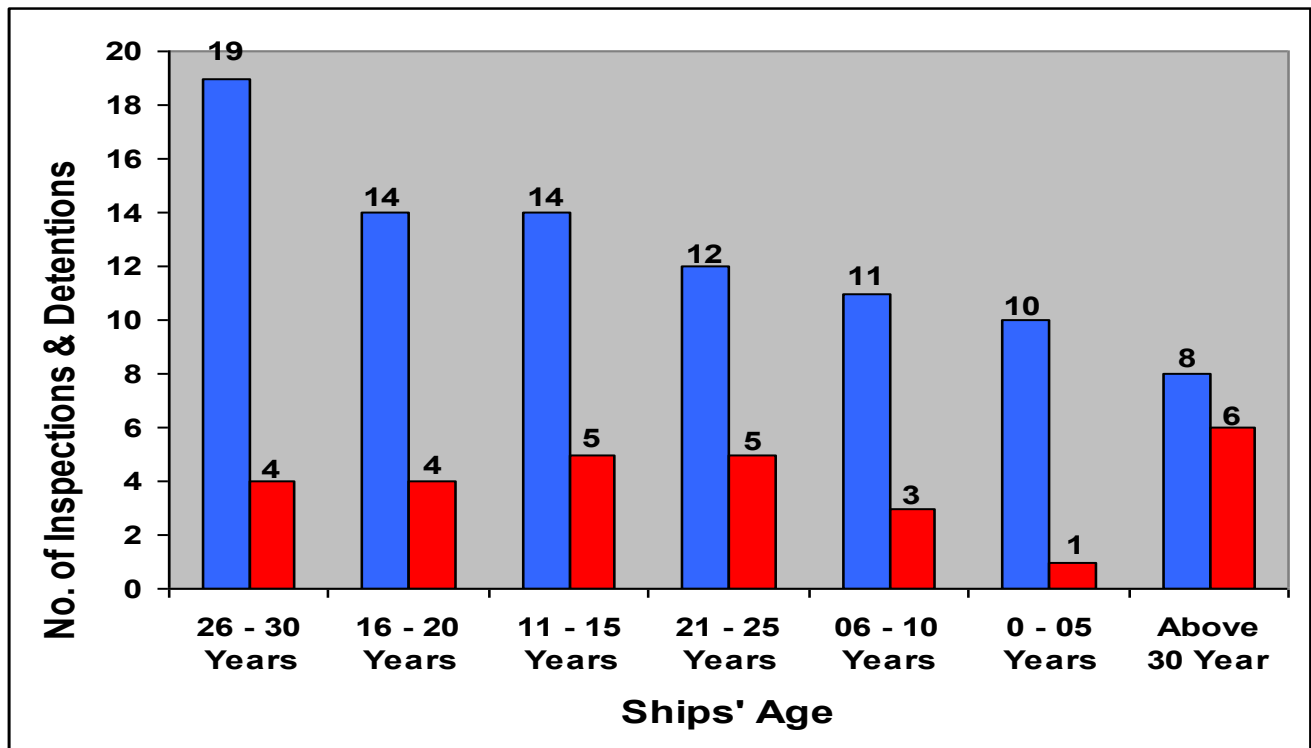


Table 15

FSI Deficiencies, in entirety, by Category:	
Category	No. of Deficiencies
SOLAS 74 (SOLAS)	325
MLC 2006 (MLC)	155
SHIPS' CERTIFICATES (CERT.)	27
MARPOL 73/78 (MARPOL)	52
LOAD LINE 66 (LL)	46
ISM	32
STCW 78 (STCW)	5
ISPS	4
OTHER	5
TOTAL	651

Figure 15

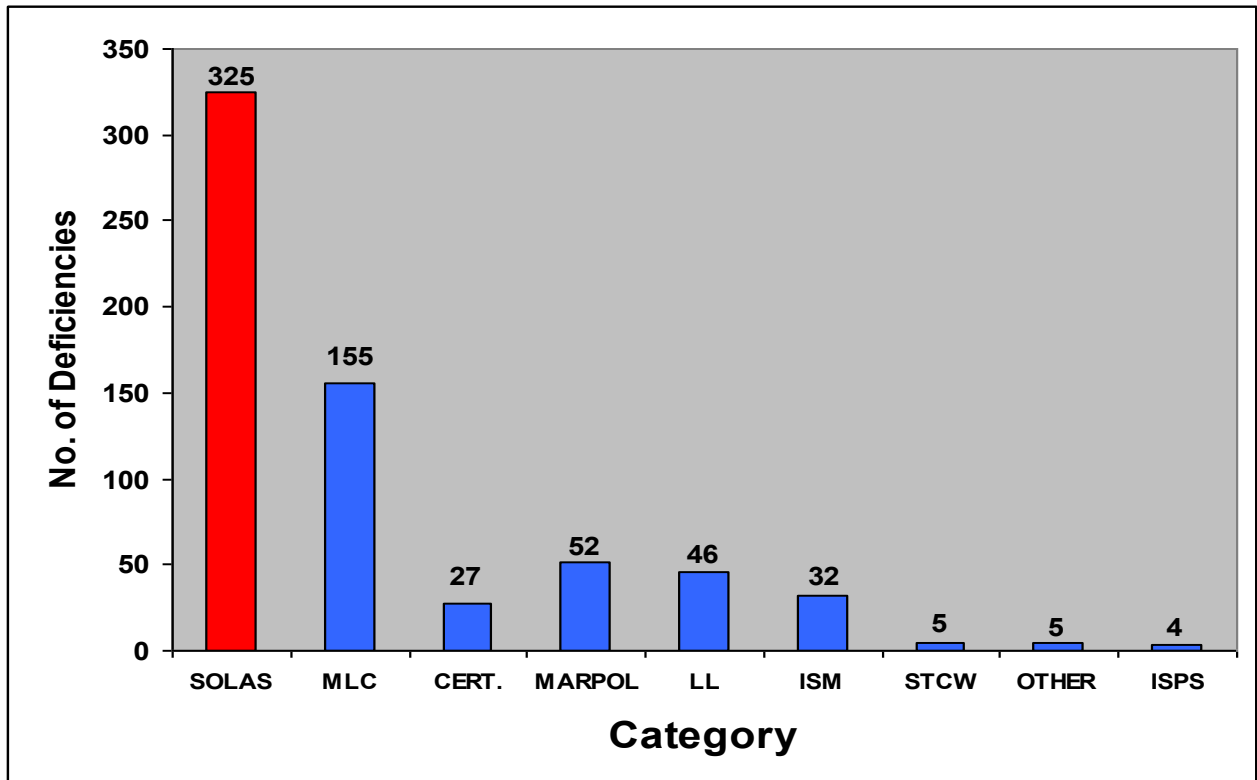


Table 16

FSI Detainable Deficiencies in entirety by Category:	
Category	No. of Deficiencies
SOLAS 74 (SOLAS)	70
ISM	18
MARPOL 73/78 (MARPOL)	17
MLC 2006 (MLC)	17
SHIPS' CERTIFICATES (CERT.)	10
LOAD LINE 66 (LL)	9
STCW 78 (STCW)	3
ISPS	4
Total	148

