

Annual Report on  
Port State Control (PSC) &  
Flag State Implementation  
(FSI)  
2016



Directorate General of Shipping  
(DGS)  
Government of India



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

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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)

## **Member States of the prominent MoUs on Port State Control**

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

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सत्यमेव जयते

**डॉ. मालिनी वि. शंकर, भा.प्र.से.**

नौवहन महानिदेशक एवं विशेष सचिव, भारत सरकार

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Director General of Shipping &

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Dated: 10.08.2017


**MESSAGE**

1. Low freights, overcapacity, piracy and demand for reducing emissions continue to challenge the global maritime industry. The regulatory mechanism is always tested under these trying circumstances. An effective regulatory system will support growth while upholding the rule of law.
2. The guiding principle of Government of India "Minimum Government and Maximum Governance" reflects a move towards fewer regulations but effective implementation.
3. The risk based control mechanism adopted by Indian Flag is a means to reward quality shipping. However, regulation can result in sustainable shipping, only if the industry adopts responsible operations and best practices in business.
4. Further developments in the Indian Maritime Administration includes reshaping and revamping of the old Merchant Shipping Act 1958 with a view to develop a legislative mechanism that is in pace with modern economic thinking. The new MS Bill will not only simplify and consolidate the survey regime, enforce India's commitment in reducing marine pollution but also provide scope for enhanced foreign investment in shipping. A significant aspect of this Bill is the adoption of measures for the welfare of Indian seafarers.
5. Albert Einstein famously said that "A ship is always safe at the shore- but that is NOT what it is built for". Since centuries, shipping has helped economic development by carrying cargo and passengers safely across oceans. With development, changes in business and political environment and public concern about environment, the ships are now built not only to carry cargo safely but also securely and in a most environmental friendly way. Port State Control and Flag State Intervention is a means to assess whether ships will achieve what they are built for in modern times.

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6. Reports are a means of communicating information compiled as a result of analysis of data and of issues. For us in the Directorate General of Shipping, annual reports published every year, are not only a means to assess the effectiveness of the present regulatory mechanism but also a repository of valuable lessons for improving the internal control mechanisms. An Italian proverb famously said "Between saying and doing, many a pair of shoes are worn out". I hope that stakeholders in shipping will not compete to prove this proverb right.
7. The Directorate has taken serious note of the increasing number of Indian Flag vessels being detained abroad. Increased detentions result in lowered Flag rating calculated by various regional memoranda of understandings. Adequate measures are being undertaken to improve the performance of Indian Flag vessels in Port State Inspections.
8. India is known worldwide as a supplier of quality seafarers to the world shipping with Indians manning many of the foreign flag vessels visiting Indian ports. It is hoped that the large number of deficiencies concerning working condition on foreign flag vessels inspected in India is not an indicator of continued exploitation of seafarers wherein they are forced to work in unsafe environments with restricted human rights. Port state control in India, therefore, has added responsibility towards not only Indian seafarers manning foreign flag vessels, but also all seafarers in ensuring that all ships inspected in India comply with the requirements of MLC 2006.
9. I congratulate the Officers and staff of the Directorate General of Shipping for their hard work in bringing out this exhaustive and informative report about the performance of Port state inspections and Flag state inspections of Indian and/or foreign flag vessels for 8<sup>th</sup> consecutive year. I hope that this report would help improve Port state performance of Indian Flag vessels, and also help to prevent casualties and pollution incidents on Indian coast and would prove right the famous saying that "The destiny of hard work is success".



  
(Dr. Malini V. Shankar)  
Director General of Shipping &  
Special Secretary to the Govt. of India



सत्यमेव जयते

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Dated: 10.08.2017

### FOREWORD

1. The purpose of publishing this PSC/FSI statistical report every year is to provide data to various stakeholders such as Maritime Administrations, Recognized Organizations and Shipping companies so that they can individually analyze data for meaningful trends and changes.
2. This report published every year provides key performance indicators in a number of areas concerning ship safety, security, environmental performance and working and living condition of the seafarers. The performance tables produced in this report may help various stakeholders identify area of weakness and strength.
3. On part of Indian Maritime Administration, the analysis has presented some meaningful results which has helped in review of policies adopted for control of shipping industry by Indian Administration.
4. The performance of foreign flag in port state inspection shows a reduction in detention percentage and increase in percentage of vessels with no deficiencies. However, in terms of number of inspections, there is a reduction of about 17% in number of vessels inspected for port state in 2016 compared to that in 2015. However, with new intake of Nautical and Ship Surveyors, we will be able to increase the number of inspections in the coming years.
5. The working and living conditions on ship constitute about 21% of all the deficiencies found on the ships inspected. As we all know that human factor is considered as the major cause of about 80% of all marine accidents and incidents, a large number of deficiencies in this area may in no way help improve the quality of human element.
6. The Flag state inspection is a means not only to ensure that the vessel is maintained between surveys but also an oversight mechanism to evaluate the performance of recognized organizations. The Flag state inspection regime is a risk based inspection regime where the time period between two FSI inspections is purely dependent upon the age of the vessel. The trend shows

*B.R. Sekhar*

that the detention rate for the age group 0-5 Years has increased from 3.8% in 2015 to 28.6% in 2016 and similarly the detention rate for vessels in the age grouping 5-15 Years has gone up from 3.8% in 2015 to 5.5% in 2016.

7. The concern of Indian Administration is not only about the increased number of detentions of Indian Flag vessels in PSC inspections but also poor performance of Indian vessels in increasing number of Port State regime across the world. The number of detentions has increased from 11 in 2015 to 12 in 2016, while the number of PSC regimes where Indian Flag vessels were detained has increased from 3 in 2015 to 6 in 2016. In line with FSI detentions, the PSC detentions are majorly in the age group of 5-15 Years. This has led to changes in the FSI regime implemented by Government of India.
8. Many of the findings indicate that some companies are not doing enough to prevent accidents and a large number of deficiencies concerning life-saving appliances and safety of navigation points towards inadequate maintenance procedures and a poor safety culture.
9. The Directorate is publishing this report annually year after year and it provide a source information on the technical health of Indian Shipping and if seriously analyzed will lead to areas of improvement in safety management systems.
10. It is important that the industry commit greater resources to prevent problems occurring in the first place rather than on corrective action.
11. I hope that this annual report, which provides collected data in an arranged format, should benefit all internal and external organizations involved in safe, environmental friendly and sustainable operation of shipping industry.



(B. R. Sekhar)

Chief Surveyor with Govt. of India

## Introduction

1. The safety and security of ships is increasingly significant in a global industry where major accidents have wide reaching impacts. In order to manage safe operation of ships, vessels' compliance with international standards is continuously monitored by Flag State and Port State Authorities.
2. The effective implementation and enforcement of Conventions and standards are primarily the responsibility of the flag States. The Port State controls ("PSC") inspections play an important role in promoting the effective enforcement by flag States of internationally agreed safety, labor and pollution standards and maritime security regulations.
3. To ensure that Flag States give full and complete effect to the IMO and other relevant conventions to which they are Parties, IMO has developed the Code for the implementation of IMO mandatory instruments (III Code), which serves as a tool for the measurement of the Member State's performance in the wider scope of their responsibilities as flag State, coastal State and port State.
4. As all maritime nations are required to strive to improve safety of life at sea and to protect the marine environment, an assessment of the performance is required to be carried out at regular intervals.
5. IMO III Code require the Flag State to develop and implement a control and monitoring program-me, by use of collected statistical data and trend analysis so that problem areas can be identified and timely corrective action can be taken. This report provides such statistical data for Indian Flag vessels collected from Flag state inspections and port state inspections of Indian Flag vessels at various ports across the world.
6. Worldwide, Port State Control regime is regional and is based on the understanding that countries that share common waters agree under a Memorandum of Understanding common procedures for port state inspections and sharing of information, to not only ensure consistent standards for vessels operating in that region, but also prevent frequent inspections of good quality vessels. There are nine PSC MOUs globally, including Abuja, Black Sea, Caribbean, Indian Ocean, Mediterranean, Paris, Riyadh, Tokyo and Vina del Mar.
7. This statistical report is published every year and provides a means to judge the effectiveness of port state regime operating in India. It provides a means for continual improvement in order to prevent casualty occurring on the Indian coast. The Indian Administration lays on port state inspection of high risk vessels visiting Indian Ports.

8. The analysis of statistical data collected of port state and flag state inspections conducted in the calendar year 2016 also helps assess the performance of other actors apart from Flag State such as Recognized Organizations involved in the regulatory control of ships of various flags.

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# Port State Control (PSC) in India

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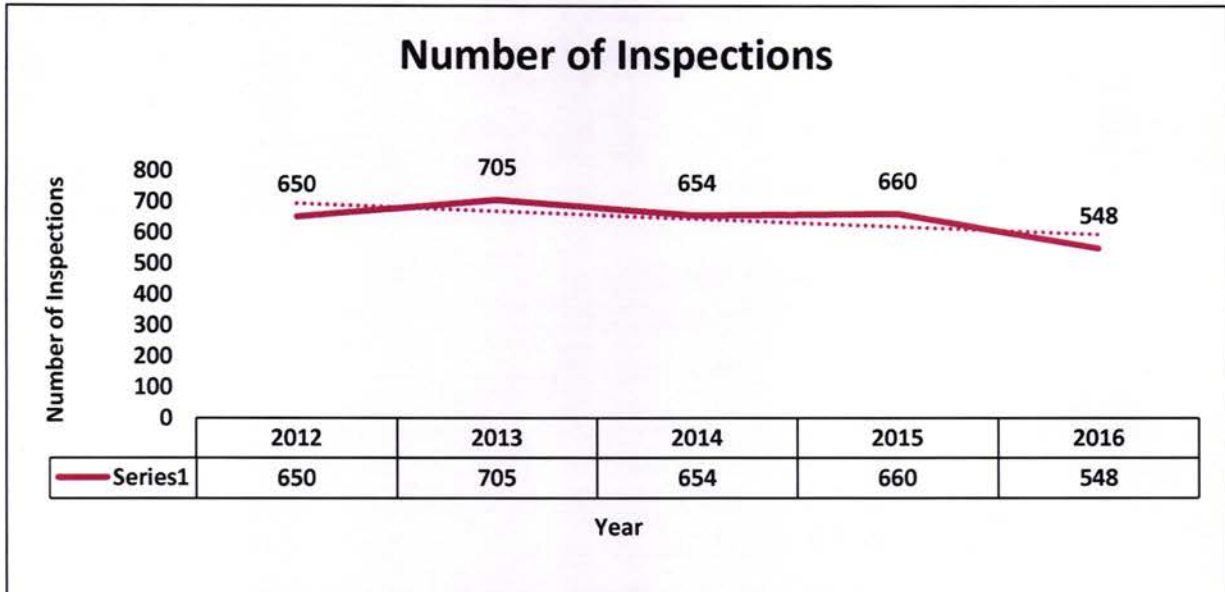
## **The Performance of foreign flag vessels in Port State Inspections**

