

Annual Report on Port State Control (PSC) Flag State Implementation (FSI) 2014



Directorate General Of Shipping (DGS)
Government of India



Directorate General of Shipping (Indian Maritime Administration)

This work is copyright. It may be reproduced in whole or part subject to the inclusion of an acknowledgment of the source, but not for commercial usage or sale.

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

This report is available on Directorate General of Shipping, website

www.dgshipping.gov.in

**IOMOU detention data is available on the website of the Indian Ocean
Memorandum of Understanding (IOMOU) on Port State Control:**

www.iomou.nic.in

Memorandum of Understanding (MoU) on Port State Control

- Paris MoU.
- Tokyo MoU.
- Indian Ocean MoU.
- Mediterranean MoU
- Acuerdo de Vina del Mar (Latin American MoU).
- Caribbean MoU
- Abuja MoU.
- Black Sea MoU.
- Riyadh MoU.



दीपक शेटी, भा. रा. से.
नौवहन महानिदेशक एवं पदेन अपर सचिव, भारत सरकार.
DEEPAK SHETTY, I.R.S.
Director General of Shipping &
ex-officio Additional Secretary to the Govt. of India.

भारत सरकार / Government of India,
पोत परिवहन मंत्रालय / Ministry of Shipping,
नौवहन महानिदेशालय / Directorate General of Shipping,
९वीं मंजिल, बीटा बिल्डिंग / IX Floor, Beta Building,
आई-थिंक टेक्नो परिसर / I-Think Techno Campus,
कांजुर मार्ग (पूर्व) / Kanjur Marg (East),
मुंबई / Mumbai - 400 042,
भारत / India.

MESSAGE

F.NO: ENG/PSC-FSI/23(64)/2010

Dated: 10.09.15

Sub.: Annual Report 2014 on Port State Control (PSC) & Flag State
Implementation (FSI) – reg.

An efficient, cost-effective and safe mode of maritime transportation is a catalyst to the holistic economic growth, development and prosperity of any nation. In addition to ensuring the safety of ships, cargo and the personnel onboard, the realization of a country's commitment to addressing the global concerns on the mitigation & prevention of the environmental fall-out of sea borne trade is also of paramount importance for the different constituents of the merchant shipping eco-system, inter-alia, viz. seafarers, shipping companies, shippers, recognized organizations and maritime administrations.

2. Though merchant ships undergo a very stringent scheme of survey, inspection and certification, there may be potential non-compliances of obligations under international legal instruments, which may possibly lead to marine casualties adversely impacting life, property and environment. It is, therefore, the collective responsibility of every stakeholder to ensure that the requirements of the various global conventions/protocols/treaties/agreements adopted by the IMO, ILO and other maritime agencies are adequately met.

3. Port State Control (PSC)/ Flag State Implementation (FSI) frameworks (global) evaluate the effectiveness, efficacy and level of compliance thereof by merchant ships, thereby guarding coastal states against any potential hazards concerning maritime safety, security and environment.

10/09/15

दीपक शेटी, भा.रा.से.
Deepak Shetty, I.R.S.
नौवहन महानिदेशक
Director General of Shipping,
भारत सरकार
Govt. of India,

— 2 —

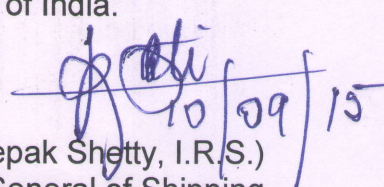
4. The recent initiative of the International Labour Organization (ILO), culminating in an adoption of the Maritime Labour Convention (MLC), 2006, has also addressed the allied social aspects of the living and working conditions of the personnel working on board ships. The PSC/FSI regimes have widened the scope of such inspections, to include the newer facets in line with the MLC, 2006.

5. The stake-holders concerned should examine, analyze, and disseminate information collected pursuant to PSC/FSI inspections, so as to advise/counsel/sensitize ship-owners/operators and shipboard management by way of due diligences for ensuring sustainable models of ship operations.

6. I congratulate the entire team of the Directorate General of Shipping, Govt. of India, for publishing this valuable informational report that includes statistical data for PSC inspections of foreign flag ships in India, as well as in respect of inspections of Indian flag ships under FSI in India, as also of the PSC regime worldwide, for the 6th consecutive year.

7. I hope that this report benefits the readers, adds value and contributes towards our common and shared eventual goal of safer ships, operated by joyous Indian seafarers onboard and a pollution-free coast line of India.




(Deepak Shetty, I.R.S.)
Director General of Shipping
& ex-officio Additional Secretary
to the Govt. of India

दीपक शेटी, भा.रा.से.
Deepak Shetty, I.R.S.
नौवहन महानिदेशक
Director General of Shipping,
भारत सरकार
Govt. of India,
मुंबई
Mumbai.



सत्यमेव जयते

बी.आर. सेखर

मुख्य सर्वेक्षक (प्रभारी) भारत सरकार एवं इंजीनियरों के मुख्य परीक्षक

B.R.SEKHAR

CHIEF SURVEYOR WITH THE GOVT. OF INDIA (IN-CHARGE)
& CHIEF EXAMINER OF ENGINEERS

भारत सरकार / Government of India

पोत परिवहन मंत्रालय / Ministry of shipping

नौवहन महानिदेशालय / Directorate Genral of Shipping

९वीं मंजिल, बिटा बिल्डिंग / 9th Floor, Beta Building

आई-थिंक टेक्नो कैंपस / I-Think Techno Campus,

कांजुर मार्ग (पूर्व) / Kanjur Marg (East)

मुंबई / Mumbai - 400 042.

Date: - 21st September 2015

FOREWORD

The principal objective of the Indian maritime administration is to promote maritime safety, ensure protection of the environment and to prevent any form of ship-sourced pollution of the marine environment. These functions are aligned and implemented through the Flag State Implementation (FSI) and Port State Control (PSC) regimes of the maritime administration. This report summarizes the PSC activities of the Indian Maritime Administration and the performance of Indian flag ships for the calendar year 2014.

In addition to the implementation of national and international standards, related to maritime safety and environmental protection on Indian flag ships, the Indian maritime administration also, has a responsibility to monitor & enforce operational standards on ships in the Indian waters, so as to ensure a coastline devoid of any incident of pollution and unseaworthy ships. Under the PSC regime, foreign flag ships are assessed using the Indian Ocean Computerized Information System (IOCIS) software of the Indian Ocean Memorandum of Understanding (IOMOU), for determining their risk profile and history of inspections. Similarly, tool is used by the Indian administration for undertaking the Flag State Implementation (FSI) inspection of the Indian flag ships, and the data is available for the benefit of all stake holders in the website, www.fsidgs.nic.in

The analysis of the PSC inspection of foreign flag ships in Indian ports and of Indian ships in foreign ports, as well as the inspections under the FSI on Indian flag ships are a systematic campaign undertaken by the Indian maritime administration and has evolved over a period of time. The database that helps the surveyors in evaluating the risk profile of ships are updated continuously and presents the administration and the allied stake holders with a comprehensive performance index of vessels.

The year 2014 did see an improvement in the number of ships that have been inspected under the Flag State Implementation (FSI), following the issuance of the Merchant Shipping Notice No.19 of 2013. However, it is desired that the ship-owners / operators should endeavor to instill systems in their organization, so as to identify potential deficiencies during their routine inspection of the ships. Every identified deficiency should be analysed for its root cause and measures to initiate effective corrective action and appropriate preventive action should be disseminated to the shipboard personnel for their information and knowledge.

The detention percentage of the foreign ships in India has reduced marginally to 8.1%, whereas the detention percentage of Indian ships during the FSI inspection has reduced from 20.58% in 2013 to 8.65% for the year 2014. However, the number of Indian ships detained, under the PSC regimes has seen an increase from 6 in the previous year to 7 in the year 2014, and, is a cause for concern.

Notwithstanding above, the long term solution lies in inculcating superlative practices on all the Indian flag ships, with regard to all aspects of shipping, including safety, security, pollution prevention, working and living conditions etc. irrespective of the area of operation or type of a vessel. Although, the Indian maritime administration will continue to adapt its oversight activities to meet the evolving needs of maritime safety, security and pollution prevention from ships, we urge all stake holders to work closely and collaboratively to help build a stronger compliance culture and prevent detention of ships.



B. R. Sekhar

(B.R.Sekhar)

Chief Surveyor with the Govt. of India

बी. आर. सेखर
B. R. Sekhar

मुख्य सर्वेक्षक-सह-अपर म.नि. (तक) (प्रभारी)
Chief Surveyor-cum-Addl. D. G. (Tech) (In-Charge)

Contents

TOPICS :	Page No.
Port State Control (PSC) in India	1
Flag State Implementation (FSI) of Indian Ships	18
Port State Control (PSC) of Indian flag ships in Foreign ports	30

Port State Control (PSC) in India

Port State Control (PSC) in India

1. INTRODUCTION

- .1 Port State control is a system of harmonized inspection procedures designed to target sub-standards ships with the main objective being their eventual elimination. A port State control authority undertakes inspections to satisfy itself that the foreign ships visiting its ports meet the required international standards laid down in the conventions, and to check on the actual condition of specific ships whose ability to meet those standards is in doubt.
- .2 Port State Control (PSC) is, thus, 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. (**STCW**);
 - .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 1st September 2014 until 30th November 2014 addressing compliance with aspects of STCW Hours of Rest. The purpose of the CIC on STCW 'Hours of Rest' was to establish, that watch-keeping personnel are meeting the requirements regarding hours of rest as per STCW 78 as amended (including the Manila amendments).
- .2 During the CIC- 2014, 160 ships underwent PSC inspections and among them 18 ships were detained. Among the detained ships, 6 ships were found with detainable deficiencies pertaining to violation of the STCW 'Hours of rest'.

4. ANALYSIS OF INSPECTION DATA

During the year 2014, 654 foreign flag ships of various types, flag States and Classification societies were inspected by the PSC Officers in Indian ports and 53 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 hosted on the Indian Ocean Memorandum of Understanding (IOMOU) website. The PSC cell of the Directorate analyses the reports and disseminates information to the field offices, if necessary and makes relevant entries in the Directorate's database. Some of the findings of which are as follows:-

- .1 Detention rate found to have reduced to 8.1% in 2014 from 10.49% in 2013;
- .2 38 nos. (71.7%) of detained ships were found to be more than 15 years old; out of which,
17 nos.(32.07 %) of detained ships were in the range of 16-25 years of age.
17 nos. (32.07%) of detained ships were in the range of 26 - 30 years of age.
4 nos. (7.55%) of detained ships were above 30 years of age.
- .3 3 nos. (5.66%) ships were within the range of 0-5 years of age.
- .4 30 nos. (56.60%) of detained ships were Bulk Carriers;
- .5 18 nos. (35.85%) of detained ships were of Panama flag;
- .6 Among the detained ships, 20 nos.(37.73%) were classed with Nippon Kaiji Kyokai (NK),
whereas, 4 nos. (7.54%) of ships were not classed with International Association of Classification Societies (IACS).
- .7 134 out of 227 nos. (59.03%) of the total detainable deficiencies observed were related to SOLAS 74, as amended;
- .8 36 out of 134 nos. (26.86 %) 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 2014, by Ship Type:			
Ship Type	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Bulk Carrier (BC)	402	30	7.46
General Cargo (GC)	115	9	7.82
Chemical Tanker (CHEM T)	57	5	8.77
Container (CNTR)	40	3	7.5
Oil Tanker (OT)	11	1	9.09
Other Types of ships (OC)	11	4	36.36
Gas Carrier (GAS C)	8	1	12.5
Offshore Vessel	5	0	0
RO-RO Cargo	1	0	0
High Speed Passenger Craft	1	0	0
RO-RO Passenger	1	0	0
Passenger Ship	1	0	0
Tug	1	0	0
Total	654	53	8.10

Figure 1

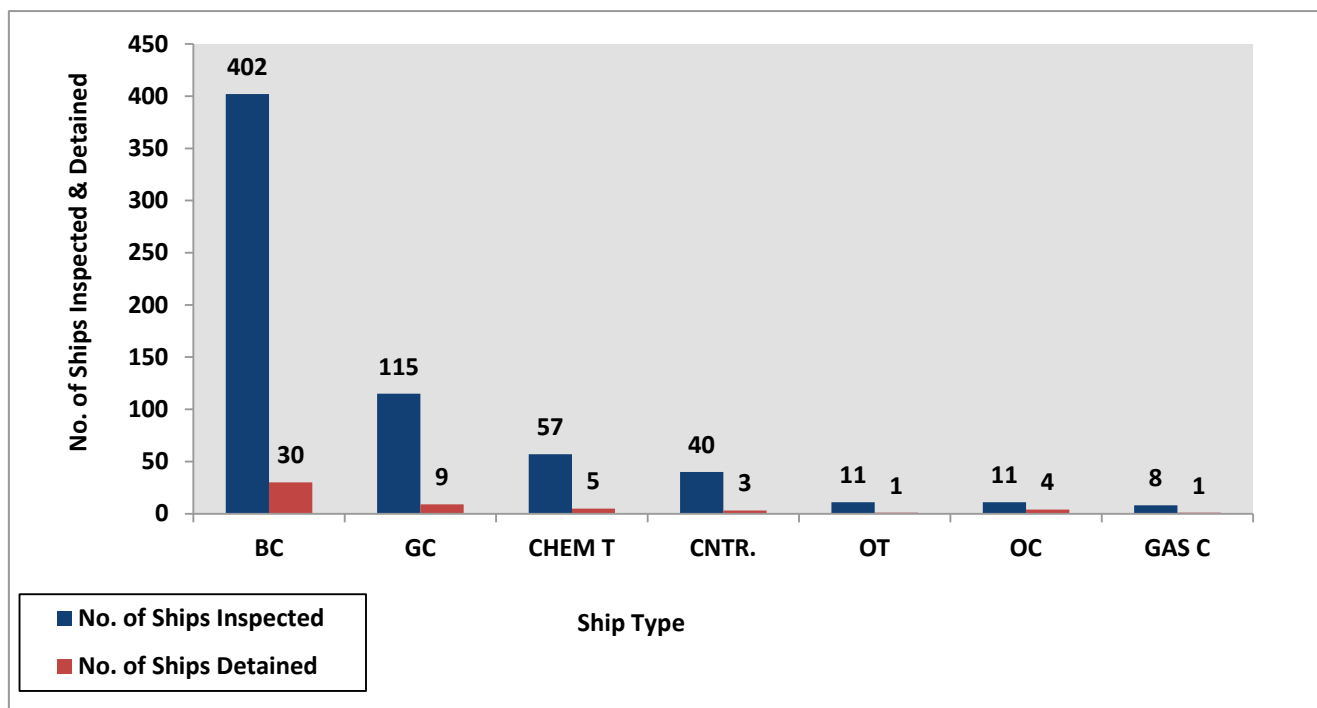


Fig. : 1 Ship -Type with 'Nil' Detentions are not reflected in the above graph.