Figure 16

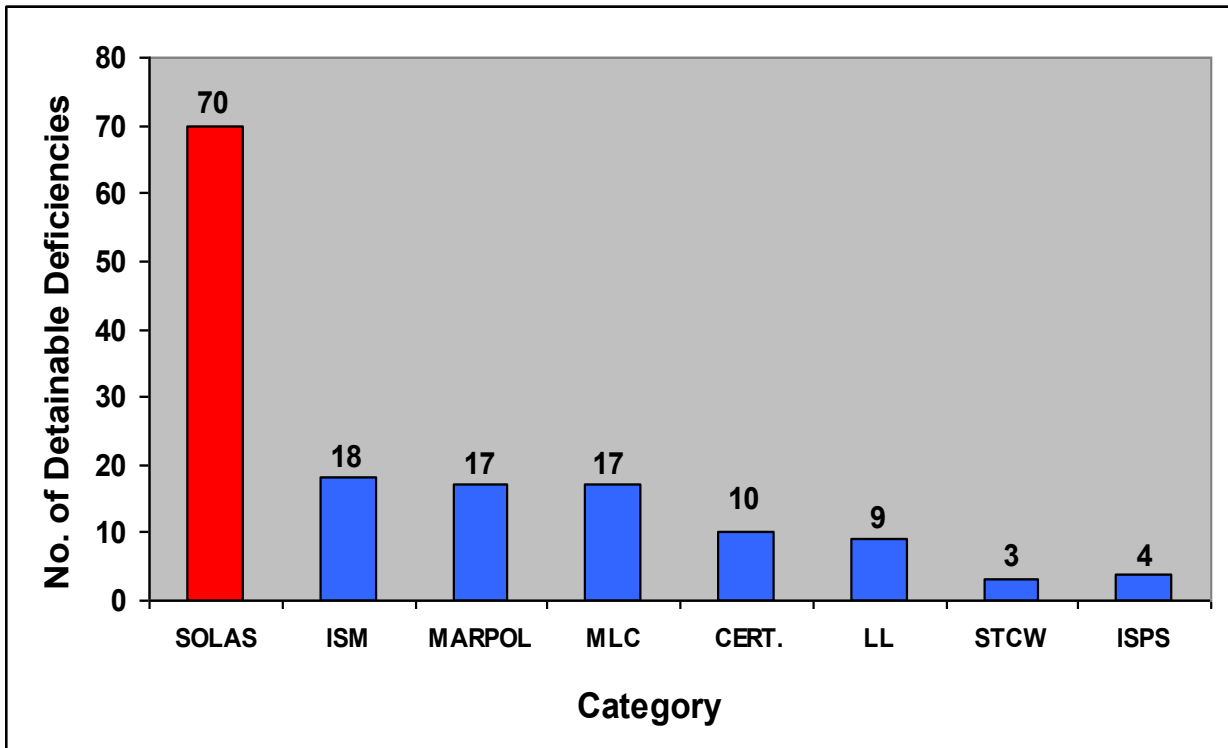


Table 17

SOLAS 74, as amended related FSI Detainable Deficiencies by Category	
Category	No. of Detainable Deficiencies
SAFETY OF NAVIGATION (NAV)	25
FIRE SAFETY (FS)	20
RADIO COMMUNICATIONS (RADIO)	10
PROPULSION & AUX. MACH. (P & AM)	06
LIFE SAVING APPLIANCES (LSA)	06
EMERGENCY SYSTEMS (ES)	02
CARGO OPERATIONS INCLUDING EQUIPMENT (OP)	01
Total	70

Figure 17

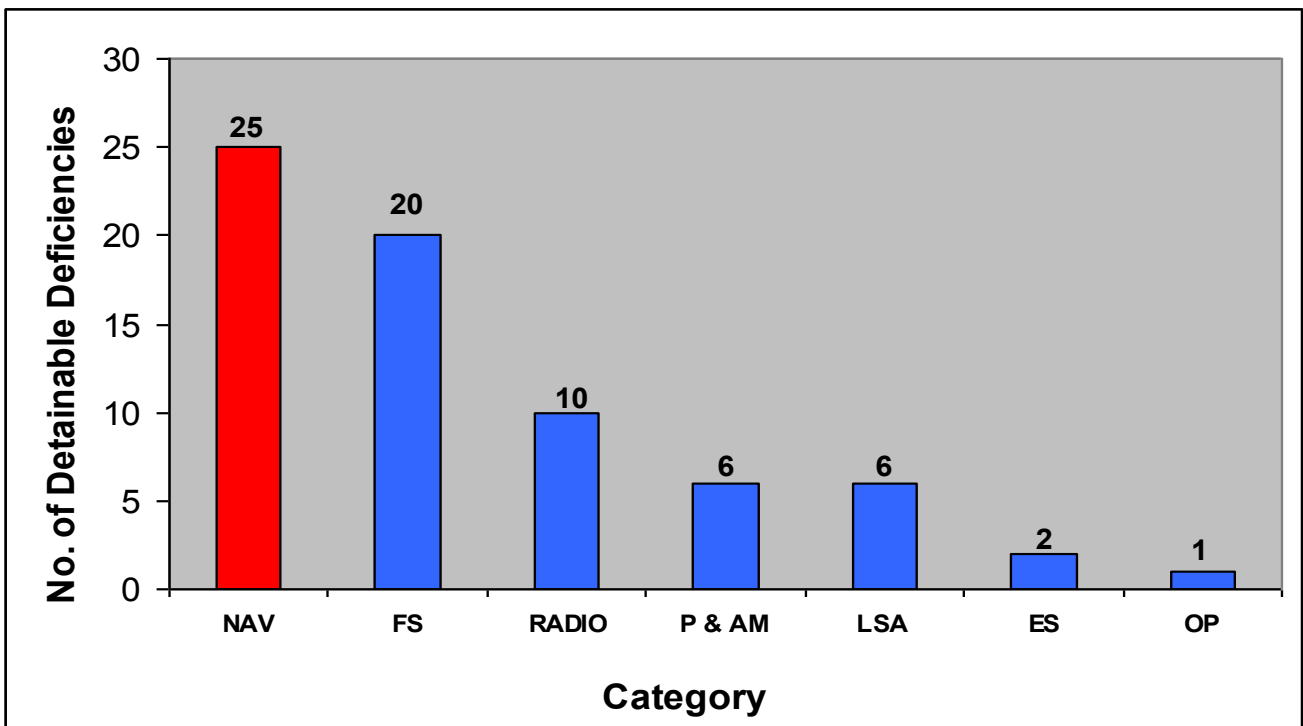
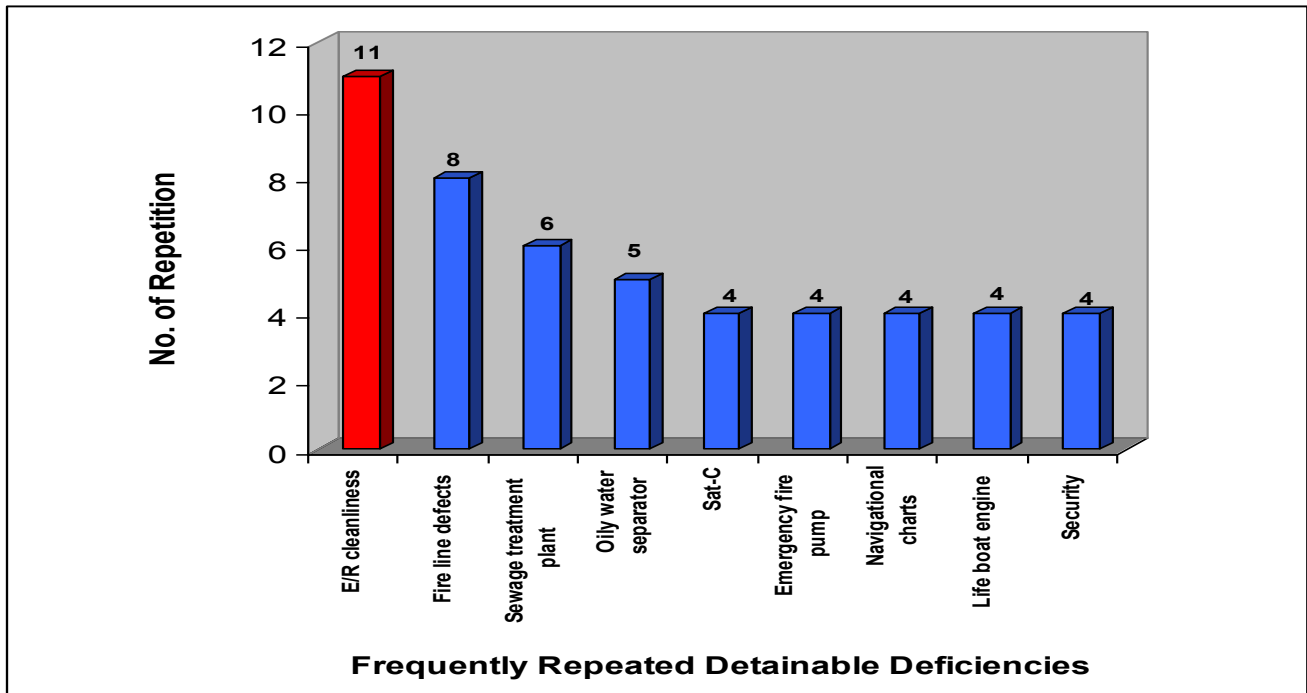