1. Even as the number of Port State inspections has gone down in India, the performance of foreign flag vessels has improved in 2016 compared to 2015. The detention rate dropping from 6.7% in 2015 to 3.5% in 2016, and the percentage of vessels with no deficiencies has increased from 18.3% in 2015 to 21.1% in 2016. However, on the flip side the number of high risk vessels inspected in 2016 has come down compared to 2015.
2. 36.8% of all vessels detained were bulk carriers followed by 21% each of oil tankers and other cargo vessels. With 56.2% of all vessels inspected, bulk carriers constituted the major chunk of the type of vessels inspected. However, oil tanker and other cargo vessels constituted only 4.9% and 14.6% respectively of total vessels inspected.
3. Based on the number of type inspected, it is revealed that 14.8% of all oil tankers inspected were detained, followed by Other Cargo Vessels at 5% and Chemical tankers at 3.4%.
4. With only 2.6% of total inspections, the gas carriers performed better than other types, with no detentions and no deficiencies in case of 50% of all gas carriers inspected.
5. On age basis, there were 7 vessels between 12-20 years of age that were detained followed by 5 detentions each of vessels in age bracket 5-12 years' age and over 25 years' age. On the basis of number of inspections in the particular age group, the ships above 25 years of age had maximum detentions with a detention rate of about 28% followed by a detention rate of about 7% in the age bracket 20-25 years.
6. Class NK as a recognized organization had 6 detentions, followed by BV with 5 and CCS, DNV-GL(AS) and KRS with 2 detentions each. However, for all ROs with 20 or more inspections. BV had the highest detention rate of 7.1% followed by CCS with 5.7% detention rate.
7. Panama flag had highest number detentions of 7 ships followed by Liberia flag with 3 detentions. On the basis of number of ships of a particular flag inspected, Liberia had highest detentions with 6% detention rate followed by Panama with 5.3% detention rate. St. Vincent & Grenadine had the highest number of detainable deficiencies per detained vessel with an average of 7 followed by Panama with an average of 5.4.
8. 18.5% of all deficiencies pertained to working conditions followed by 10.75% in Propulsion and Auxiliary Machinery.

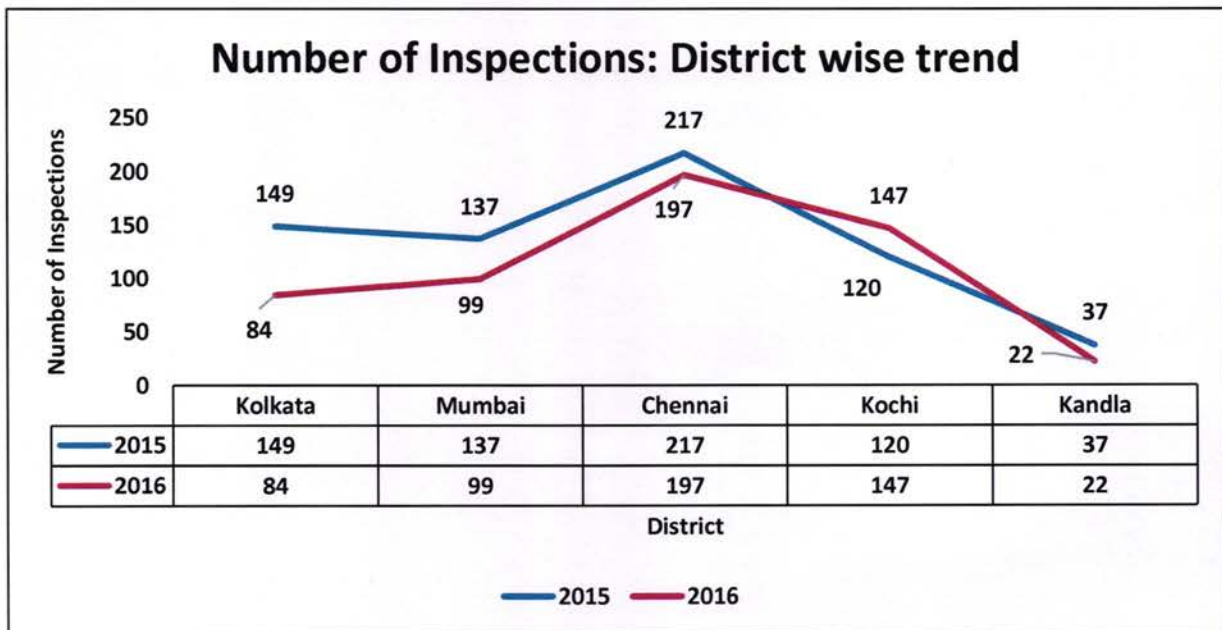
## Inspections of Foreign Ships in India: Port State Control Inspections

### 1. Number of PSC Inspections: Trends

**Figure 1**

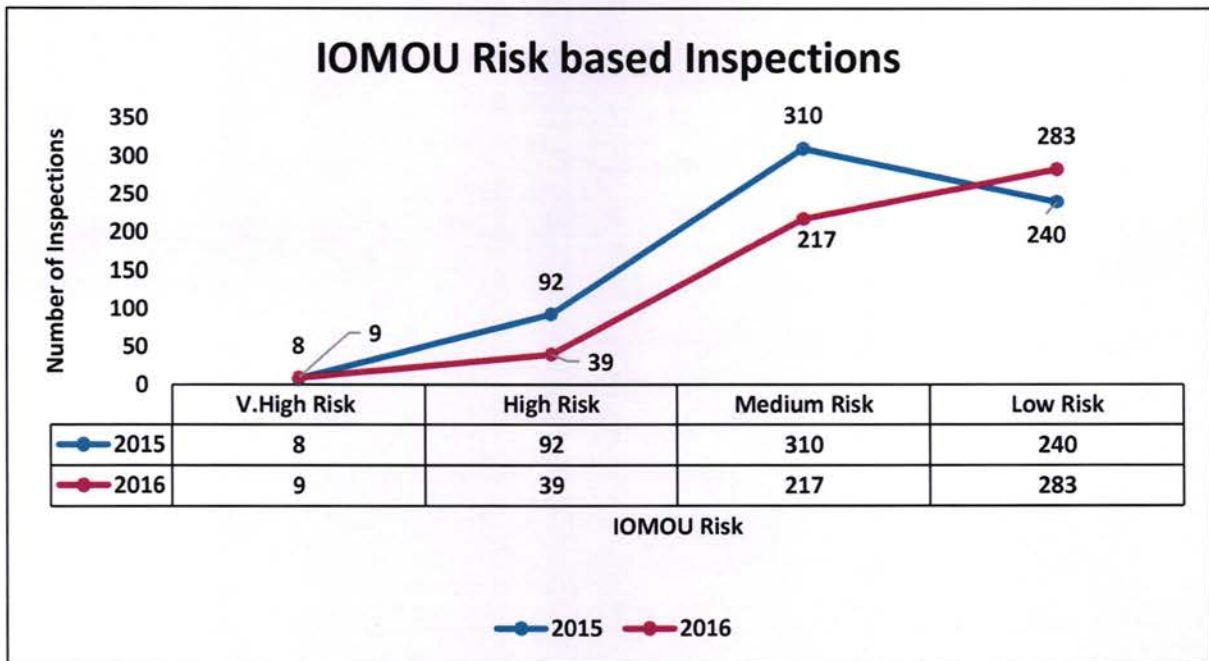


**Figure 2**



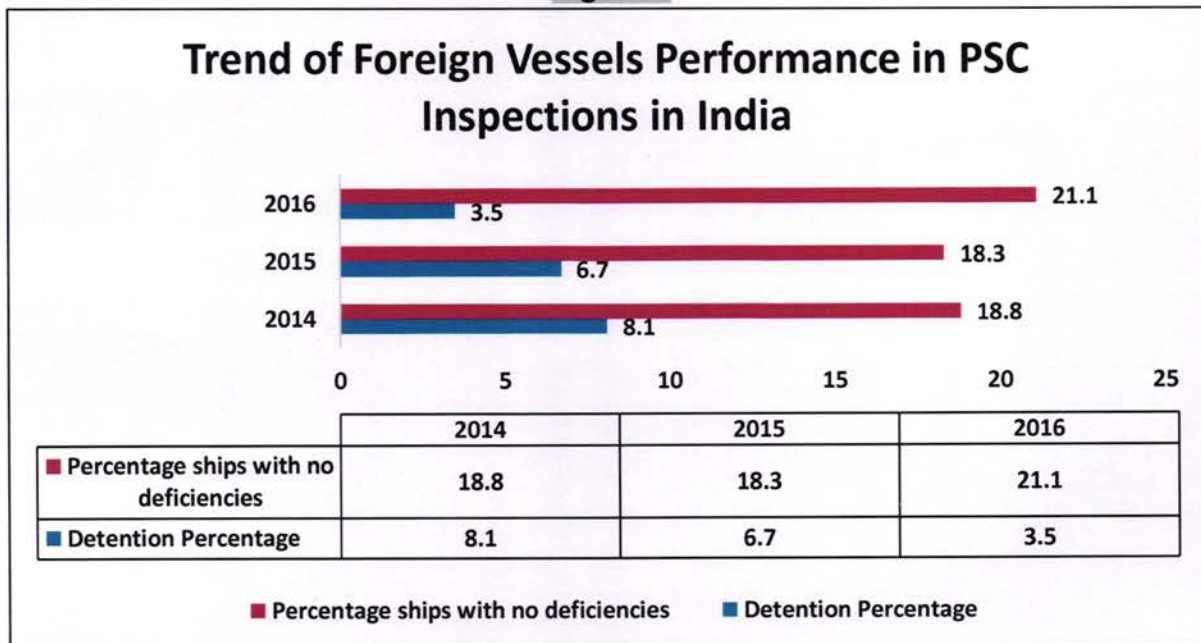
## 2. Number of Inspections: IOMOU Risk based trends