Table 2

5 – year summary of PSC Inspections and Detentions in India:		
Year	No. of ships inspected	No. of ships detained
2010	508	110
2011	880	194
2012	650	124
2013	705	74
2014	654	53

Figure 2

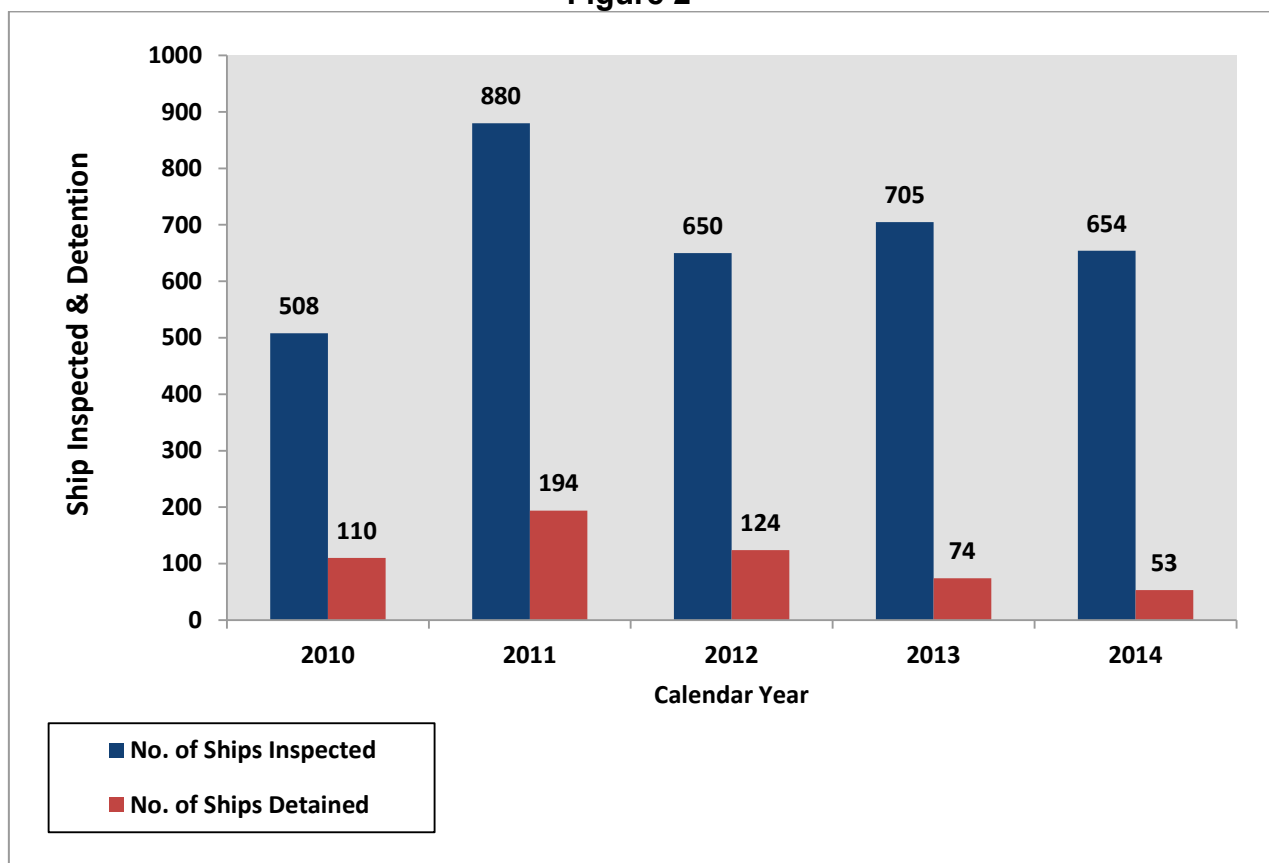


Table 3

5 year summary of PSC Detention trend in India:	
Year	Detention Ratio (%)
2010	21.7
2011	22.1
2012	19.1
2013	10.49
2014	8.10

Figure 3

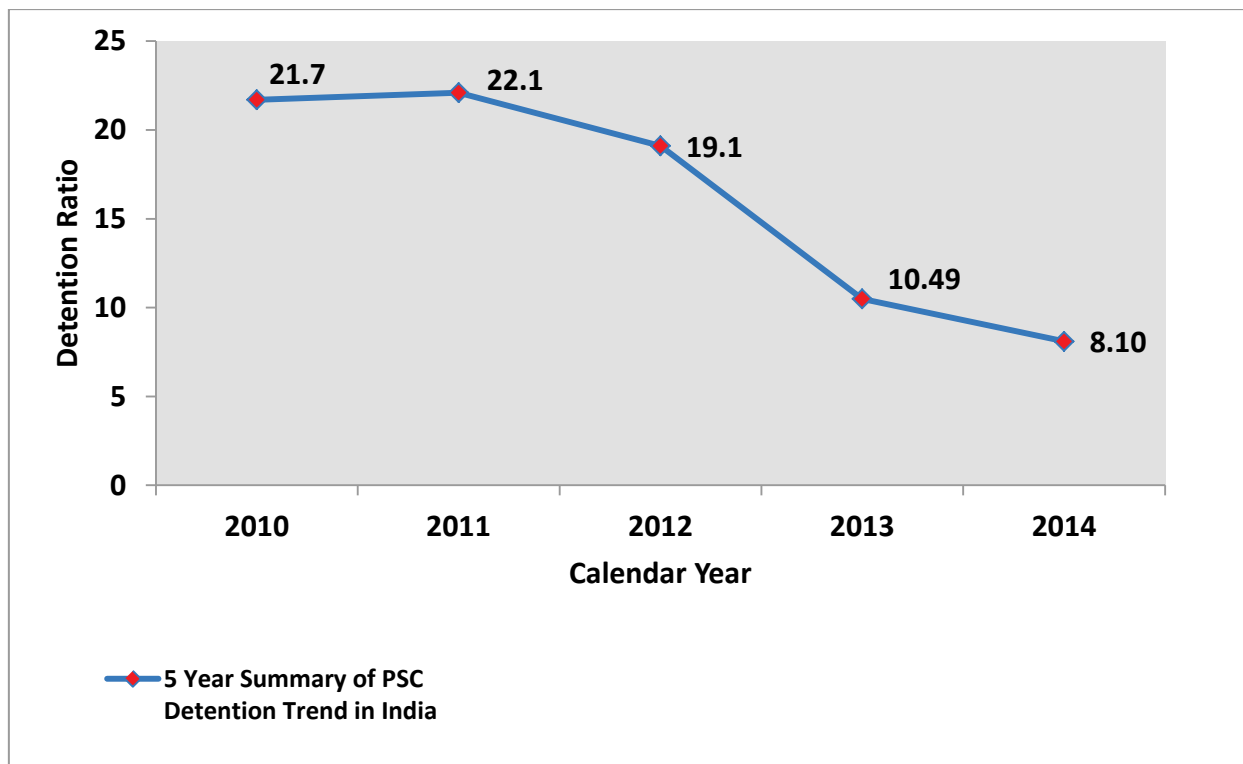


Table 4

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)	123	2	1.62
Kolkata (KOL)	39	4	10.25
Paradip (PAR)	42	2	4.76
Chennai (CHN)	75	9	12
Mangalore (MAN)	27	0	0
Tuticorin (TUT)	92	4	4.35
Mormugao (GOA)	60	0	0
Visakhapatnam (VIZ)	58	11	18.96
Kandla (KAN)	41	16	39.02
Kochi (KOC)	30	1	3.33
Mumbai (MUM)	63	3	4.76
Port Blair (PBL)	3	0	0
Jamnagar (JAM)	1	1	100
Total	654	53	8.10

Figure 4

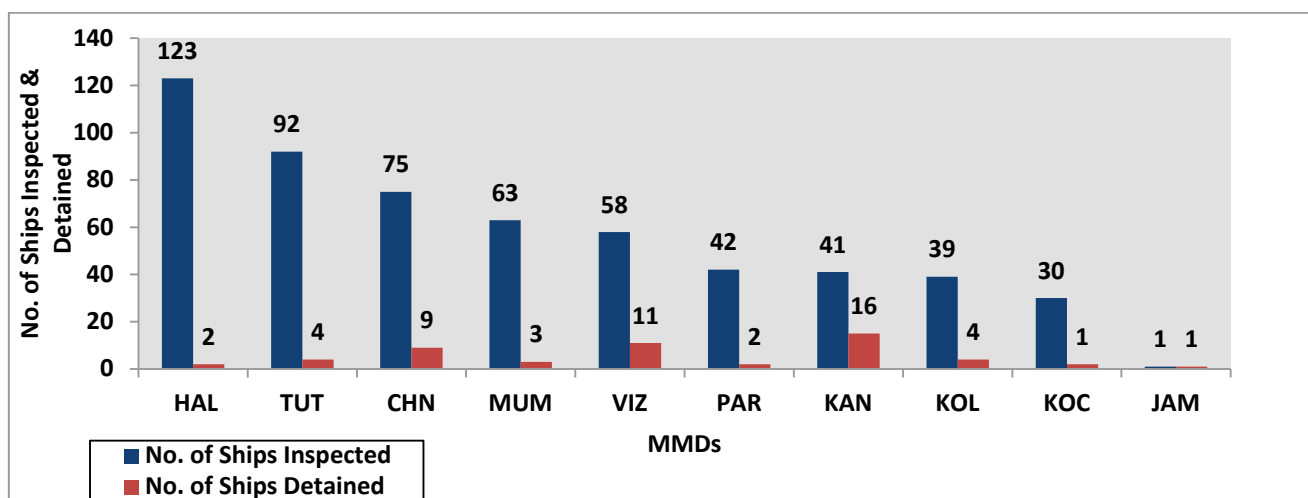


Fig. : 4 Ports (MMD) with 'Nil' Detentions are not reflected in the above graph.

Table 5

Age Profile of Ships Inspected and Detained under PSC in India :			
Age	Inspected	Detained	Detention Ratio (%)
Above 30 Years	9	4	44.45
26-30 Years	37	17	45.94
21-25 Years	29	5	17.24
16-20 Years	78	12	15.38
11-15 Years	79	3	3.80
06-10 Years	193	9	4.66
0-05 Years	229	3	1.31
Total	654	53	8.10

Figure 5

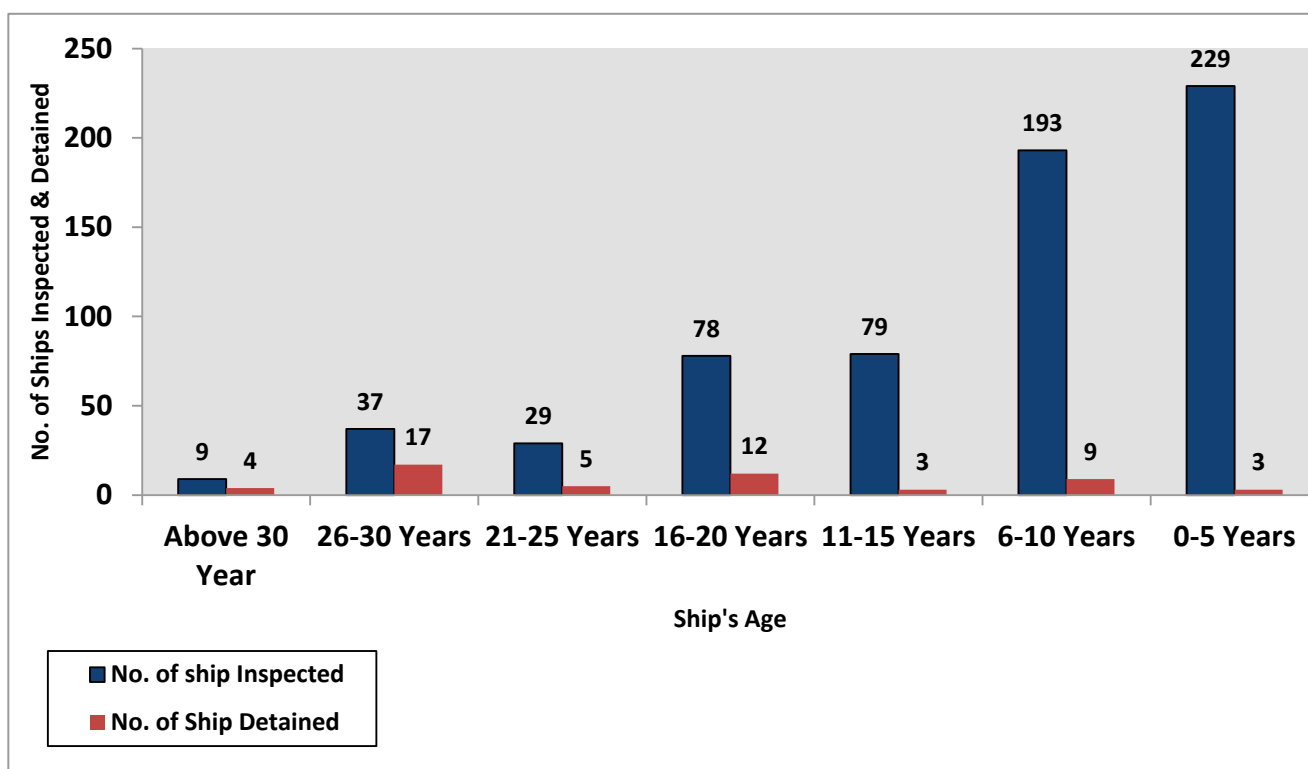


Table 6

**Ships Inspected and Detained related to their Recognised Organisations
(ROs: Members of International Association of Classification Societies):**

Sr. No	Recognised Organisations (ROs)	Ships Inspected	Ships Detained	Detention Ratio (%)
1	Nippon Kaiji Kyokai (NK)	212	20	9.43
2	Bureau Veritas (BV)	95	7	7.37
3	Lloyds Register (LR)	94	7	7.44
4	American Bureau of Shipping (ABS)	52	1	1.92
5	Det Norske Veritas (DNV)	38	4	10.52
6	China Classification Society (CCS)	36	1	2.78
7	Germanischer Lloyd (GL)	35	1	2.85
8	Korean Register of Shipping (KRS)	32	3	9.37
9	Registro Italiano Navale (RINA)	14	5	35.71
10	Indian Register of Shipping (IRS)	5	0	0
11	DNV GL AS (DGA)	2	0	0
12	Russian Maritime Register of Shipping (RMRS)	1	0	0
13	Non-IACS	38	4	10.52
Total		654	53	8.10

Figure 6

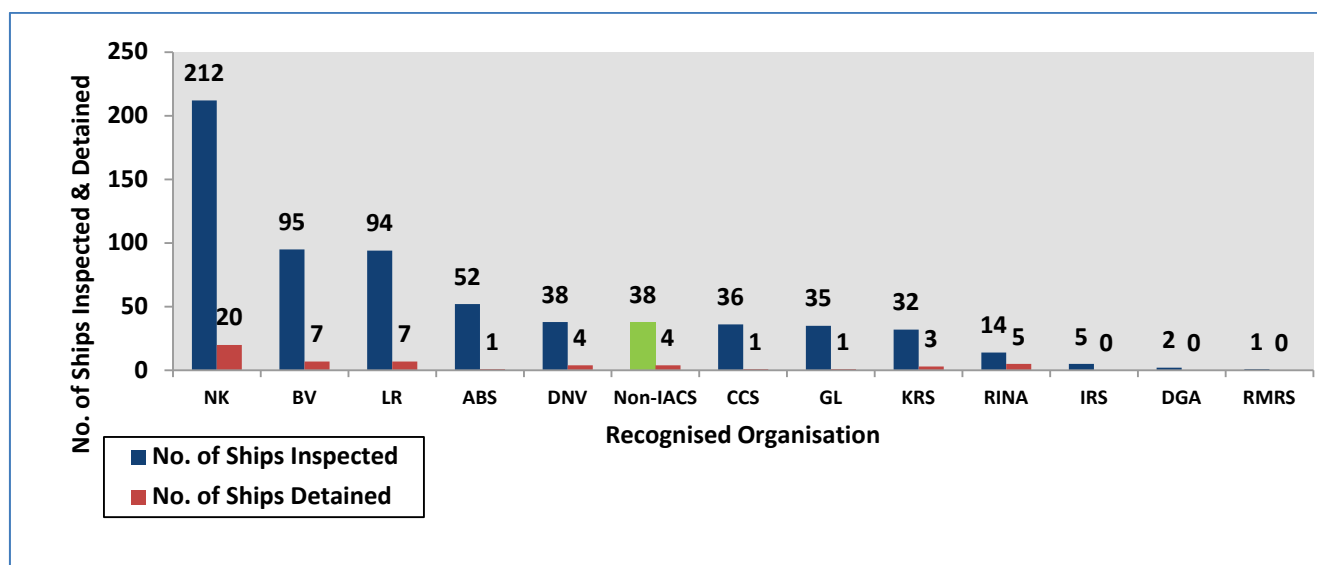


Table 7

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 (VR)	29	2
2	International Register of Shipping (IS)	1	1
3	American Register of Shipping (ARS)	1	0
4	Ship Classification Society of Malaysia (SCSM)	1	0
5	Asia Classification Society (ACS)	1	1
6	CR Classification Society (CRCS)	2	0
7	Other	3	0
Total		38	4