Table 18

List of Frequently Repeated FSI Detainable Deficiencies:		
No	Nature of Deficiency	No of time repeated.
1	Engine room and Machinery spaces found having excessive Oil and seawater leakages. Poor housekeeping and unhygienic maintenance of living spaces.	<i>Repeated 11 times</i>
2	Fire lines found holed, Fire hydrants found leaking, Fire hoses missing.	8 times
3	Sewage Treatment Plant defective and not operational.	6 times
4	Oily Water Separator (OWS) defective and inoperational.	5 times
5	Communication equipment defective (Sat- C inoperative).	4 times
6	Emergency fire pump found not working	4 times
7	Navigational charts not updated. Vessel but does not receive admiralty notices as well as Indian notices.	4 times
8	<i>Life Boat Engine could not be started.</i>	4 times

Figure 18



List of Ships Detained under FSI in the year, 2012:

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner/ Manager	Type of Ship	Year of Build	GT	Place of Detention	Date of Detention
1	7601229	Darya Shaan	JMBaxi	OC	1977	11843	Mumbai	21.01.12
2	5304401	Samudra Manthan	SCI	RV	1958	2373	Visakha- patnam	13.01.12
3	9246217	Sealion Sterling	Sealion Sparkle	Tug	2001	286	Kandla	09.02.12
4	9279290	Sealion Apex	Sealion Sparkle	Tug	2003	298	Kandla	09.02.12
5	9246229	Sealion Sentinel	Sealion Sparkle	Tug	2001	286	Kandla	09.02.12
6	8130667	PFS Narayana	PFS Shipping	BC	1983	28330	Tuticorin	19.02.12
7	8912845	Anushree Fame	Bulk Trainer Shipping Ltd.	GC	1992	3972	Kandla	05.05.12
8	9129770	Jindal Tara	Orient Management	CNTR.	1995	5850	Kandla	11.05.12
9	8518584	Jindal Kamla	Orient Management	GC	1986	5847	Kandla	11.05.12
10	8719231	Omvati Prem	Mercator Lines Ltd.	OT	1994	53383	New Mangalore	11.05.12
11	8700412	Pratibha Warna	Pratibha Shipping Co.	OT	1988	23926	Haldia	07.06.12
12	8421157	Rishabh	Great Eastern Shipping	Tug	1985	217	Pipavav	18.06.12
13	9433779	Ocean Supreme	Ocean Sparkle	Tug	2006	366	Pipavav	18.06.12
14	9146510	Sudhir Muluji	Great Eastern Shipping	Tug	1998	117	Pipavav	18.06.12
15	9237565	Perseverance	Essar Shipping Ltd.	Tug	2006	592	Pipavav	12.06.12
16	8118401	Triumph	Seven Island	OT	1984	24310	Kandla	25.06.12

1	2	3	4	5	6	7	8	9
Sr No	IMO No	Ships Name	Ship owner/ Manager	Type of Ship	Year of Build	GT	Place of Detention	Date of Detention
17	9127631	Jag Ravi	Great Eastern Shipping	BC	1997	26322	Kandla	27.06.12
18	9178367	Hope Island 1	Blue Ocean Sea Transport	OT	2000	396	Kandla	27.06.12
19	8125349	Hope Island 2	Blue Ocean Sea Transport	OT	1981	569	Kandla	27.06.12
20	9528419	Jindal Kamakshi	Orient Management	OC	2009	7460	Kochi	27.06.12
21	7920754	Pratibha Cauvery	Pratibha Shipping Co.	OT	1981	16949	New Mangalore	12.06.12
22	9129770	Jindal Tara	Orient Express	CNTR.	1995	5850	Kochi	26.07.12
23	7920754	Pratibha Cauvery	Pratibha Shipping	OT	1981	16949	Visakha- Patnam	31.07.12
24	6925202	Kamal- XXIX	Jaisu Shipping	Drdger	1973	2077	Mumbai	09.08.12
25	8700412	Pratibha Warna	Pratibha Shipping Co Ltd.	OT	1988	23926	Chennai	15.11.12
26	8913588	Prudent	Sevan Island Shipping Ltd.	OT	1991	28223	Kandla	05.11.12
27	8821682	Maharshi Krishnatreya	Varun Shipping	GasC	1991	23878	Kandla	08.11.12
28	8801369	Seaways Venture	Quadrant Maritime	CNTR.	1991	11998	Kolkata	21.11.12

General Inspection (GI)
of
Indian ships
by
Recognized Organizations (ROs).

General Inspection (GI) by ROs.

INTRODUCTION:

1. The Directorate General of Shipping, vide Merchant Shipping Notice No. 06 of 2011 dated 26.04.1, had introduced a new regime of General Inspection (GI) of Indian flag vessels by Recognised Organisations (ROs) to supplement the current regime of Flag State Inspections.
2. Informatively, Ministry of Shipping, Govt. of India has recognized following Classification Societies as Recognized Organizations, who have been authorized to carry out General Inspection of Indian flag vessels:-
 - i. American Bureau of Shipping (ABS);
 - ii. Bureau Veritas (BV);
 - iii. Det Norske Veritas (DNV);
 - iv. Germanischer Lloyds (GL);
 - v. Indian Register of Shipping (IRS);
 - vi. Korean Register of Shipping (KRS);
 - vii. Lloyd's Register (LR);
 - viii. Nippon Kaijii Kayokai (NKK);
 - ix. Registro Italiano Navale (RINA); and
 - x. Russian Maritime register of Shipping (RMRS).
3. During the year 2012, a total of 292 nos. of various types of Indian flag vessels were subjected to General Inspection by the Recognised Organisations. The report submitted by the ROs were scrutinized, analysed and findings made accordingly by the Directorate.
4. Around 30% (88) of the vessels inspected were OSVs while around 22% (65) were Coastal Tugs.
5. Around 42.5% (124) of ships inspected were of less than 10 years old, of which 26.7% (78) were less than 5 years old.
6. Though 292 ships were inspected under GI, not even one was identified as 'substandard'. However, during the same period only 88 ships were inspected under FSI, but 28 (31.8%) of them were identified as 'substandard ships'.