Figure 3



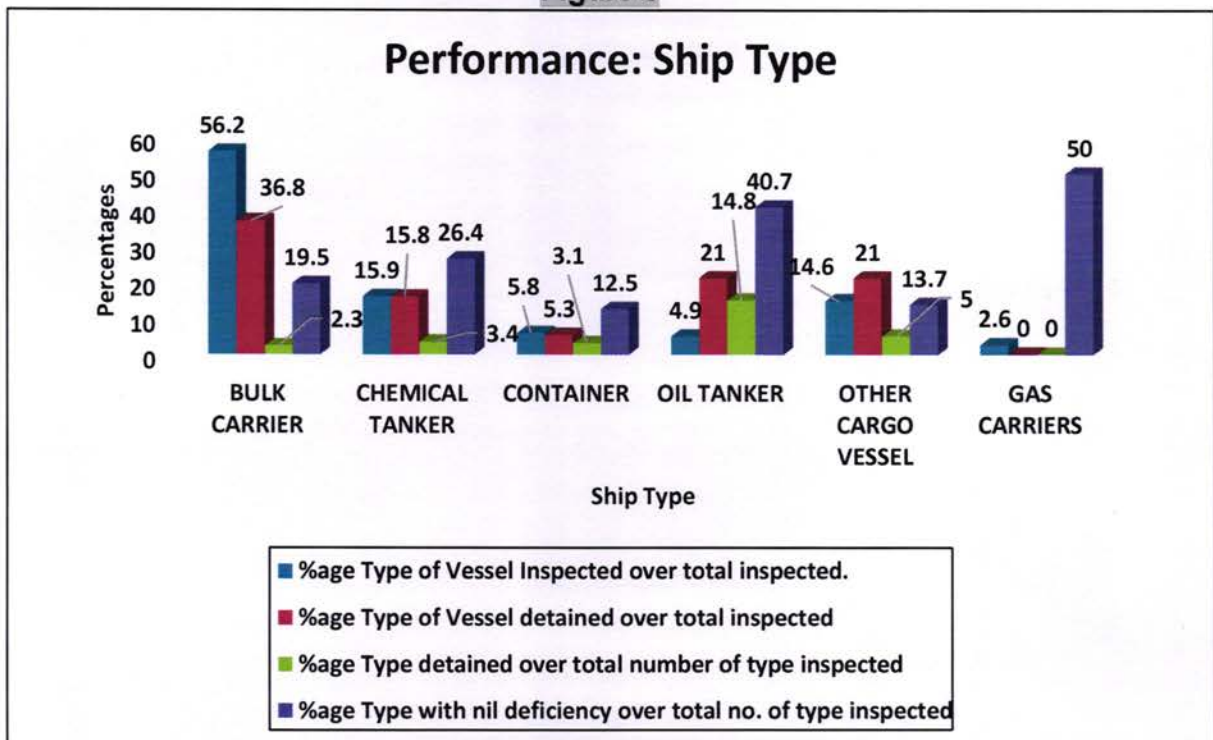
## 3. The overall performance of Foreign Flag Vessels

Figure 4



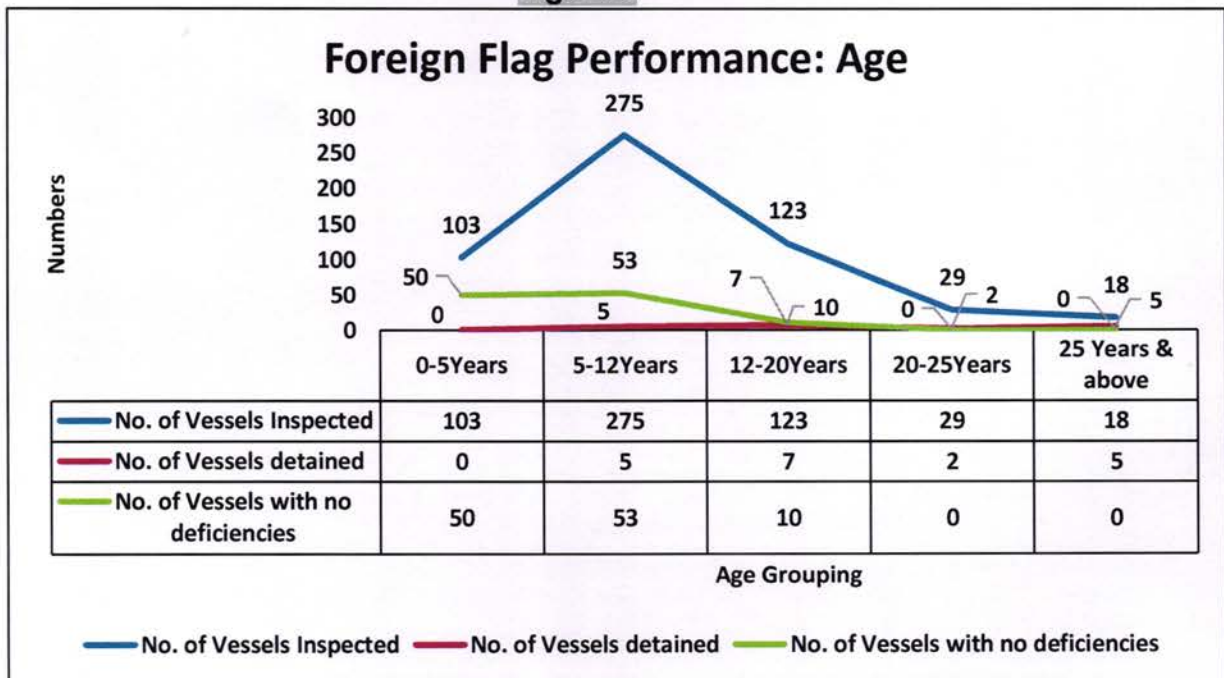
#### 4. The performance of Foreign Flag Vessels based on Ship Type Inspected

Figure 5



#### 5. The performance of Foreign Flag Vessels based on Ships Age

Figure 6



6. The performance of Recognized Organizations of Foreign Flag Vessels

Figure 7

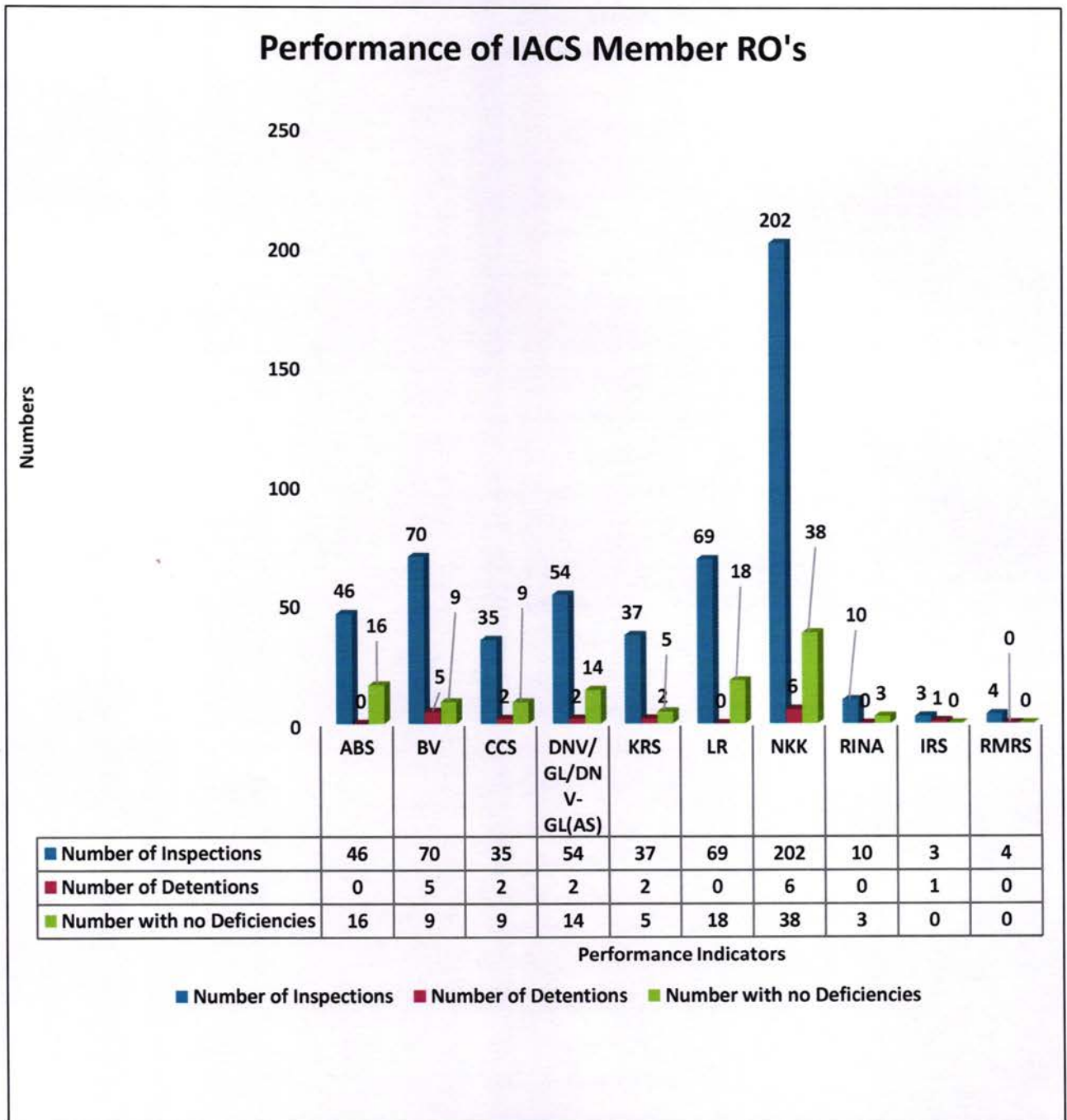
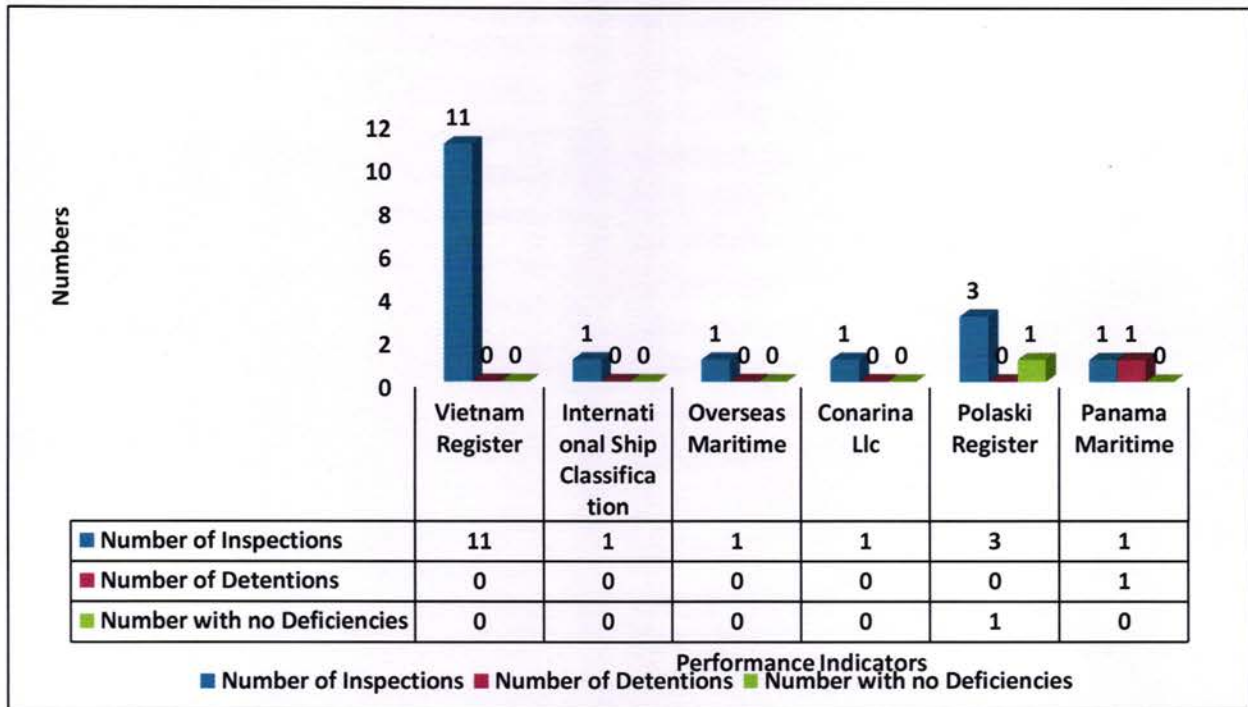


