

Annual Report on  
Port State Control (PSC) &  
Flag State Implementation (FSI)  
2013



**Directorate General of Shipping (DGS)**  
**Government of India**



Directorate General of Shipping  
(Indian Maritime Administration)

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Further information may be obtained from:

Port State Control Cell,  
Directorate General of Shipping,  
9th Floor, Beta Building,  
i-Think Techno Campus,  
Kanjurmarg(East),  
Mumbai- 400 042 (India)  
Tel. No. : 91-22-25752040/41/42/43/45  
Fax.No. :91-22-25752029/35  
Email : dgship-dgs@nic.in  
psc-dgs@nic.in

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IOMOU detention data is available on Indian Ocean Memorandum of Understanding  
(IOMOU) on Port State Control Website: [www.iomou.nic.in](http://www.iomou.nic.in)

# ANNUAL REPORT ON PORT STATE CONTROL (PSC) & FLAG STATE IMPLEMENTATION (FSI) 2013

## MERCANTILE MARINE DEPARTMENT OFFICES ACROSS INDIA







**गौतम चॅटर्जी भा.प्र.से.**

नौवहन प्रहानिदेशक एवं पदेन अपर सचिव, भारत सरकार

**GAUTAM CHATTERJEE I.A.S**

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

भारत सरकार / Government of India

पोत परिवहन मंत्रालय / Ministry of Shipping

नौवहन महानिदेशालय / Directorate General of Shipping

९वी मंजिल, बिटा बिल्डिंग / IX Floor, Beta Building

आई-थिंक टेक्नो कॅम्पस / I-Think Techno Campus

कांजुर गाँव रोड / Kanjur Village Road

कांजुर मार्ग (पूर्व) / Kanjur Marg (East)

मुंबई / Mumbai - 400 042.

Date: - 04<sup>th</sup> April, 2014

## MESSAGE

Until recently, whenever shipping accidents occurred, the community perception was that the field of victims encompassed only those directly connected with the maritime adventure, namely the shipowners, passengers, cargo interests and perhaps the crew. However, it has now been widely recognized that the likely damage contingent upon a maritime casualty will affect a much wider constituency than the above and the party liable to be most adversely affected as a consequence of maritime casualty is the coastal state adjacent to the site of the maritime accident. I need not have to refer to the high profile incidents from Europe or America, but to the incidents happened in our own Indian coast- MSC Chitra, Khaliya, Wisdom, Pavit- the list is long and the issues are complicated. It therefore makes eminent sense for states to endeavour to ensure that ships transiting close to their shores pose minimal risk and, within the international legal framework. Having an efficient Port State Control (PSC) apparatus is the best way to achieve this.

It is generally said that a ship is only as safe as the people who man them. Similarly, an effective PSC regime will depend to a very great extent on the competence of the PSCOs and the support systems they have access to. It is therefore vital that the government, industry and the society constructively support the national agency vested with this task. The Port State Control (PSC) and Flag State Implementation (FSI) inspections are hence of utmost priority for this Directorate, and every effort is being taken by my office to ensure that these regimes are progressively strengthened.

A few major maritime casualties involving Indian ships in recent times had compelled my office to initiate few stringent interventional measures to bring back the confidence of society on the safety credentials of the Indian shipping industry, which otherwise had a reasonably impressive track record. However, the facts and figures from the statistical analysis of the PSC & FSI inspection reports for the year 2013, presented in the form of 'Annual Report- 2013' by the PSC cell of the Directorate provides us a pleasant reassurance on the safety credentials of the industry.

Hoping that the Indian shipping industry will soon come out of these testing times successfully, I take this opportunity to congratulate the entire team of the Directorate for presenting this useful report for the 5<sup>th</sup> consecutive year.

  
(Gautam Chatterjee)

Director-General of Shipping





सत्यमेव जयते

**ए. बॅनर्जी**

मुख्य सर्वेक्षक, भारत सरकार एवं इंजीनियरों के मुख्य परीक्षक

**A. BANERJEE**

CHIEF SURVEYOR WITH THE GOVT. OF INDIA  
& CHIEF EXAMINER OF ENGINEERS

भारत सरकार / Government of India

पोत परिवहन मंत्रालय / Ministry of Shipping

नौवहन महानिदेशालय / Directorate General of Shipping

९वीं मंजिल, बिटा बिल्डिंग / IX Floor, Beta Building,

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## FOREWORD

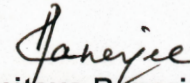
Port State Control (PSC) and Flag State Implementation (FSI) inspections have now become an essential reality before international shipping and it is only prudent, not only from the safety but also from the commercial point of view to look at them as 'facilitation' services rather than as 'regulatory' interventions. Better PSC performances bring both the flag state as well as the ship owner improved international ratings and recognitions, tight safety nets against substandard ships, reduce unhealthy competitions and provide a competitive business environment for genuine operators. PSC findings help the ship-owner to have an additional monitoring on their vessels, often helping to expose the covert weak links in the system. It is therefore essential for every responsible maritime administration to objectively compile and comprehensively analyse the PSC and FSI performance of the vessels under its flag and disseminate the findings for the benefit of the stake-holders.

It is indeed my privilege to present this 'Annual Report 2013' for the 5<sup>th</sup> consecutive year, summarizing the findings of the PSC and FSI inspections of Indian ships in India and abroad and of PSC inspections of foreign flag ships visiting Indian ports. The report shows the most common deficiency areas which were considered by the PSC authorities to be grounds for detention. It is intended that the report will serve as a guidance-note for the industry in general and shipping companies in particular, to build up an overall level of safety consciousness and onboard attitude, so as to prepare their fleet for prospective port entry and PSC inspections.

While going through the report, it is optimistically observed that, despite the considerable increase in the number of PSC and FSI inspections in 2013, the detention rates under both PSC and FSI in the coast of India has shown a marked decline- from 19.1% in 2012 to an impressive 10.49% in the year 2013 in PSC and from 31.81% to 20.58% in FSI, respectively. The performance of Indian ships under PSC abroad has also shown considerable improvement from alarming 13 detentions in the year 2011 to a mere 6 in the year 2013. There has been no detention of Indian ships under Paris MOU and USCG for the second consecutive year, making the Indian flag in the elite list of 'Qualiship21' category of the USCG and expectedly under 'white list' of the Paris MoU.

However, does it mean that it is time for us to relax? I believe, it only gives us confidence and motivation to perform better. If we can achieve this under the United States or the European Union, why not the same under Asia-Pacific or even in our own coastal waters?

With the hope that the next annual report will bring us more reasons to feel comfortable, I take this opportunity to wish the industry better and safe days to come.

  
(Amitava Banerjee)  
Chief Surveyor with the Gol.

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# Port State Control (PSC) in India

## **Port State Control (PSC) in India.**

### **1. INTRODUCTION**

- .1 “Port state control” as a concept, involves the powers and **concomitant obligations** vested in and exercised by a national maritime authority by international convention or domestic statute or both, to board, inspect and where appropriate detain, a merchant ship flying a flag foreign to that state in order to ensure compliance by that ship with all applicable international safety at sea instruments and with any domestic legislative maritime safety requirements.
- .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:
  - .1 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**);
  - .2 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**);
  - .3 International Convention on Load Lines, 1966, including the 1988 Protocol (**LL 66**);
  - .4 International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978 as amended, including the 1995 amendments (**STCW 78**);
  - .5 International Labour Organization Merchant Shipping (Minimum Standards) Convention 1976, including the 1996 Protocol and MLC 2006 (**MLC**);
  - .6 International Convention on Tonnage Measurement of Ships, 1969 (**Tonnage 69**);
  - .7 International Regulations for Preventing Collisions at Sea 1972 (**COLREGS 72**).



## 2. PSC INSPECTIONS IN INDIA

- .1 PSC inspections are regional in nature; i.e. 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 17 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, France and Mozambique 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, maritime authorities of the Paris, Tokyo and Indian Ocean MoUs on Port State Control (PSC) had carried out a joint Concentrated Inspection Campaign (CIC) from 1<sup>st</sup> September 2013 until 30<sup>th</sup> November 2013 addressing compliance with aspects of SOLAS Chapter II-1/Construction – Structure, Subdivision and Stability, Machinery and Electrical Installations. The scope of the CIC was the safety of propulsion and auxiliary machinery, especially the working order and maintenance of the main engines, auxiliary engines, auxiliary equipment and their related alarm systems.
- .2 During the running of the CIC- 2013, 180 ships underwent PSC inspections and among them 28 ships were detained. Among the detained ships, 14 ships were found with detainable deficiencies pertaining to Propulsion and auxiliary machinery.

## 4. ANALYSIS OF INSPECTION DATA

During the year 2013, 705 foreign flag ships of various types, flag States and Classification societies were inspected by the PSC Officers in Indian ports and 74 ships of them were detained for various non-compliances.

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 Detention rate found to have reduced to 10.49% in 2013 from 19.07% in 2012;
- .2 46 nos. (62.16%) of detained ships were found to be more than 15 years old; out of which,
- .3 22 nos.(29.73 %) of detained ships were in the range of 16-25 years of age.
- .4 16 nos. (21.62%) of detained ships were in the range of 26 - 30 years of age.
- .5 8 nos. (10.81%) of detained ships were above 30 years of age.
- .6 12 nos. (16.21%) ships were within the range of 0-5 years of age.
- .7 34 nos. (45.94%) of detained ships were Bulk Carriers;
- .8 24 nos. (32.43%) of detained ships were of Panama flag;
- .9 Among the detained ships, 21 nos. (28.37%) were classed with Nippon Kaiji Kyokai (NK), whereas, 10 nos. (13.51%) of ships were not classed with International Association of Classification Societies (IACS).
- .10 165 out of 277 nos. (60.21%) of the total detainable deficiencies observed were related to SOLAS 74, as amended.
- .11 41 out of 165 nos. (24.84 %) 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 2013, by Ship Type:			
Ship Type	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Bulk Carrier (BC)	365	34	9.31
General Cargo (GC)	138	18	13.04
Chemical Tanker (ChemT)	95	5	5.26
Container (CNTR.)	46	9	19.56
Oil Tanker (Oil Tkr)	22	2	9.09
Gas Carrier (Gas C)	7	0	0
Other Types of ship (OC)	14	3	21.42
Ro-Ro Cargo (RRC)	7	1	14.28
Vehicle Carrier	1	0	0.0
Offshore vessel (OSV)	4	1	25
Ro-Ro Passenger (RR Pax.)	2	1	50
Passenger Ship (Pax.)	2	0	0
Tug (TUG)	2	0	0
<b>Total</b>	<b>705</b>	<b>74</b>	<b>10.49</b>

Figure 1

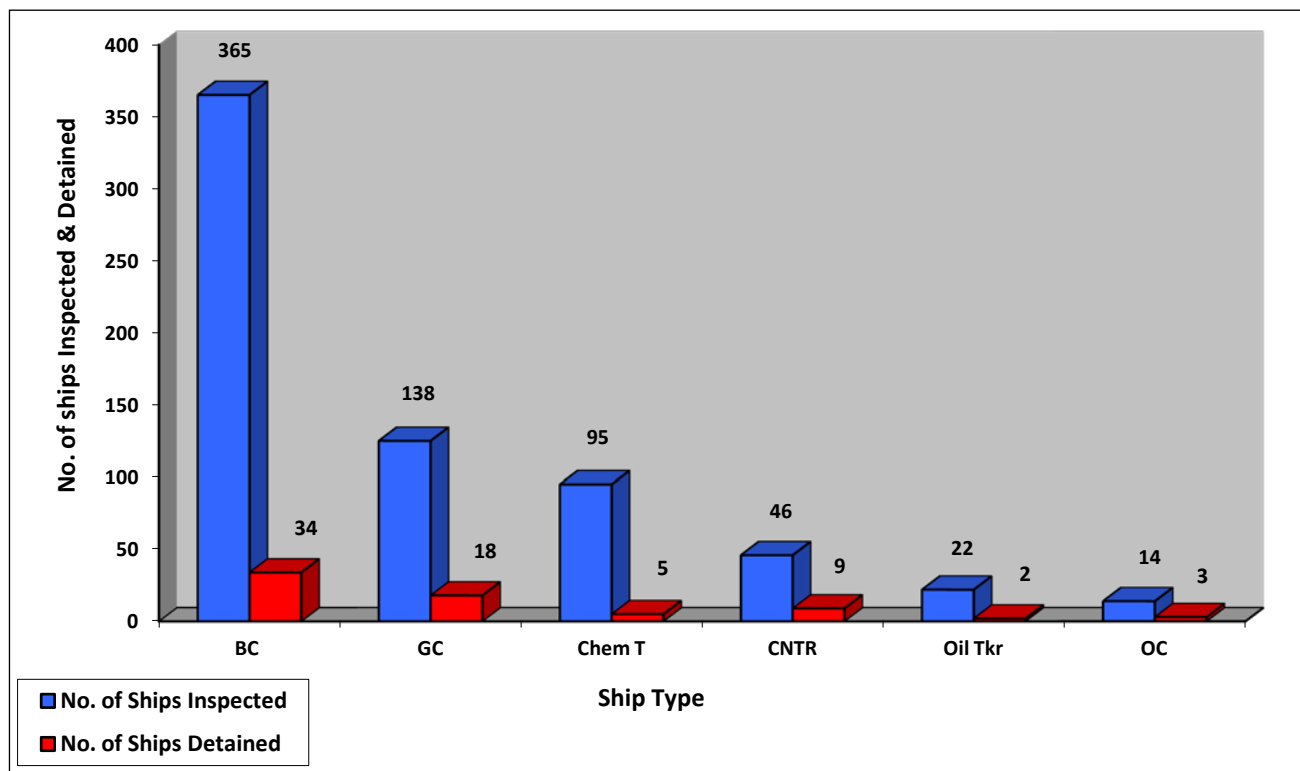


Fig. :1

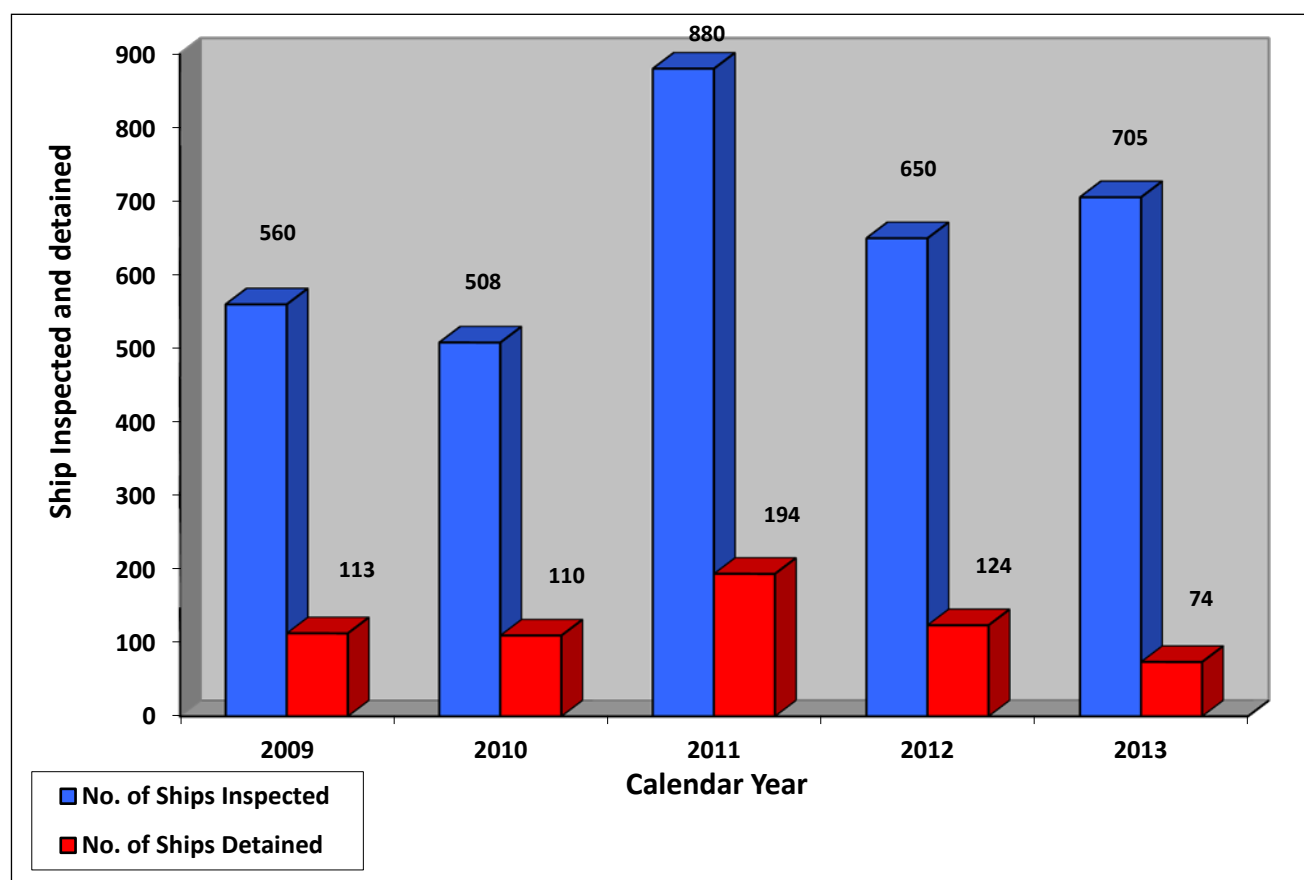
Chart depicts minimum 3 nos. of Detention per Ship -Type.

Ship -Type with less than 3 nos. of Detentions are not reflected above.