Table 19

Number of ships inspected by Ship- Type:			
Ship Type	nos.	Ship Type	nos.
Offshore Service Vessel (OSV)	88	Research Vessel (RV)	7
Tugboat (Tug)	65	Chemical Tanker (ChemT)	4
Oil Tanker (OT)	62	Dredger (DRGR)	4
Bulk Carrier (BC)	32	Mobile Offshore Drilling Unit (MODU)	2
Crew/ Pilot Boat (Boat)	10	Container Vessel (CNTR)	1
General Cargo (GC)	9	Heavy Load Carrier (HLC)	1
Gas Carrier (GasC)	7	TOTAL	292

Figure 19

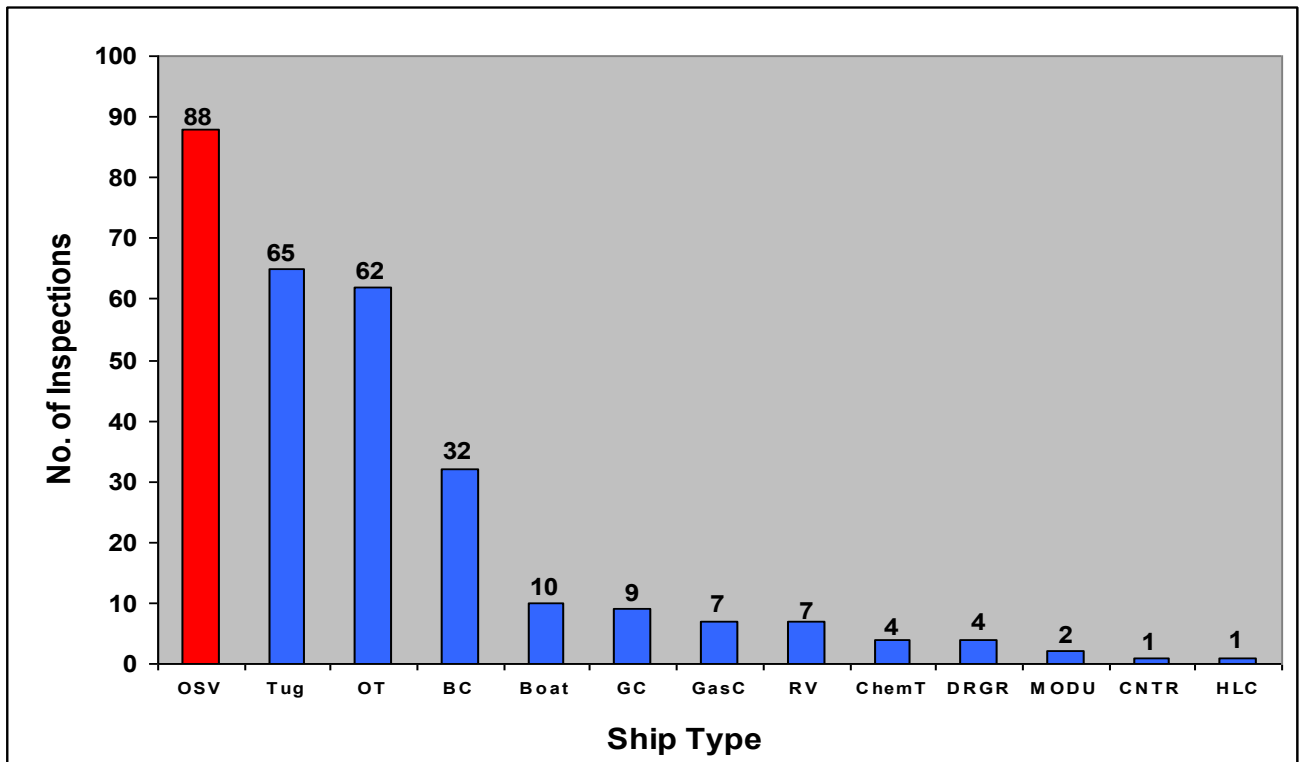


Table 20

General Inspections (GI) by Ships' Age:	
Ship's Age	Inspected
Above 30 Years	24
26 - 30 Years	70
21 - 25 Years	19
16 - 20 Years	24
11-15 Years	31
6-10 Years	46
0-5 Years	78
Total	292

Figure 20

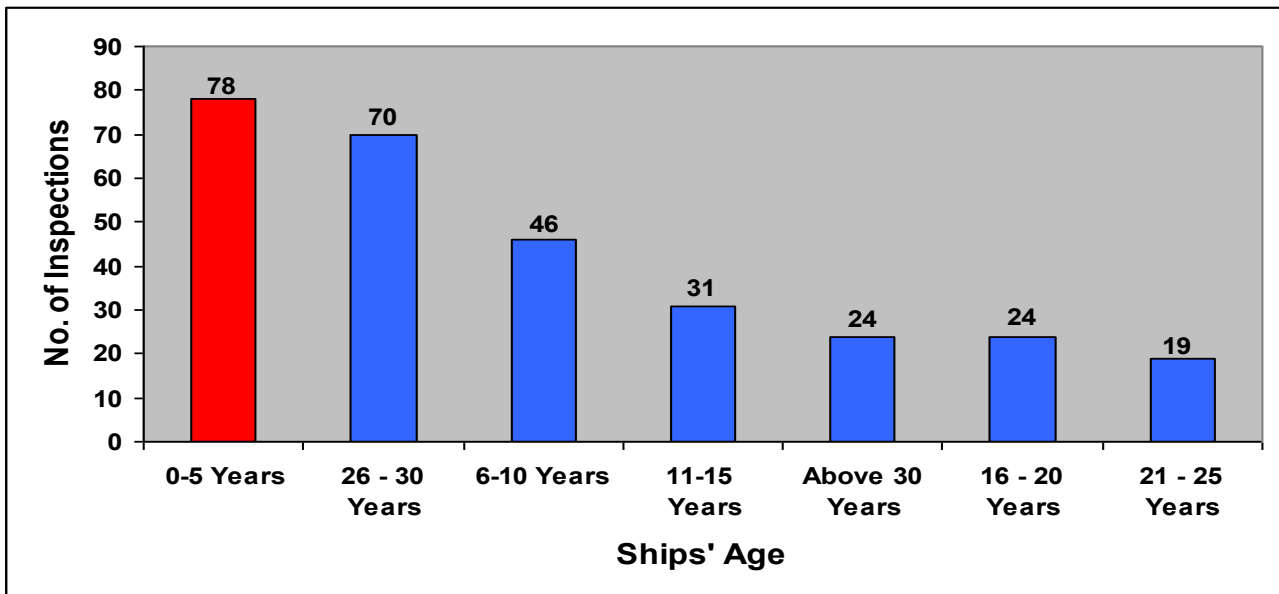
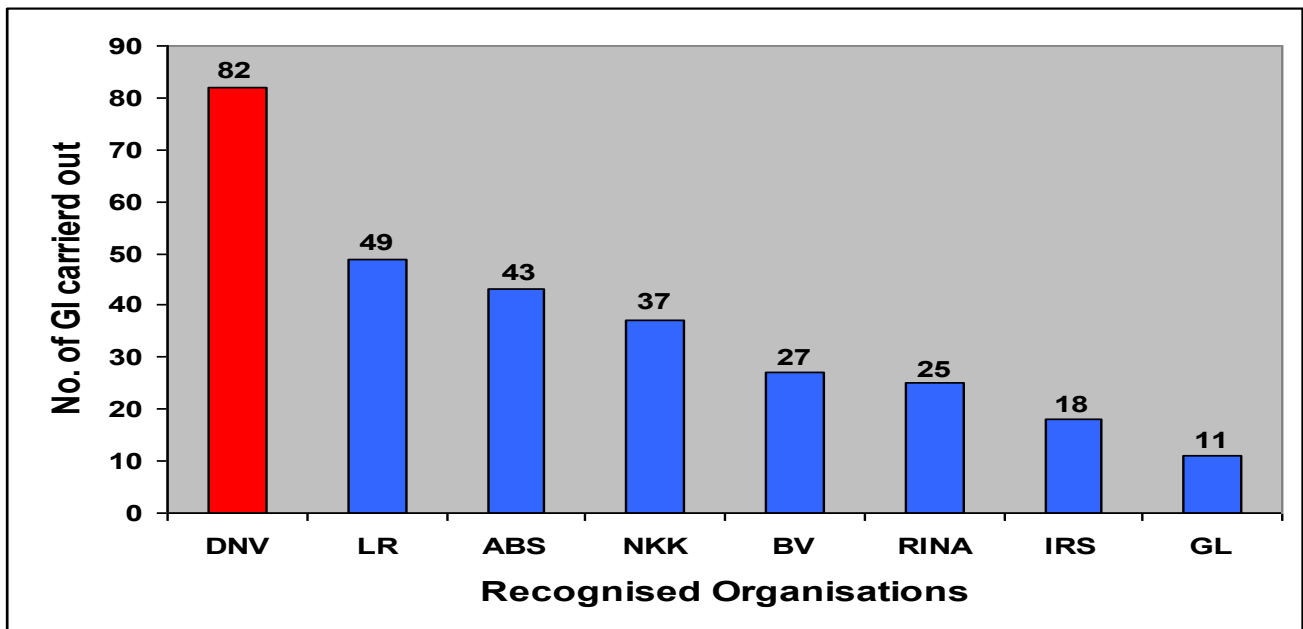