Figure 7

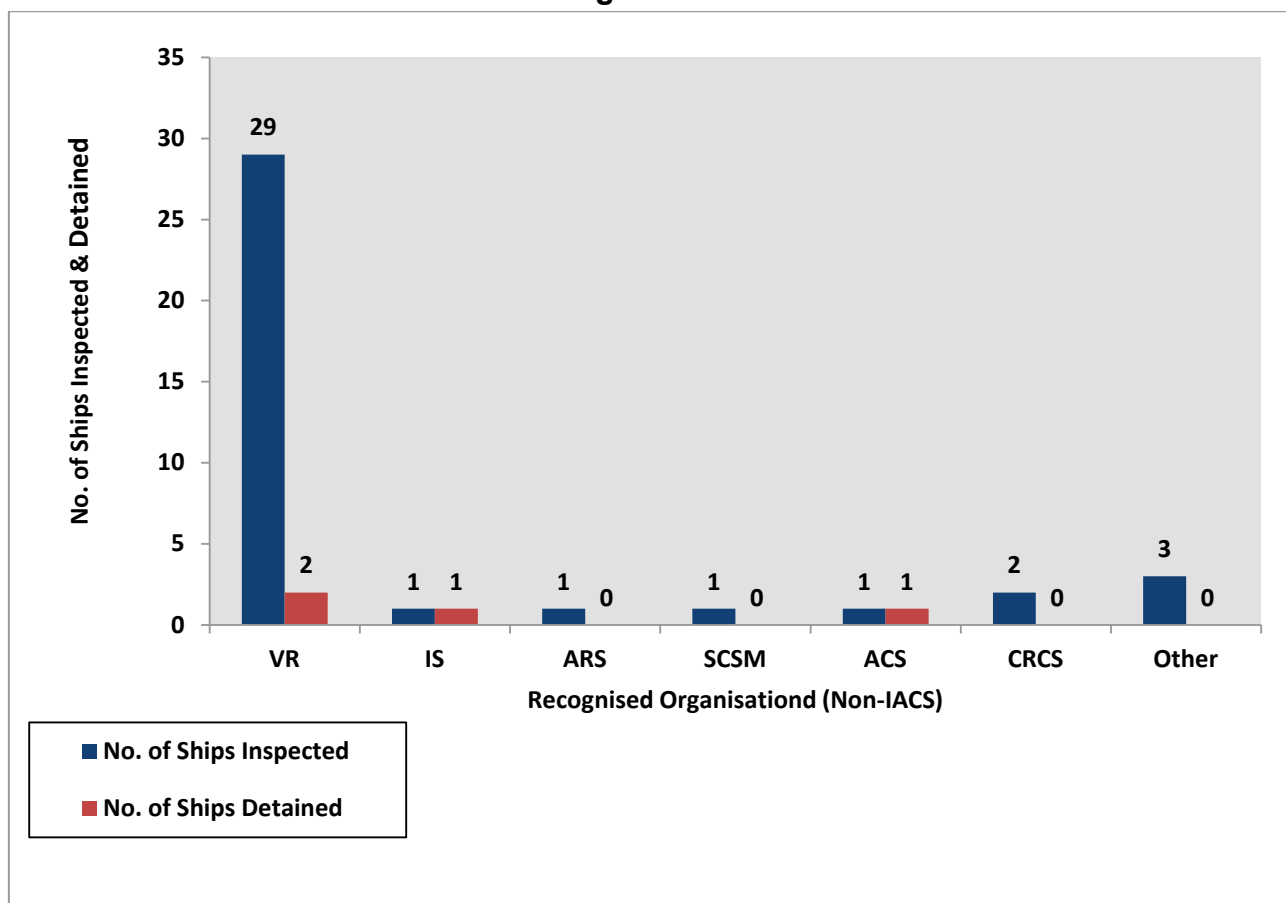
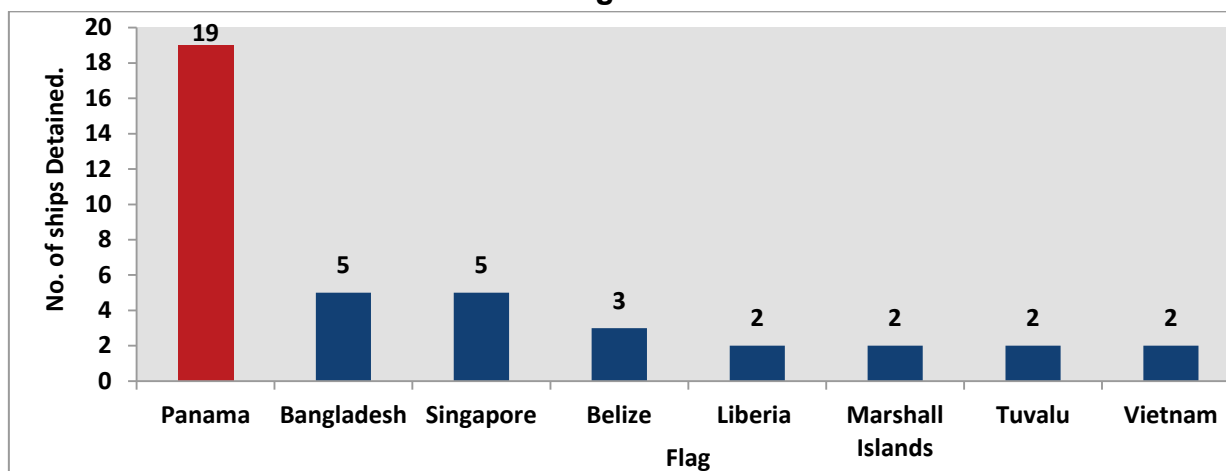


Table 8

Flag State of Ships Inspected / Detained under PSC in India.				
Sr. No.	Flag	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
1	United Arab Emirates	1	1	100
2	Antigua & Barbuda	13	1	7.69
3	Bangladesh	11	5	45.45
4	Bahamas	11	1	9.09
5	Belize	5	3	60
6	Switzerland	1	0	0
7	Cook Island	2	0	0
8	China	17	1	5.88
9	Cyprus	15	0	0
10	Denmark1	1	0	0
11	Egypt	3	1	33.33
12	Ethiopia	3	0	0
13	Gibraltar (GB)	1	0	0
14	Greece	7	0	0
15	Hong Kong China	77	1	1.30
16	Indonesia	1	0	0
17	Island of Man(GB)	4	0	0
18	Iran	4	1	25
19	Italy	2	0	0
20	Japan	1	0	0
21	Cambodia	1	0	0
22	Kiribati	1	0	0
23	Korea, RO	8	0	0
24	Cayman Island (GB)	4	0	0
25	Sri Lanka	1	1	100
26	Liberia	54	2	3.70
27	Luxemburg	1	0	0
28	Marshall Islands	60	2	3.33
29	Myanmar	2	0	0
30	Mongolia	3	1	33.33

31	Malta	35	0	0
32	Mauritius	1	0	0
33	Maldives	2	1	50
34	Malaysia	3	0	0
35	Netherlands	1	0	0
36	Norway	10	1	10
37	Panama	158	19	12.03
38	Philippines	9	0	0
39	Palau	2	1	50
40	Qatar	3	1	33.33
41	Saudi Arabia	2	0	0
42	Singapore	64	5	7.81
43	Sierra Leone	1	0	0
44	Thailand	4	0	0
45	Turkey	6	0	0
46	Tuvalu	7	2	28.57
47	Taiwan, China	1	0	0
48	Tanzania	1	0	0
49	Saint Vincent and the Grenadines	1	0	0
50	Vietnam	27	2	7.41
51	Vanuatu	1	0	0
TOTAL		654	53	8.10

Figure 8



Flags with less than two detentions are not reflected in the above graph.

Table 9

Detainable Deficiencies in entirety by Category:	
Category	No. of Deficiencies
SOLAS 74 (SOLAS)	134
SHIPS' CERTIFICATES (CERT.)	27
ILO (MLC)	21
MARPOL 73/78 (MARPOL)	20
LOAD LINE 66 (LL)	13
ISM	11
STCW	7
Total	233

Figure 9

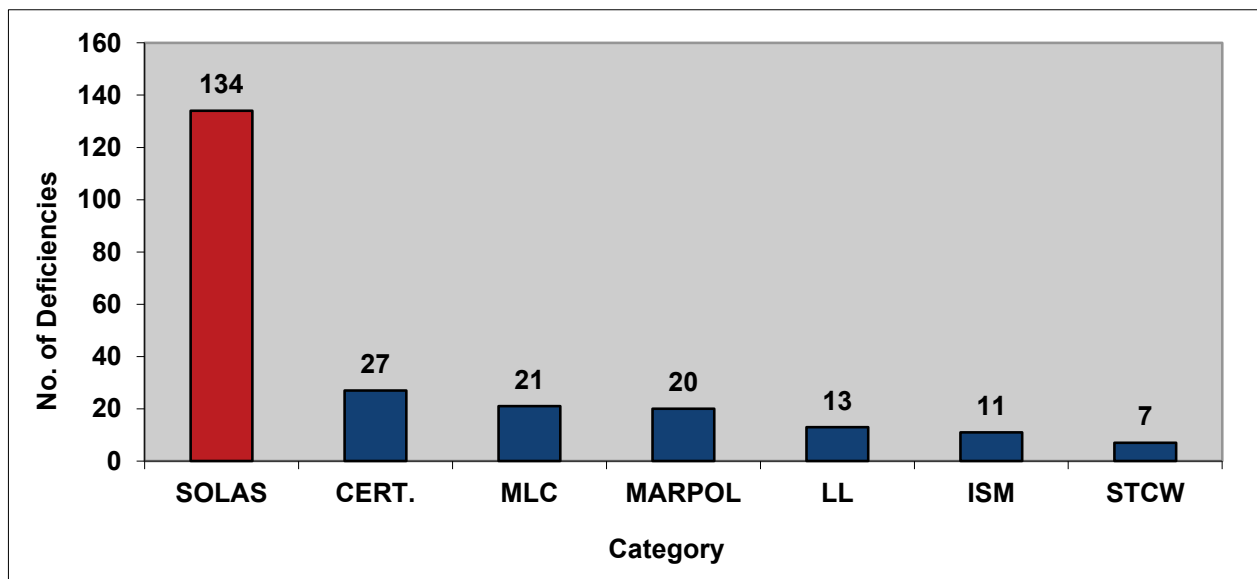


Table 10

Detainable deficiencies related to SOLAS 74,	
Category	No. of Detainable Deficiencies
FIRE SAFETY MEASURES (FSM)	36
PROPULSION & AUX. MACHINERY (P & AM)	28
SAFETY of NAVIGATION (NAV)	22
EMERGENCY SYSTEM (EM.SYS)	21
LIFE SAVING APPLIANCES (LSA)	11
RADIO COMMUNICATION (RADIO)	10
STRUCTURAL CONDITION (SC)	3
ALARMS (ALARMS)	2
CARGO OPERATION INCLUDING EQUIPMENT (CARGO OP)	1
Total	134

Figure 10

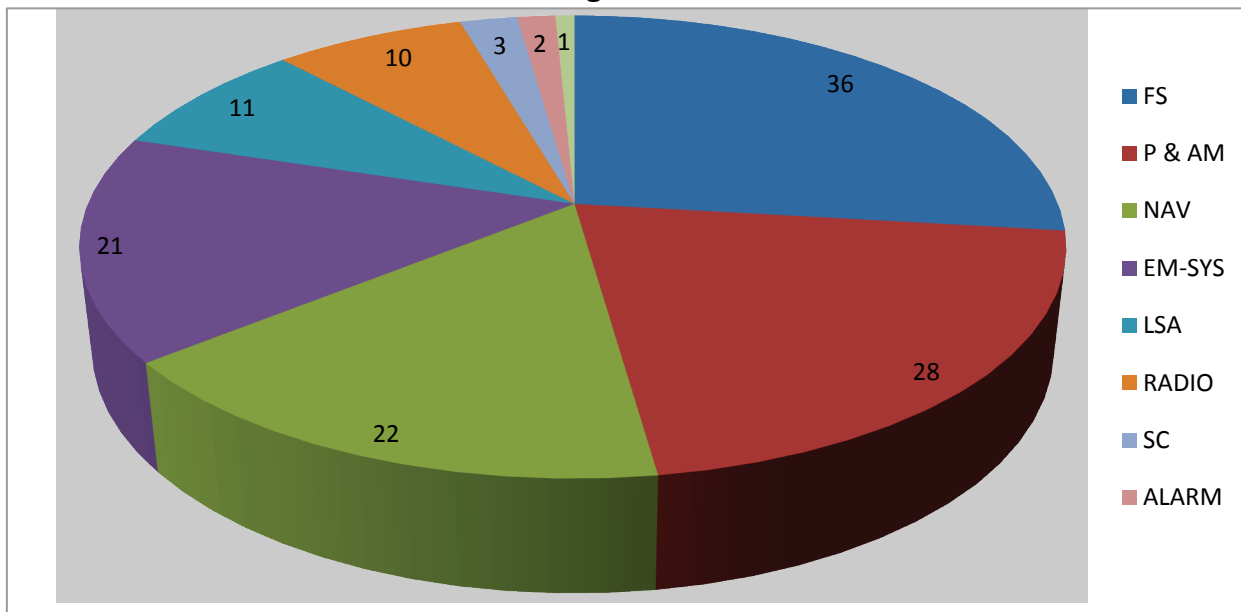


Fig. : 10 Detainable deficiencies related to SOLAS, 74 as amended.