Table 2

5 – year summary of PSC Inspections and Detentions in India:		
Year	No. of ships inspected	No. of ships detained
2009	560	113
2010	508	110
2011	880	194
2012	650	124
2013	<b>705</b>	<b>74</b>

Figure 2





**Table 3**

<b>5 year summary of PSC Detention trend in India:</b>	
<b>Year</b>	<b>Detention Ratio (%)</b>
2009	20.2
2010	21.7
2011	22.1
2012	19.1
<b>2013</b>	<b>10.49</b>

**Figure 3**

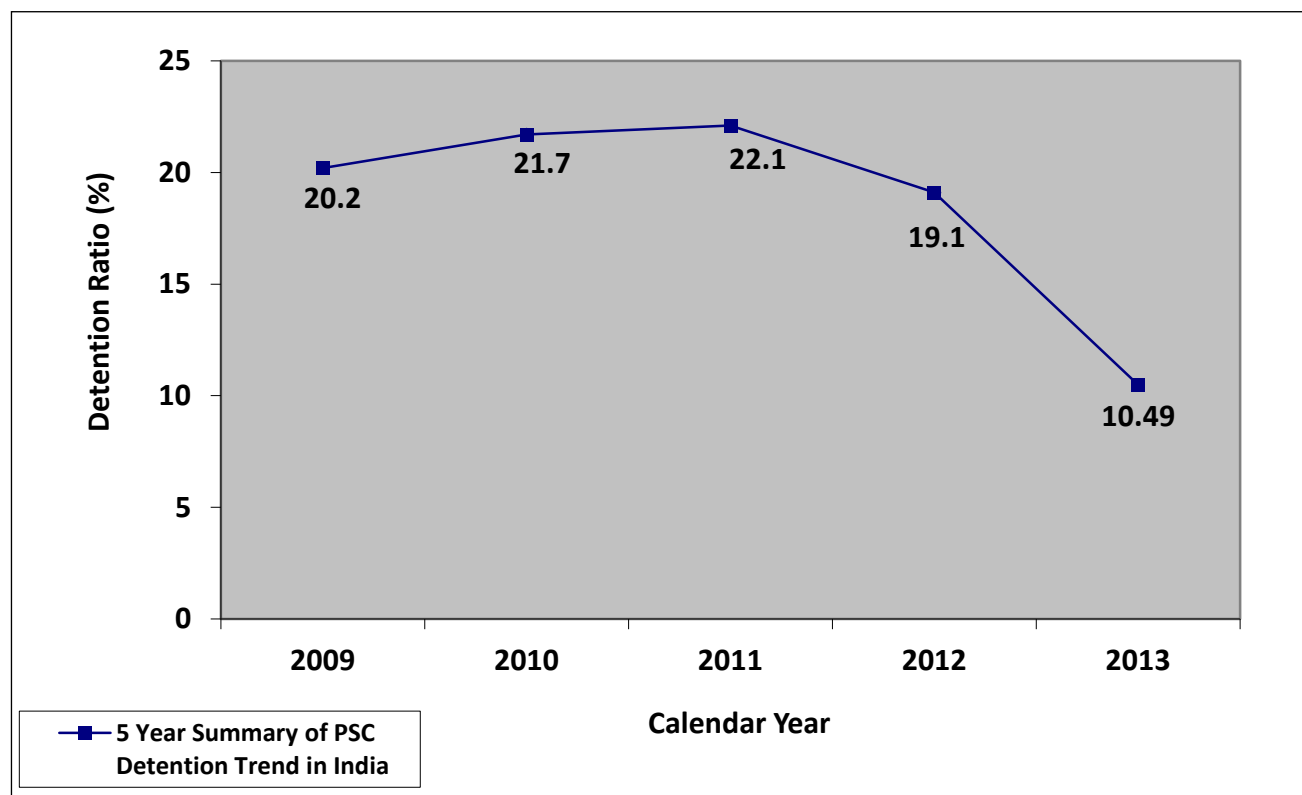


Table 4

Ships Inspected and Detained under PSC in India by port (MMD) of inspection:				
Mercantile Marine Department (MMD)		Ships Inspected	Ships Detained	Detention Ratio (%)
Haldia	(HAL)	217	8	3.68
Kolkata	(KOL)	65	5	7.69
Paradip	(PAR)	61	5	8.19
Chennai	(CHN)	61	7	11.47
Mangalore	(MAN)	56	5	8.92
Tuticorin	(TUT)	50	4	8.00
Mormugao	(GOA)	45	1	2.22
Visakhapatnam	(VIZ)	44	8	18.18
Kandla	(KAN)	35	22	62.85
Kochi	(KOC)	34	5	14.70
Mumbai	(MUM)	34	3	8.82
Port Blair	(PBLR)	3	1	33.33
Jamnagar	(JAM)	0	0	0.0
<b>Total</b>		<b>705</b>	<b>74</b>	<b>10.49</b>

Figure 4

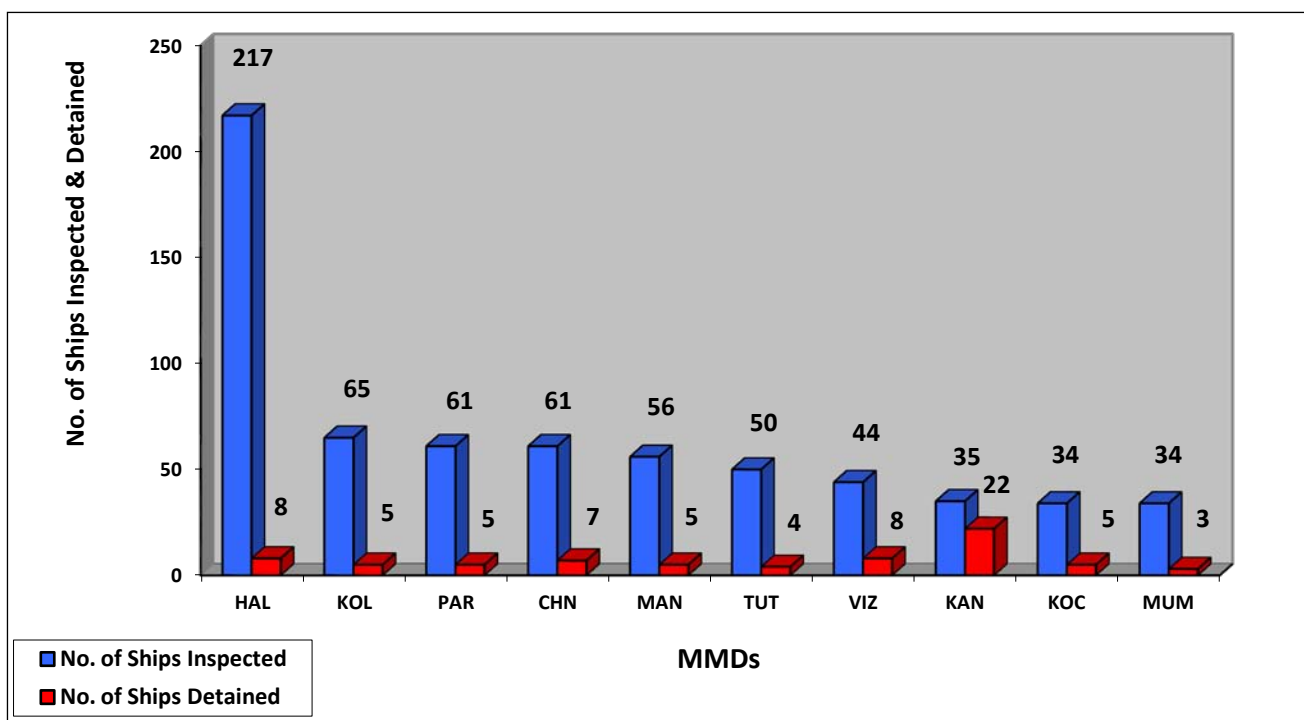


Fig. : 4

Chart depicts minimum 3 nos. of Detention per Port (MMD).

Ports(MMDs) with less than 3 nos. of Detentions are not reflected above.

Table 5

Ships Inspected and Detained under PSC in India by Ships' Age:			
Age	Inspected	Detained	Detention Ratio (%)
Above 30 Years	17	8	47.05
<b>26-30 Years</b>	47	16	34.04
21-25 Years	36	8	22.22
16-20 Years	95	14	14.73
11-15 Years	91	11	12.08
06-10 Years	130	5	3.84
0-05 Years	289	12	4.15
<b>Total</b>	<b>705</b>	<b>74</b>	<b>10.49</b>

Figure 5

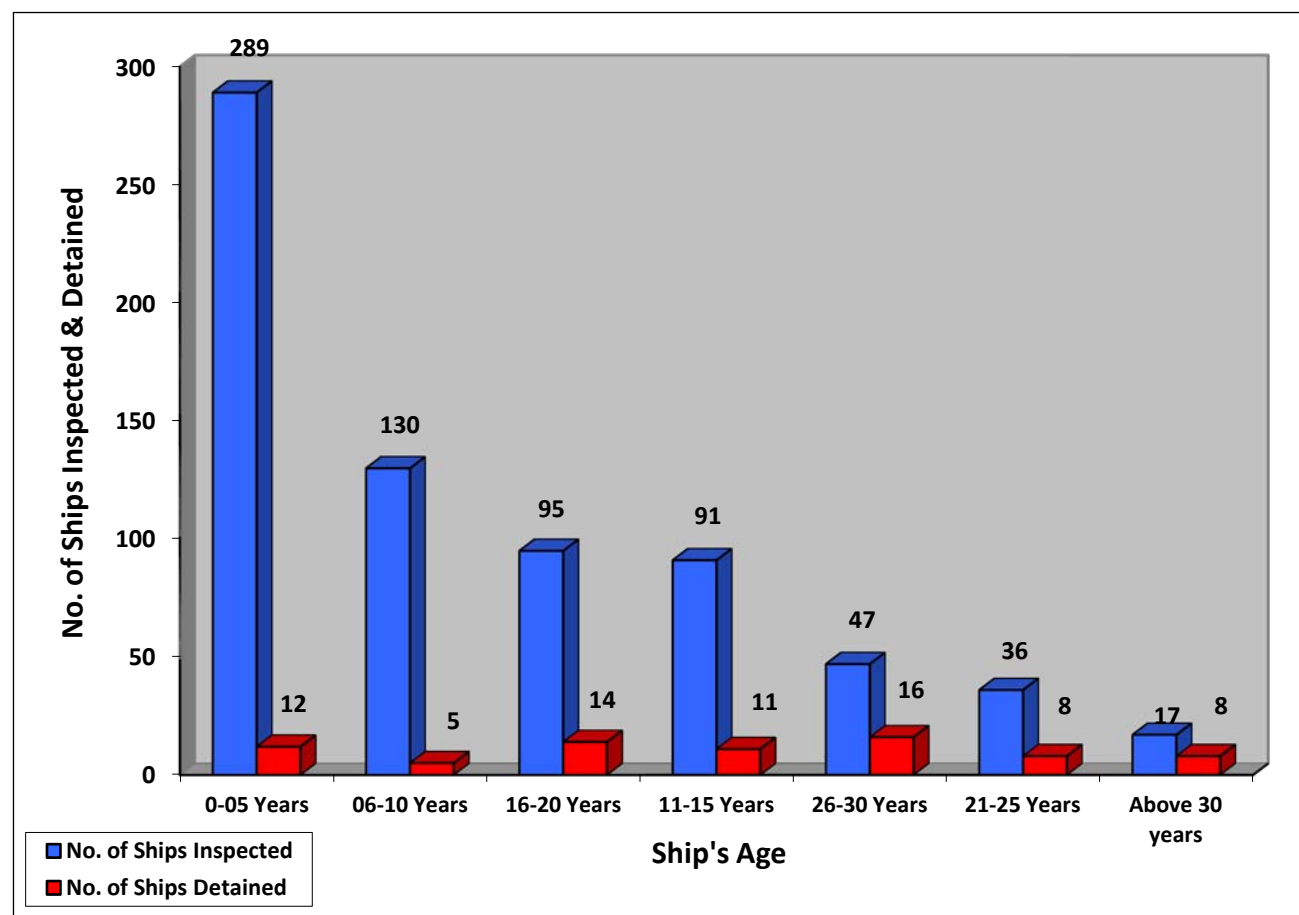


Table 6

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	Detention Ratio (%)
1	Nippon Kaiji Kayokai (NK)	197	21	10.65
2	Bureau Veritas (BV)	102	14	13.86
3	Lloyd's Register (LR)	85	7	8.23
4	American Bureau of Shipping (ABS)	64	7	10.93
5	China Classification Society (CCS)	63	1	1.58
6	Det Norske Veritas (DNV)	48	3	6.12
7	Germanischer Lloyds (GL)	42	5	11.90
8	<b>Non – International Association of Classification Societies (non- IACS)</b>	41	10	24.39
9	Korean Register of Shipping (KRS)	34	0	0
10	Registro Italiano Navale (RINA)	19	4	21.05
11	Russian Maritime Register of Shipping (RMRS)	6	2	33.33
12	Indian Register of Shipping (IRS)	2	0	0
13	Croatian Register of Shipping (CRS)	1	0	0
14	Polski Rejestro Statkow (PRS)	1	0	0
	<b>Total</b>	<b>705</b>	<b>74</b>	<b>10.49</b>

Figure 6

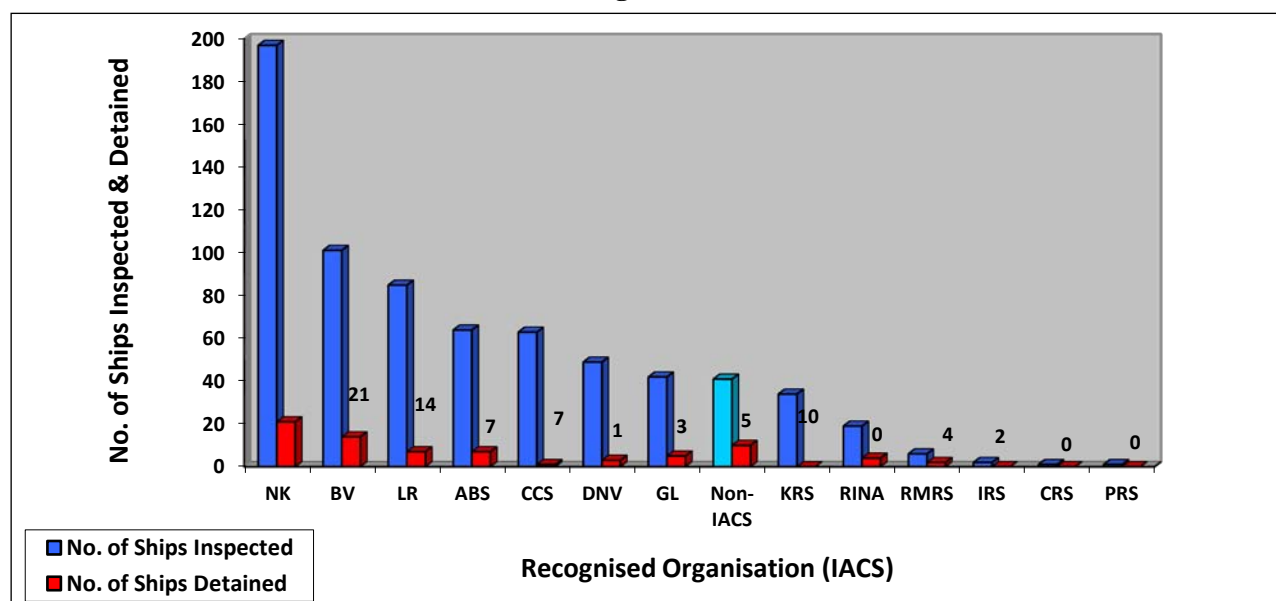




Table 7

<b>Ships Inspected and Detained related to their Recognised Organisations (ROs: Non-members of International Association of Classification Societies):</b>			
<b>Sr. No.</b>	<b>Recognised Organisations ( Non-IACS )</b>	<b>Ships Inspected</b>	<b>Ships Detained</b>
1	American Register of Shipping (ARS)	1	0
2	Belize Maritime Bureau Inc (BMB)	1	0
3	Bulgarian Register of shipping (BRS)	1	1
4	Caspian Register of Shipping (Casp. R.S)	1	0
5	Inspeccion y Classificacion Maritima (INCLAMAR)	1	1
6	International Register of Shipping ( IS)	1	0
7	International Ship Classification ( ISC)	1	0
8	Iranian Classification Society (IRCS)	3	2
9	Isthmus Bureau of Shipping, SA (IBS)	1	1
10	Vietnam Register of Shipping (VR)	30	5
	<b>Total</b>	<b>41</b>	<b>10</b>