Table 21

General Inspections (GI) undertaken by the ROs:	
Recognised Organisation	No. of GI undertaken
Det Norske Veritas (DNV)	82
Lloyd's Register (LR)	49
American Bureau of Shipping (ABS)	43
Nippon Kaiji Kyokai (NK)	37
Bureau Veritas (BV)	27
Registro Italiano Navale (RINA)	25
Indian Register of Shipping (IRS)	18
Germanischer Lloyd (GL)	11
TOTAL	292

Figure 21



Port State Control
of
Indian flag ships
in
Foreign Ports

INTRODUCTION:

1. Not too long ago, a few shipping disasters, causing alarming damage to the environment, made the whole world concerned about protection of their respective coastal water. The European Memorandum on port State control, popularly known as Paris MOU, is the result of this concern. The following are the major Memoranda of Understanding on Port State Control currently in force :
 - i. Paris MoU (Europe and North Atlantic region);
 - ii. Latin American MoU (Latin American region);
 - iii. Tokyo MoU (Asia-Pacific region);
 - iv. Caribbean MoU (Caribbean region);
 - v. Mediterranean MoU (Mediterranean region);
 - vi. Indian Ocean MoU (Indian Ocean region);
 - vii. West and Central African MoU (West and Central African region);
 - viii. Black Sea MoU (Black Sea region);
 - ix. Riyadh MoU (The Gulf region);
 - x. 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 IMO Conventions.
3. Port State Control Cell 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), in order to take suitable corrective measures by the stake-holders.
4. DGS ensures that the deficiencies observed by the PSCOs are rectified and necessary corrective and preventive actions are undertaken so as 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.
5. Detention of **10** out of **139** Indian flag ships that were subjected to inspections under PSC in foreign ports resulted detention percentage of 7.19% which was marginally lower than 7.73%, observed during the previous year.
6. It is a matter of grave concern that detention percentage is still continuing to be above 7%, which was 2.89% few years ago. This, 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 to ensure that the reputation of our country, known worldwide as a responsible maritime nation, is not tarnished.

Port State Control (PSC) Report of Indian flag ships in Foreign Ports:

Table 22

Indian flag ships Inspected and Detained under PSC in Foreign Ports during the year, 2012 by Ship-Type:		
Type of Ship	No. of Ships Inspected	No. of Ships Detained
Bulk Carrier (BC)	95	05
Oil Tanker (OT)	23	02
Container (CNTR.)	07	0
Other Cargo (OC)	06	0
Chemical Tanker (ChemT)	04	0
General Cargo (GC)	02	02
Gas Carrier (GasC)	01	0
Offshore Vessel (OSV)	01	01
Total	139	10

Figure 22

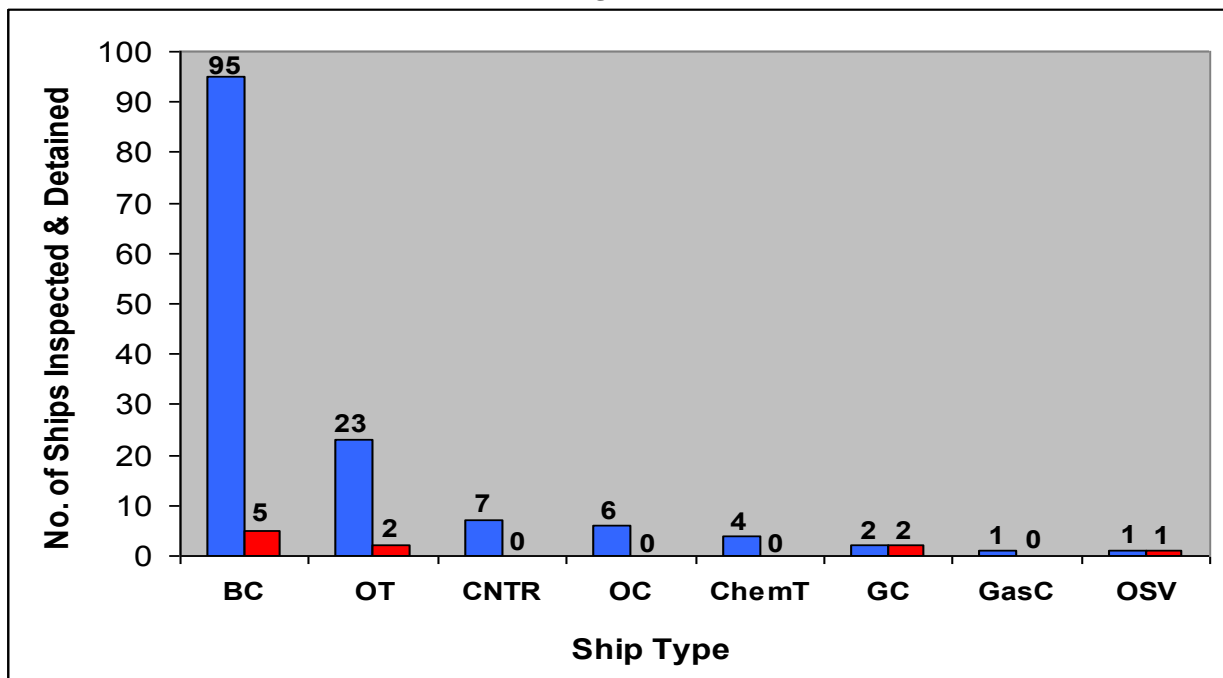


Table 23

PSC Detention of Indian flag ships by Memorandum of Understanding (MoU):	
MoU	Ships Detained
Tokyo (Asia Pacific Region)	7
Indian Ocean	2
Riyadh	1
Total	10