Figure 8



7. The performance of Flags of Foreign Flag Vessels

Figure 9

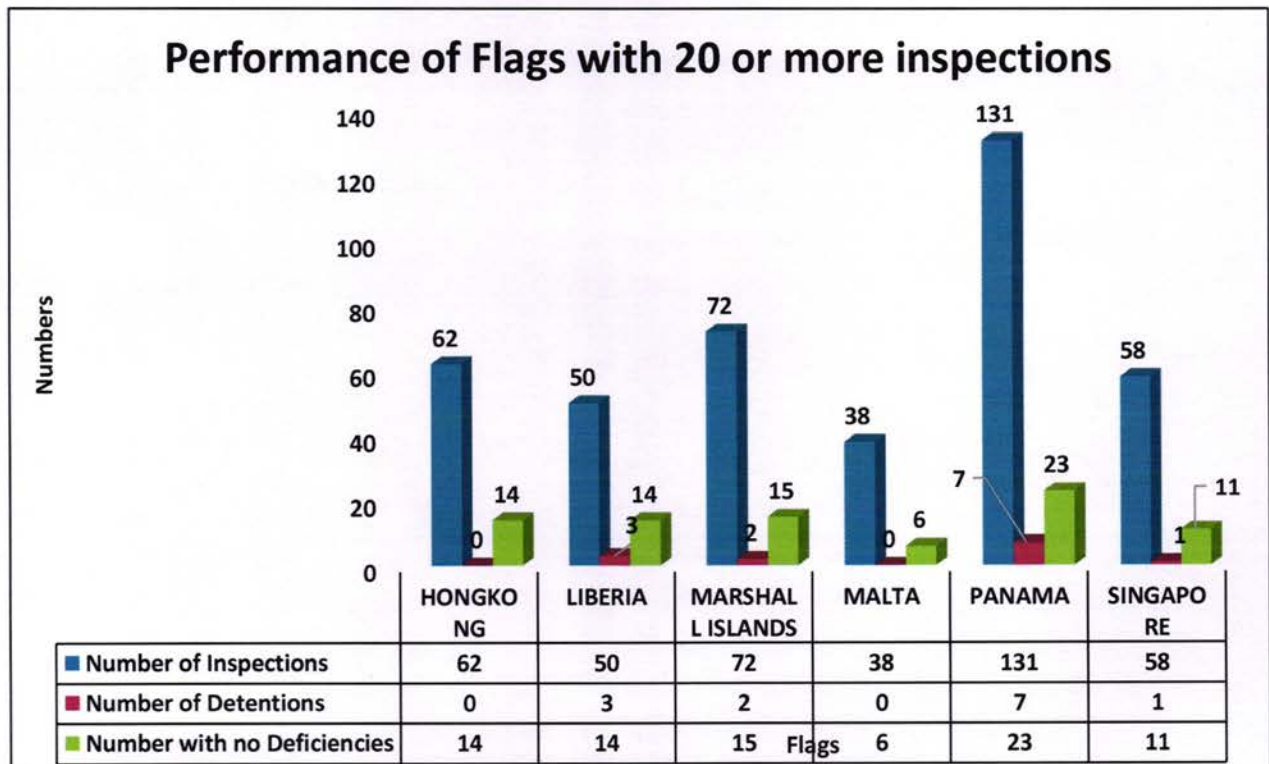


Figure 10

Performace of Flags with 10 or more inspections but less than 20 inspections

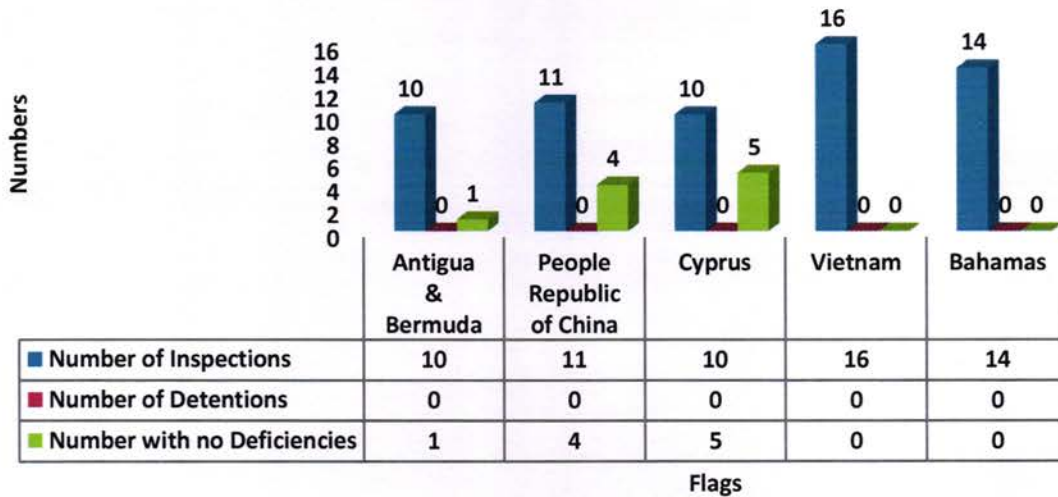
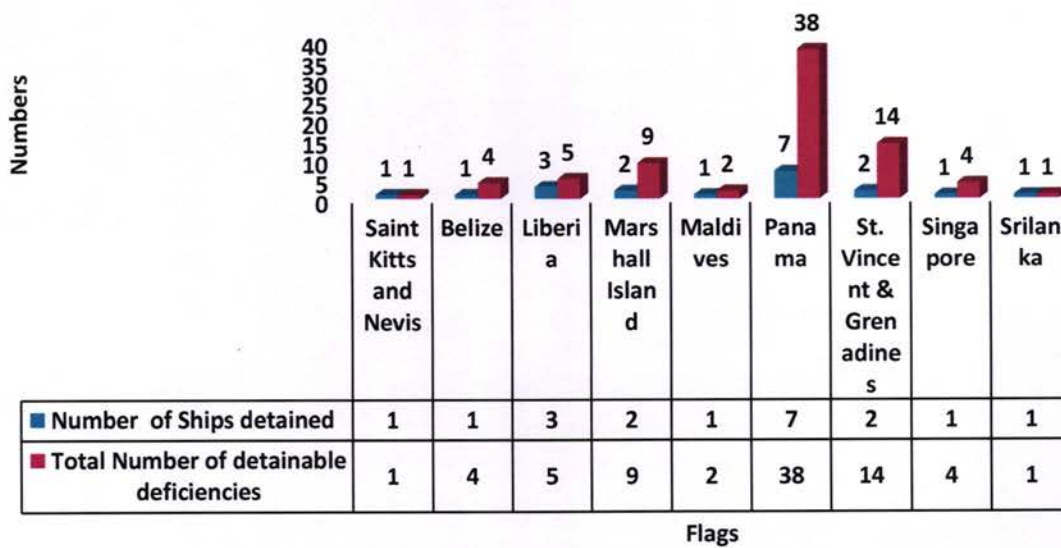