Figure 7

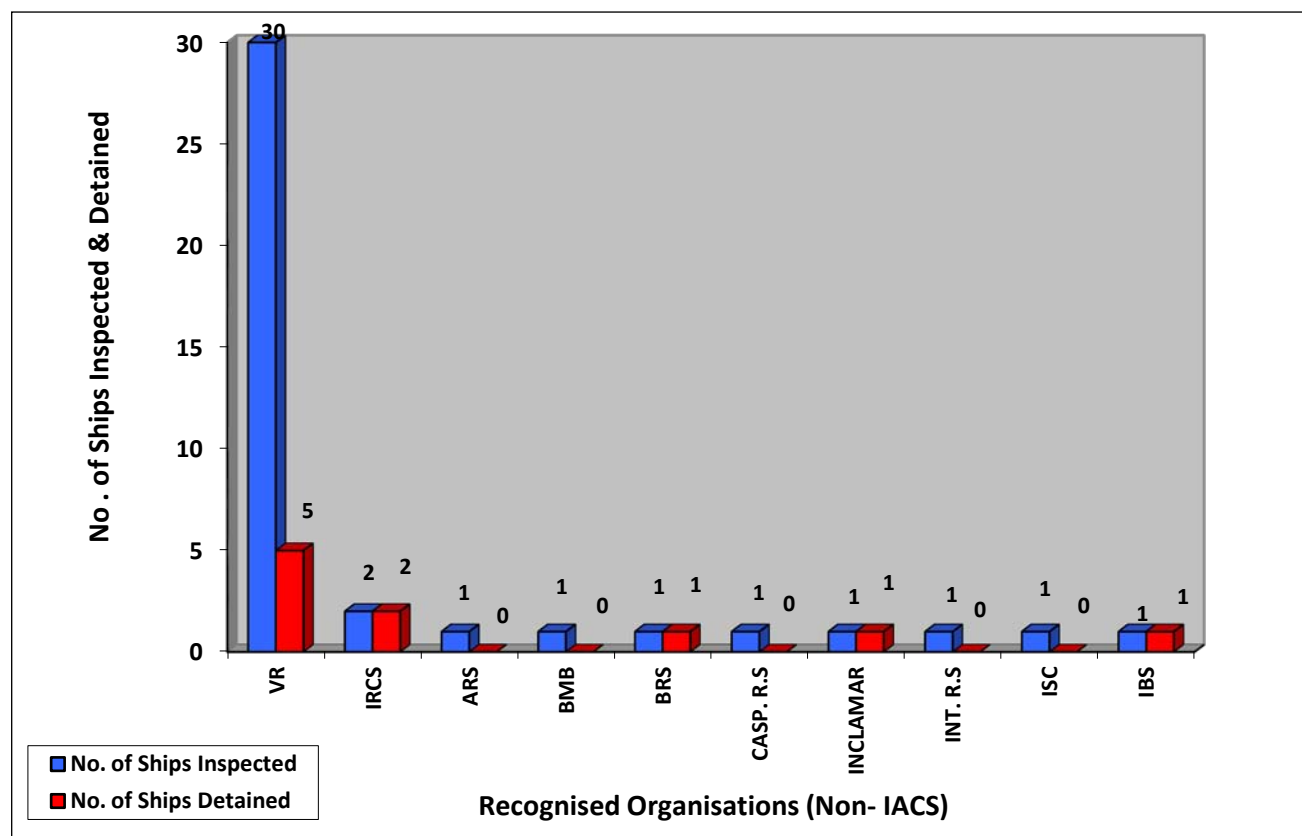
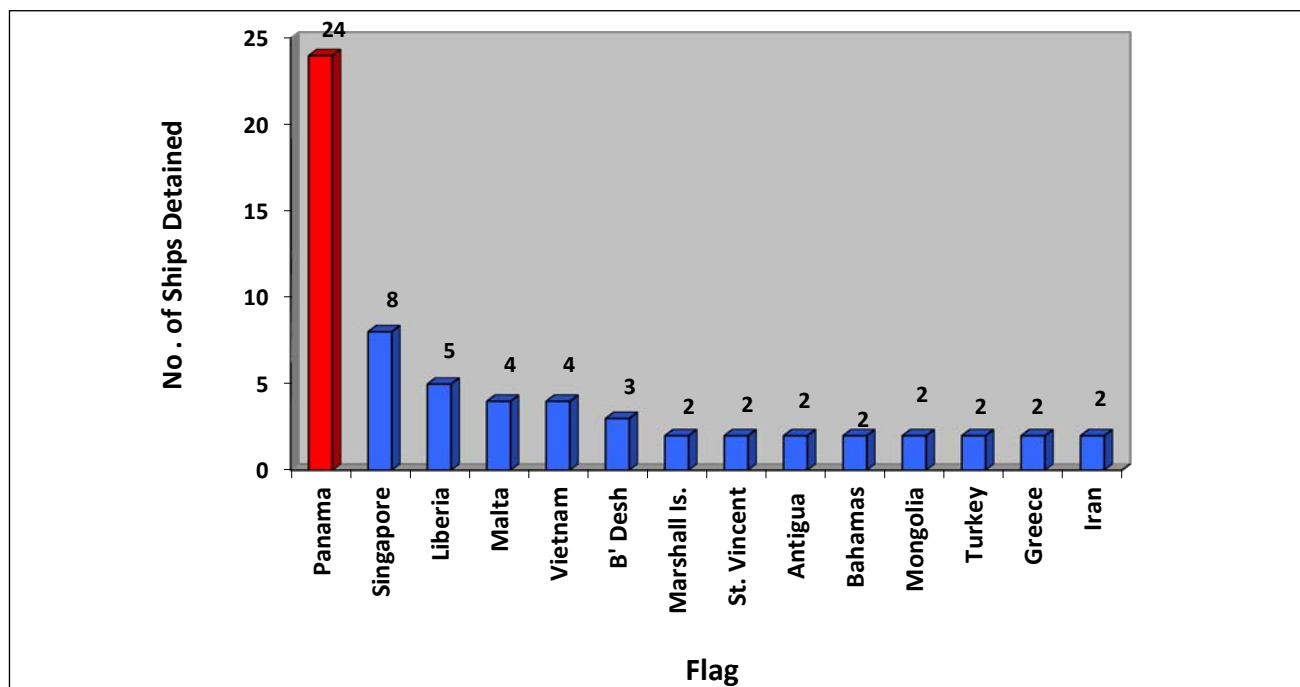


Table 8

Ships Inspected / Detained under PSC in India by flag State:					
Sr. No.	Flag	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)	Total Ships detained by Flag.
1	Antigua & Barbuda	12	2	16.66	[ Detention ratio is not shown when number of inspections is 5 or less ]
2	Bahamas	19	2	10.52	
3	Bangladesh	13	3	23.07	
4	Barbados	1	0	-	
5	Belgium	1	0	-	
6	Belize	3	1	-	
7	Cayman Island	1	0	-	
8	China	30	0	0	
9	Croatia	1	0	-	
10	Cyprus	22	0	0	
11	Denmark	1	0	-	
12	Dominica	3	0	-	
13	Ethiopia	3	0	-	
14	Germany	1	0	-	
15	Gibraltar	3	1	-	
16	Greece	14	2	14.28	
17	Hong Kong China	84	1	1.19	
18	Indonesia	2	1	-	
19	Iran	3	2	-	
20	Isle of Man	2	1	-	
21	Israel	1	0	-	
22	Italy	3	0	-	
23	Japan	1	0	-	
24	Kiribati	1	0	-	
25	Korea, RO	10	0	0	
26	Liberia	47	5	10.63	
27	Malta	32	4	12.50	
28	Marshall Islands	56	2	3.57	
29	Mauritius	1	0	-	
30	Moldova	1	1	-	
31	Mongolia	5	2	-	
32	Myanmar	3	0	-	

33	Netherlands	2	0	-
34	Norway	14	0	0
35	Panama	176	24	13.63
36	Philippines	5	0	-
37	Qatar	1	0	-
38	Russian Federation	2	0	-
39	Saint Vincent & Grenadines	8	2	25
40	Saudi Arabia	1	0	-
41	Singapore	60	8	13.33
42	St. Kitts & Nevis	3	1	-
43	Tanzania	3	1	33.33
44	Thailand	7	1	14.28
45	Turkey	5	2	-
46	Tuvalu	4	1	-
47	UK	2	0	-
48	Vanuatu	2	0	-
49	Vietnam	30	4	13.33
<b>TOTAL</b>		<b>705</b>	<b>74</b>	<b>10.49</b>

**Figure 8**



**Fig. : 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)	165
MARPOL 73/78 (MARPOL)	46
LOAD LINE 66 (LL)	22
MLC 2006 (MLC)	19
ISM	11
STCW	9
SHIPS' CERTIFICATES (CERT.)	3
OTHER	2
<b>Total</b>	<b>277</b>

Figure 9

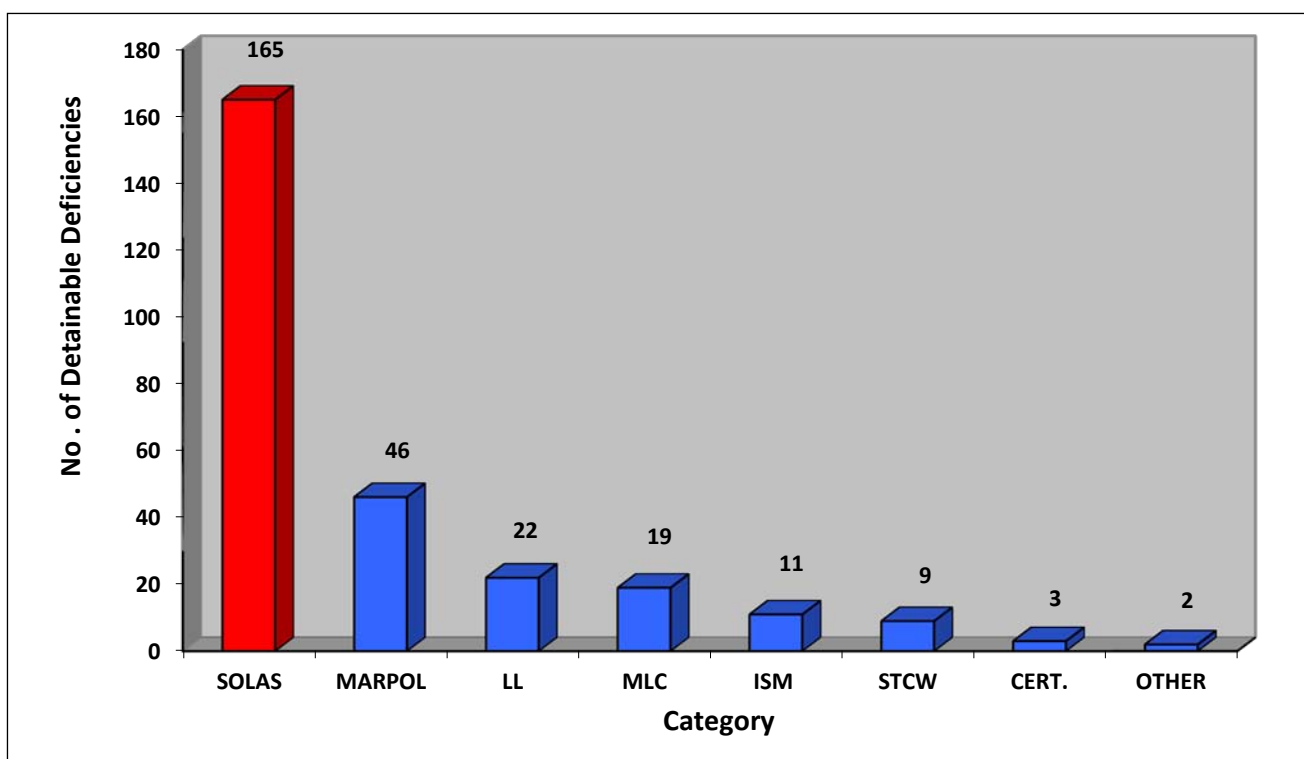
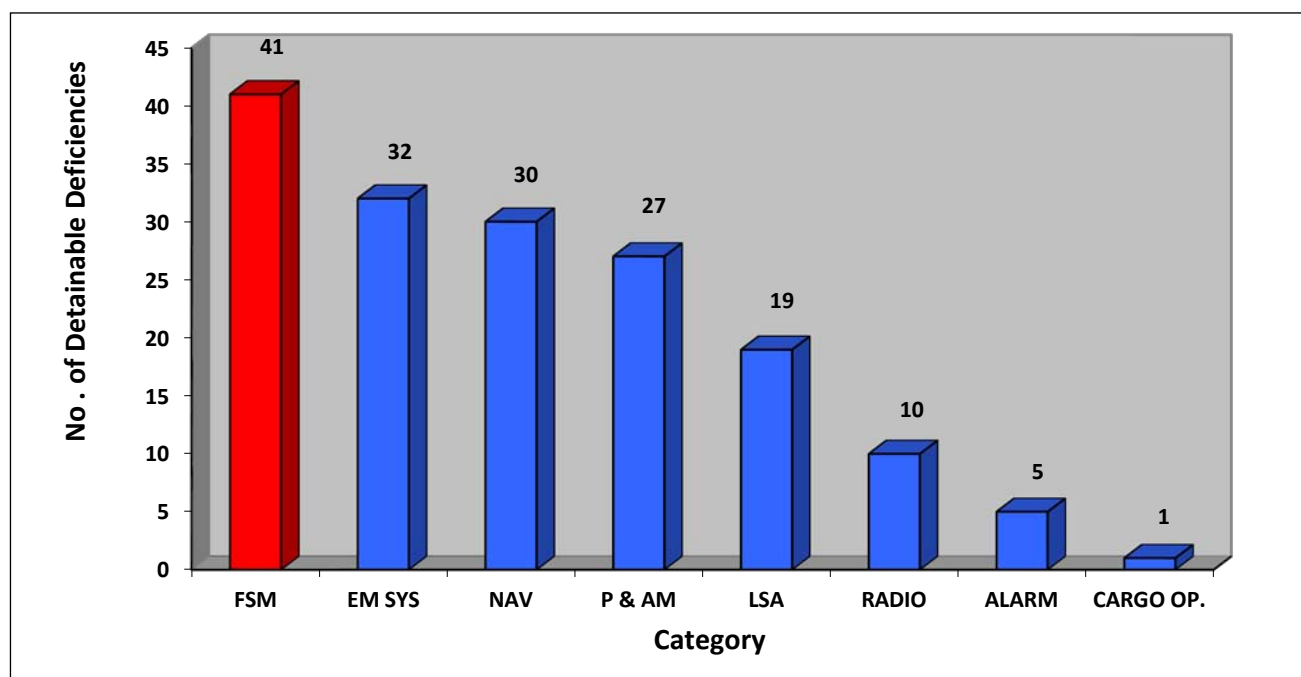




Table 10

SOLAS 74, as amended related to Detainable Deficiencies by Category:	
Category	No. of Detainable Deficiencies
FIRE SAFETY MEASURES (FSM)	41
SAFETY OF NAVIGATION (NAV)	30
EMERGENCY SYSTEM (EM SYS)	32
LIFE SAVING APPLIANCES (LSA)	19
RADIO COMMUNICATIONS (RADIO)	10
PROPULSION & AUX. MACH. (P & AM)	27
ALARMS (ALARM)	5
CARGO OPERATIONS INCLUDING EQUIPMENT (CARGO OP.)	1
<b>Total</b>	<b>165</b>

Figure 10



### List of Ships Detained under PSC in India during the year, 2013

Sr. No.	IMO Number	Ship's Name	Flag	Year Built	Ship Type	Recognised Organisation	Place of Detention	Date of Detention
1	8015180	SELETAR	Panama	1981	BC	NK	Kandla	08.01.13
2	9448059	NORD PISCES	Singapore	2010	BC	BV	Paradip	24.01.13
3	9400370	CHEMBULK JAKARTA	Panama	2008	Chem. T	NK	Haldia	30.01.13
4	7911430	DON JOSE	St. Vincent	1980	OT	ABS	Mumbai	01.02.13
5	8009753	PACIFIC SUN	Panama	1981	Chem. T	DNV	Tuticorin	01.02.13
6	8121599	BANGLAR URMI	Bangladesh	1982	GC	BV	Mangalore	06.02.13
7	7509732	FUJISAN MARU	Bahamas	1976	OT	NK	Kandla (Porbandar)	12.02.13
8	8312734	LIBER	Turkey	1985	GC	LR	Kochi	25.02.13
9	8306797	PEARL OF SEA	Panama	1984	BC	NK	Tuticorin	04.03.13
10	9404522	UNISON	Panama	2007	GC	NK	Chennai	07.03.13
11	8605193	MOHAMMED H	Moldova	1986	GC	INCLAMAR (non-IACS)	Haldia	15.03.13
12	9244283	LUMOSO JAYA	Indonesia	2002	BC	NK	Paradip	25.03.13
13	8507339	FLORA	Tanzania	1985	BC	BRS (non-IACS)	Kandla	03.04.13
14	9057159	SELMA	Antigua	1994	CNTR.	GL	Haldia	04.04.13
15	9630523	DYNAMIC OCEAN 27	Vietnam	2011	GC	VR (non-IACS)	Visakhapatnam	09.04.13
16	9100217	NIRMAL GAUTAM	Panama	1994	BC	RINA	Paradip	03.05.13
17	9186479	RABEE	Malta	1998	BC	NK	Kandla	15.05.13
18	9180009	VTC TIGER	Vietnam	1997	BC	NK	Kandla	15.05.13
19	9546071	CHANG SHUN II	Panama	2009	BC	BV	Kandla (Hazira)	17.05.13
20	9268564	MERCY WISDOM	Panama	2002	GC	BV	Visakhapatnam	20.05.13
21	9233387	PORT NELSON	Marshall Is.	2001	BC	ABS	Paradip	22.05.13
22	8408014	SPLENDOUR	Panama	1984	BC	NK	Mangalore	07.06.13
23	9133575	TAN BINH 22	Mongolia	1995	GC	VR (non-IACS)	Visakhapatnam (Kakinada)	07.06.13

Sr. No.	IMO Number	Ship's Name	Flag	Year Built	Ship Type	Recognized Organisation	Place of Detention	Date of Detention
24	9372004	MCP ROTTERDAM	Malta	2008	CNTR.	CCS	Kolkata	13.06.13
25	9132973	HELLENIC WIND	Liberia	1997	BC	NK	Chennai	20.06.13
26	8313336	ATLANTIK PRIDE	Liberia	1985	BC	BV	Haldia	20.06.13
27	9124691	VAMSEE	Tuvalu	1995	Oil Tkr.	NK	Chennai	21.06.13
28	8908478	BANGLAR SHIKHA	Bangladesh	1991	GC	BV	Kolkata	28.06.13
29	9166821	CORAL HERO	Panama	1997	GC	NK	Visakhapatnam (Kakinada)	09.07.13
30	9151515	AFRICAN ORCHID	Antigua	1998	GC	GL	Haldia	24.07.13
31	9113862	PARINDA NAREE	Thailand	1995	BC	NK	Visakhapatnam	30.07.13
32	8710986	FINISTERRE	Liberia	1991	CNTR.	GL	Kochi	06.08.13
33	9054937	ILC FRIENDSHIP	Panama	1992	Ro-Ro Cargo	IBS (non-IACS)	Visakhapatnam	12.08.13
34	8320145	NAGHMEH	Iran	1986	BC	IRCS (non-IACS)	Kandla	13.08.13
35	8018027	FISHER D	Panama	1981	BC	RMRS	Kandla	14.08.13
36	8909355	SAI SUNRISE	Panama	1989	GC	GL	Kandla	21.08.13
37	9152234	PROPEL PROGRESS	Panama	1997	BC	NK	Mormugao	23.08.13
38	9373204	GATI PRIDE	Panama	2009	CNTR.	BV	Chennai	25.08.13
39	9536260	THAI BINH STAR 01	Vietnam	2009	GC	VR (non-IACS)	Mumbai	26.08.13
40	9232553	KENZA	Marshall Is.	2001	Chem. T	NK	Kochi	29.08.13
41	8202070	SENTOSA	Panama	1982	BC	BV	Kandla	05.09.13
42	7615684	SAMSUN	Turkey	1985	Ro-Ro Passenger	DNV	Port Blair	10.09.13
43	9183477	JL ROTTERDAM	Gibraltar (UK)	1999	Chem. T	GL	Tuticorin	11.09.13
44	9278430	PACIFIC BREEZE	Isle of Man (UK)	2004	BC	ABS	Mangalore	12.09.13
45	9018414	AKAMAS	Singapore	1991	Oil Tkr.	LR	Haldia	13.09.13
46	8314885	SEA LORD	Belize	1986	GC	LR	Kandla	17.09.13
47	8417601	ROYAL PEARL S	Saint Vincent	1986	BC	RINA	Kandla	23.09.13