Figure 23

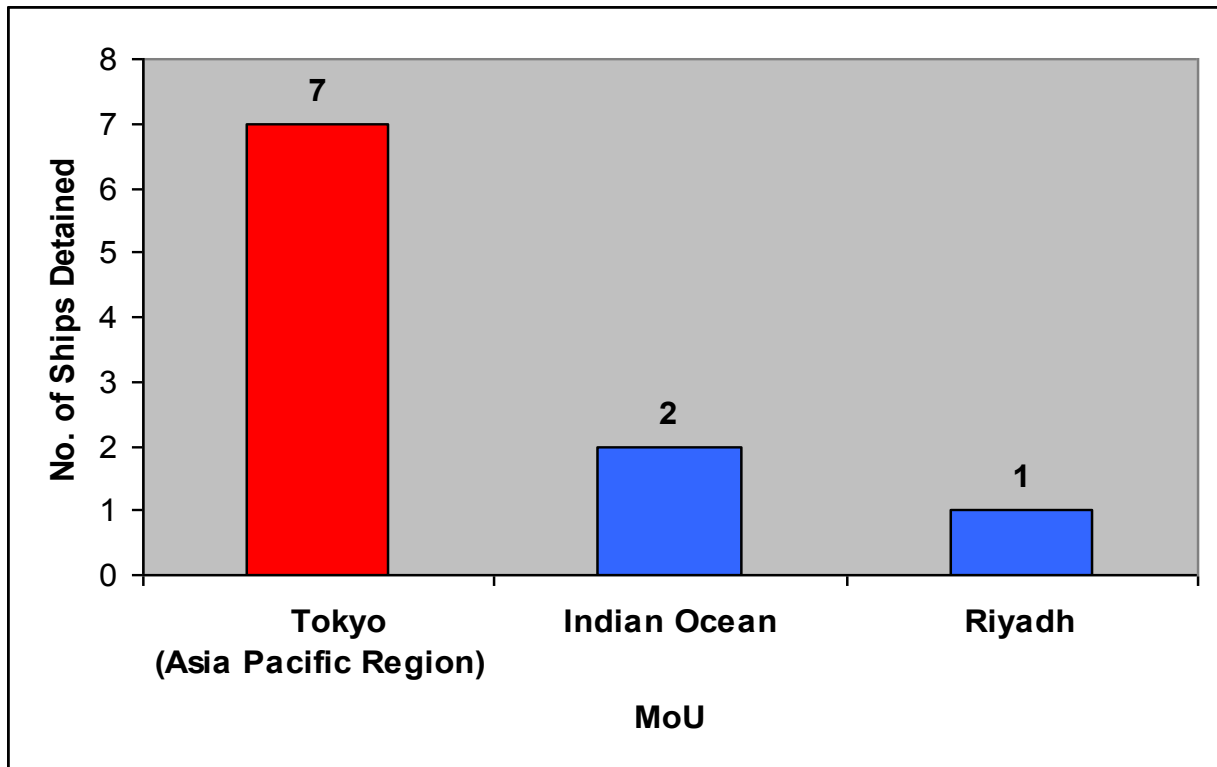


Table 24

PSC Detention of Indian flag ships related to their Recognized Organizations (ROs):	
RO	Ships Detained
IRS (Single Class)	5
IRS & BV (Dual Class)	2
IRS & DNV (Dual Class)	2
IRS & NKK (Dual Class)	1
Total	10

Figure 24

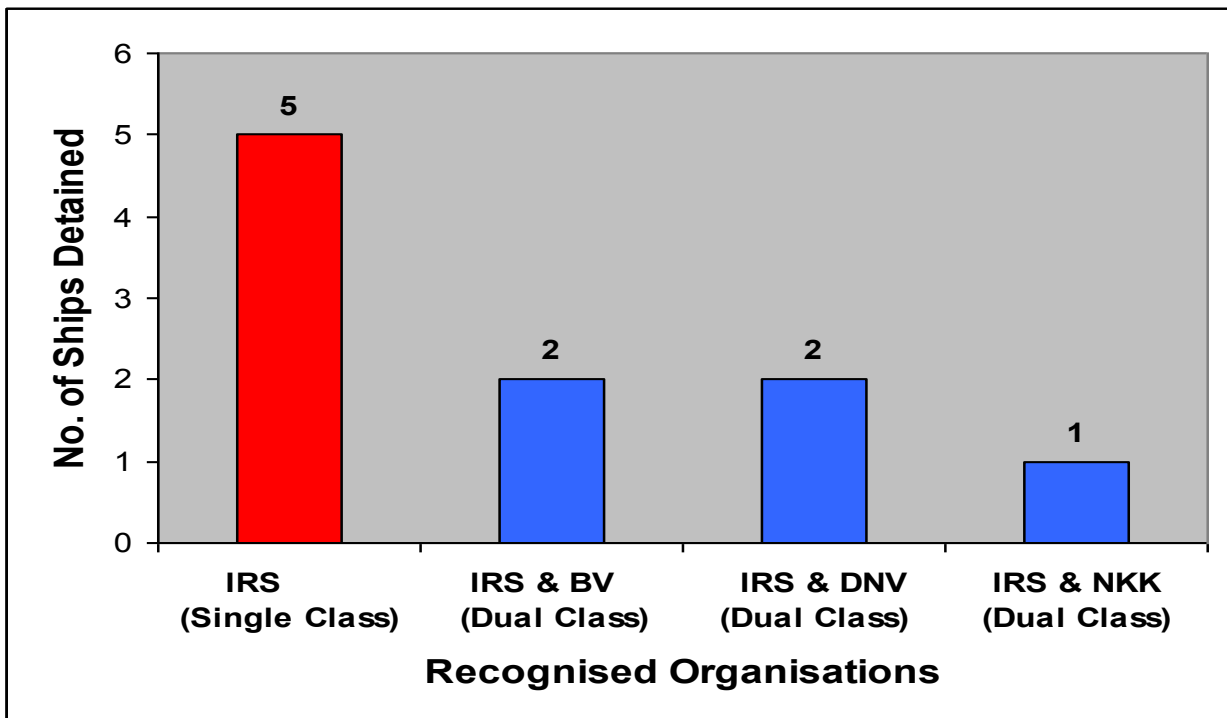


Table 25

PSC Inspection and Detention of Indian flag ships by Age:		
Age	No. of Ships Inspected	No. of Ships Detained
Above 30	3	3
26 - 30 Years	5	0
21 - 25 Years	7	1
16 - 20 Years	16	4
11 - 15 Years	13	2
0 - 10 Years	95	0
Total		10