Figure 11

Detained Vessels: Performace of Flags



## 8. The Detentions and Deficiencies

Figure 12

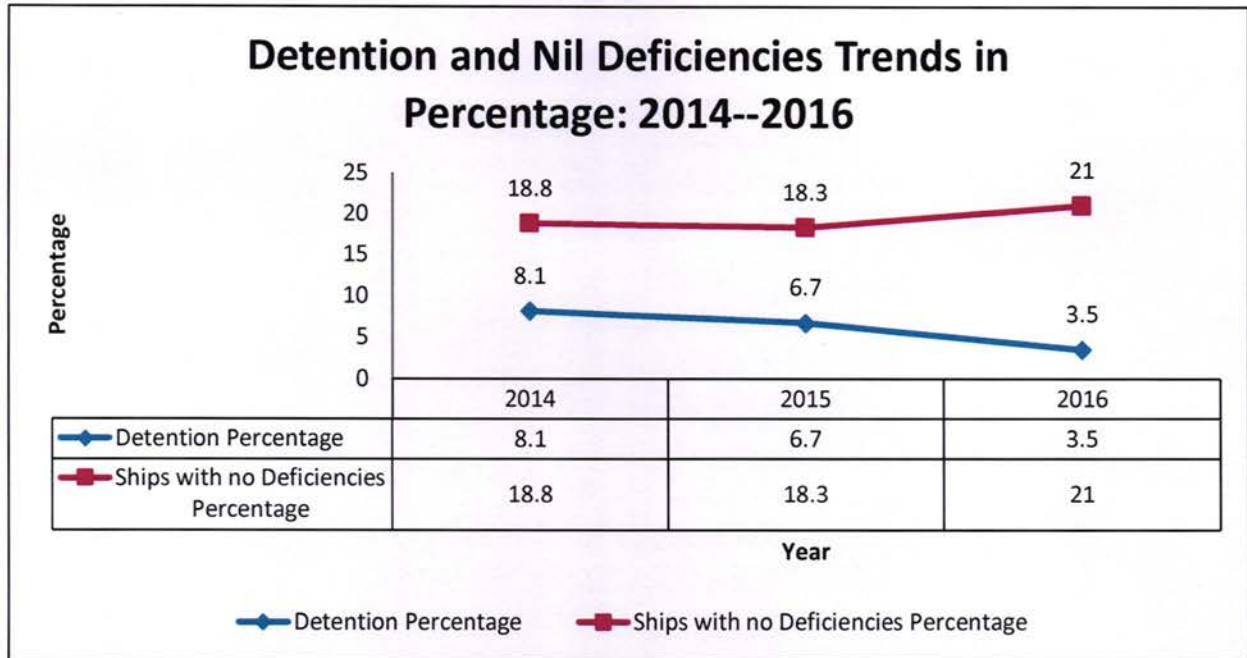


Figure 13

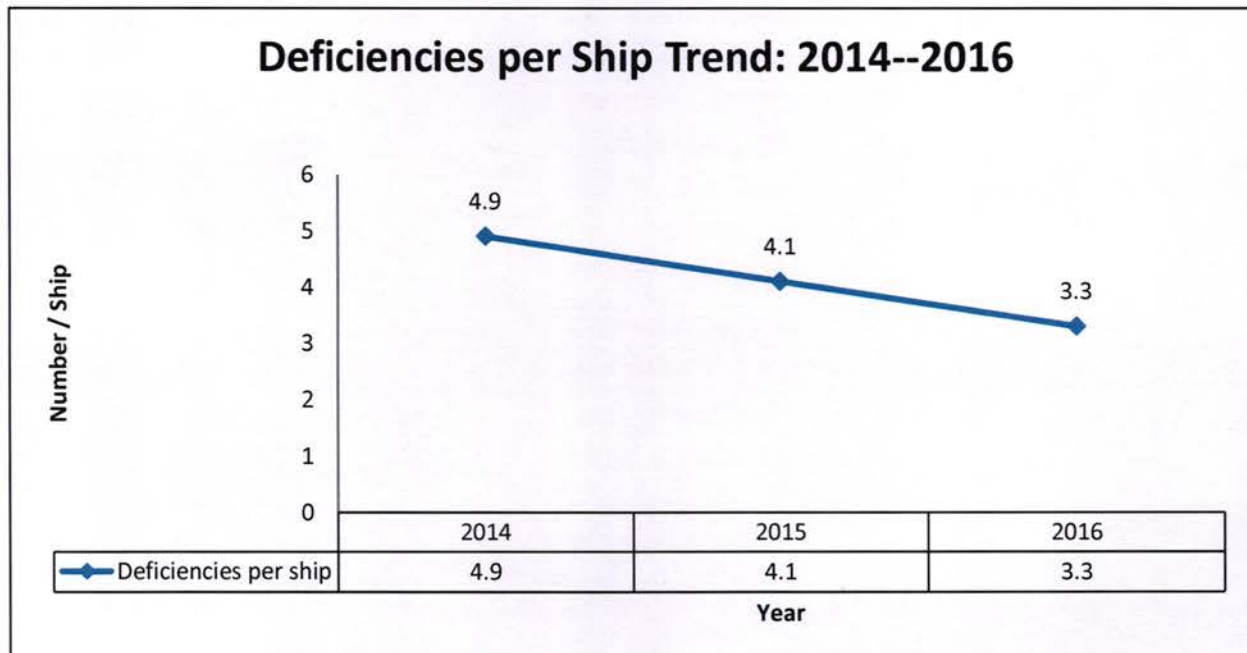
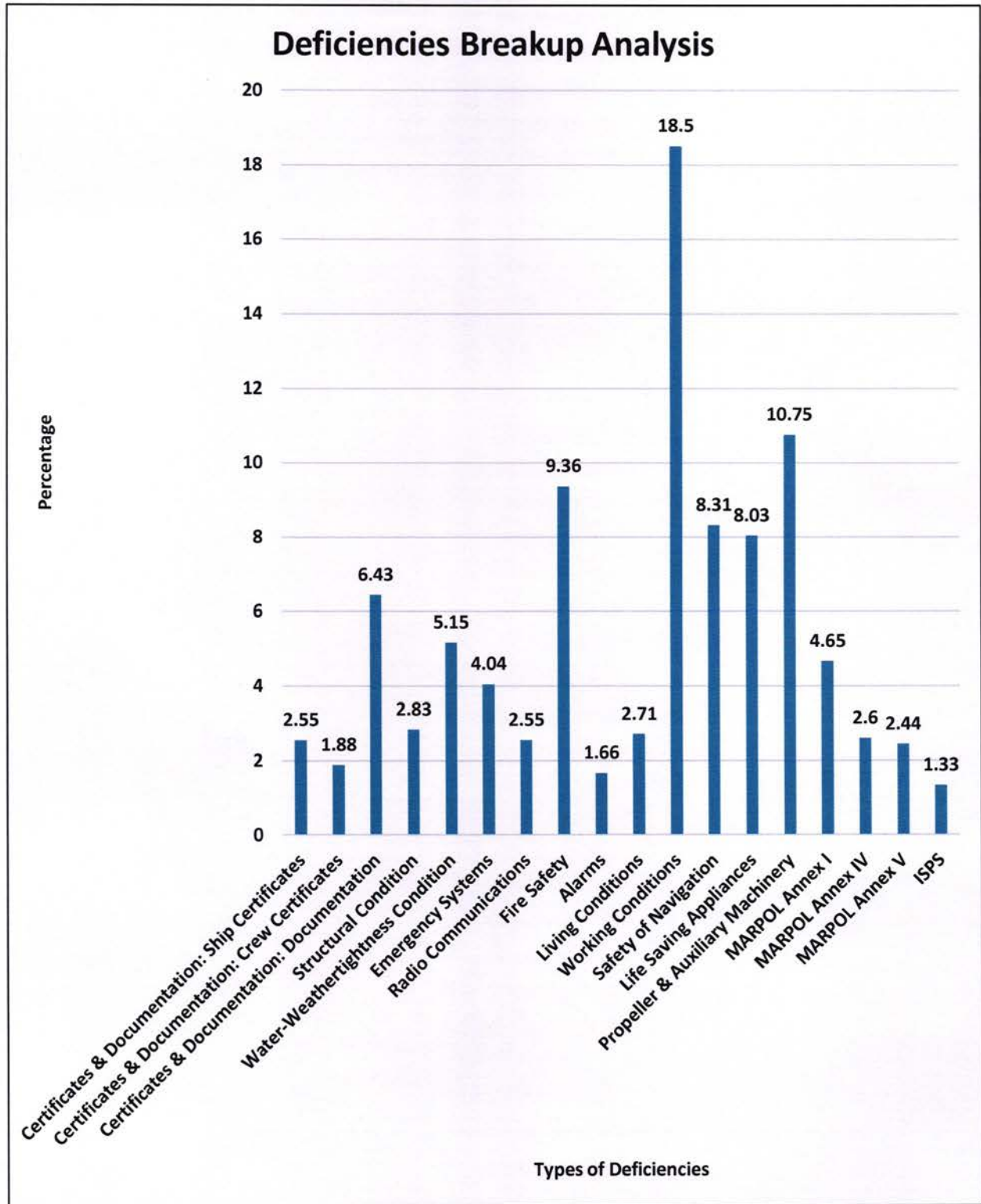