Sr. No.	IMO Number	Ship's Name	Flag	Year Built	Ship Type	Recognized Organisation	Place of Detention	Date of Detention
48	9051636	BEHDAD	Iran	1996	GC	IRCS (non-IACS)	Kandla	24.09.13
49	8126056	ASEAN VICTORY	Singapore	1982	BC	NK	Kandla	25.09.13
50	8307832	SARWAR JAHAN	Bangladesh	1985	BC	NK	Haldia	01.10.13
51	9345922	BLPL BLESSING	Singapore	2007	CNTR.	ABS	Kolkata	03.10.13
52	9229609	TIGER MANGO	Singapore	2001	CNTR.	ABS	Mangalore	03.10.13
53	9103025	VSG GLORY	Panama	1994	GC	NK	Chennai	03.10.13
54	8203189	DRIVE BONA VISTA	Bahamas	1983	OSV	LR	Visakhapatnam (Kakinada)	17.10.13
55	9222340	ATLAS	Panama	2002	BC	BV	Paradip	21.10.13
56	8307624	MERCURY	Panama	1986	BC	NK	Kandla	22.10.13
57	9516997	RAINBOW ANGEL	Hong Kong, China	2009	GC	BV	Mumbai	22.10.13
58	9610822	DAI DUONG QUEEN	Vietnam	2011	BC	VR (non-IACS)	Kandla	28.10.13
59	8909458	FS DIAMOND	Mongolia	1989	GC	VR (non-IACS)	Kochi	29.10.13
60	9017678	ARK PIONEER	St. Kitts	1992	Chem. T	BV	Tuticorin	31.10.13
61	8126769	CORAL III	Panama	1989	BC	BV	Kandla	01.11.13
62	9155523	NEW BLESSING	Singapore	1998	CNTR.	ABS	Kolkata	01.11.13
63	9372640	VINE 2	Malta	2007	OT	RINA	Kochi	04.11.13
64	8118126	BARBAROS G	Panama	1984	BC	RMRS	Kandla	08.11.13
65	9114153	KONSTANTINOS	Greece	1995	BC	RINA	Kandla	08.11.13
66	9287962	ACS DIAMOND	Singapore	2005	BC	DNV	Mangalore	11.11.13
67	9595981	GULLWING	Malta	2013	BC	LR	Chennai	22.11.13
68	9407471	ANNA-ELISABETH	Liberia	2008	BC	NK	Haldia	29.11.13
69	8323719	AASHMAN	Panama	1984	BC	LR	Kandla	03.12.13
70	8510362	OEL FREEDOM	Singapore	1985	CNTR.	ABS	Kolkata	12.12.13
71	9230763	DORIC SPIRIT	Greece	2001	BC	LR	Visakhapatnam	12.12.13
72	9165059	INLACO BRAVE	Panama	1997	GC	NK	Kandla	13.12.13
73	9083536	KAYU RAMIN	Panama	1995	BC	BV	Kandla	20.12.13
74	9385611	CMA CGM QUARTZ	Liberia	2008	CNTR.	BV	Chennai	31.12.13



# 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 other 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, also known as the Indian Maritime Administration;
4. During the year 2013, 170 Indian flag ships were subjected to FSI and among them 35 ships were detained. FSI recorded 122 detainable deficiencies with respect to the detained ships. The detention percentage found reduced to 20.58, from 31.8, found during the previous year.

Table 11

**List of Ships Inspected / Detained during the year 2013, by Ship-Type:**

Ship Type	No. of Inspection	No. of Detention	Detention Ratio (%)
Tug (Tug)	42	9	21.42
Offshore Supply Vessel (OSV)	36	8	22.22
Bulk Carrier (BC)	25	5	20
General Cargo (GC)	14	3	21.42
Passenger Ship (Pax )	11	0	0
Research Vessel (RV)	8	1	12.5
Oil Tanker (OT)	7	1	14.28
Container Vessel (CNTR.)	5	2	40
Chemical Tanker (ChemT)	5	3	60
Other Cargo (OC)	4	0	0
Gas Carrier (GasC)	4	0	0
Dredger (DRGR)	3	1	33.33
Crew Boat (C/Boat)	3	1	33.33
Pilot Boat (P/Boat)	2	0	0
Utility Vessel (Utility)	1	1	100
<b>Total =</b>	<b>170</b>	<b>35</b>	<b>20.58</b>

Figure 11

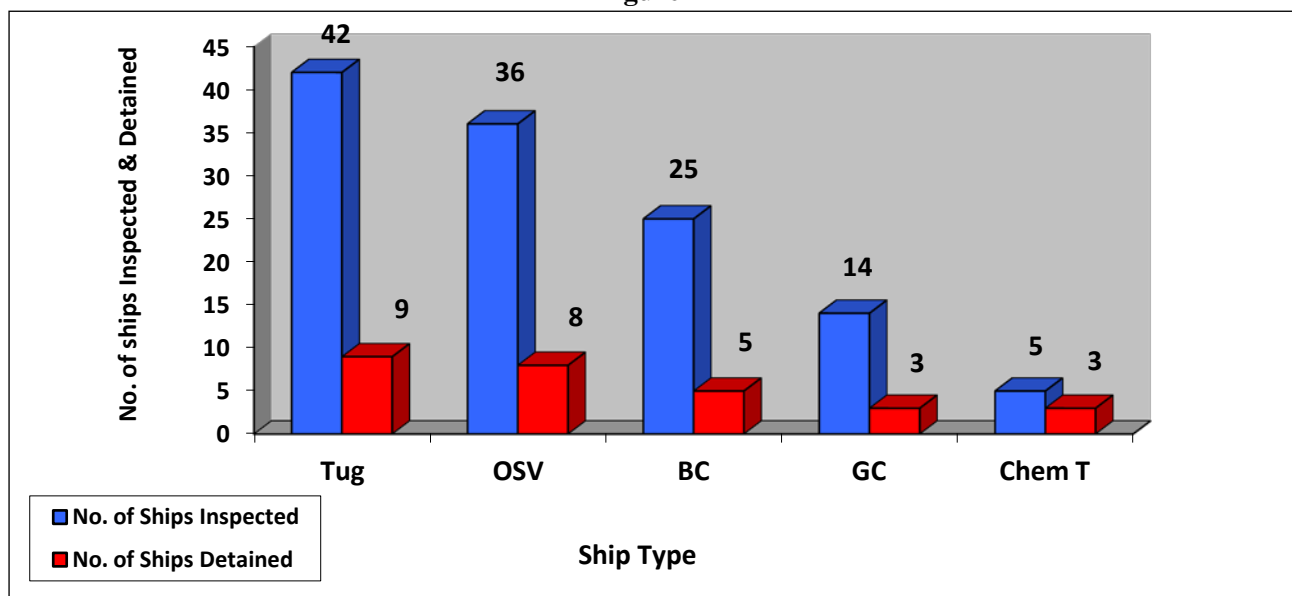


Fig. :1

Chart depicts minimum 3 nos. of Detention per Ship -Type.

Ship -Type with less than 3 nos. of Detentions are not reflected above.

Table 12

Flag State Implementation trend during the last 8 Years:			
Years	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
2006	473	30	6.34
2007	448	31	6.91
2008	369	37	10.02
2009	307	31	10.09
2010	337	43	12.75
2011	267	42	15.73
2012	88	28	31.81
<b>2013</b>	<b>170</b>	<b>35</b>	<b>20.58</b>

Figure 12

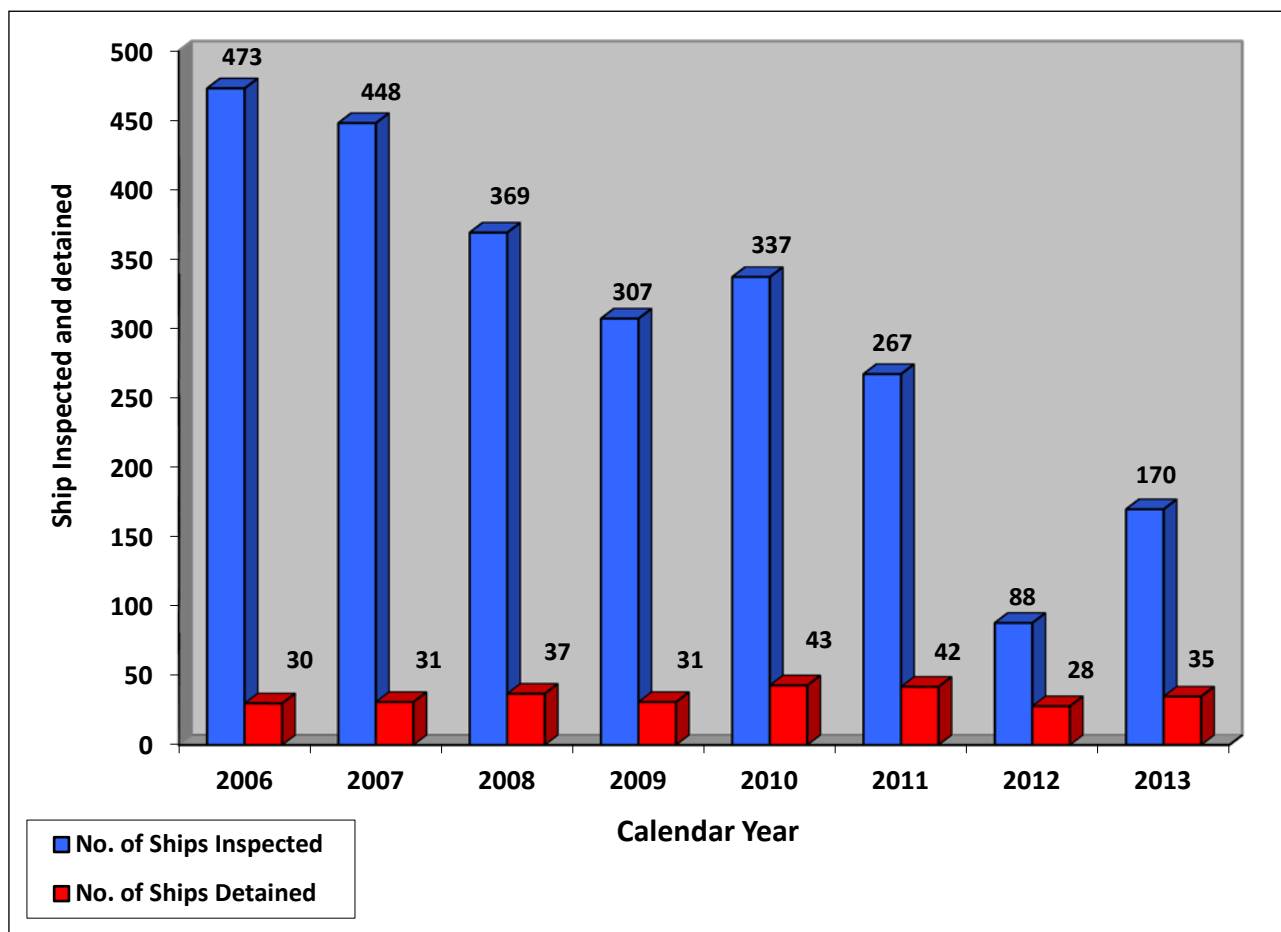




Table 13

Flag State Implementation trend during the last 8 Years:	
Year	Detention Ratio (%)
2006	6.34
2007	6.91
2008	10.02
2009	10.09
2010	12.75
2011	15.73
2012	31.81
2013	20.58

Figure 13

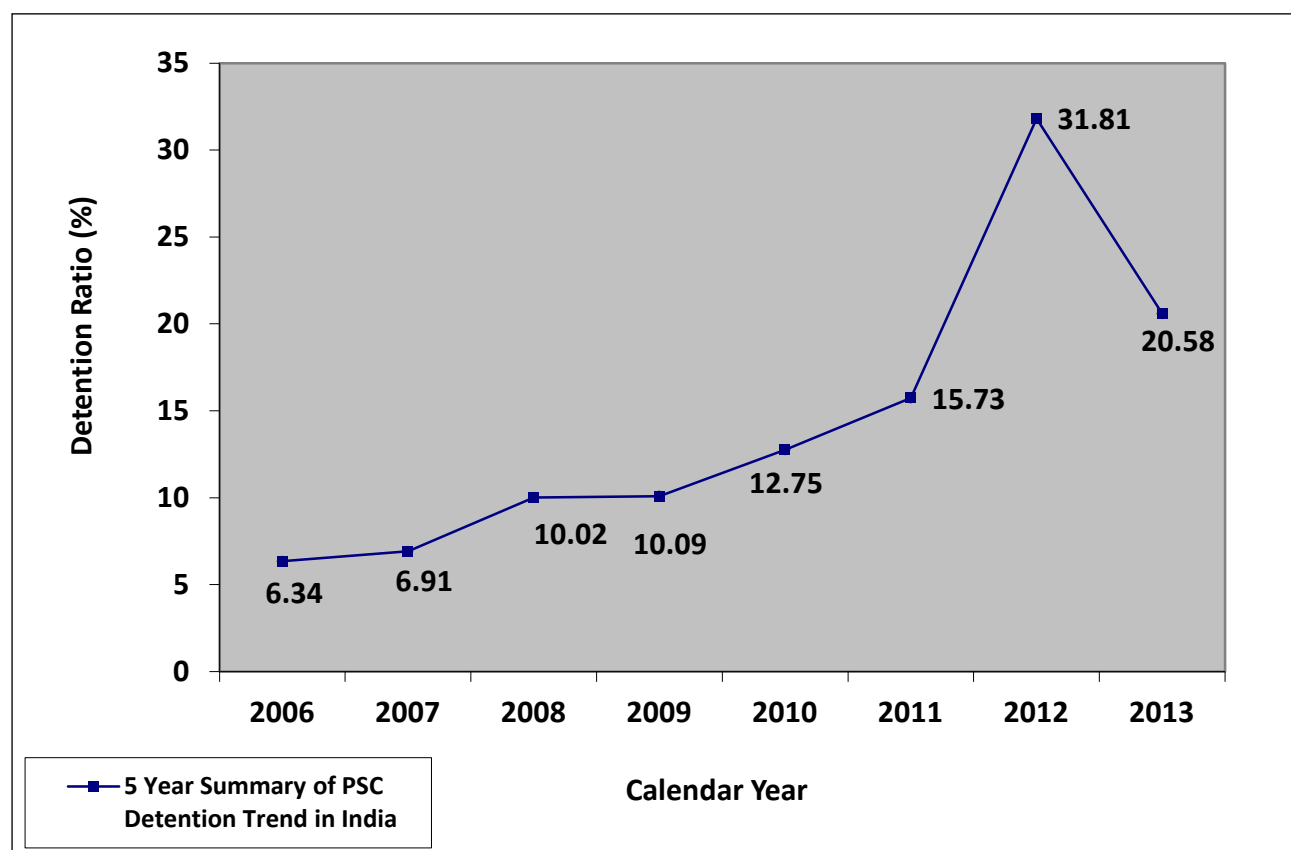


Table 14

FSI of Ships by Port (MMD):								
Mercantile Marine Department (MMD)	2010		2011		2012		2013	
	Ins.	Det.	Ins.	Det.	Ins.	Det.	Ins.	Det.
Mumbai (MUM)	107	21	81	14	5	2	51	9
Kandla (KAN)	12	4	3	2	13	12	36	11
Vishakhapatnam (VIZ)	39	4	25	2	15	2	21	4
Kochi (KOC)	32	4	22	2	11	2	16	4
Chennai (CHN)	19	1	27	11	5	1	15	2
Kolkata (KOL)	20	1	20	3	7	1	8	1
Tuticorin (TUT)	3	0	8	2	10	1	6	2
Paradip (PAR)	13	3	28	4	3	0	6	1
Haldia (HAL)	27	0	9	1	2	1	4	0
Mangalore (MNG)	10	1	10	0	8	2	3	0
Port Blair (PBL)	26	4	16	0	4	0	3	1
Mormugao (GOA)	13	0	9	0	1	0	1	0
Jamnagar (JAM)	16	0	9	1	4	4	0	0
<b>Total</b>	<b>337</b>	<b>43</b>	<b>267</b>	<b>42</b>	<b>88</b>	<b>28</b>	<b>170</b>	<b>35</b>

Figure 14

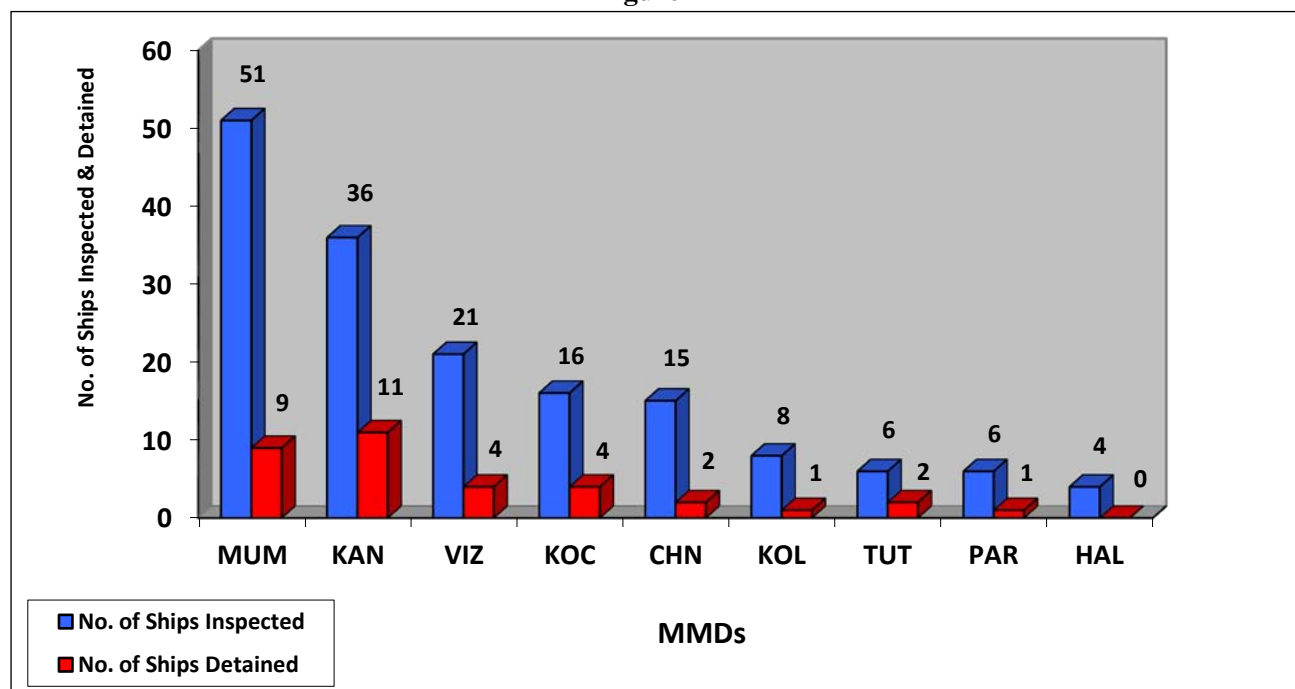


Fig. : 4

Chart depicts minimum 3 nos. of Detention per Port (MMD).