List of Ships Detained under PSC in India during the year, 2014

Sr. No.	IMO Number	Ship's Name	Flag	Year Built	Ship Type	Recognized Organisation	Place of Detention	Date of Detention
1	8318685	KHADIZA JAHAN	Bangladesh	1985	Bulk carrier	NK	Kandla	02.01.2014
2	8400622	FENG SHUN SHAN	China	1985	Gen.Cargo/MP	VR	Krishnapatnam	07.01.2014
3	9494058	AL YASAT- II	Liberia	2011	Bulk carrier	BV	Kochi	09.01.2014
4	9285562	CEMTEX WISDOM	Singapore	2004	Bulk carrier	NK	Visakhapatnam	16.01.2014
5	9168350	VINASHIP SEA	Viet Nam	1998	Bulk carrier	VR	Visakhapatnam	22.01.2014
6	9159804	Nala Commander	Maldives	1998	Bulk carrier	BV	Tuticorin	23.01.2014
7	9104407	Bashundhara-6	Bangladesh	1994	Bulk carrier	LR	Haldia	24.01.2014
8	9456549	Union Erwin	Marshall Islands	2011	Bulk carrier	NK	Kakinada	28.01.2014
9	8309000	FORCE-ONE	Panama	1985	Other Cargo	NK	Tuticorin	06.02.2014
10	8307698	ARWAD QUEEN	Belize	1983	Bulk carrier	NK	Kandla	12.02.2014
11	8216837	CHANG LIN	Panama	1983	Bulk carrier	RINA	Chennai	25.02.2014
12	8312734	LIBER	Panama	1984	Gen.Cargo	LR	Kandla	14.03.2014
13	8413253	AKIJ GLORY	Bangladesh	1984	Bulk carrier	NK	Haldia	21.03.2014
14	9182473	STOVE TRANSPORT	Norway	1998	Other Cargo	NK	Visakhapatnam	09.04.2014
15	9275426	ALMARONA	Qatar	2003	Gen.Cargo	DNV	Tuticorin	17.04.2014
16	9359715	HANJIN CHITTAGONG	Panama	2006	Container	NK	Mundra	21.04.2014
17	8318336	IRINI	Panama	1987	Bulk carrier	RINA	Kandla	22.04.2014
18	8401315	DESHBANDHU-1	Bangladesh	1986	Bulk carrier	BV	Kandla	02.05.2014
19	9329980	TAY SON 1	Viet Nam	2003	Gen.Cargo /MP	NNK	Kakinada	22.05.2014
20	8321101	EMERALD II	Panama	1987	Bulk carrier	DNV	Kandla	27.05.2014
21	8315657	BRAMCO 2	Panama	1984	Bulk carrier	IS	Hazira	10.06.2014
22	9149249	STEADFAST	Tuvalu	1997	Oil Tanker	BV	Chennai	25.06.2014

23	9084671	PRISTINE GV	Belize	1993	Chem.Tanker	DNV	Chennai	26.06.2014
24	8311376	DAHIATUL KALBI	Bangladesh	1985	Gen.Cargo /MP	BV	Paradip	30.06.2014
25	8300535	KAI HONG	Panama	1984	Balk carrier	RINA	Kandla	30.06.2014
26	9408451	KOTA DELIMA	Singapore	2007	Container	LR	Kolkata	02.07.2014
27	9111591	FREE HERO	Liberia	1995	Bulk carrier	BV	Visakhapatnam	23.07.2014
28	9041837	YONG TONG 1	Hong Kong, China	1991	Chem.Tanker	KRS	Tuticorin	08.08.2014
29	9077903	WADI SUDR	Egypt	1993	Bulk carrier	LR	Dahej	23.08.2014
30	9222716	SUCCESS MARLINA XXXIII	Panama	1998	Chem.Tanker	NK	Mundra	26.08.2014
31	9438248	TITAN VISION	Singapore	2008	Chem.Tanker	LR	Karaikal	28.08.2014
32	9575436	TESORO	Panama	2009	Bulk carrier	KRS	Paradip	03.09.2014
33	9175858	TAN BINH 28	Mongolia	1997	Gen.Cargo/MP	VR	Mumbai	03.09.2014
34	9114347	SHARMIN	Bahamas	1995	Gen.Cargo/MP	LR	Chennai	10.09.2014
35	8306797	ROSE OF SEA	Panama	1983	Bulk carrier	NK	Kandla	16.09.2014
36	8309000	FORCE-ONE	Panama	1985	Other Cargo	NK	Kandla	17.09.2014
37	8309024	KAI MING	Panama	1985	Bulk carrier	RINA	Hazira	23.09.2014
38	9081849	LOTUS SUN	Panama	1995	Bulk carrier	KRS	Visakhapatnam	30.09.2014
39	9119086	SANGITA	Belize	1995	Bulk carrier	NK	Visakhapatnam	10.10.2014
40	9362815	ATLAS	Antigua and Barbuda	2002	Gen.Cargo/MP	GL	Mumbai	16.10.2014
41	8510362	OEL BENGAL	Singapore	1985	Container	ABS	Kolkata	17.10.2014
42	8408014	SPLENDOR	Panama	1984	Bulk carrier	NK	Kandla	17.10.2014
43	9561655	DIAMOND STAR	Panama	2008	Other Cargo	NK	Chennai	30.10.2014
44	9465760	BATIS	Iran	2006	Bulk carrier	ACS	Hazira	01.11.2014
45	9287974	ELEANOR D	Marshall Islands	2004	Bulk carrier	DNV	Visakhapatnam	11.11.2014
46	8401200	ZHONG HE 3	Palau	1984	Bulk carrier	NK	Kandla	17.11.2014
47	8801723	GREEN LOTUS	Panama	1988	Gen.Cargo/MP	NK	Kolkata	19.11.2014
48	9137430	ROCHESTER CASTLE	Panama	1996	Bulk carrier	RINA	Chennai	25.11.2014
49	8914245	NAVIGATOR B	Tuvalu	1989	Bulk carrier	NK	Chennai	26.11.2014

50	9445423	LADY SARA	United Arab Emirates	2007	Chem.Tanker	BV	Kolkata	03.12.2014
51	8204573	SOFIA	Sri Lanka	1982	Bulk carrier	NK	Kakinada	12.12.2014
52	9478157	MANDARIN EAGLE	Singapore	2007	Bulk carrier	BV	Mumbai	16.12.2014
53	9004700	SINO 7	Panama	1990	Gen.Cargo/MP	NK	Visakhapatnam	31.12.2014

Flag State Implementation (FSI) of Indian ships

Flag State Implementation (FSI) of Indian ships

1. INTRODUCTION

The flag State of a commercial vessel is the State, under whose laws, the vessel is registered.

The flag State has the authority and responsibility to enforce regulations over vessels registered under its flag, including those relating to inspection, certification, and of issuance of safety and pollution prevention documents.

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;

Flag State Inspection 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;

- .1 During the year 2014, 289 Indian flag ships were subjected to FSI and among them 25 ships were detained. FSI recorded 124 detainable deficiencies with respect to the detained ships. The detention percentage has reduced to 8.65% from the preceding year's detention percentage of 20.58%.
- .2 16 ships had undergone a General Inspection (GI) by the Recognized Organization (ROs), in lieu of the FSI. None of these vessels were considered to be 'detainable'.
- .3 Out of the 16 GI, 14 were undertaken by the Lloyds Register.

Table 11

List of Ships Inspected / Detained during the year 2014, by Ship-Type:

Ship Type	No. of Inspection	No. of Detention	Detention Ratio (%)
Tug (Tug)	67	4	5.97
Bulk Carrier (BC)	46	4	8.70
Oil Tanker (OT)	32	2	6.25
Offshore supply vessel (OSV)	36	4	11.11
Other Cargo (OC)	53	3	5.66
General Cargo (GC)	15	3	20
Passenger Ship (Pax)	16	1	6.25
Container Vessel (CNTR)	10	3	30.0
Special purpose ship (SPS)	2	1	50.0
Chemical Tanker (CHEM T)	1	0	0
Gas Carrier (GAS- C)	3	0	0
Dredger (DRGR)	3	0	0
Crew Boat (C/BOAT)	1	0	0
MODU or FPSO	3	0	0
Vehicle Carrier	1	0	0
Total	289	25	8.65

Figure 11

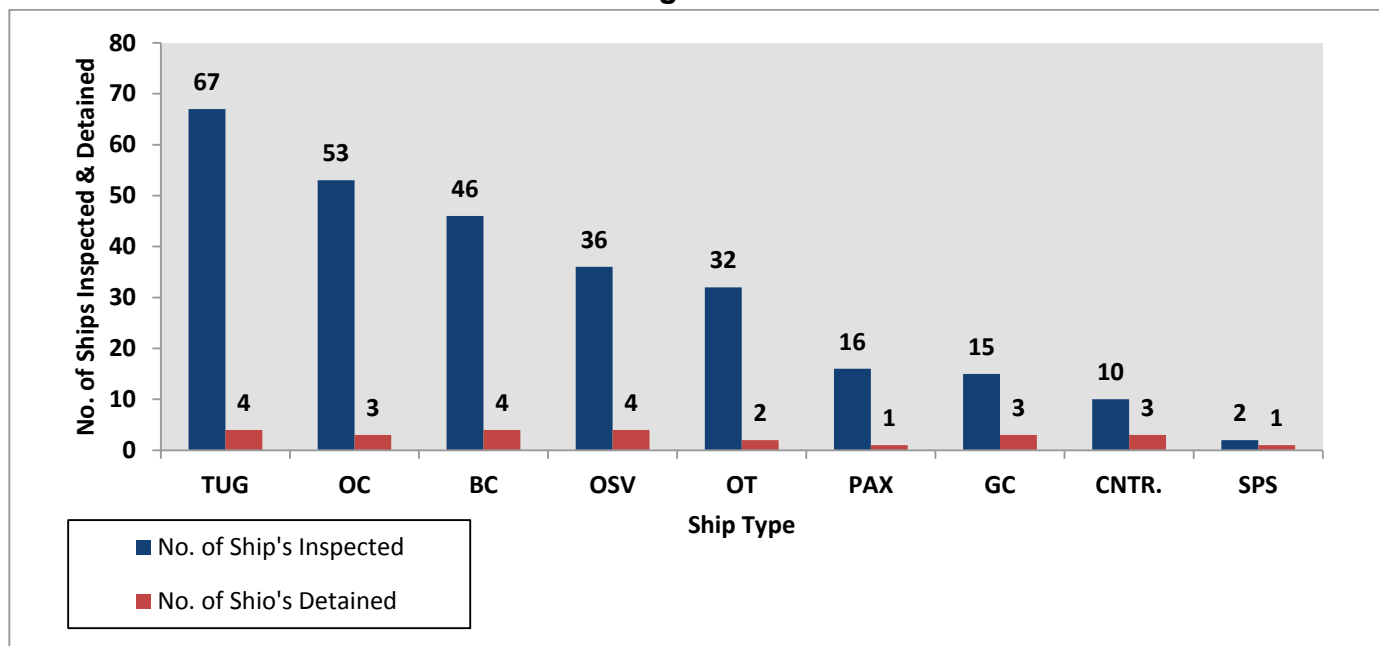


Fig. : 1

Ship -Type with 'Nil' Detentions are not reflected in the above graph.

Table 12

Flag State Implementation trend during the last 8 Years:			
Years	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
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
2013	170	35	20.58
2014	289	25	8.65

Figure 12

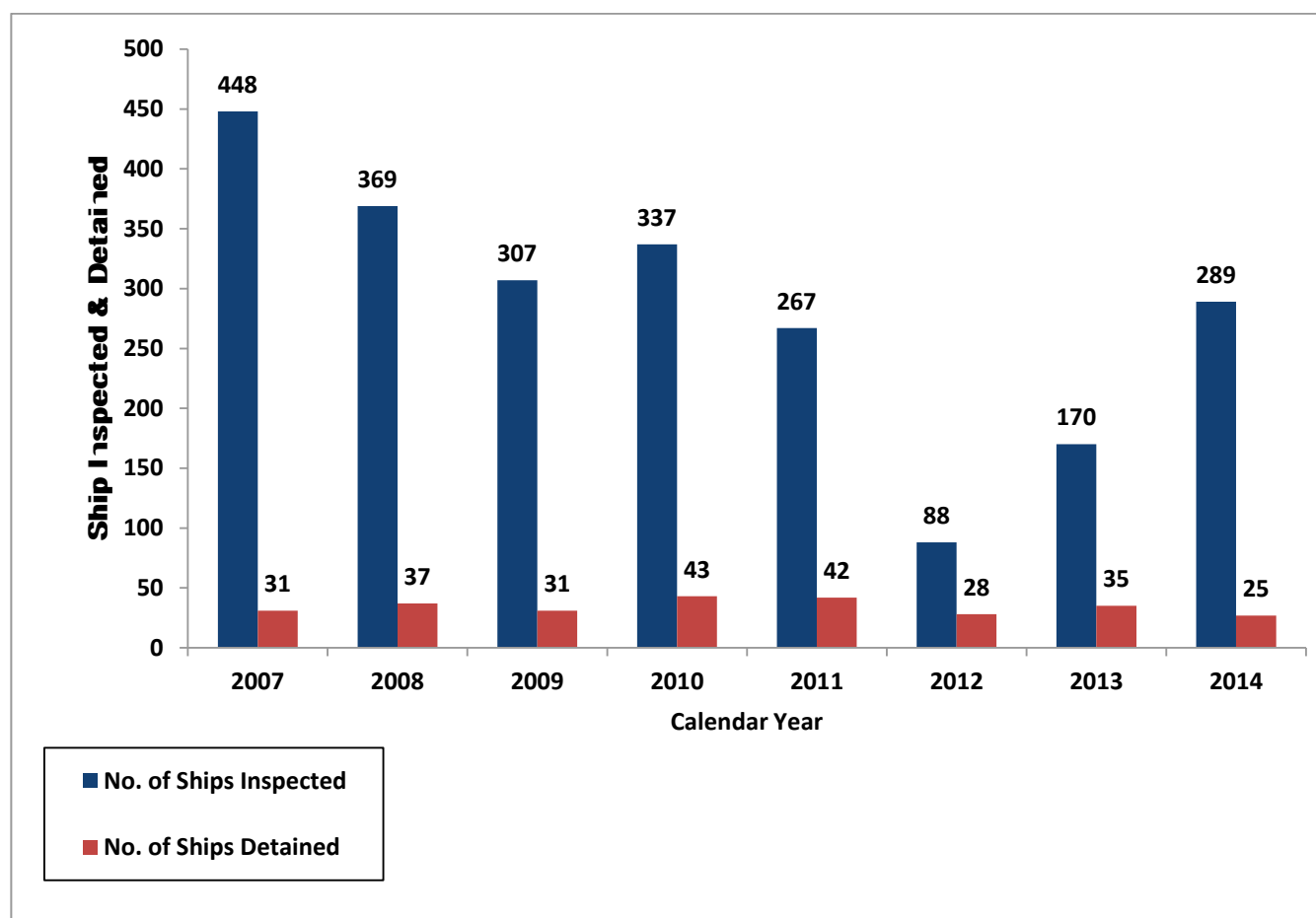


Table 13

Flag State Implementation trend during the last 8 Years:	
Year	Detention Ratio (%)
2007	6.91
2008	10.02
2009	10.09
2010	12.75
2011	15.73
2012	31.81
2013	20.58
2014	8.65