Figure 14



## List of Ships Detained under PSC in India during the year, 2016

Sr. No.	Ship,s Name	IMO Number	Flag	Year Built	Ship Type	Recognized Organization	Place of Detention	Date of Detention
1	Veera Prem	7026479	Saint Kitts and Nevis	1970	BV	Dredger	Kandla	06.01.2016
2	Armonia	9430698	Marshall Island	2011	CCS	Oil T	'Haldia	12.01.2016
3	Euro Max	9232773	Liberia	2002	GL	Cntr	Chennai	30.01.2016
4	Success Marlina XXXIII	9222716	Panama	1998	NKK	Chem T	Haldia	27.04.2016
5	Theotokos	9595761	Saint Vincent and the Grenadines	2011	KRS	BC	Kandla	06.05.2016
6	Magnum Power	9488968	Marshall Islands	2004	NKK	BC	Kandla	30.05.2016
7	Sino 3	8812722	Panama	1989	NKK	BC	Paradip	05.06.2016
8	Infinity 1	8960426	Panama	1992	PMDS	Oil T	Kochin	10.06.2016
9	Karaagac	9353216	Panama	2006	NKK	BC	Chennai	24.06.2016
10	Akdeniz-M	9261047	Panama	2002	NKK	BC	Vizag	13.07.2016
11	SJ Venture	9438195	Singapore	2007	CCS	Oil T	Cochin	29.07.2016
12	Bagawan	8100105	Sri Lanka	1982	IRS	GC/MPS	Tuticorin	18.08.2016
13	Ana-M	9128154	Liberia	1997	BV	BC	Marmagao	30.09.2016
14	Au Tauras	9185877	Panama	2000	NKK	Chem T	Mumbai	19.10.2016
15	Sanghrajka-4	9535436	Saint Vincent and the Grenadines	2008	BV	Oil T	Cochin	24.10.2016
16	Stolt Vinland	8911657	Liberia	1992	DNV	Chem T	Kandla	07.11.2016
17	Luna	8807571	Belize	1992	BV	GC/MPS	Mumbai	06.12.2016
18	Hai Doung 01	9109861	Panama	1994	KRS	GC/MPS	Haldia	09.12.2016
19	Nala Commander	9159804	Maldives	1997	BV	BC	Tuticorin	21.12.2016

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# Flag State Implementation (FSI) of Indian ships

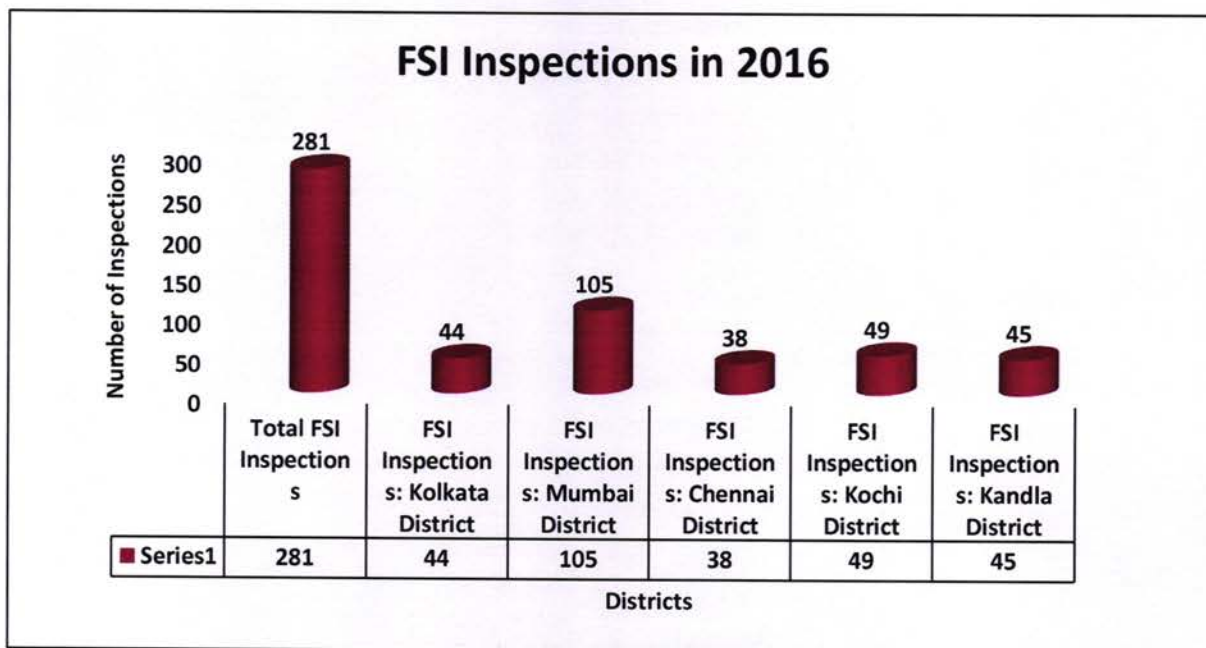
## The Flag State Inspections of Indian Flag Vessels

1. The freedom of navigation, the concept of Flag States and its responsibilities are amongst the important features of the 1982 United Nations Convention on the Laws of the Sea (UNCLOS) convention. Article 94 of UNCLOS deals with the matters on which Flag States should exercise jurisdiction. It provides that every state be required to "effectively exercise its jurisdiction and control in administrative, technical and social matters over ships flying its flag".
2. Under the provisions of regulation I/6 of SOLAS 74 as amended, article 13 of Load Line 66, regulation 4 of Annex 1 and regulation 10 of Annex 11 of MARPOL 73/78 as amended and article 6 of Tonnage 69, India has authorized organizations to act on her behalf in the survey and certification as required by various conventions.
3. Article 217 of UNLOS 82 require that Flag States shall ensure that vessels flying their flag are periodically inspected in order to verify that such certificates are in conformity with the actual condition of the vessels. These certificates shall be accepted by other States as evidence of the condition of the vessels and shall be regarded as having the same force as certificates issued by them, unless there are clear grounds for believing that the condition of the vessel does not correspond substantially with the particulars of the certificates.
4. The IMO III Code, Clause 20 require that the Flag State shall exercising its authority to conduct supplementary surveys to ensure that ships entitled to fly its flag in fact comply with the requirements of the applicable international instruments.
5. The Government of India at present is exercising its control over Indian Flag vessels by way of Flag State Inspections wide MS Notice 19 of 2013. This is a risk based inspection regime where the frequency of vessel inspection is based on the age of a vessel.
6. The said Merchant Shipping Notice categorizes ships into four age brackets, i.e. less than 5 years of age, between 5 to 15 years, between 15 and 25 years and more than 25 years.
7. The review of performance of vessels in various age brackets as demarcated by the MS Notice 19 of 2013 reveals the following:
  - a) The non-SOLAS vessels (less than 500 GT) had the highest detention rate of 11.5%.
  - b) Less than 5 Years Age:
    - i) There is considerable increase in detention percentage, from 2.9% in 2015 to 28.6% in 2016.

- ii) 3 out of 4 vessels detained are non-SOLAS vessels, that is, less than 500GT and none of the vessels detained are more than 3000GT.
  - iii) 3 out of 4 vessels detained are Tug Boat/ Utility Boats and one is oil tanker.
- c) Vessels between 5 to 15 Years of Age.
- i) The detention ratio of this age category vessels has increased from 3.8% in 2015 to 5.5% in 2016.
  - ii) There is no ship type specific detention trend as one each of Bulk Carrier, Offshore Supply Vessel and Tug Boat were detained.
  - iii) Out of 4 vessels detained in this age category, 50%, that is, 2 were less than 500 GT (Non-SOLAS Vessels) and 75% were less than 3000 GT.
- d) Vessels between 15 to 25 Years of Age
- i) This is the only category which has demonstrated a reduced detention rate with the detention percentage coming down from 12.5% in 2015 to 5.8% in 2016.
  - ii) All vessels detained in this age category are more than 3000 GT unlike vessels in other age category.
  - iii) It is also noted that 25 Oil Tankers inspected under this age category had a detention rate of 16%.
- e) Vessels more than 25 Years of Age
- i) The detention rate has increased from 3.8% in 2015 to 5.5% in 2016.
  - ii) 80%, (that is 4 out of 5) of the vessels detained in this category are less than 500 GT (non-SOLAS vessels).
8. The performance of Recognized Organization: 63% of vessels detained were single IRS Class. 21% of all vessels detained were IRS-ABS dual Class, while 5.2% each were dual classed IRS-LR, IRS-NK and IRS-BV respectively. 21% of all vessels detained within 3 months of last survey.
9. 16.7% of all detainable deficiencies concerned life-saving appliances. 10.6% were related to fire safety measures.