Ports(MMDs) with less than 3 nos. of Detentions are not reflected above.

Table 15

Ships Inspected and Detained under FSI by Ships' Age			
Age	Inspected	Detained	Detention Ratio (%)
Above 30 Year	26	8	30.76
26 - 30 Years	30	10	33.33
21 - 25 Years	21	4	19.04
16 - 20 Years	23	6	26.08
11 - 15 Years	29	1	03.44
6 - 10 Years	21	3	14.28
0 - 5 Years	20	3	15.00
<b>Total</b>	<b>170</b>	<b>35</b>	<b>20.58</b>

Figure 15

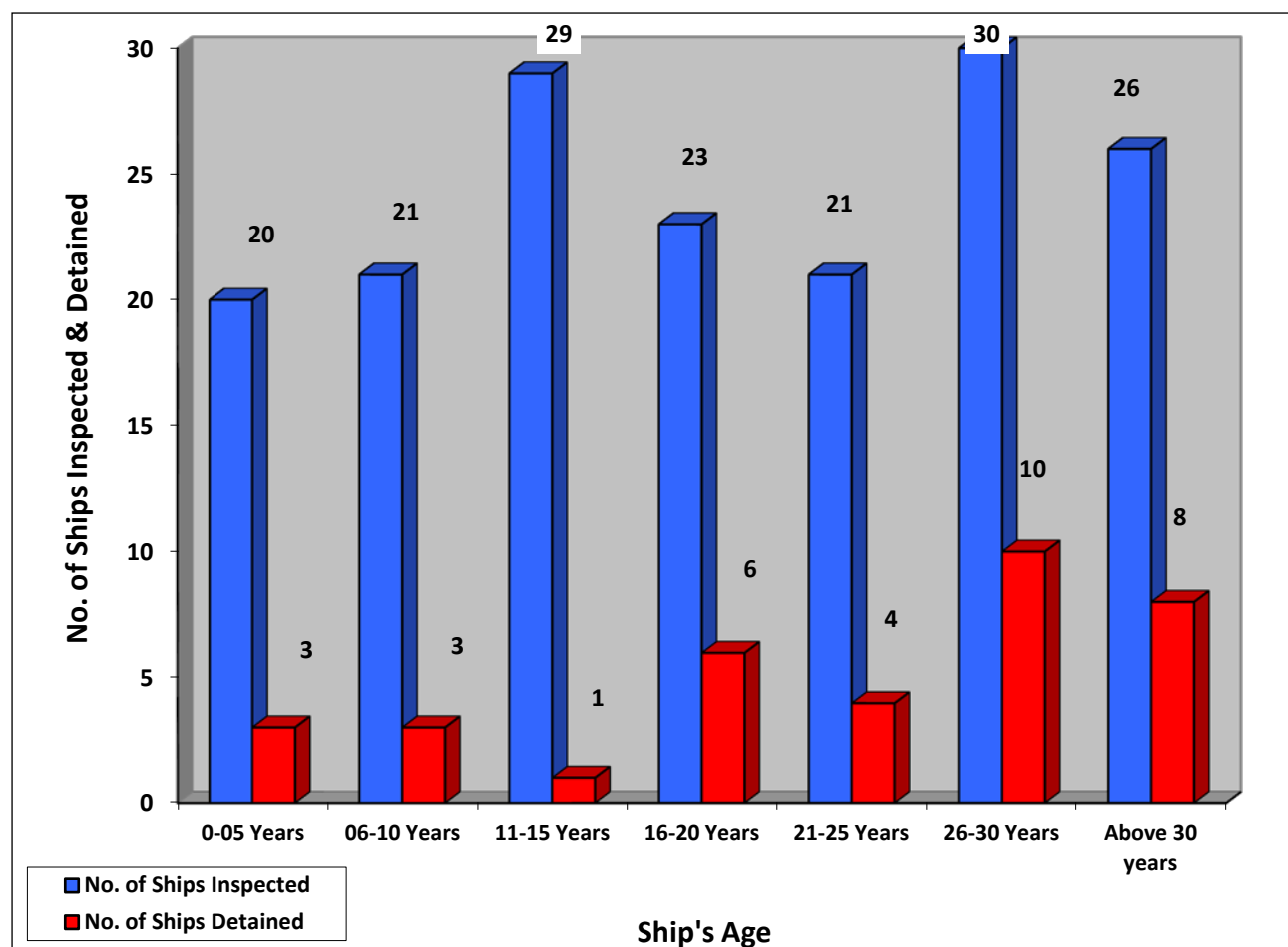


Table 16

FSI Deficiencies, in entirety, by Category:		
Category		No. of Deficiencies
SOLAS 74	(SOLAS)	570
MLC 2006	(MLC)	263
SHIPS' CERTIFICATES	(CERT.)	178
LOAD LINE 66	(LL)	157
MARPOL 73/78	(MARPOL)	83
ISM	(ISM)	46
STCW 95	(STCW)	29
OTHER	(OTHER)	17
ISPS	(ISPS)	7
<b>TOTAL</b>		<b>1350</b>

Figure 16

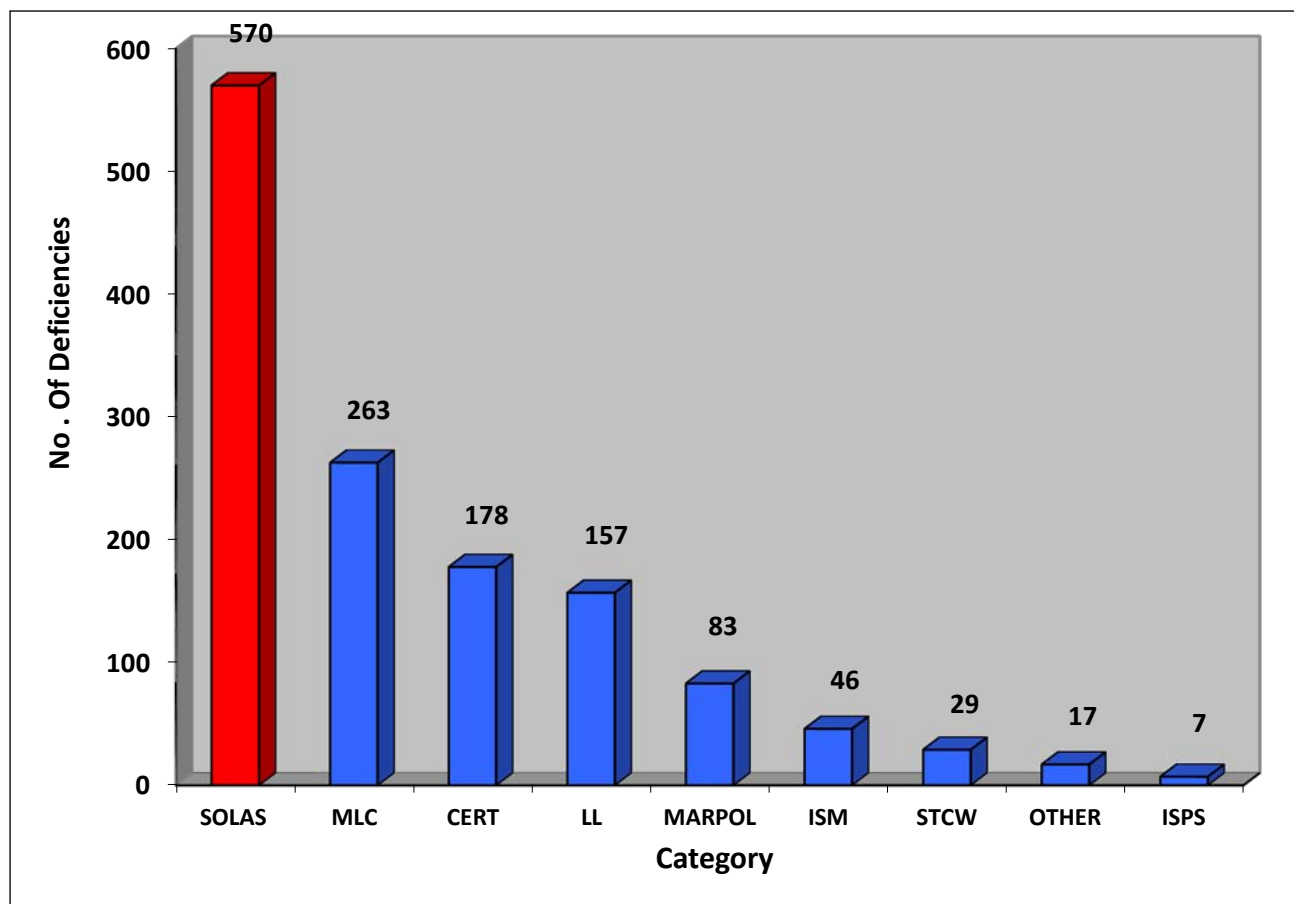


Table 17

FSI Detainable Deficiencies in entirety by Category:		
Category		No. of Deficiencies (Deficiency Action Code : 30)
SOLAS 74	(SOLAS)	52
SHIPS' CERTIFICATES	(CERT.)	16
MARPOL 73/78	(MARPOL)	11
MLC 2006	(MLC)	10
LOAD LINE 66	(LL)	10
STCW 95	(STCW)	8
ISM	(ISM)	7
OTHER	(OTHER)	3
Total		117

Figure 17

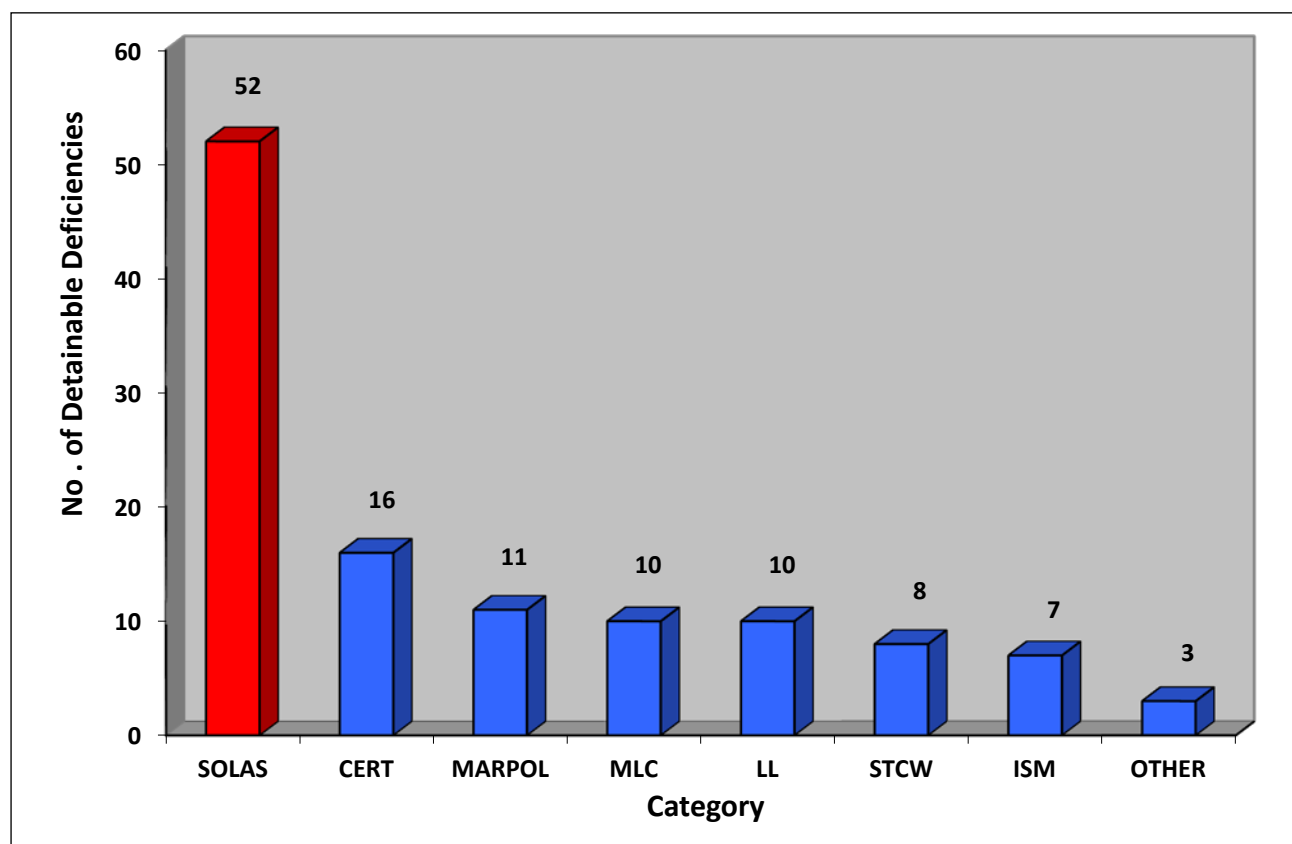
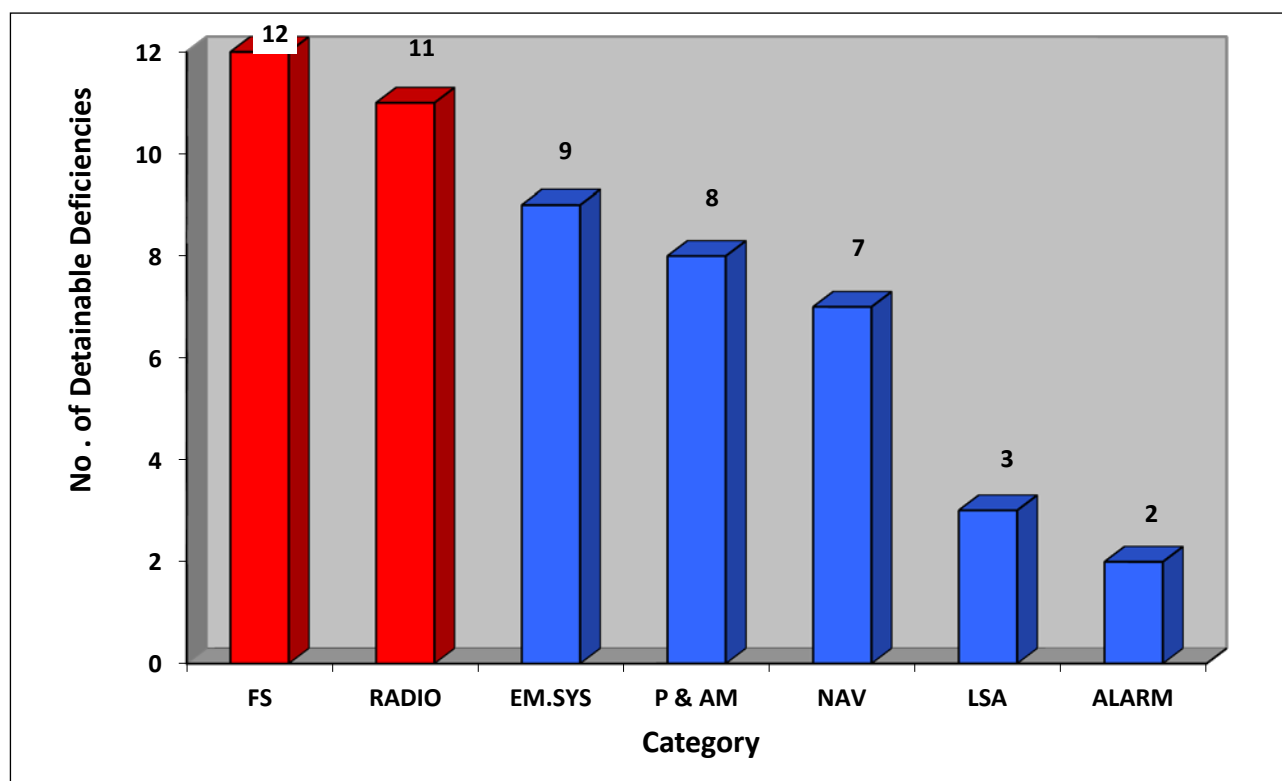