Figure 25

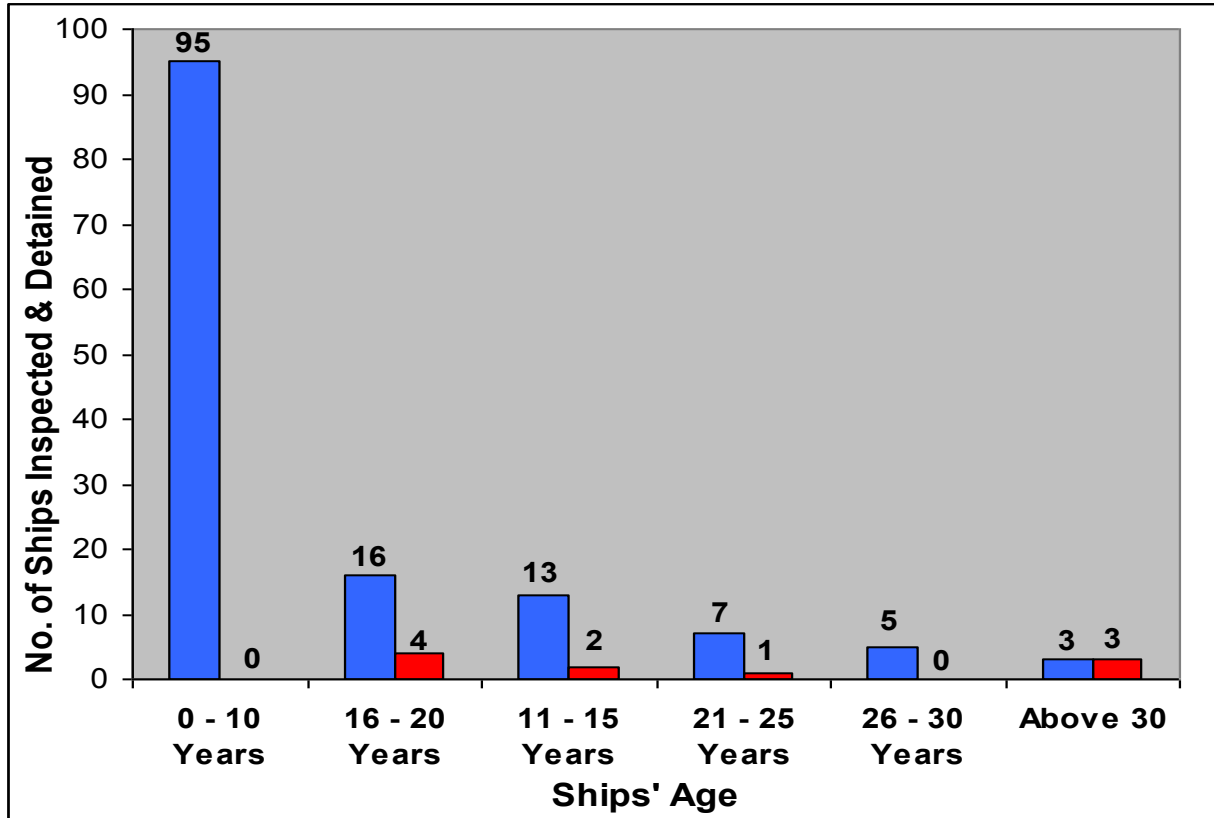


Table 26

PSC Deficiencies of Indian flag ships, in entirety by Category:		
Sr. No	Category	No. of Deficiencies
1	SOLAS 74, as amended (SOLAS)	66
2	LOAD LINE 66 (LL)	21
3	MLC 2006 (MLC)	14
4	CERTIFICATE & DOCUMENTATION (CERT)	11
5	MARPOL 73/78 (MARPOL)	10
6	ISPS (ISPS)	4
7	OTHER (O)	1
8	ISM (ISM)	2
	Total	129

Figure 26

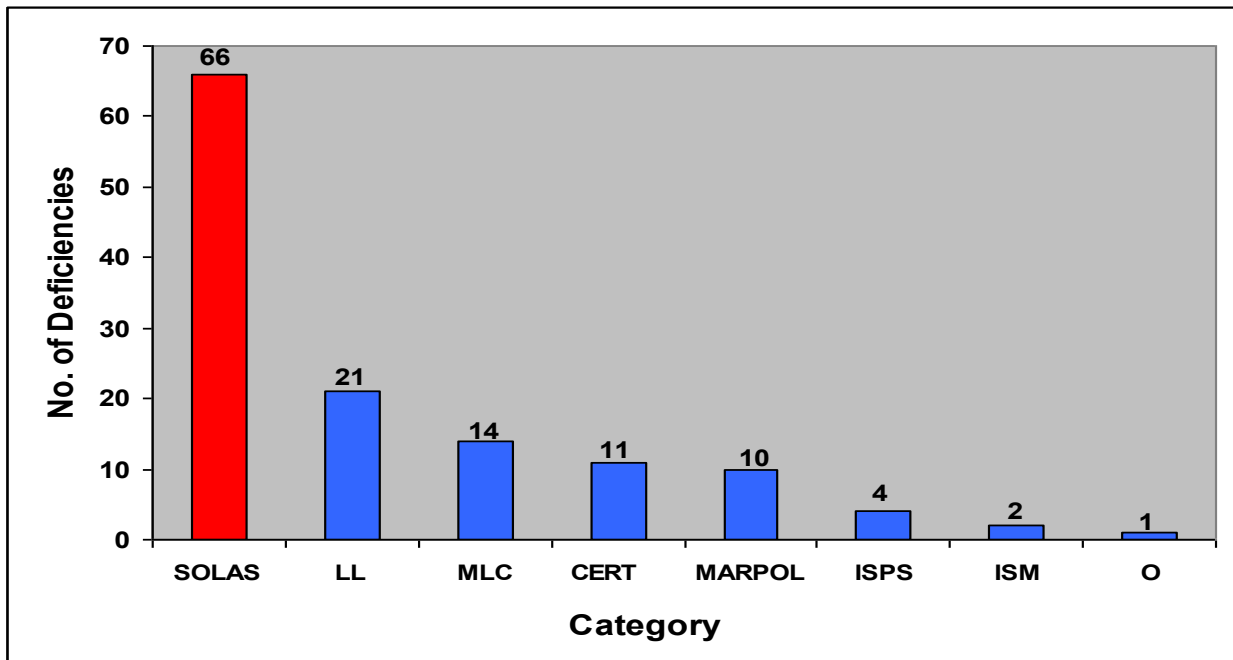


Table 27

PSC Deficiencies of Indian flag ships, related to SOLAS 74, as amended, in entirety:		
Category		No. of Deficiencies
Fire Safety	(FS)	21
Safety of Navigation	(SoN)	18
Emergency System	(ES)	8
Life Saving Appliances	(LSA)	7
Radio Communications	(RC)	4
Alarm	(A)	3
Dangerous Goods	(DG)	2
Propulsion and Auxiliary Machinery	(P&AM)	2
Cargo Operation including Equipment	(COiE)	1
TOTAL		66