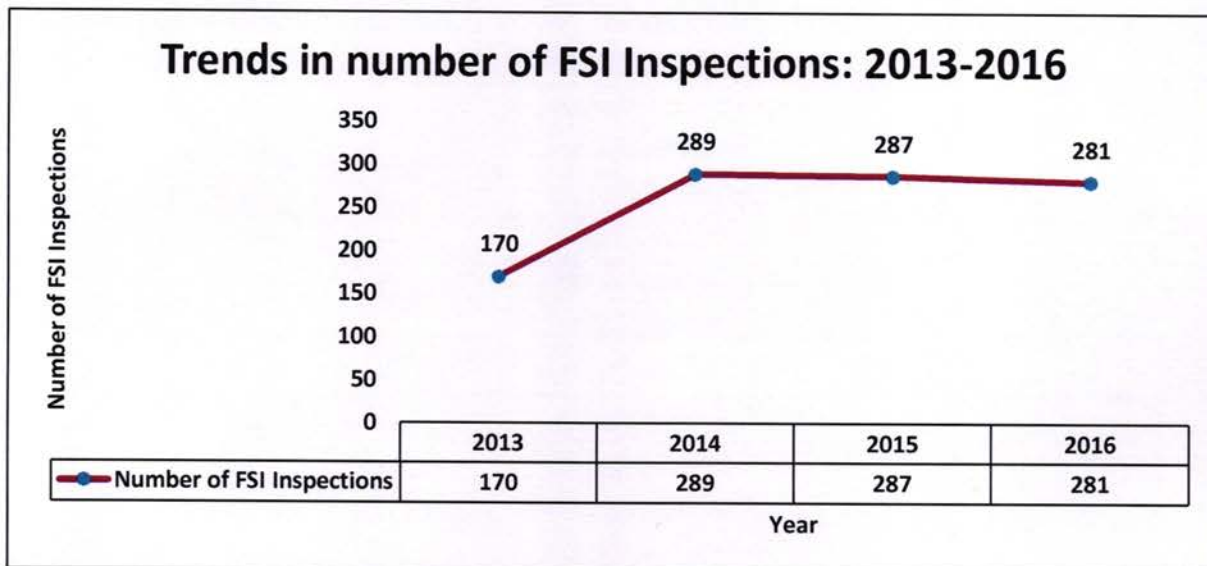
1. Number of FSI Inspections in 2016

Figure 15



2. The trends in number of FSI Inspections: 2013-2016

Figure 16



### 3. The Age based inspection performance

Figure 17

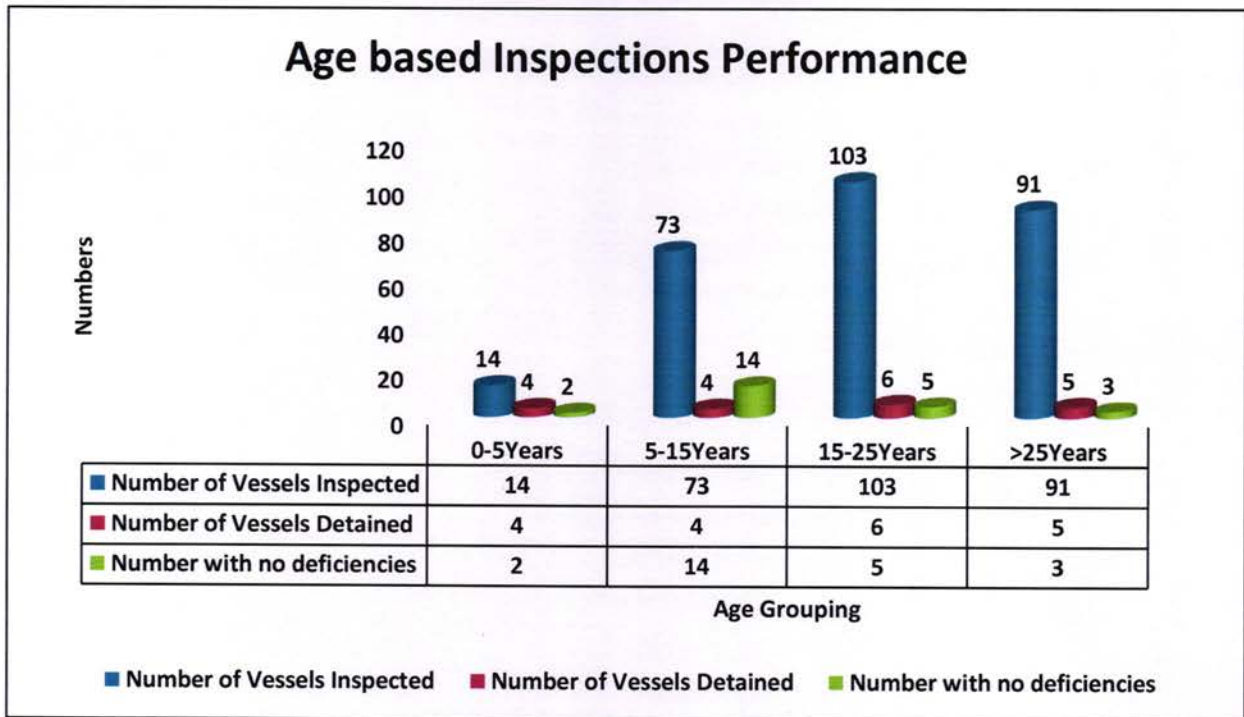
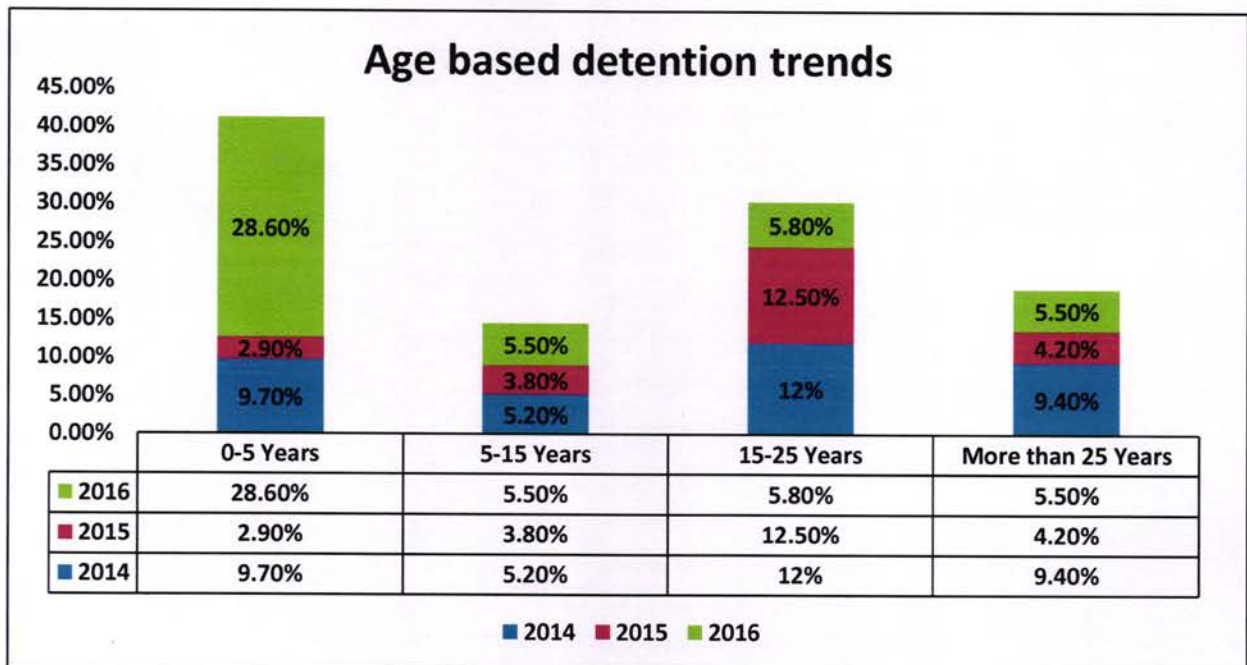
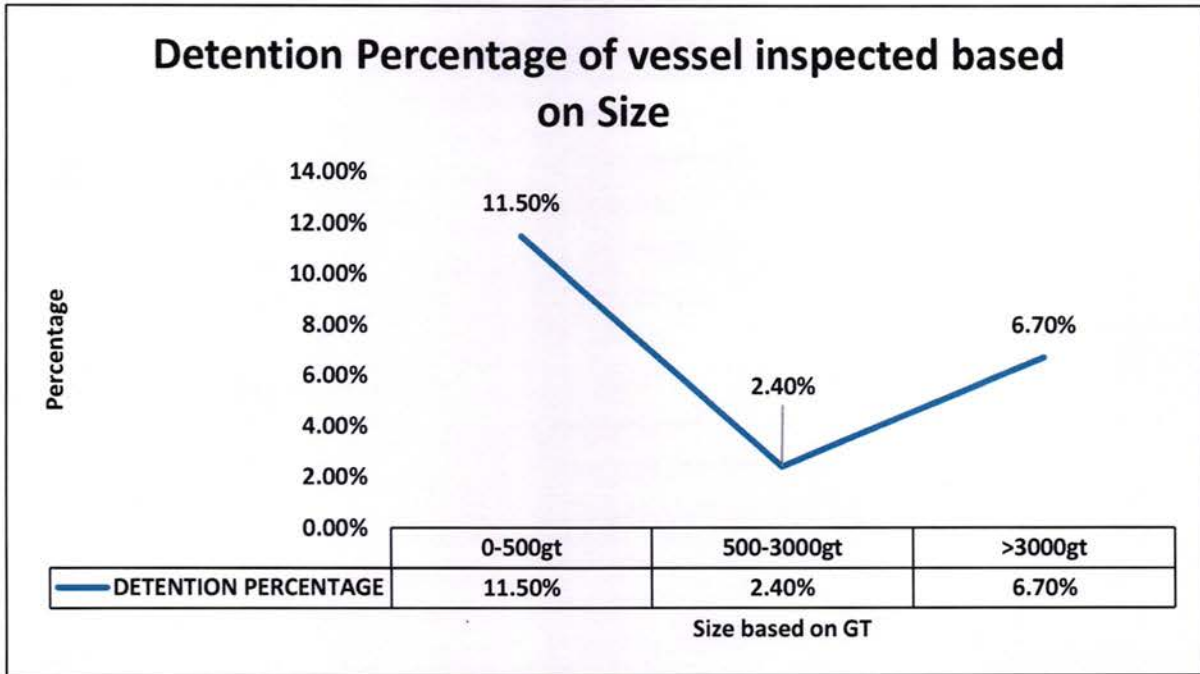