Table 18

SOLAS 74, as amended related FSI Detainable Deficiencies by Category		
Category		No. of Detainable Deficiencies (Deficiency Action Code : 30)
FIRE SAFETY	(FS)	12
RADIO COMMUNICATIONS	(RADIO)	11
EMERGENCY SYSTEMS	(EM.SYS)	9
PROPULSION & AUX. MACH.	(P & AM)	8
SAFETY OF NAVIGATION	(NAV)	7
LIFE SAVING APPLIANCES	(LSA)	3
ALARMS	(ALARM)	2
<b>Total</b>		<b>52</b>

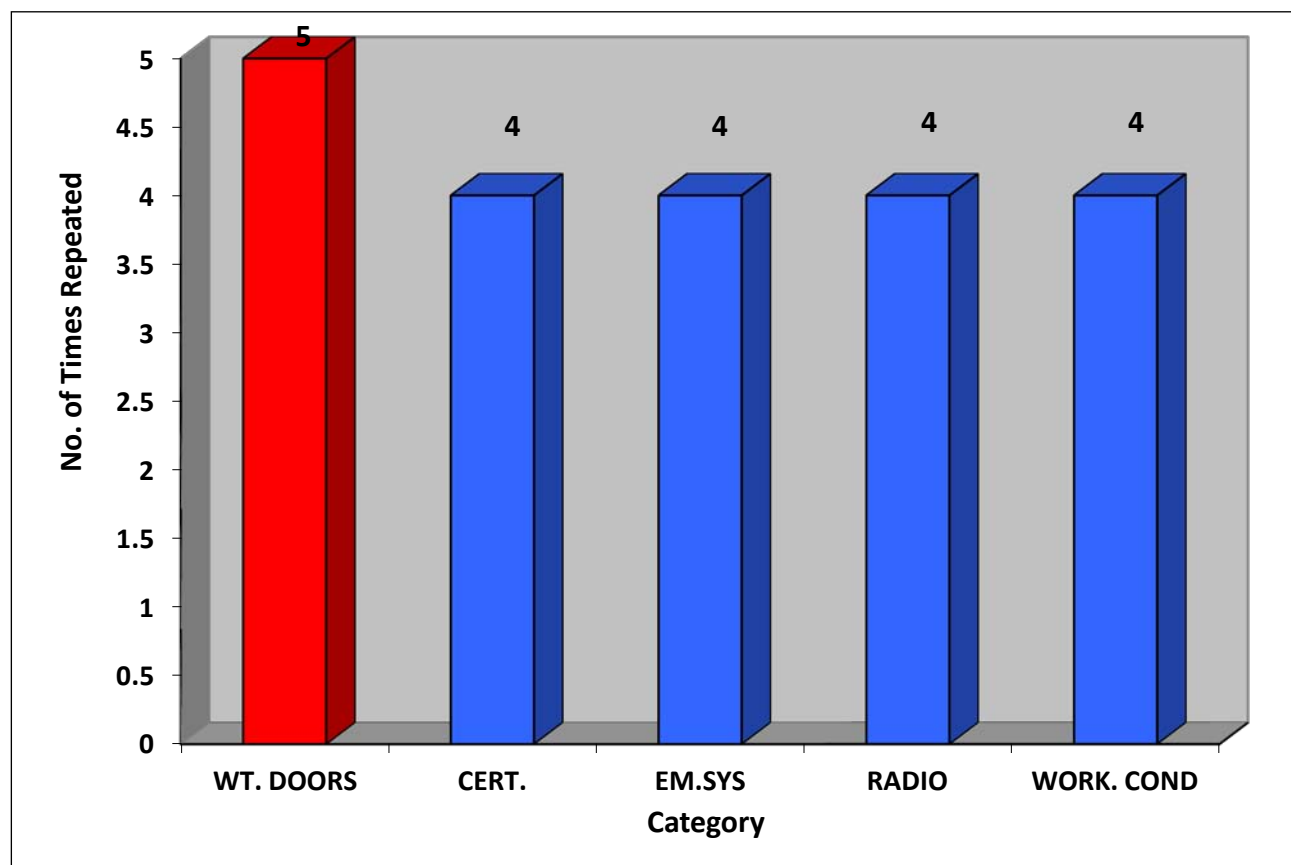
Figure 18



**Table 19**

List of Frequently Repeated FSI Detainable Deficiencies :				
Def Code	Deficiency Name	Deficiency Description	Deficiency Category	No. of times repeated
3107	Water/Weathertight Conditions	Doors (WT.DOORS)	LOAD LINE 66	5
1201	Certificate & Documentation – Crew Certificates	Certificates for Master and Officers (CERT.)	STCW 95	4
4106	Emergency Systems	Emergency Steering position com. /compass reading (EM.SYS)	SOLAS 74	4
5118	Radio Communications	Operation of GMDSS equipment (RADIO)	SOLAS 74	4
9232	Working Conditions	Cleanliness of Engine Room (WORK. COND.)	MLC 2006	4

**Figure 19**



**List of Ships Detained under FSI during the year, 2013:**

Sr. No	IMO No.	Ship's name	Ship Owner / Manager	Type of Ship	Year of Build	GT	Class	Place of Detention	Date of Detention
1	8320523	Sanmar Phoenix	Sanmar Shipping	BC	1985	33285	IRS, RINA	Tuticorin	19.02.13
2	9003471	OEL Trust	Orient Express	CNTR	1992	11872	IRS	Kandla	14.04.13
3	9532264	Mermaid 2	Super Tug Offshore	Tug	2008	299	IRS	Kandla (Mundra)	29.04.13
4	9562233	Jal Vahini	Global United	BC	2011	7078	IRS	Paradip	30.04.13
5	8216679	Hari Sagar	Ind-Aust Maritime	ChemT	1983	4473	IRS	PortBlair	02.05.13
6	9177765	Tuhina	Essar	BC	1998	7918	IRS, GL	Kandla (Hazira)	18.05.13
7	7375753	Happy Success	Amba Shipping	OSV	1974	708	IRS	Mumbai	25.05.13
8	9471147	Shanti Sagar IV	Pluto Shipping	Dredger	2007	4977	IRS	Kandla (Mundra)	28.05.13
9	8101460	Coastal Surveyor	Coastal Marine	Utility Vessel	1981	176	IRS	Vizag	04.07.13
10	8213108	Coastal Jaguar	InnovOcean Maritime Pvt. Ltd	OSV	1983	722	IRS	Vizag	24.07.13
11	9156852	Ace Spirit	Ocean Ship Management	BC	1997	2220	IRS	Mumbai	06.09.13
12	9106833	Pioneer Star	Dolphin Offshore	Tug	1994	118	IRS	Kandla	11.09.13
13	9008055	All Cargo Arathi	All Cargo Shipping	GC	1992	4897	IRS	Kolkata	11.09.13
14	9164055	Marina Mercury	Dolphin Offshore	Tug	1997	152	IRS	Kandla	12.09.13
15	-	Sai Vaishnavi	Marine Plus	Tug	1978	89	IRS	Vizag	23.09.13
16	8218122	Oil Tern	Amba Shipping	OSV	1983	828	IRS, ABS	Mumbai	04.10.13
17	7724746	Sea Melody	Hind Offshore	Tug	1978	969	IRS	Mumbai	10.10.13
18	8308513	Albatross 07	Albatross Shipping	OSV	1985	1310	IRS	Chennai	10.10.13

Sr. No	IMO No.	Ship's name	Ship Owner / Manager	Type of Ship	Year of Build	GT	Class	Place of Detention	Date of Detention
19	9106754	Gati Majestic	Gati Ship Ltd.	CNTR	1995	7944	IRS	Kochi	10.10.13
20	8924575	Gomti	ARC Marine	Crew Boat	1981	140	IRS	Mumbai	14.10.13
21	8122907	Reltug Ten	Reliance Industries	Tug	1982	342	IRS	Kandla	17.10.13
22	8408571	Coral	Samson Maritime	Tug	1984	311	IRS	Kandla	18.10.13
23	8219126	Nand Krishna	Tag Offshore	OSV	1984	1313	IRS	Mumbai	22.10.13
24	8746753	Regent	S R Offshore	Tug	2004	122	IRS	Kandla	22.10.13
25	8419817	Mermaid 1	Super Tug Offshore	Tug	1985	322	IRS	Kandla	23.10.13
26	8718342	Vamsee II	Sushe Marine Services Ltd	Oil Tkr	1988	652	IRS	Chennai	08.11.13
27	9116242	Sanmar Majesty	Sanmar Shipping	ChemT	1996	5973	IRS, NK	Kochi	11.11.13
28	8323393	Orchids	Seven Island Shipping	ChemT	1986	17612	IRS	Vizag	21.11.13
29	8845470	Nand Ichapur	Arkay Sea Logistics	GC	1991	1491	IRS	Kandla	26.11.13
30	9471941	Emerald	Samsun Maritime	OSV	2008	2443	IRS, ABS	Mumbai	27.11.13
31	9082051	Coastal Pride	Orion Ship Management	GC	1994	1594	IRS	Kochi	28.11.13
32	8220292	Malaviya Three	GOL	OSV	1984	1250	IRS	Mumbai	03.12.13
33	7409592	Sea Diamond II	KEI-RSOS Maritime	OSV	1975	646	IRS	Kochi	04.12.13
34	7806075	Geo Hind Sagar	Hind Offshore	Research / Survey	1980	2906	IRS, DNV	Mumbai	05.12.13
35	9339765	Navdhenu Purna	Accord Ship Management	BC	2005	29961	IRS, DNV	Tuticorin	11.12.13

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



## **General Inspection (GI) by ROs.**

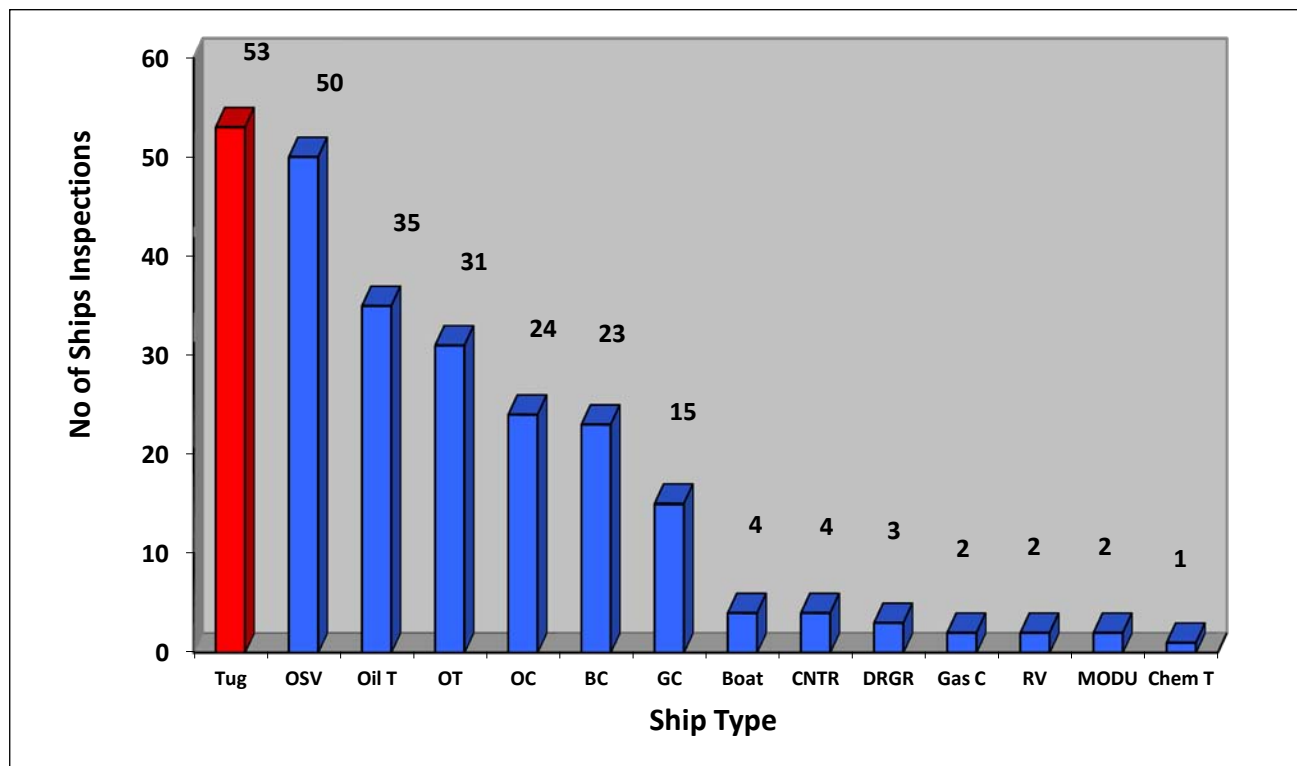
### **INTRODUCTION:**

1. The Directorate General of Shipping, vide Merchant Shipping Notice No. 06 of 2011 dated 26.04.11, had introduced a new regime of General Inspection (GI) of Indian flag vessels by the 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 (NK);
  - ix. Registro Italiano Navale (RINA); and
  - x. Russian Maritime register of Shipping (RMRS).
3. During the year 2013, a total of 249 nos. of various types of Indian flag vessels were subjected to General Inspection by the Recognised Organisations. The reports submitted by the ROs were scrutinized, analysed and findings made accordingly by the Directorate.
4. Around 21% (53) of the vessels inspected were Tugs while around 20% (50) were Coastal OSVs.
5. Around 34.93% (87) of ships inspected were of less than 10 years old, of which 24.89% (62) were less than 5 years old.
6. In all 249 ships were inspected under GI, and two were identified as 'substandard'. However, during the same period only 170 ships were inspected under FSI, but 35 (20.58%) of them were identified as 'substandard ships'.

**Table 20**

Number of ships inspected by Ship- Type:			
Ship Type	No of Ships Inspection	Ship Type	No of Ships Inspection
Tugboat (Tug)	53	Crew/ Pilot Boat (Boat)	4
Offshore Service Vessel (OSV)	50	Container Vessel (CNTR)	4
Oil Tanker (Oil T)	35	Dredger (DRGR)	3
Other Type (OT)	31	Gas Carrier (GasC)	2
Other Cargo (OC)	24	Research Vessel (RV)	2
Bulk Carrier (BC)	23	Mobile Offshore Drilling Unit (MODU)	2
General Cargo (GC)	15	Chemical Tanker (ChemT)	1
TOTAL			249

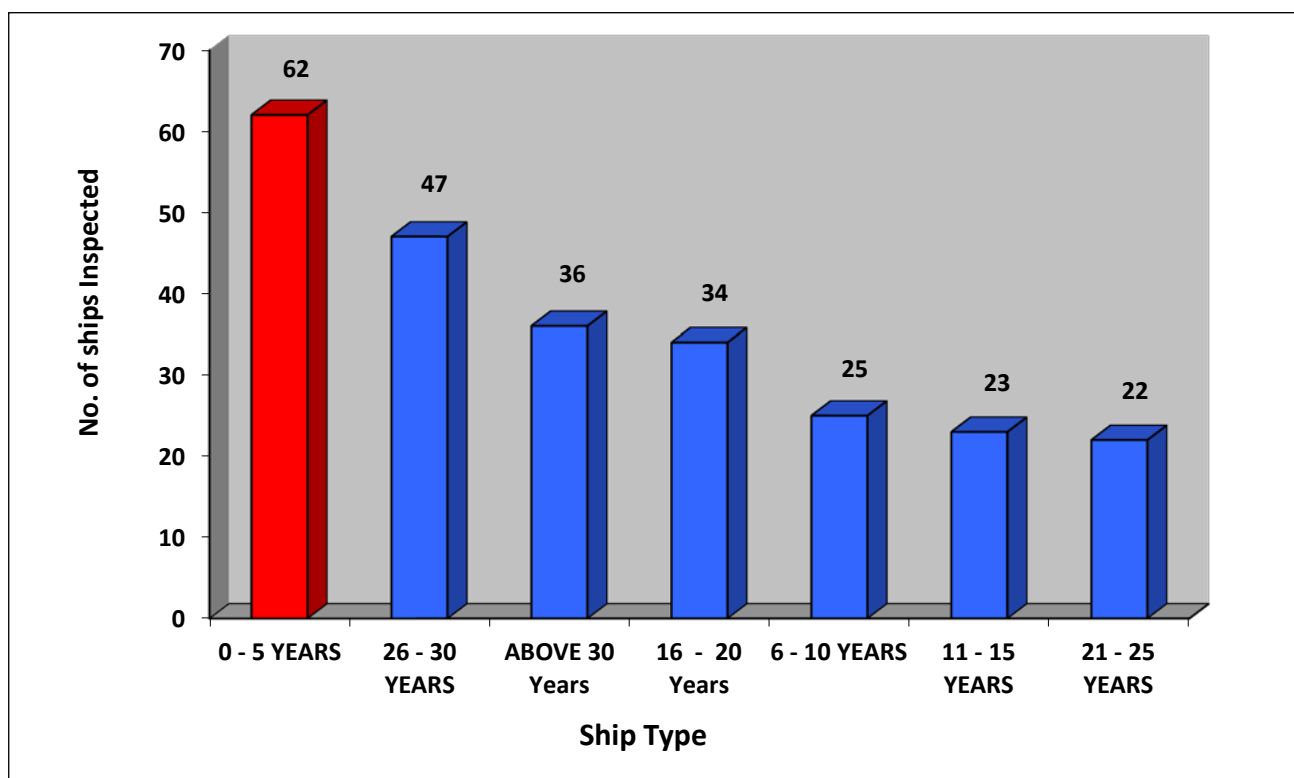
**Figure 20**



**Table 21**

General Inspections (GI) by Ships' Age:	
Ship's Age	Inspected
Above 30 Years	36
26 - 30 Years	47
21 - 25 Years	22
16 - 20 Years	34
11-15 Years	23
6-10 Years	25
0-5 Years	62
Total	249