Figure 13

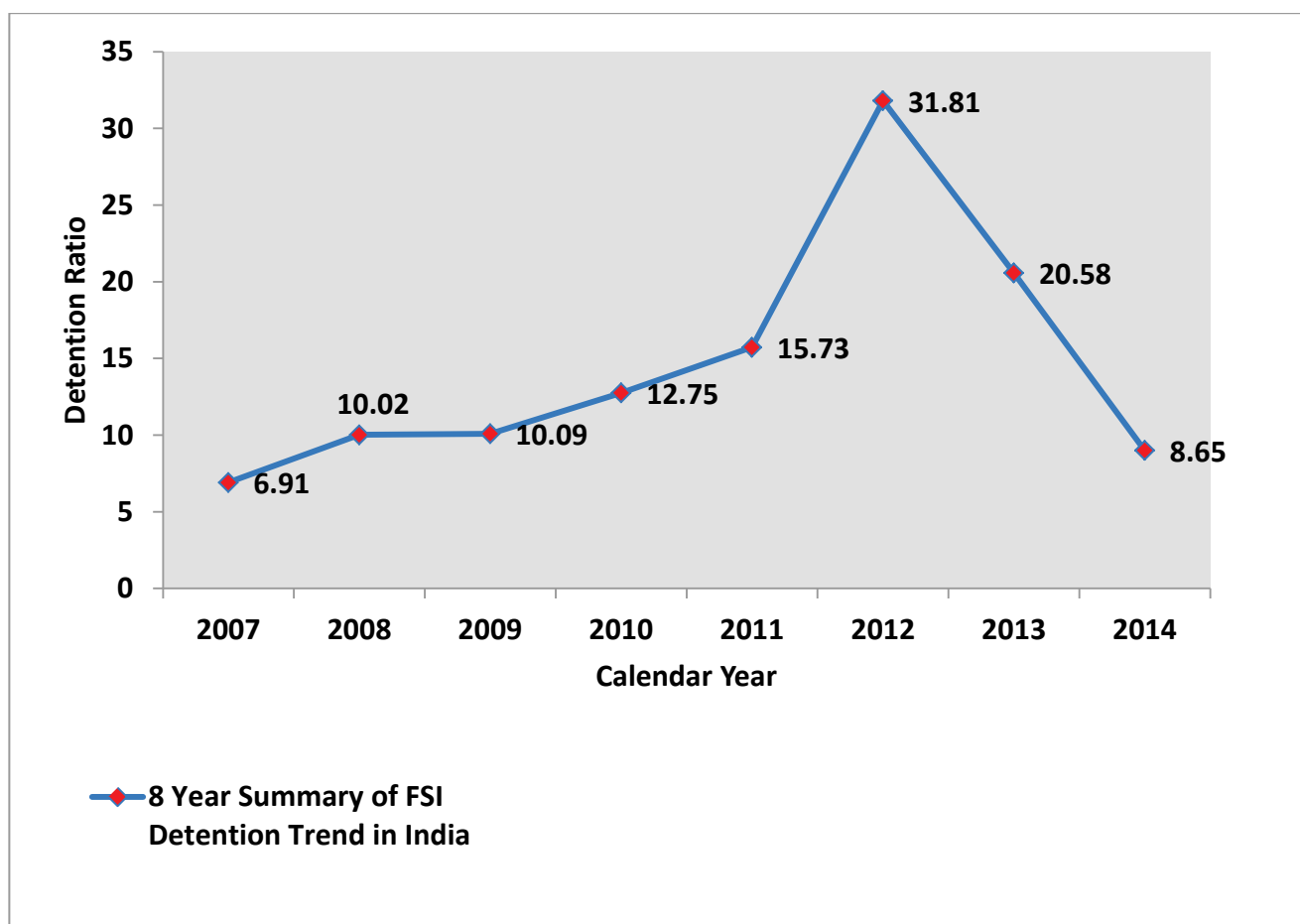


Table 14

FSI of Ships by Port (MMD):								
Mercantile Marine Department (MMD)	2011		2012		2013		2014	
	Ins.	Det.	Ins.	Det.	Ins.	Det.	Ins	Det.
Mumbai (MUM)	81	14	5	2	51	9	99	8
Kandla (KAN)	3	2	13	12	36	11	35	5
Vishakhapatnam (VIZ)	25	2	15	2	21	4	21	0
Kochi (KOC)	22	2	11	2	16	4	26	3
Chennai (CHN)	27	11	5	1	15	2	19	5
Kolkata (KOL)	20	3	7	1	8	1	11	1
Tuticorin (TUT)	8	2	10	1	6	2	3	0
Paradip (PAR)	28	4	3	0	6	1	14	2
Haldia (HAL)	9	1	2	1	4	0	28	0
Mangalore (MNG)	10	0	8	2	3	0	10	1
Port Blair (PBL)	16	0	4	0	3	1	12	0
Mormugao (GOA)	9	0	1	0	1	0	9	0
Jamnagar (JAM)	9	1	4	4	0	0	2	0
Total	267	42	88	28	170	35	289	25

Figure 14

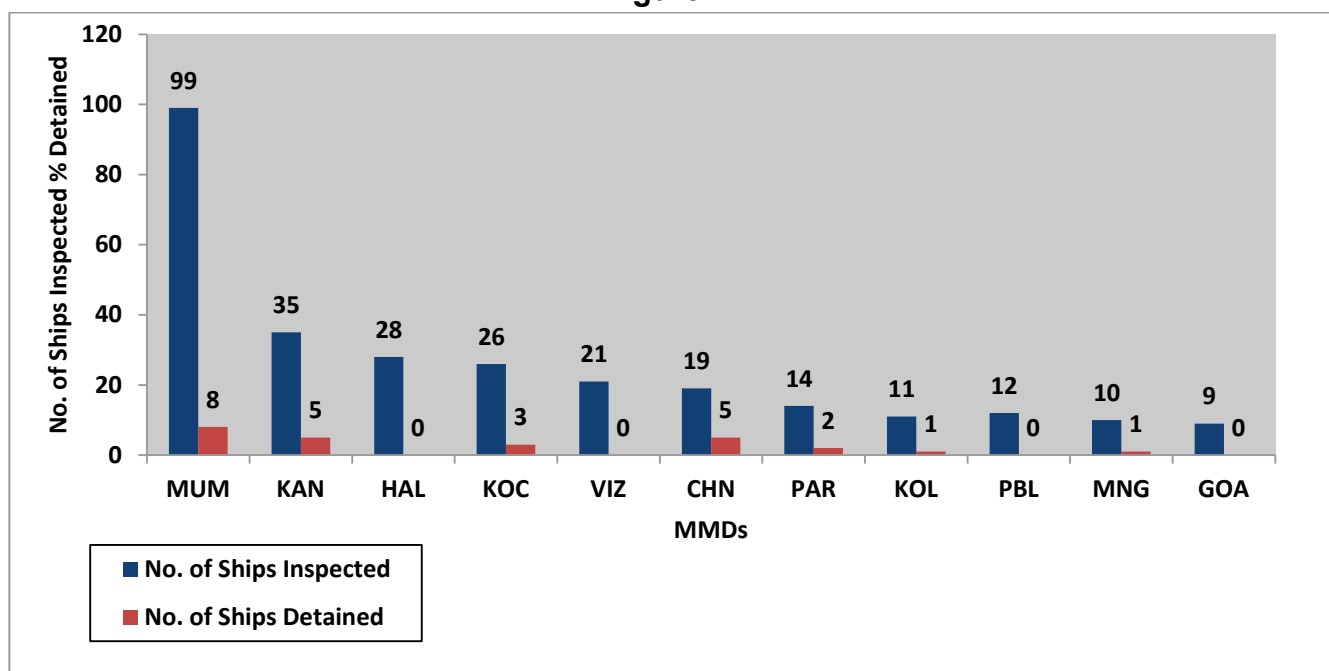


Fig. : 14

Ports (MMD) with less than 5 no. of Inspections are not reflected in the above chart.

Table 15

Age Profile Of Ships Inspected/Detained Under FSI			
Age	Inspected	Detained	Detention Ratio (%)
Above 30 Year	62	6	9.68
26 - 30 Years	44	4	9.09
21 - 25 Years	37	3	8.10
16 - 20 Years	38	6	15.79
11 - 15 Years	36	0	0
6 - 10 Years	41	4	9.76
0 - 5 Years	31	3	9.68
Total	289	25	8.65

Figure 15

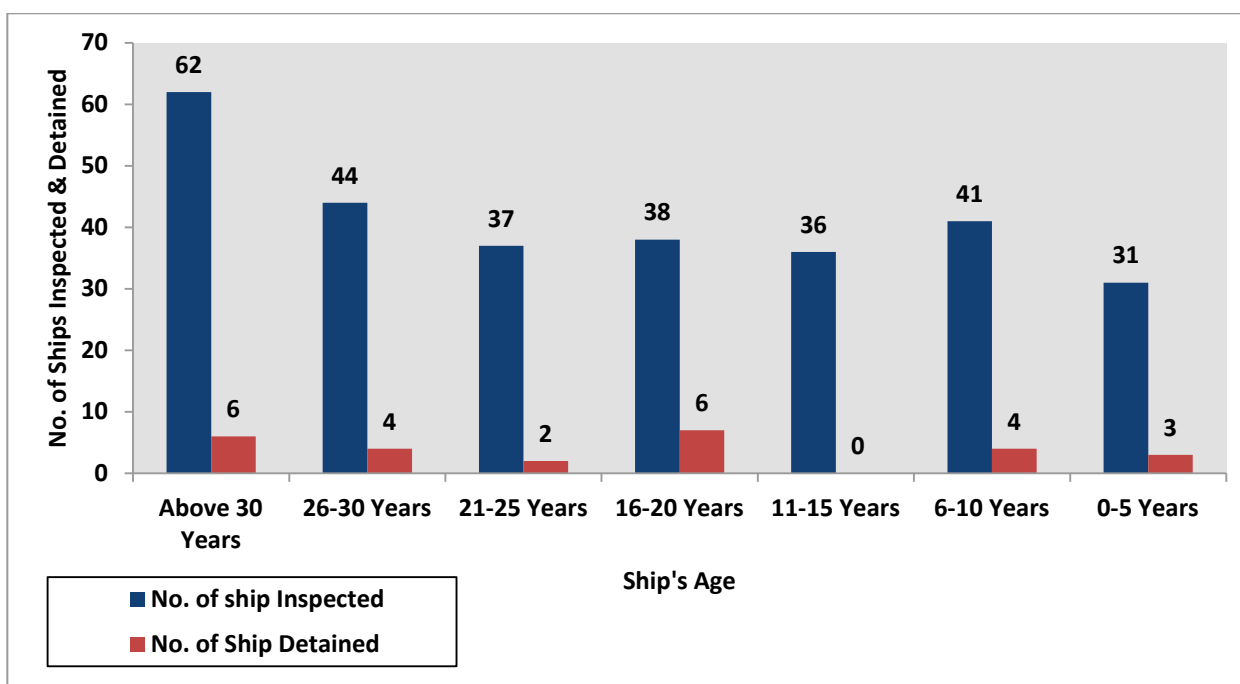


Table 16

FSI Deficiencies, in entirety, by Category:	
Category	No. of Deficiencies
SOLAS	1278
ILO	580
SHIP'S CERTIFICATE	312
LL	285
MARPOL	163
ISM	57
ISPS	44
STCW	42
OTHER	61
TOTAL	2822

Figure 16

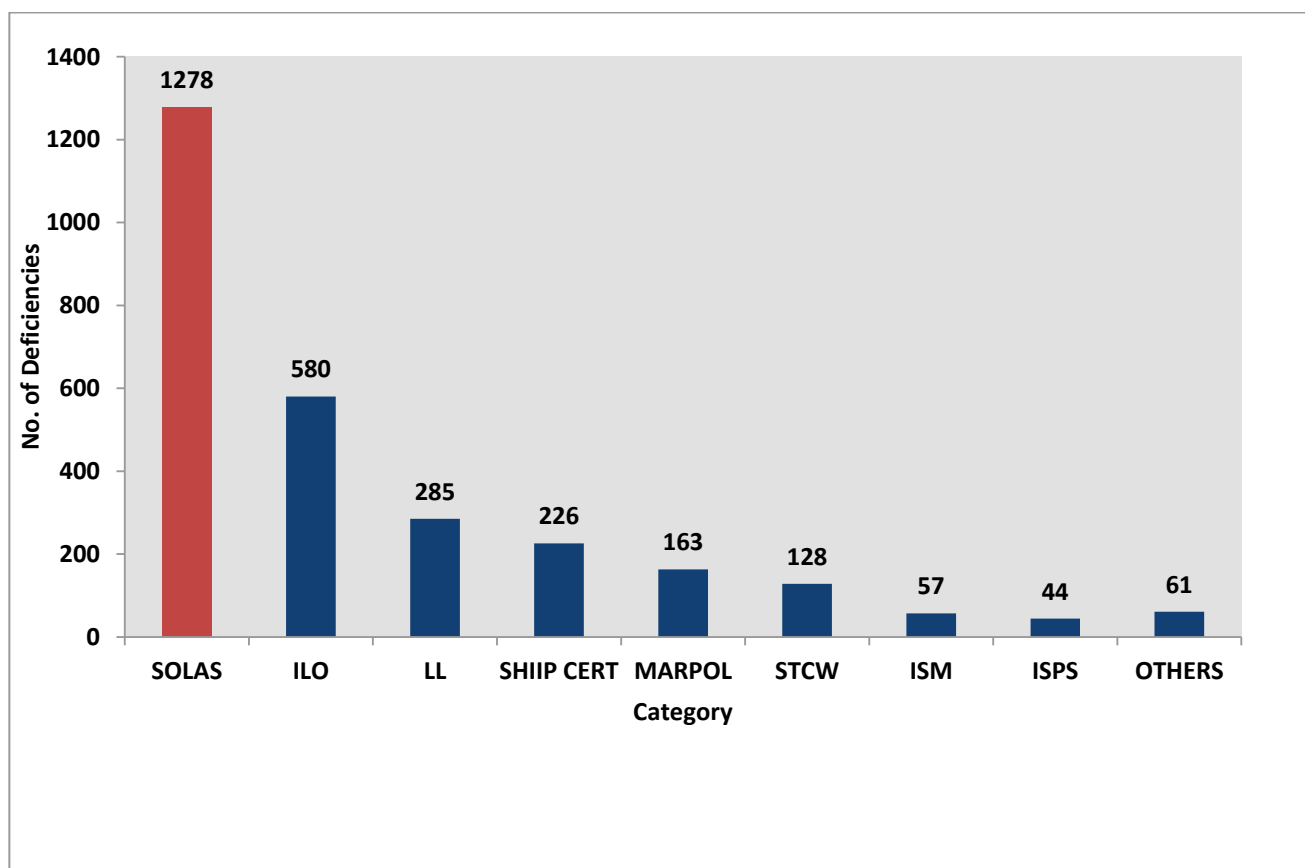


Table 17

FSI Detainable Deficiencies in entirety by Category:	
Category	No. of Deficiencies (Deficiency Action Code : 30)
SOLAS	61
LL	16
MARPOL	14
SHIPS CERTIFICATE	12
ILO	11
STCW	5
ISM	5
TOTAL	124