Figure 27

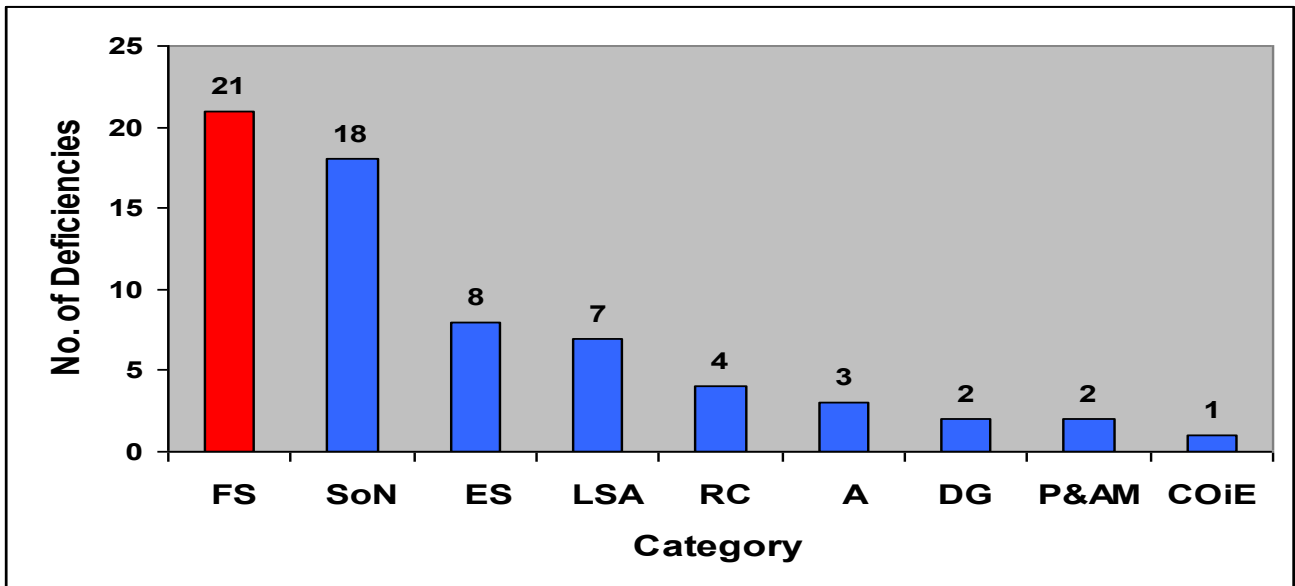
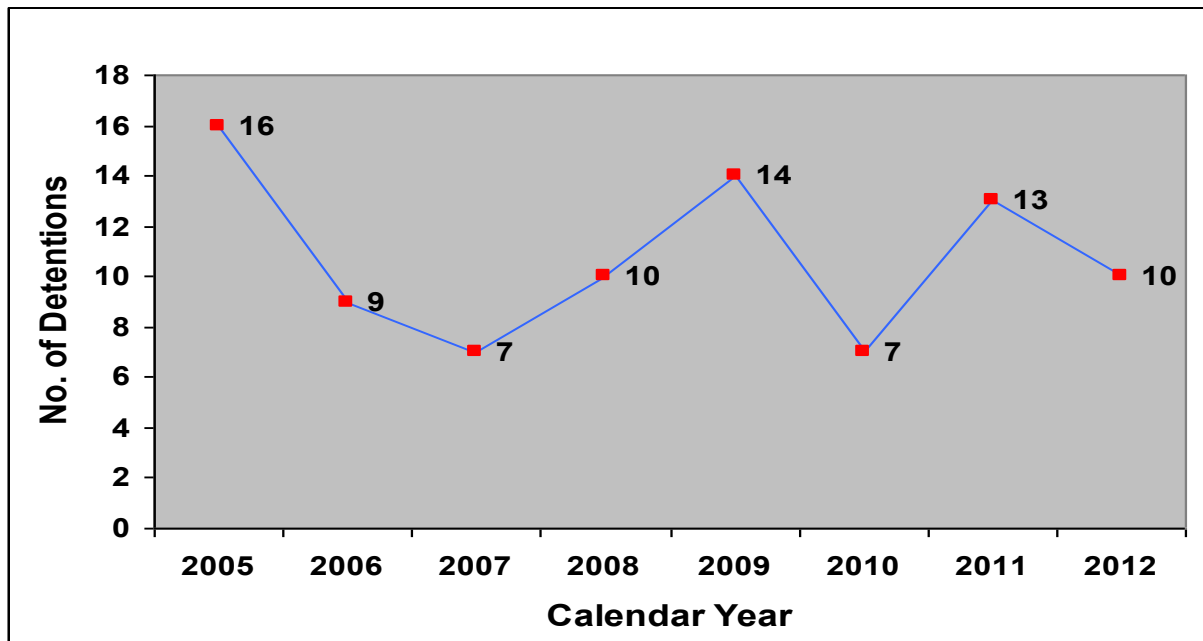


Table 28

PSC Detention trend of Indian flag ships during the last 8 Years:	
Year	No. of Detention
2005	16
2006	09
2007	07
2008	10
2009	14
2010	07
2011	13
2012	10

Figure 28



List of Detainable deficiencies observed during the Port State Control Inspection of Indian Flag Ships:

During the year, **10** nos. Indian flag vessels were detained and they were found to be having **139** nos. deficiencies, including **34** nos. detainable deficiencies. Many of the deficiencies were found to be common in nature. Description in brief of the detainable deficiencies per category are as under:

1. Certificate & Documentation:

1. Safety Management Certificate (SMC) found expired.
2. International Ship Security Certificate (ISSC) found expired.

2. Loadline (LL):

1. The deck of dryer room severely corroded and holed.
2. Main deck: hand rail upper section found missing/ broken at several places.
3. The hatch cover corroded and holed.
4. Galley vent found holed.
5. The closing arrangement of galley room ventilator found not working.
6. Emergency generator vent cover found corroded and holed.

3. SOLAS 74, as amended:

3.1 Emergency System (ES):

1. The second way to start emergency generator not working.
2. Emergency Fire pump not taking suction.
3. Emergency Fire pump found not discharging water.

3.2 Fire Safety (FS):

1. The bulkhead between Engine Room and Steering Gear room found with a hole (2cm x 10cm) for cable penetration, without any provision for any insulation material.
2. All 4 no. fan dampers for engine room badly wasted and holed.
3. Main fire pump not working.
4. The CO² room door lock found rusted and could not be opened.

3.3 Alarms (A):

1. Steering Gear no volt alarm not working.
2. Emergency Generator room: Fire alarm could not be located at exit.

3.4 Safety of Navigation:

1. Eco-sounder found defective.

3.5 Life Saving Appliances (LSA):

1. Life raft davits severely corroded and broken.
2. Life boat (Port and Starboard): Only one starting battery provided to operate both the engines and without any manual starting method.

3.6 Dangerous Goods (DG):

1. No. 4 Cargo Oil Tank (Port): Overflow alarm sensor found defective.
2. Cargo Oil Tank: High and overflow alarm light signals are defective.

3.7 Propulsion and Auxiliary Machinery (P & AM):

1. Main Generator fuel oil found leaking.
2. Extra diesel generator installed on deck is not mentioned on class certificate.

4. Maritime Labour Convention 2006 [MLC] :

4.1 Working Condition (WC):

1. Cleanliness of engine room is poor.

5. Pollution Prevention (PP) - MARPOL Annex (I to VI) and Anti-Fouling:

5.1 MARPOL Annex I:

1. Oily water Separator safety valve not working.
2. Oily Water Separator (OWS), oil content meter is not working properly.
3. Engine room tank top: 15cm (approximately) of oily water found accumulated.
4. Re-Circulating device for oil filtering equipment is not provided as per MEPC.60(33) requirement.

5.2 MARPOL Annex IV :

1. Sewage Treatment Plant overboard discharge valve not closed and various gauges defective.

6. International Safety Management (ISM):

1. Internal audit report was not available on board.
2. GMDSS operation on reserve power could not be demonstrated by the GMDSS operators.

7. International Ship and Port Facility Security (ISPS):

1. Internal audit report was not available on board.
2. Access control to ship ineffective. Duty watch-keeper near gangway not available.
- 3.

List of Indian flag Ships detained under Port State Control during the year, 2012:

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	Maharashtra	8511653	SCI	1996	BC	28029	IRS,BV	29.01.12 Saudi Arabia	Riyadh
2	PFS Vamana	7702255	PFS Shipping	1981	BC	41671	IRS	17.02.12 China	Asia - Pacific Region of Tokyo
3	All Cargo Arathi	9008055	Doehle Danautic	1991	GC	4897	IRS	17.02.12 Vietnam	Asia - Pacific Region of Tokyo
4	Bon Chem	9248203	Zen Shipping	2000	ChemT	8253	IRS,NKK	17.03.12 Iran	Indian Ocean
5	All Cargo Arathi	9008055	Doehle Danautic	1991	GC	4897	IRS	05.04.12 China	Asia - Pacific Region of Tokyo
6	APJ Surya Vir	8902151	APJ Shipping	1988	BC	38302	IRS,BV	29.04.12 China	Asia - Pacific Region of Tokyo
7	Jag Arjun	9117296	GESCO	1995	BC	85845	IRS,DNV	11.06.12 China	Asia - Pacific Region of Tokyo
8	Jag Leela	9173654	GESCO	1999	OilT	58374	IRS,DNV	15.07.12 New Zealand	Asia - Pacific Region of Tokyo
9	PFS Vamana	7702255	PFS Shipping	1981	BC	41671	IRS	20.08.12 Hong Kong, China	Asia - Pacific Region of Tokyo
10	Halani 3	7224722	Halani Shipping	1972	OSV	770	IRS	15.09.12 Iran	Indian Ocean

Conclusion:

1. Self-assessment 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.
4. 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;
5. 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.
6. Extensive 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;
7. 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;
8. During DOC & SMC audits more emphasis need to be given to verify if the safety management system is functioning effectively or not;
9. 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.