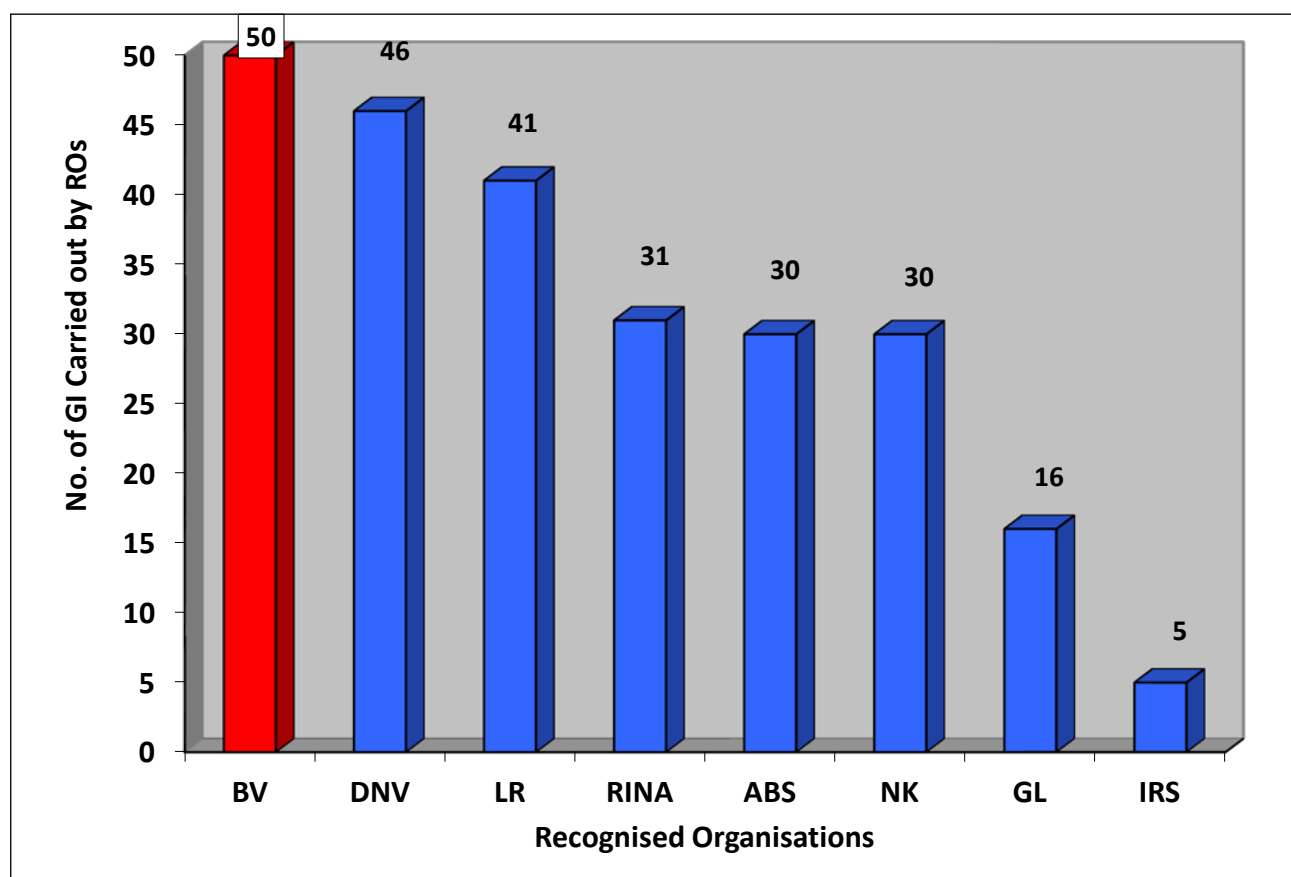
**Figure 21**



**Table 22**

General Inspections (GI) undertaken by the ROs:		
Recognised Organisation		No. of GI undertaken
Bureau Veritas	(BV)	50
Det Norske Veritas	(DNV)	46
Lloyd's Register	(LR)	41
Registro Italiano Navale	(RINA)	31
American Bureau of Shipping	(ABS)	30
Nippon Kaiji Kyokai	(NK)	30
Germanischer Lloyd	(GL)	16
Indian Register of Shipping	(IRS)	5
TOTAL		249

**Figure 22**



# **Port State Control of Indian flag ships in Foreign Ports**

## **Port State Control (PSC) Report 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 / Vina del Mar (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 stakeholders.

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 6 out of 213 Indian flag ships that were subjected to inspections under PSC in foreign ports resulted detention percentage of 2.81% which was much lower than the detention ratio of 7.19%, observed during the previous year.

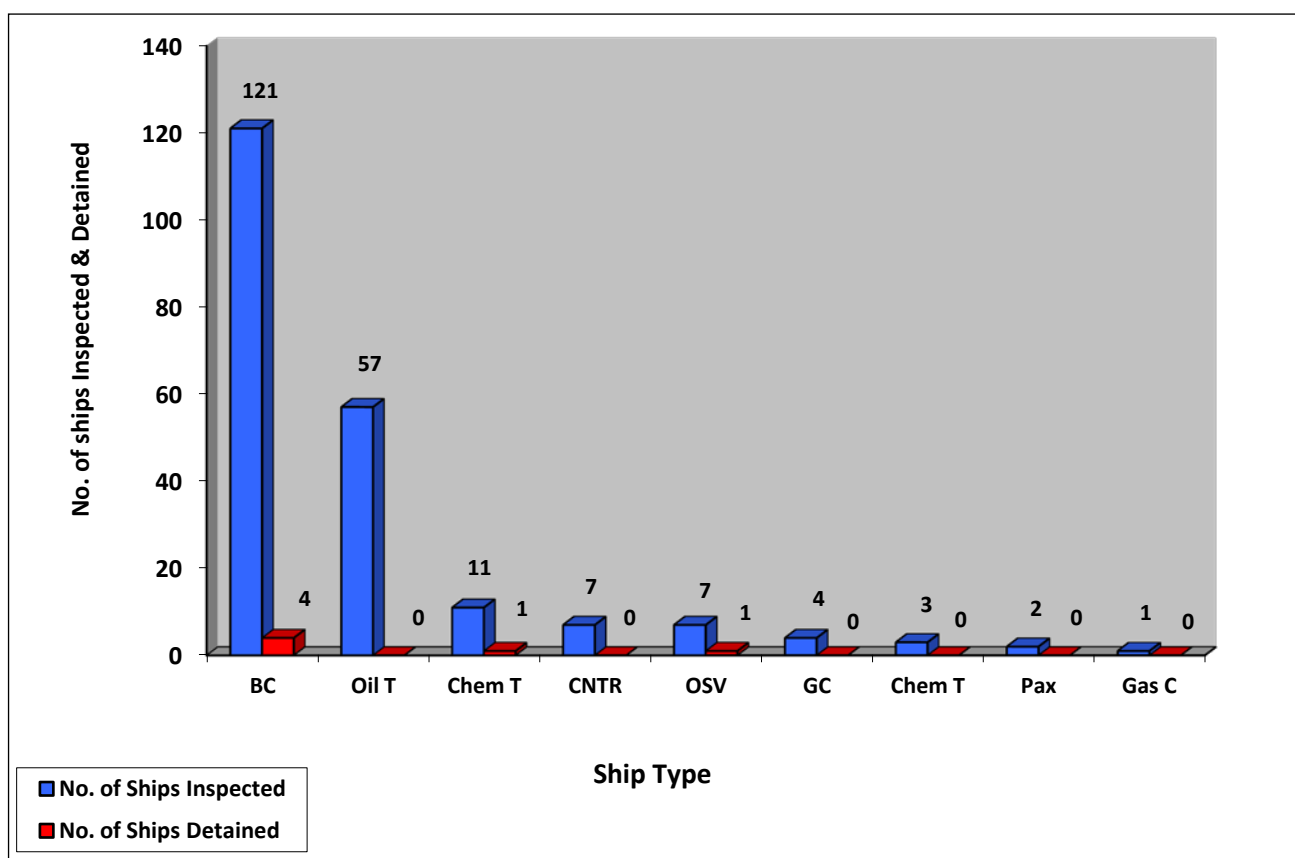
6. As an experienced maritime nation, it is of paramount importance to ensure all necessary steps are taken to minimize Port State control detention of Indian flag vessels in foreign ports, so that the reputation of our country, known worldwide as a responsible maritime nation, is not tarnished.



**Table 23**

Indian flag ships Inspected and Detained under PSC in Foreign Ports during the year, 2013 by Ship-Type:			
Type of Ship	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Bulk Carrier (BC)	121	4	3.30
Oil Tanker (Oil T)	57	0	0
Chemical Tanker (Chem T)	11	1	9.09
Container (CNTR.)	7	0	0
Offshore Vessel (OSV)	7	1	14.28
General Cargo (GC)	4	0	0
Chem T (Chem T)	3	0	0
Pax (Pax)	2	0	0
Gas Carrier (Gas C)	1	0	0
Total	213	06	2.81

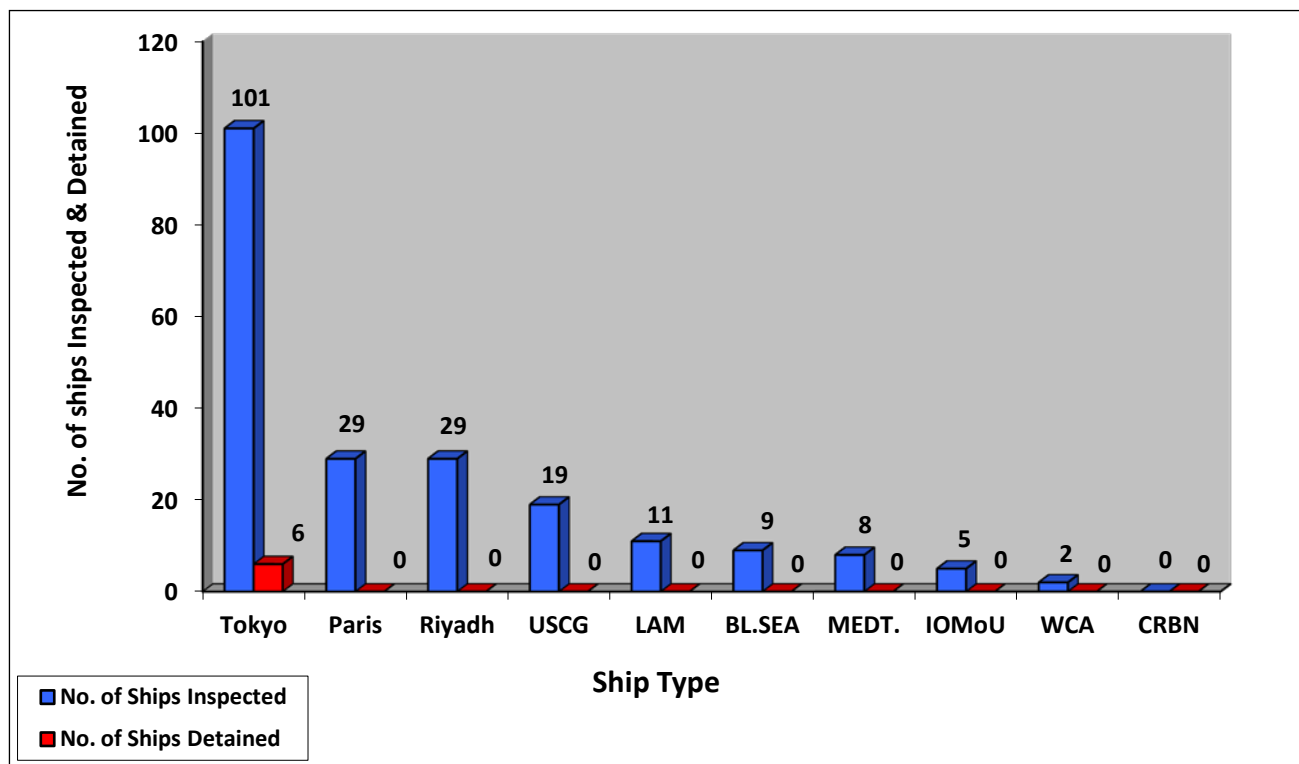
**Figure 23**



**Table 24**

PSC Detention of Indian flag ships by Memorandum of Understanding (MoU):			
MoU	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Tokyo (TOKYO)	101	6	5.94
Paris (PARIS)	29	0	0
Riyadh (RIYADH)	29	0	0
USCG (USCG)	19	0	0
Latin America (LAM)	11	0	0
Black Sea (BL.SEA)	9	0	0
Mediterranean (MEDT.)	8	0	0
Indian Ocean (IOMoU)	5	Vessel Detained by AMSA is included in the Detention list of Tokyo	0
West & Central Africa (WCA)	2	0	0
Caribbean (CRBN)	0	0	0
Total	213	6	2.81

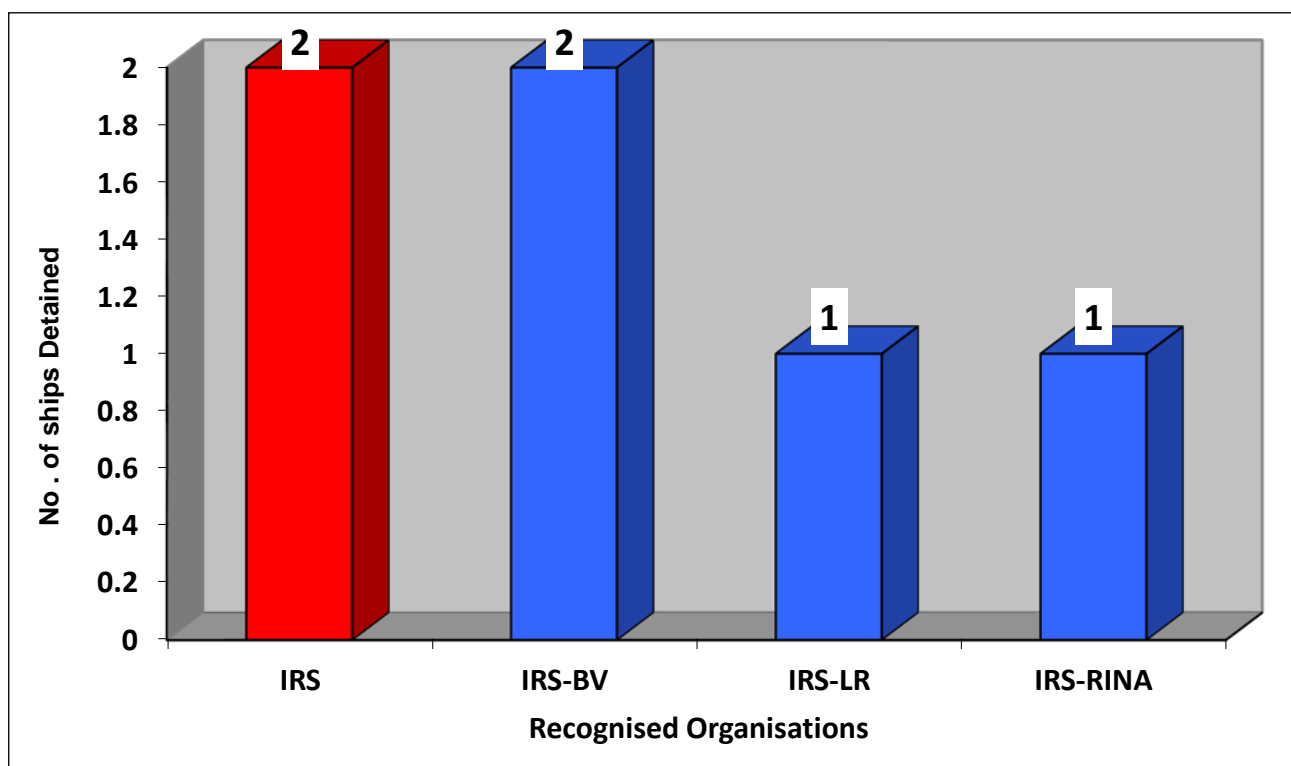
**Figure 24**



**Table 25**

PSC Detention of Indian flag ships related to their Recognized Organizations (ROs):	
ROs	No of Ships Detained
IRS [Single Class] (IRS)	2
IRS & BV [Dual Class] (IRS-BV)	2
IRS & LR [Dual Class] (IRS-LR)	1
IRS & RINA [Dual Class] (IRS-RINA)	1
Total	6

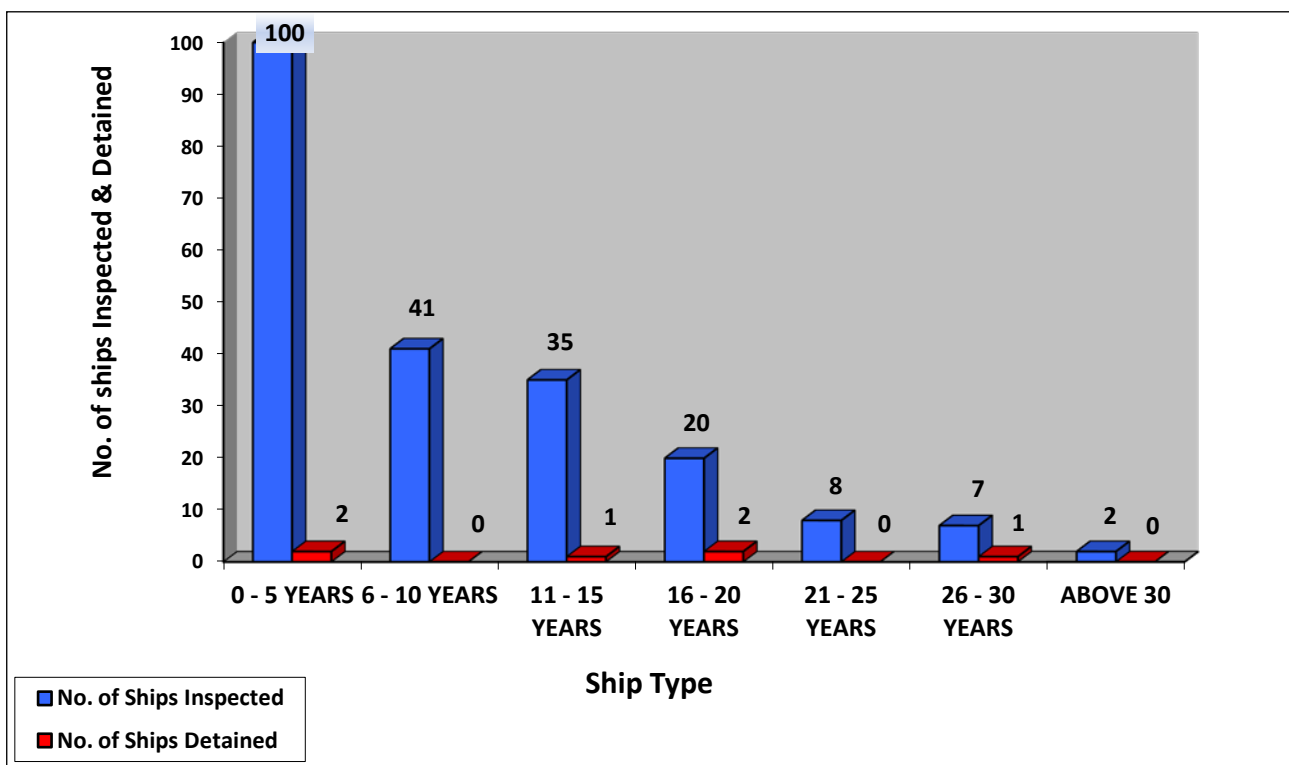
**Figure 25**



**Table 26**

PSC Inspection and Detention of Indian flag ships by Age:			
Age	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Above 30	2	0	0
26 - 30 Years	7	1	14.28
21 - 25 Years	8	0	0
16 - 20 Years	20	2	10
11 - 15 Years	35	1	2.85
6 - 10 Years	41	0	0
0 - 5 Years	100	2	2
Total	213	6	2.81