Figure 17

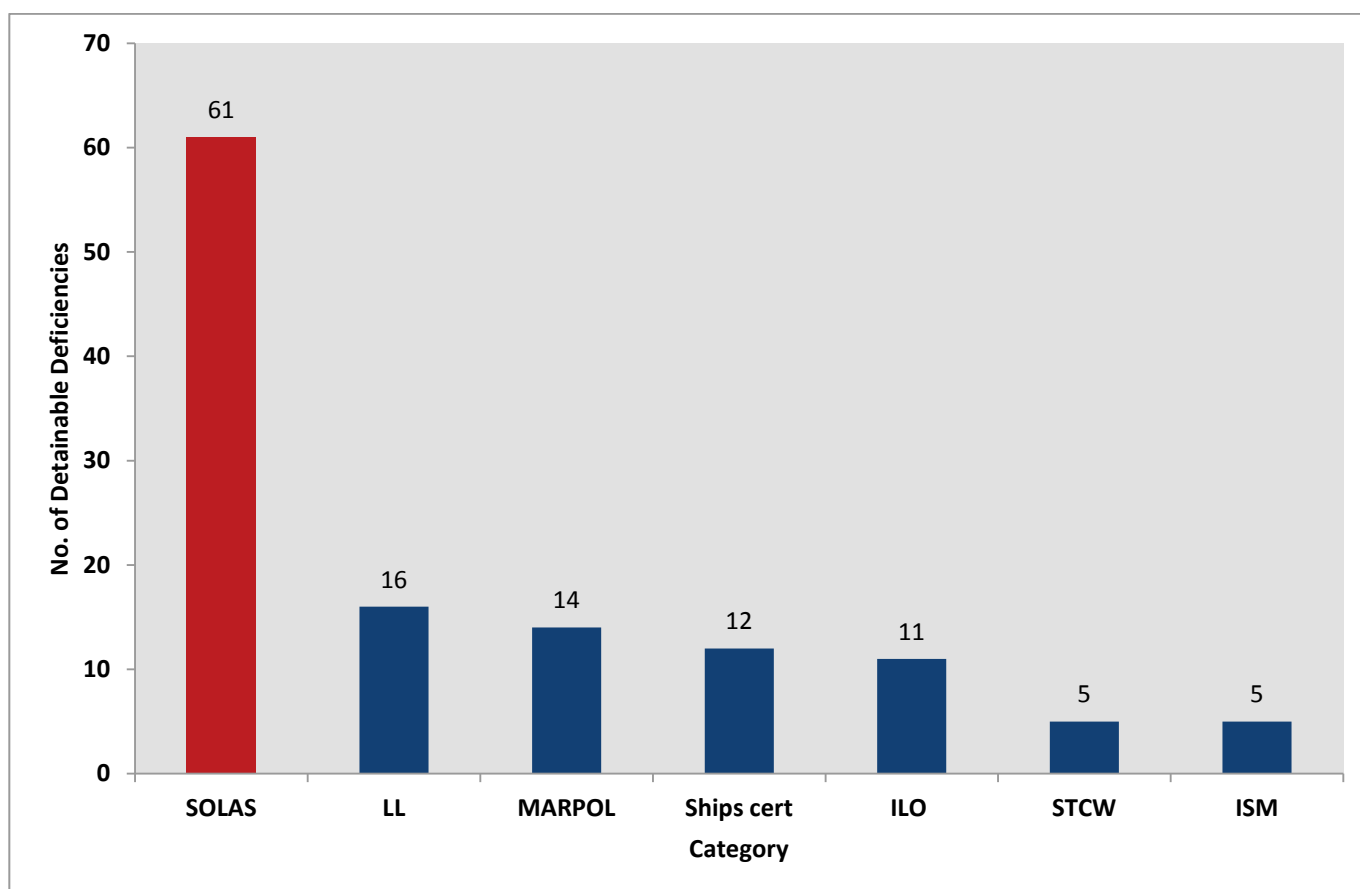


Table 18

SOLAS 74, as amended related FSI Detainable Deficiencies by Category	
Category	No. of Detainable Deficiencies (Deficiency Action Code : 30)
LIFE SAVING APPLIANCES (LSA)	17
FIRE SAFETY (FS)	14
EMERGENCY SYSTEM (ES)	8
RADIO COMMUNICATIONS (RC)	5
SAFETY OF NAVIGATION (SAFETY OF NAV)	11
PROPULSION & AUX. MACHINERY (P & AM)	4
ALARMS (ALARM)	1
CARGO OPERATION (CARGO)	1
TOTAL	61

Figure 18

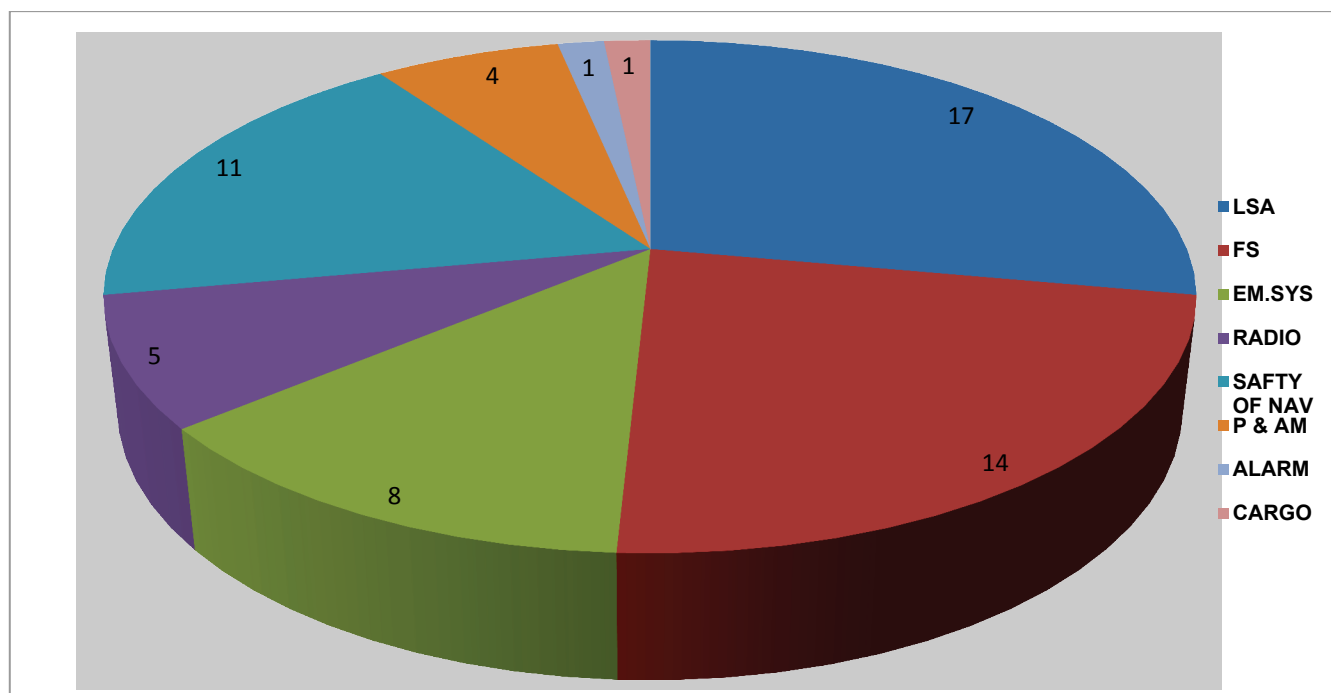
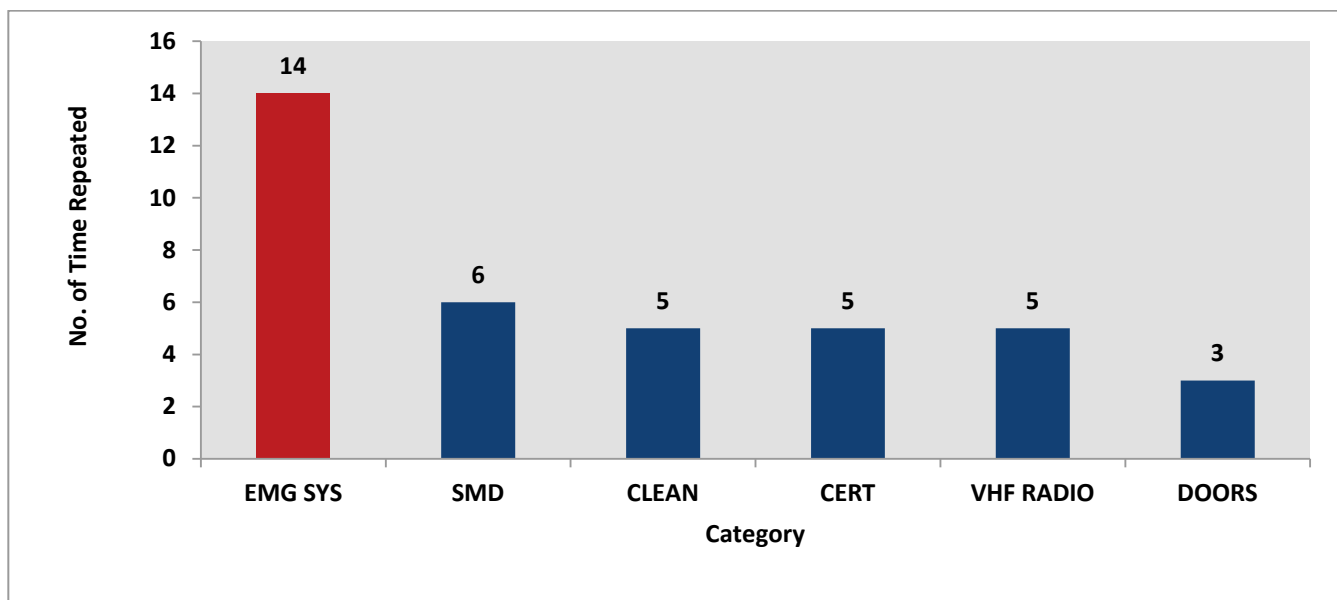


Fig. : 18 FSI Detainable Deficiencies Related to SOLAS, 74.

Table 19

List of Frequently Repeated FSI Detainable Deficiencies :				
Def Code	Deficiency Name	Deficiency Description	Deficiency Category	No. of times repeated
09103	WORKING & LIVING CONDITIONS	Cleanliness(CLEAN)	ILO	5
01201	CERTIFICATE & DOCUMENTATION	Certificates for Officers/Ratings (CERT)	STCW	5
01209	MINIMUM SAFE MANNING DOCUMENT	Manning not as specified (SMD)	SOLAS	6
04102	EMERGENCY SYSTEMS	Emergency Fire pump and its Pipes (EMG SYS)	SOLAS	14
03107	WATER/WEATHERTIGHT CONDITON	Doors	LL	3
05109	RADIO COMMUNICATIONS	VHF Radio Installation	RADIO	5

Figure 19



List of Ships Detained under FSI during the year, 2014:

Sr. No	Ship's name	IMO No.	Ship Owner / Manager	Type of Ship	Year of Build	GT	Class	Place of Detention	Date of Detention
1	Dolphin No.5	9368352	KNK Shipmanagement	Tug	2005	390	IRS	Mumbai	07.01.14
2	Rel 385 Sixteen	9437452	Reliance Industries	Tug	2008	466	IRS	Kandla	14.01..14
3	DCI Dr-XI	8505680	Dredging Corporation of India Ltd.	Other Type of Ship	1985	5170	IRS	Kandla	18.02.14
4	Albatross-19	8108365	Albatross Marine Services	Tug	1981	307	IRS	Mumbai	21.02.14
5	Offshore Supplier	7342249	Raj Shipping	OSV	1974	696	IRS	Mumbai	29.04.14
6	Jindal Tara	9129770	V-Ships Management Ltd	Bulk Carrier	1995	5850	IRS	Kolkata	07.05.14
7	Prudent	8913588	Seven Islands Shipping	Oil Tanker	1991	28223	IRS	Kochi	09.05.14
8	Sea Melody	7724746	Hind Offshore	OSV	1978	969	IRS	Kandla	19.05.14
9	Sagar-04	8308484	Amba shipping & Logistics Pvt. Ltd.	OSV	1984	1310	IRS	Mumbai	28.05.14
10	Sirius	9370874	Keirsos Maritime Pvt Ltd	Tug	2006	305	IRS	Visakhapatnam	30.05.14
11	Jindal Kamakshi	9528419	V Ships Ship management	General Cargo	2009	7460	IRS	Kochi	06.06.14
12	DCI Dredge Aquarius	7533379	Dredging Corporation of India	Other Type of Ship	1977	3397	IRS	Chennai (Ennore)	12.06.14
13	Vishva Vikas	9487902	Shipping Corporation of India	Bulk Carrier	2012	33185	IRS /DNV	Chennai	20.06.14
14	Nand Panna	8219140	Tag offshore ltd	Supply Vessel	1984	1313	IRS	Mumbai	23.06.14
15	Tamil Kamaraj	8221430	Poompuhar Shipping Corporation Ltd	Bulk Carrier	1987	27997	IRS	Paradip	24.07.14
16	Rajiv Gandhi	9045558	Shipping Corporation of India	Container	1994	21963	IRS/ BV	Kandla	29.07.14
17	Gati Majesty	9106754	Gati Ship Ltd.,	Container	1994	7944	IRS	Kandla	01.08.14
18	Dawn Mathura	9079171	Doehle Danautic India Pvt Ltd	Oil Tanker	1994	28226	IRS	Mumbai	12.08.14
19	Sagar Nidhi	9384485	Shipping Corporation of India	Other Type of Ship	2007	4862	IRS/ DNV	Chennai	13.08.14
20	Malaviya Thirty Three	7809118	GOLOffshore Ltd.	Other Types of Ship	1978	8259	IRS	Mumbai	11.09.14
21	Jal Vahini	9562233	Global United Shipping India Pvt. Ltd.	Bulk Carrier	2011	7078	IRS	Paradip	12.09.14

22	Jindal Tara	9129770	Amba Shipping Logistics Pvt. Ltd.	General cargo	1995	5850	IRS	Visakhapatnam	13.11.14
23	Guru Kripa	9129512	Galleon Shipping.	General cargo	1997	1592	IRS	Mumbai	14.11.14
24	Lal Bahadur Shastri	9045534	Shipping Corporation of India	Container	1993	21963	IRS /BV	Kochi	15.11.14
25	Zoya	7423495	Amba Shipping Logistics Pvt. Ltd.	Other Type of Ship	1975	775	IRS	Mumbai	21.11.14

Port State Control of Indian Flag Ships in Foreign Ports

Port State Control (PSC) report of Indian ships in Foreign Ports

INTRODUCTION:

1. The importance of Port State Control is now recognized by most countries around the world. Regional cooperation among port States has led to the concluding of Memoranda of Understanding, or MOUs, that seek to promote and realise more effective PSC for a given region. The first such agreement was signed in Paris in 1982. Since then, MOUs concerning the implementation of PSC regimes have been concluded in a total of nine regions in the world as listed below, and does not include the US Coast Guard, which carries out port State control for compliance with the US Code of Federal Regulations and other IMO Conventions:
 - 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. Abuja MoU (West and Central African region);
 - viii. Black Sea MoU (Black Sea region);
 - ix. Riyadh MoU (The Gulf region);
2. Port State Control Cell of the Directorate General of Shipping (DGS) monitors and analyses detention of Indian Flag ships by port State control authorities, abroad and disseminates the findings to Indian Ship Owners and Recognized Organizations (ROs), in order to take suitable corrective measures by the stake-holders.
3. 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.
4. Detention of 7 out of 196 Indian flag ships that were subjected to inspections under PSC in foreign ports indicates a detention percentage of 3.57%.
5. As an experienced maritime nation, it's 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 20

Indian flag ships Inspected and Detained under PSC in Foreign Ports during the year, 2014 by Ship-Type:			
Type of Ship	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Bulk Carrier (BC)	115	4	3.48
Oil Tanker (Oil T)	62	0	0
Chemical Tanker (Chem. T)	6	1	16.67
Container (CNTR.)	4	0	0
Offshore Vessel (OSV)	4	0	0
General Cargo(GC)	2	1	50
Other Types of Ship (OT)	2	0	0
Car Carrier (CC)	1	1	100
Total	196	7	3.57

Figure 20

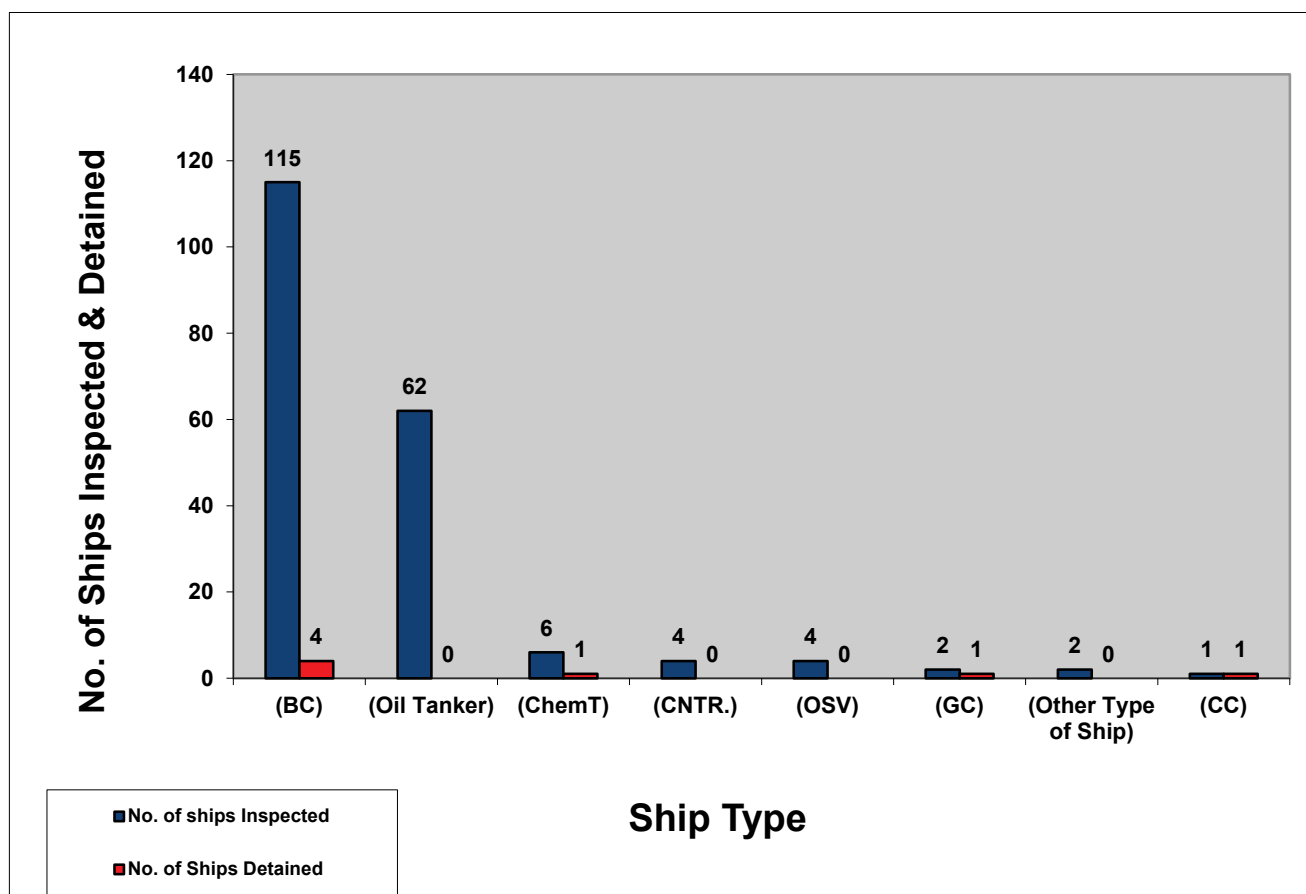


Table 21

PSC Detention of Indian flag ships by Memorandum of Understanding (MoU):			
MoU	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Tokyo	81	3	3.70
Paris	26	0	0
Riyadh	25	2	8
USCG	19	1	5.26
Black Sea	9	1	11.11
Mediterranean	10	0	0
Indian Ocean	13	0 Vessel detained by AMSA is included in the detention list of Tokyo MoU	0
Caribbean	1	0	0
ABUJA	3	0	0
Acuerdo de Vina del Mar	9	0	0
TOTAL	196	7	3.57

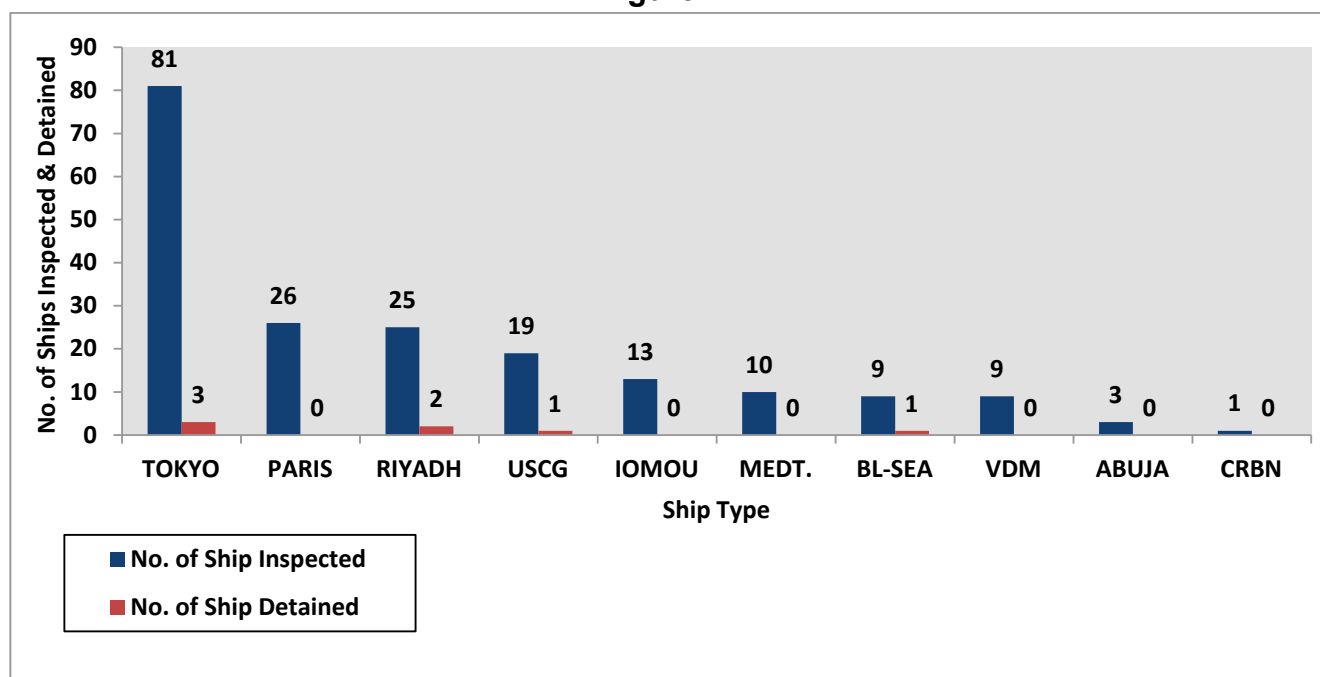
Figure 21

Table 22

Recognized Organizations (ROs) of Indian ships detained under PSC:	
ROs	No of Ships Detained
IRS [Single Class] (IRS)	2
IRS & LR (IRS-LR)	2
IRS & DNV [Dual Class] (IRS-DNV)	1
IRS & NK (Dual Class) (IRS-NKK)	1
IRS & RINA (Dual Class) (IRS-RINA)	1
Total	7

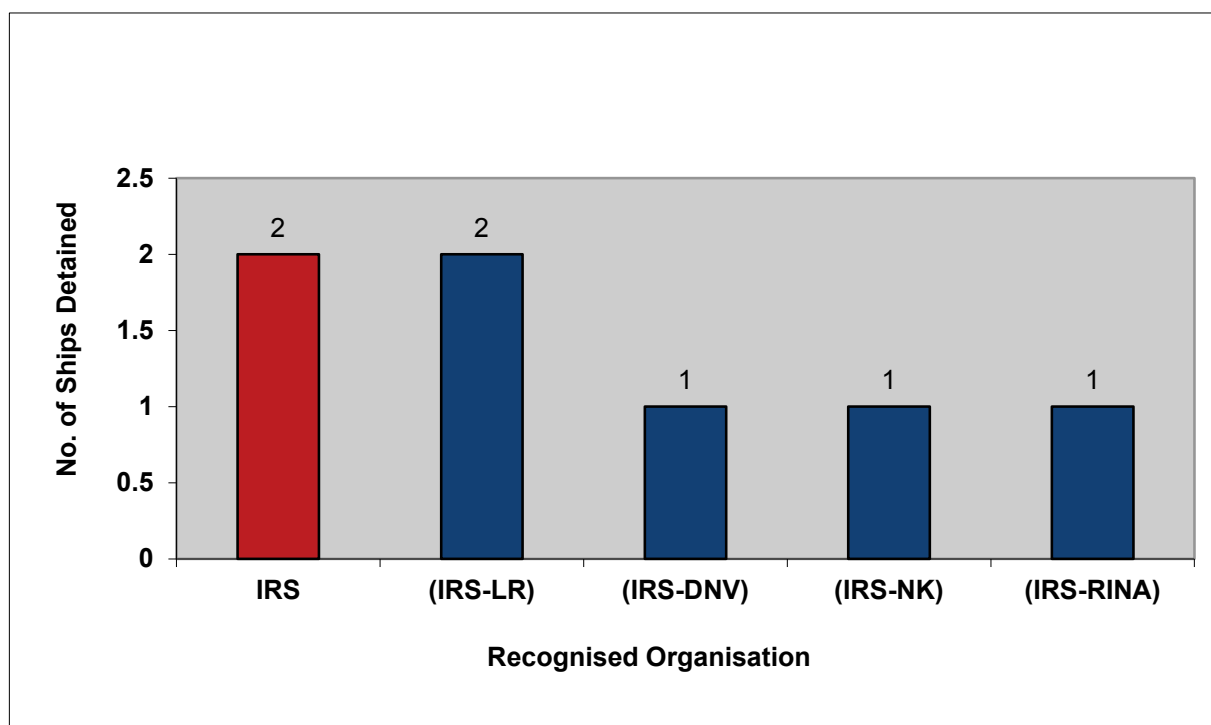
Figure 22

Table 23

Age profile of Indian ships inspected and detained under PSC:			
Age	No. of Ships Inspected	No. of Ships Detained	Detention Ratio (%)
Above 30	0	0	0
26 - 30 Years	11	3	27.27
21 - 25 Years	5	0	0
16 - 20 Years	23	2	8.70
11 - 15 Years	35	2	5.71
6 - 10 Years	56	0	0
0 - 5 Years	66	0	0
Total	196	7	3.57

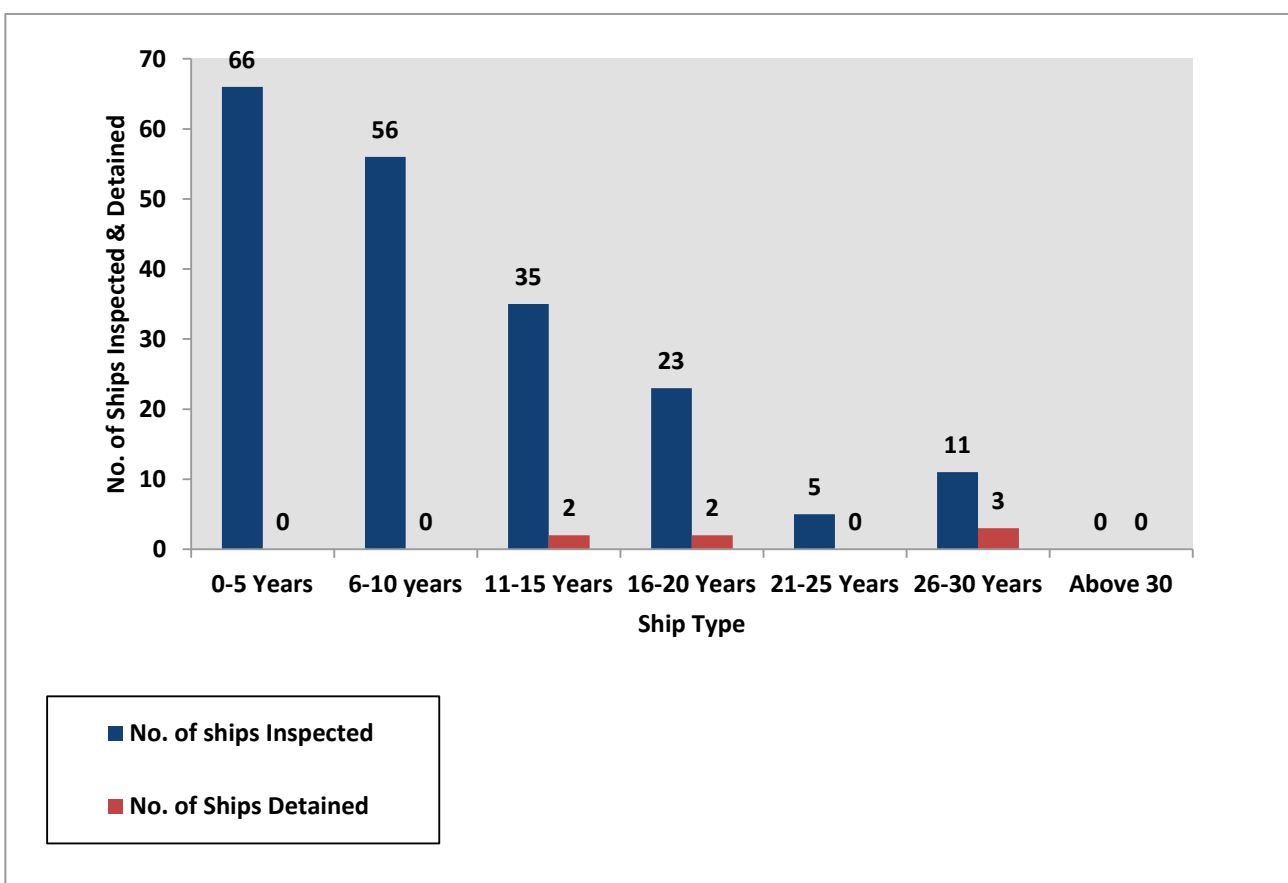
Figure 23

Table 24

PSC Deficiencies of Indian flag ships, in entirety by Category:		
Sr. No	Category	No. of Deficiencies
1	SOLAS 74, as amended (SOLAS)	245
2	ILO / MLC 2006 (MLC)	74
3	LOAD LINE 66 (LL)	37
4	MARPOL 73/78 (MARPOL)	40
5	CERTIFICATE & DOCUMENTATION (CERT)	39
6	ISM (ISM)	16
7	OTHER (OTHER)	21
Total		472