**Figure 26**



**Table 27**

PSC Deficiencies of Indian flag ships, in entirety by Category:		
Sr. No	Category	No. of Deficiencies
1	SOLAS 74, as amended (SOLAS)	229
2	MLC 2006 (MLC)	73
3	LOAD LINE 66 (LL)	44
4	MARPOL 73/78 (MARPOL)	26
5	CERTIFICATE & DOCUMENTATION (CERT)	24
6	OTHER (O)	19
7	ISM (ISM)	10
8	ISPS (ISPS)	1
	Total	426

**Figure 27**

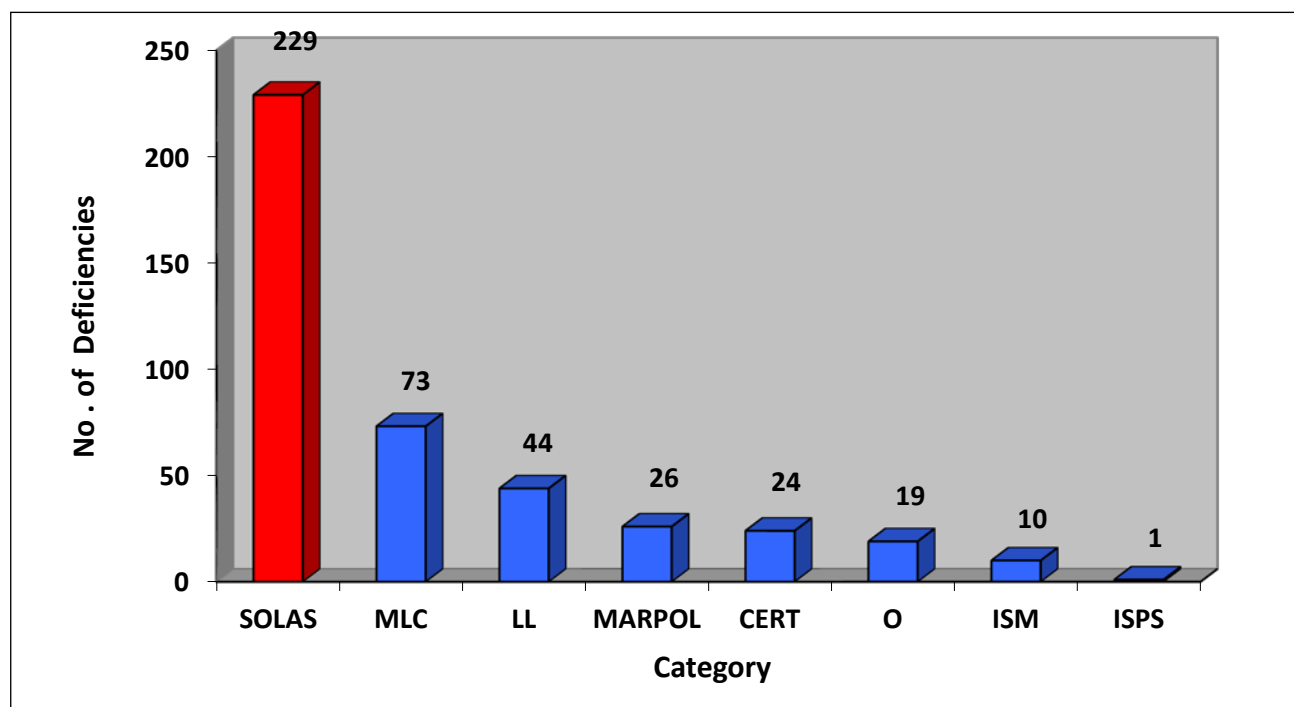


Table 28

PSC Deficiencies of Indian flag ships, related to SOLAS 74, as amended, in entirety:		
Category		No. of Deficiencies
Fire Safety Measures	(FSM)	55
Safety of Navigation	(NAV)	48
Emergency System	(EM.SYS)	18
Life Saving Appliances	(LSA)	46
Radio Communications	(RADIO)	12
Alarms	(ALARM)	6
Dangerous Goods	(DG)	1
Propulsion and Auxiliary Machinery	(P&AM)	35
Cargo Operation including Equipment	(CARGO.OP)	4
Other	(OTHER)	4
TOTAL		229

Figure 28

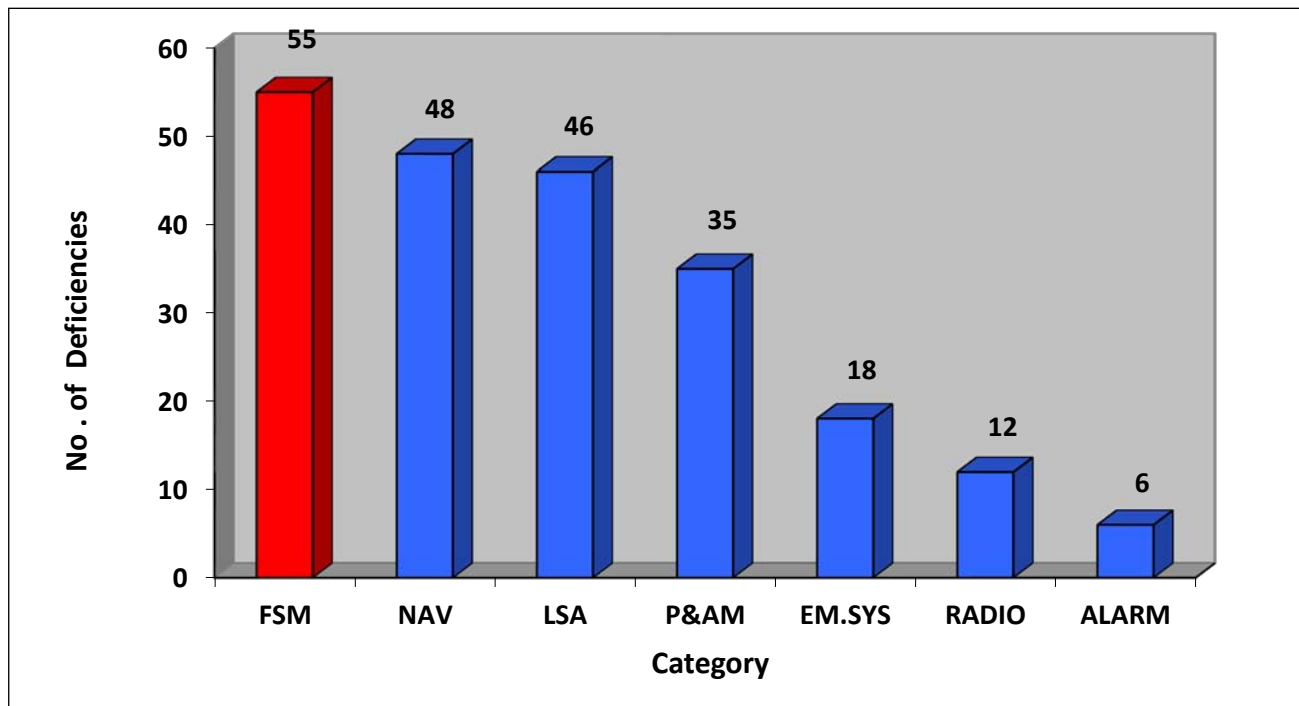
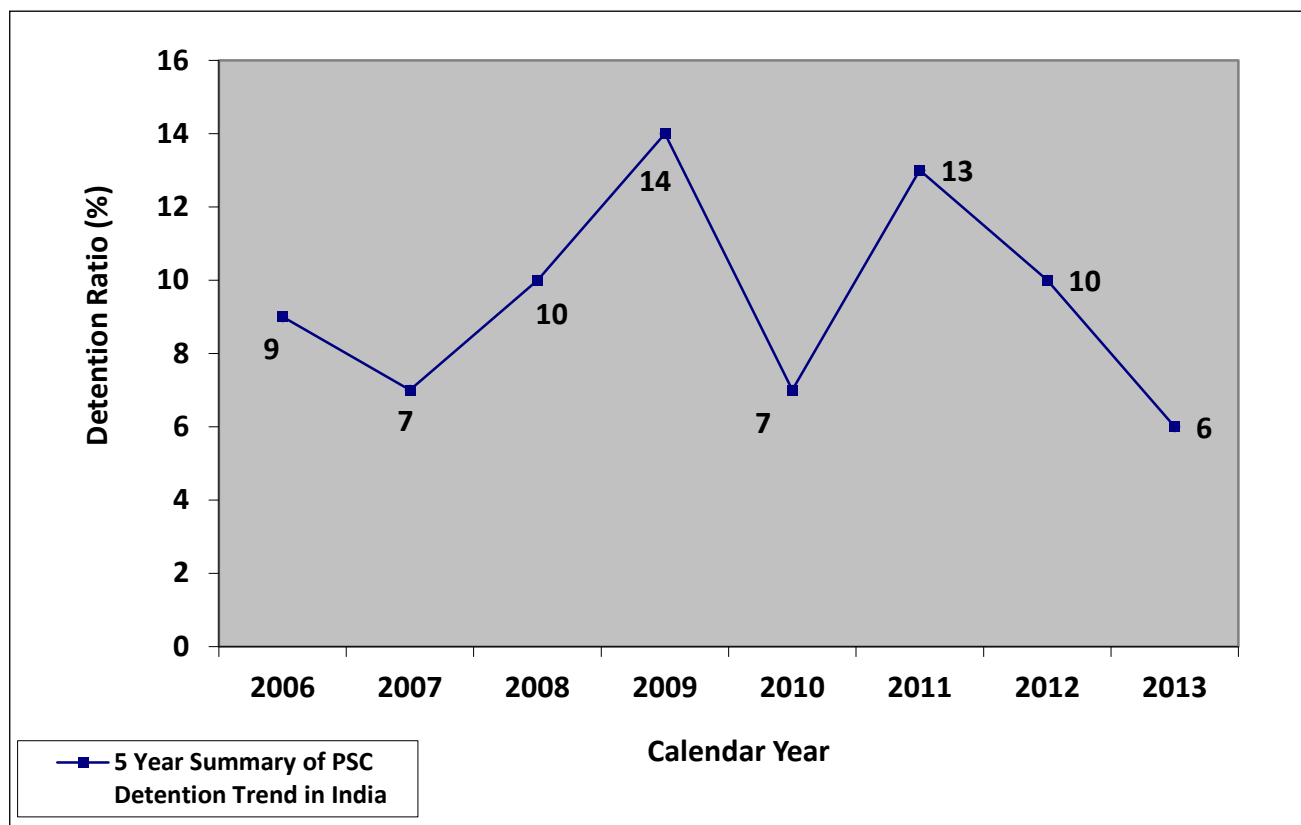


Chart depicts minimum 5 nos. of Deficiencies per Category, related to SOLAS.  
Category with less than 5 nos. of Deficiencies are not reflected above.



**Table 29**

PSC Detention trend of Indian flag ships during the last 8 Years:	
Year	No. of Detention
2006	09
2007	07
2008	10
2009	14
2010	07
2011	13
2012	10
2013	06

**Figure 29**

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

In the year 2013, 6 Indian flag vessels were detained and were found with 76 deficiencies, including 15 detainable deficiencies. Many of the deficiencies were found to be common in nature.

### List of detainable deficiencies per category:

#		Emergency System (041)	Radio Communication (051)	Fire Safety (071)	Alarms (081)	Safety of Navigation (101)	Life Saving Appliances (111)	Propulsion and Aux. machinery	ISM	Total
1	Tag-12	0	0	1	0	1	1	0	0	3
2	Jag Ravi	0	0	0	0	0	1	0	0	1
3	Bon Chem	1	1	3	0	0	0	0	0	5
4	Tamil Nadu	0	0	0	1	0	0	0	0	1
5	Vishva Malhar	0	0	0	0	0	0	0	1	1
6	Sanmar Phoenix	1	0	0	0	0	2	1	0	4
	Total	2	1	4	1	1	4	1	1	15

### Description of Detainable deficiencies per category are as mentioned below :

#### 1. Certificate & Documentation :

Nil

#### 2. Loadline:

Nil

#### 3. SOLAS 74, as amended:

##### .1 Emergency System (Deficiency Code: 041):

- .1 Test of Emergency Lighting failure (DC test and E/G test);
- .2 Emergency lights near Rescue boat and Free fall life boat not working.

##### .2 Radio Communication (Deficiency Code: 051):

- .1 DC Power test for INM-C failure.

##### .3 Fire Safety (Deficiency Code: 071) :

- .1 Leaking Fire hoses. Not maintained ready for use;
- .2 Multi-cable penetrations not protected in Bulkheads of Accommodation Corridor;
- .3 The sea water suction valve of Emergency fire pump non operable from remote station;
- .4 The suction pipe lines of Emergency fire pump in the Engine room, short of insulation.

.4 Alarms (Deficiency Code: 081):

- .1 Engine room fire sensor faulty.

.5 Safety of Navigation (Deficiency Code: 101):

- .1 Charts for intended voyage not available on board.

.6 Life Saving Appliances (Deficiency Code: 111):

- .1 Poor condition of lifebuoys;
- .2 Life boat Engine could not be started;
- .3 Failure to start Free fall Life boat engine by one set of batteries;
- .4 Rescue boat davits could not be slewed by emergency means provided.

.7 Propulsion and Auxiliary machinery (Deficiency Code: 131):

- .1 Emergency Direct telephone (Bridge and Engine room)–unable to communicate effectively.

4. Maritime Labour Convention, 2006 [MLC] :

Nil

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

Nil

6. International Safety Management (ISM):

(Deficiency Code: 151):

- .1 One Seafarer's certificate had expired and the revalidated certificate could not be placed onboard, before the PSC inspection. Also, one Condition of Class was due and no extension/ closure could be shown to the PSCO.

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

Nil

**List of Indian flag Ships detained under Port State Control during the year, 2013:**

Sr No	Ships' Name	IMO No.	Ship- Owner/ Manager	Year of Build	Type of Ship	GT	RO	Date & Place of Detention	MoU
1	Tag-12	9630456	Tag Offshore	2011	OSV	2272	IRS	25.02.2013 Hong Kong China	Tokyo.
2	Jag Ravi	9127631	GESCO	1996	BC	26322	IRS,LR	19.03.2013 China	Tokyo.
3	Bon Chem	9248203	Zen Shipping	2000	ChemT	8253	IRS	12.04.2013 China	Tokyo.
4	Tamil Nadu	9107631	SCI	1996	BC	28029	IRS,BV	07.06.2013 China	Tokyo.
5	Vishva Malhar	9624017	SCI	2010	BC	33032	IRS,BV	30.07.2013 Australia	Tokyo
6	Sanmar Phoenix	8320523	Sanmar Shipping	1985	BC	33285	IRS, RINA	08.08.2013 China	Tokyo.

**Conclusions:**

- .1 There has been a considerable improvement in the performance of Indian flag Ships under PSC abroad. The number of ships detained abroad has come down from 13 in the year 2011 to 6 in the year 2013.
- .2 There has not been any detention of Indian ships under United States Coast Guard (USCG) and European Union (Paris MoU) for the last two consecutive years, making the Indian flag to the elite category of 'Qualship21' under USCG and expectedly under 'white list' rating of Paris MoU.
- .3 The detention rate of the vessels under Flag State Implementation (FSI) inspections has also shown marked improvement, despite considerable increase in the number of inspections undertaken. The detention rate has dropped from 31.81% in the year 2012 to 20.58% in the year 2013.

- .4 The maximum number of deficiencies reported on Indian ships, both under PSC and FSI is from the category Fire Safety (FS) measures, with one out of every five ships detained showing deficiencies from this area. Few deficiencies like defective weather-tight closing arrangements and poor engine-room cleanliness were repeatedly reported.
- .5 The detention rate of foreign ships visiting Indian ports under PSC has also shown a marked decline from 19.7% in the year 2012 to 10.49% in the year 2013.

■ **END OF REPORT** ■



**DIRECTORATE GENERAL OF SHIPPING**

**9th Floor, Beta Building,  
i-Think Techno Campus,  
Kanjurmarg(East),  
Mumbai- 400 042 (India)**

**TEL : 91-22-25752040 / 41/42/43/45**  
**FAX : 91-22-25752029 / 35**  
**EMAIL : dgship-dgs@nic.in**  
**WEBSITE : [www.dgshipping.gov.in](http://www.dgshipping.gov.in)**