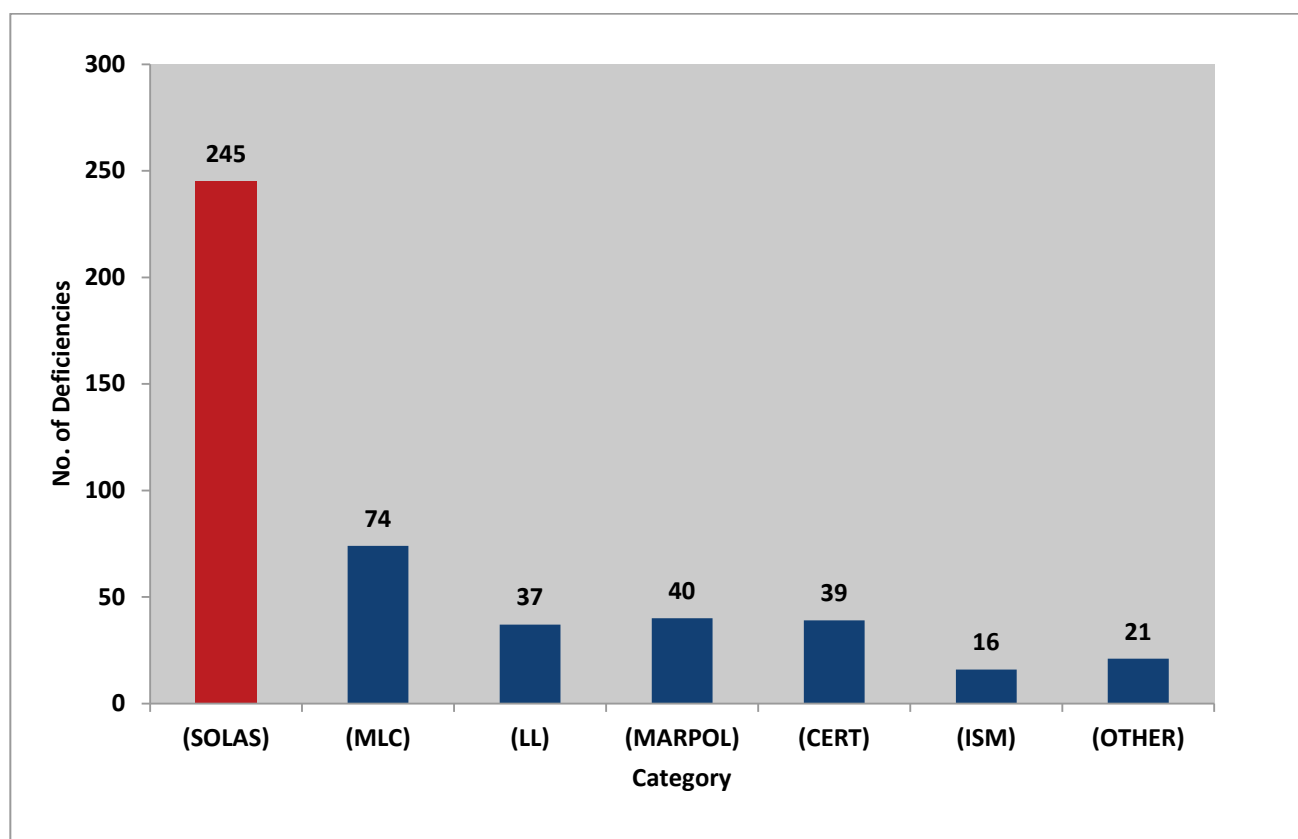
Figure 24

Table 25

PSC Deficiencies of Indian flag ships, related to SOLAS 74, as amended, in entirety:	
Category	No. of Deficiencies
Emergency System (EM.SYS))	78
Radio Communications (RADIO)	49
Cargo Operation including Equipment (CARGO.OP)	45
Fire Safety Measures (FSM)	36
Alarms (ALARMS)	26
Safety of Navigation (NAV)	5
Life Saving Appliances (LSA)	4
Dangerous Goods (DG)	1
Propulsion and Auxiliary Machinery (P&AM)	1
TOTAL	245

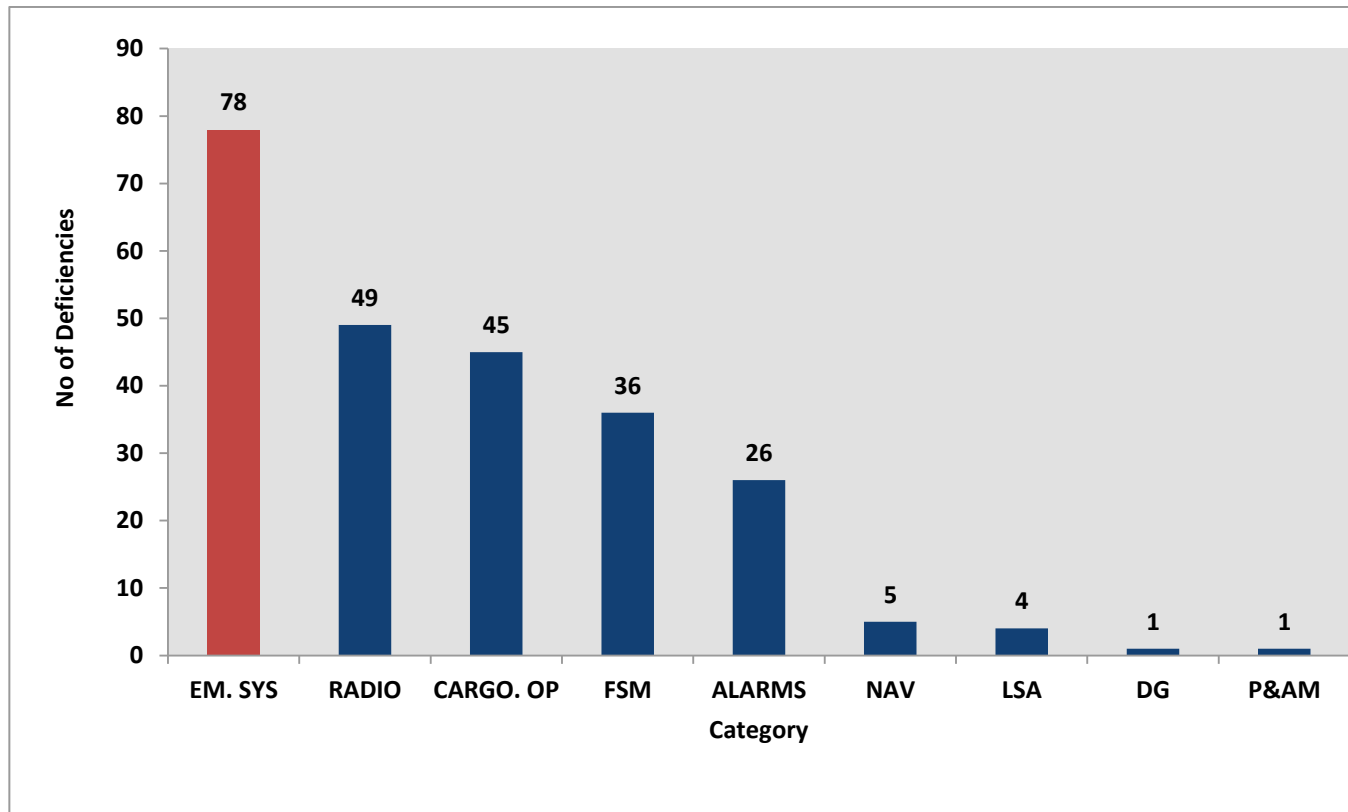
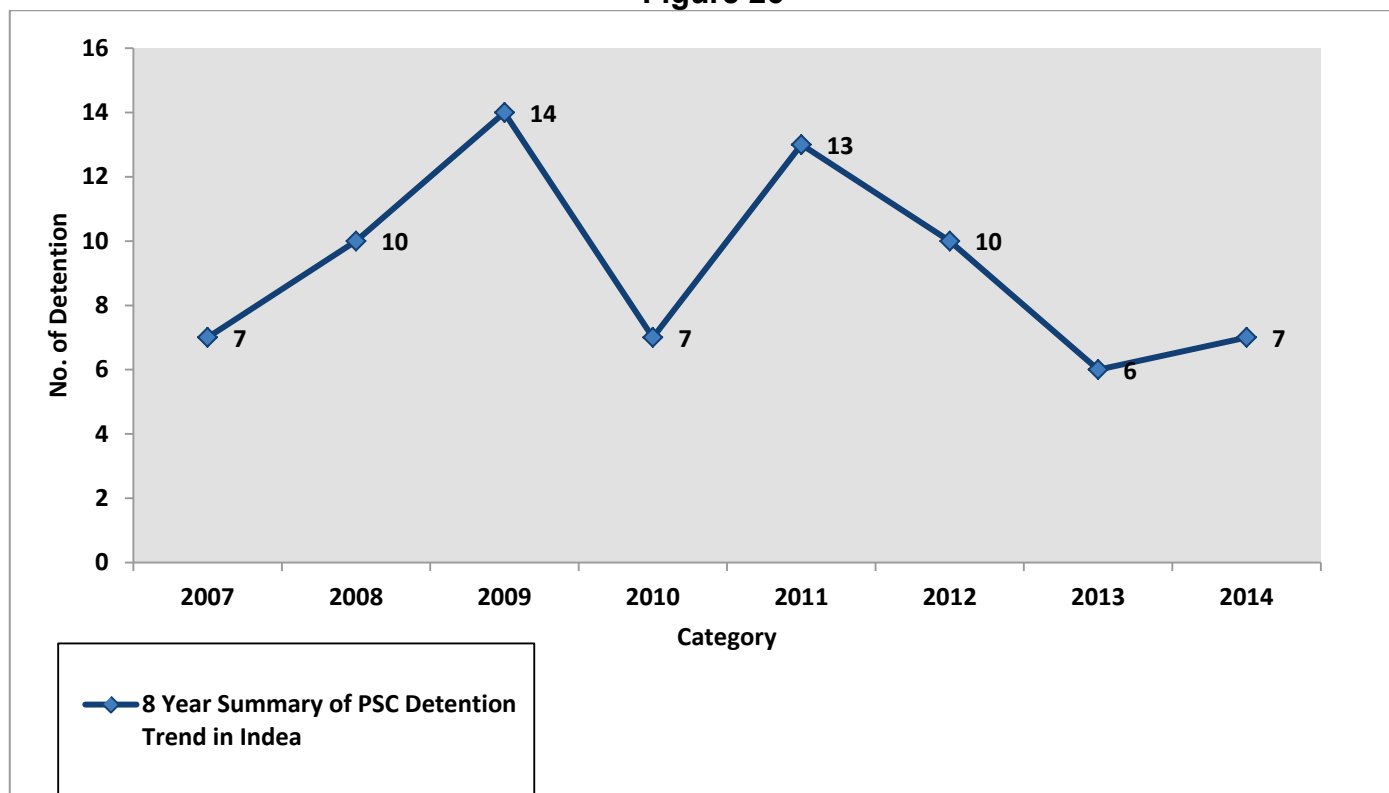
Figure 25

Table 26

PSC Detention trend of Indian flag ships during the last 8 Years:	
Year	No. of Detention
2007	07
2008	10
2009	14
2010	07
2011	13
2012	10
2013	06
2014	07

Figure 26

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

In the year 2014, seven Indian flag vessels were detained and were found with 82 deficiencies, including eleven detainable deficiencies. Many of the deficiencies were found to be common in nature.

List of detainable deficiencies per category:

S. No	Ship Name	Emergy. System (041)	Radio Comm (051)	Fire Safety (071)	Propulsion and Aux. mach.	Working & Living Condition	Total
1	Tuhina	0	0	0	1	0	1
2	Goa	2	0	0	1	0	3
3	Bon Vent	1	0	1	0	1	3
4	Navdhenu Swift	0	0	1	0	0	1
5	Prabhu Puni	0	0	1	0	0	1
6	Jag Arjun	0	0	1	0	0	1
7	Sanmar Phoenix	0	1	0	0	0	1
Total		3	1	4	2	1	11

Description of Detainable deficiencies per category are as mentioned below :

1. Emergency System (Deficiency Code: 041): 3nos.

- .1 Emergency air compressor, not delivery pressure;
- .2 Emergency fire pump not delivery water;
- .3 Emergency fire pump – not started. Batteries not charged (or to be renewed)

2. Radio Communication (Deficiency Code: 051): 1 no.

- .1 MV/HF Radio defective.

3. Fire Safety (Deficiency Code : 071) : 4nos.

- .1 Main Engine exhaust manifold units no 1,2,6,heat insulation partly missing;
- .2 Deck fire hoses kept in fire station and midship locker;
- .3 Main engine fuel oil leakage alarm-out of work;
- .4 The smoke detectors above the incinerator and the main engine exhaust were covered with plastic bag & would not be able to detect a fire.

4. Propulsion and Auxiliary machinery (Deficiency Code : 131): 2nos.

- .1 Diesel Generator – Oil and fuel leaking;
- .2 Massive oil leakages from main engine, generators and pipelines.

5. Working and Living conditions [Deficiency Code: 09]: 1 No.

- .1 Exhaust gas manifold – compensator DG #1 gas leakage.

List of Indian flag Ships detained under Port State Control during the year, 2014:

Sr. No.	Ships' Name	IMO No.	Ship-Owner/ Manager	Year of Build	Type of Ship	GT	RO	Date & Place of Detention	MoU
1	Tuhina	9177765	Essar Shipping Ltd.	1998	Gen. Cargo	7918	IRS	Dammam KSA 29.01.14	Riyadh
2	Goa	8511665	SCI Ltd.	1987	Bulk Carrier	28029	IRS	Vostochny ,Russia 21.03.14	Tokyo
3	Bon Vent	9240914	Zen Shipping	2000	Chem. Tanker	5998	IRS / NKK	Yuzhny Ukraine 12.06.14	Black Sea MoU
4	Navdhenu Swift	8501476	Solitaire Marine & Offshore Pvt. Ltd.. Mumbai	1988	Car Carrier	19683	IRS/ LR	Dammam KSA 15.06.14	Riyadh
5	Prabhu Puni	9224037	Tolani Shipping Company	2001	Bulk Carrier	40002	IRS / LR	Shanghai China 02.07.14	Tokyo
6	Jag Arjun	9117296	Great Eastern Shipping Co. Ltd	1996	Bulk Carrier	85845	IRS/ DNV	Annapolis USA 25.08.14	USCG
7.	Sanmar Phoenix	8320523	Sanmar Shipping Ltd.	1985	Bulk Carrier	2681	IRS / RINA	Gladstone QLD, Australia 11.12.14	Tokyo/ IOMoU

Conclusions:

- .1 The performance of Indian flag ships in 2014, under the PSC inspection regimes in foreign ports saw a marginal decline, as there was an increase in the number of detentions, from six in the year 2013 to seven in the year 2014.
- .2 There has been no detention of an Indian ships under the Paris MoU for the third consecutive year, thereby reinstating India in the elite category 'white list' rating of Paris MoU.
- .3 The maximum number of deficiencies reported on Indian ships, both under PSC and FSI are from the category Fire Safety (FS) measures and Emergency Systems, Few deficiencies like defective weather-tight closing arrangements and poor engine-room cleanliness were also repeatedly reported.

- .4 The detention rate of foreign ships visiting Indian ports under the PSC and that for the Indian flag ships under the FSI have shown a downward trend this year, whereas the detention rate of Indian ships in the PSC regimes globally has shown a slight upward trend.
- .5 The ratification of the Maritime Labour Convention (MLC), 2006 by the majority of countries, may contribute towards an increase in the number of deficiencies and eventual detentions in this category, in the coming years.
- .6 August 20, 2014 marked the first anniversary of the entry into force of the Maritime Labour Convention (MLC, 2006). During these first 12 months 113 ships were detained by one of the Paris MoU Authorities for MLC-related deficiencies. This represents 17.4% of the total number of detentions (649) in the Paris MoU during this period. The MLC, 2006 detentions are mostly attributed to the following deficiencies: Payment of Wages, Manning specified by the minimum safe manning doc, Seafarers' employment agreement (SEA) Records of seafarers' daily hours of work or rest, Sanitary Facilities etc.
- .7 A Concentrated Inspection Campaign (CIC) on MLC, 2006 is likely to be adopted by the major MoUs on Port State Control, for the year 2016.
- .8 The Indian administration cautions all ship-owners to undertake appropriate proactive measures to avoid detentions for non-compliance with the MLC, 2006 provisions, in the coming days.
- .9 The Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control has designed a mobile based application, wherein the user can determine the target factor value and the PSC inspection history, by entering either the ship name or the IMO No. of a ship. The URL to access IOMOU Mobile Web App is (<http://iomou.nic.in/mobile/imosearch.php>)

[illegible]



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