Figure 18



**Figure 19**



**4. The performance of vessels of 0-5Years of age.**

**Figure 20**

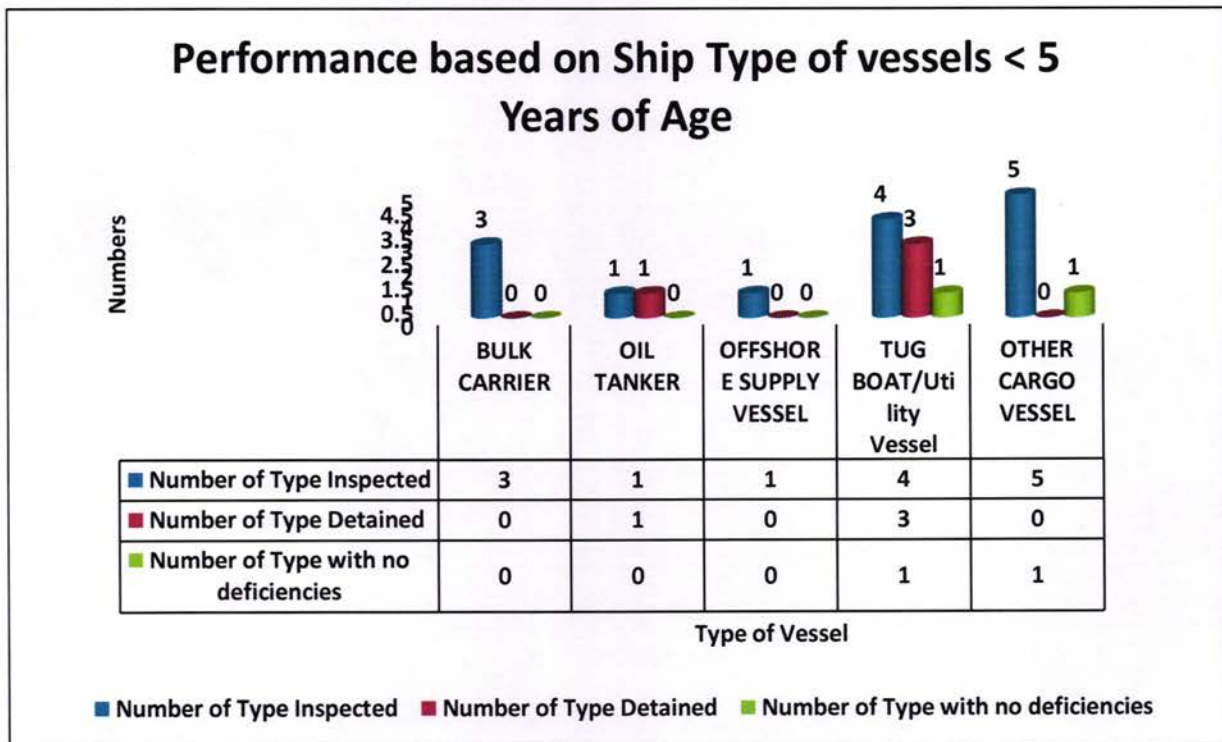
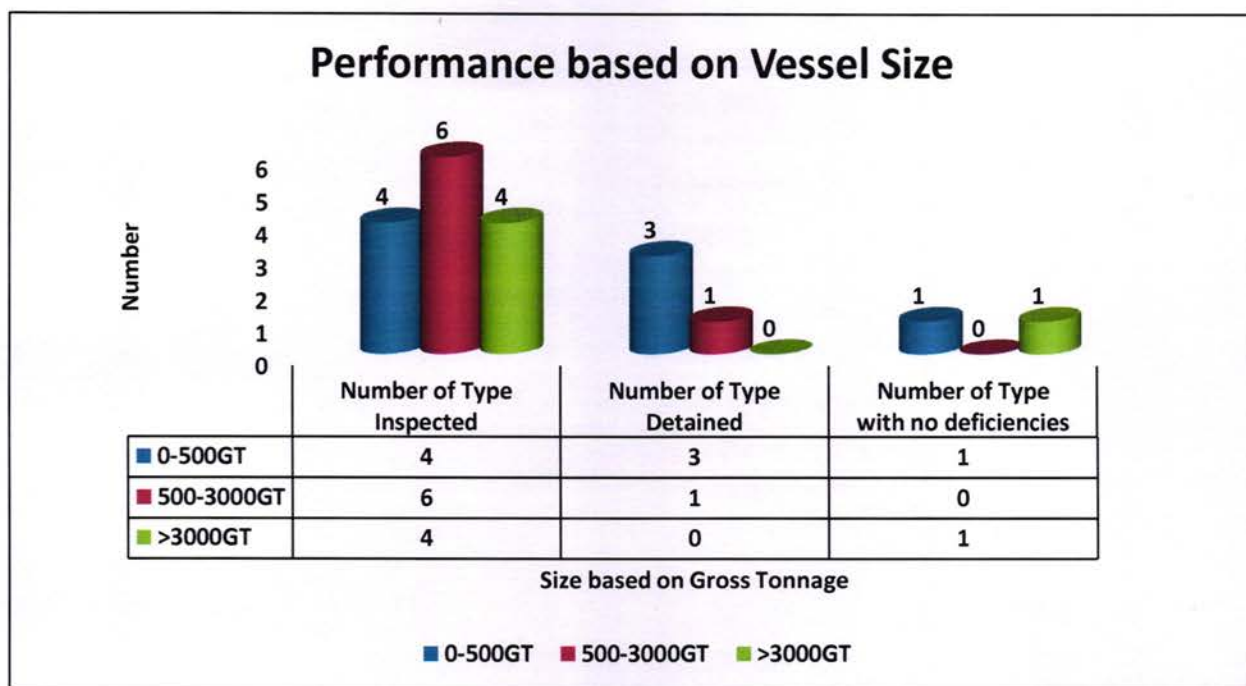
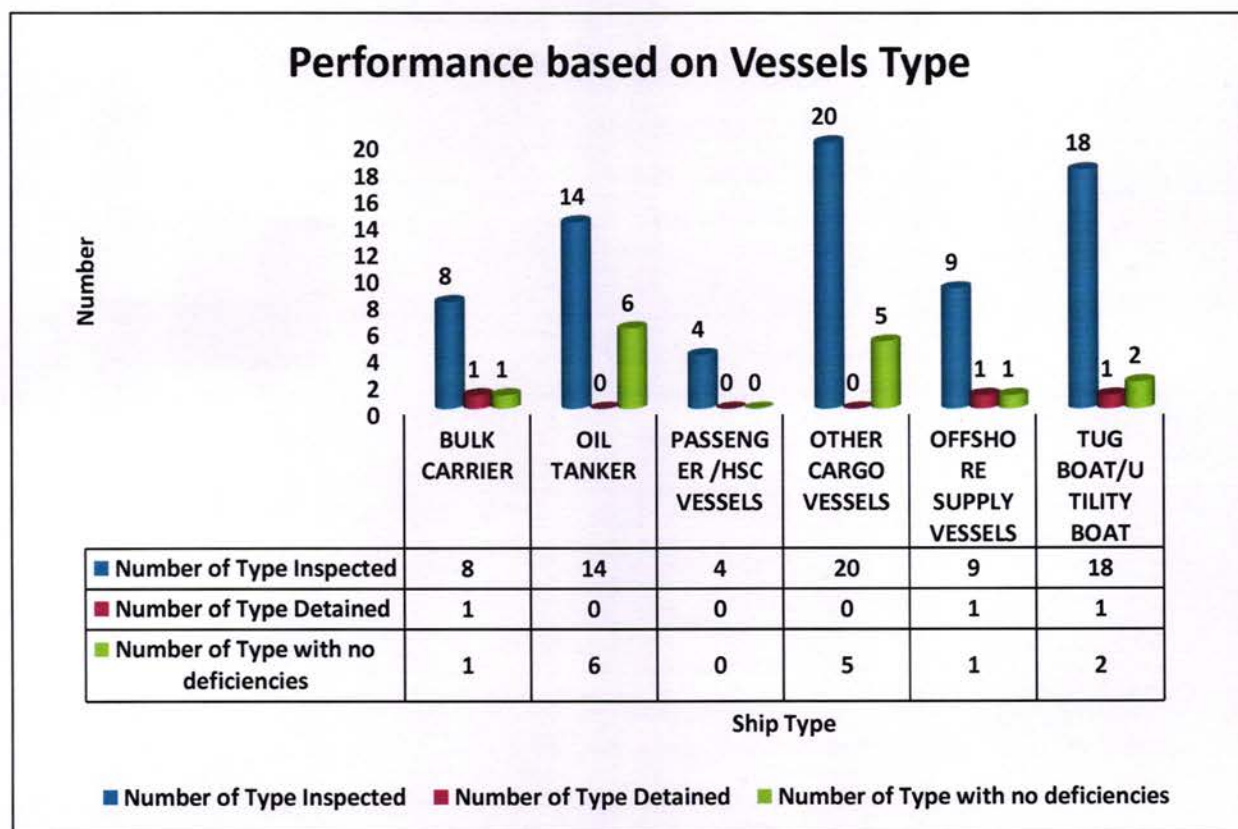


Figure 21

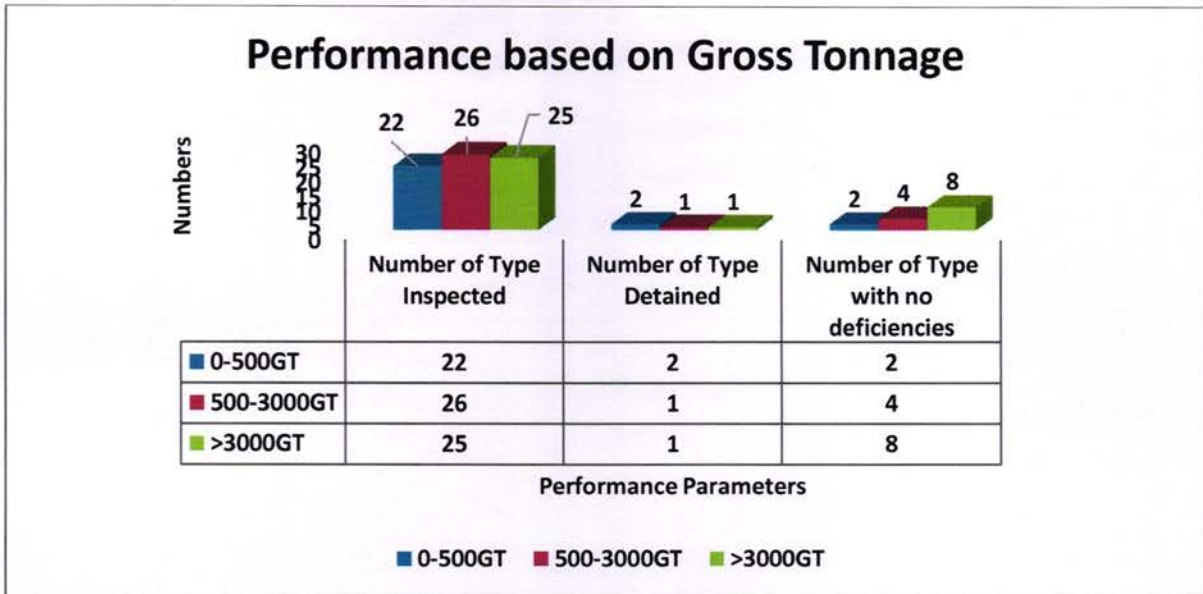


5. The Performance of vessels of 5-15 years of age.

Figure 22

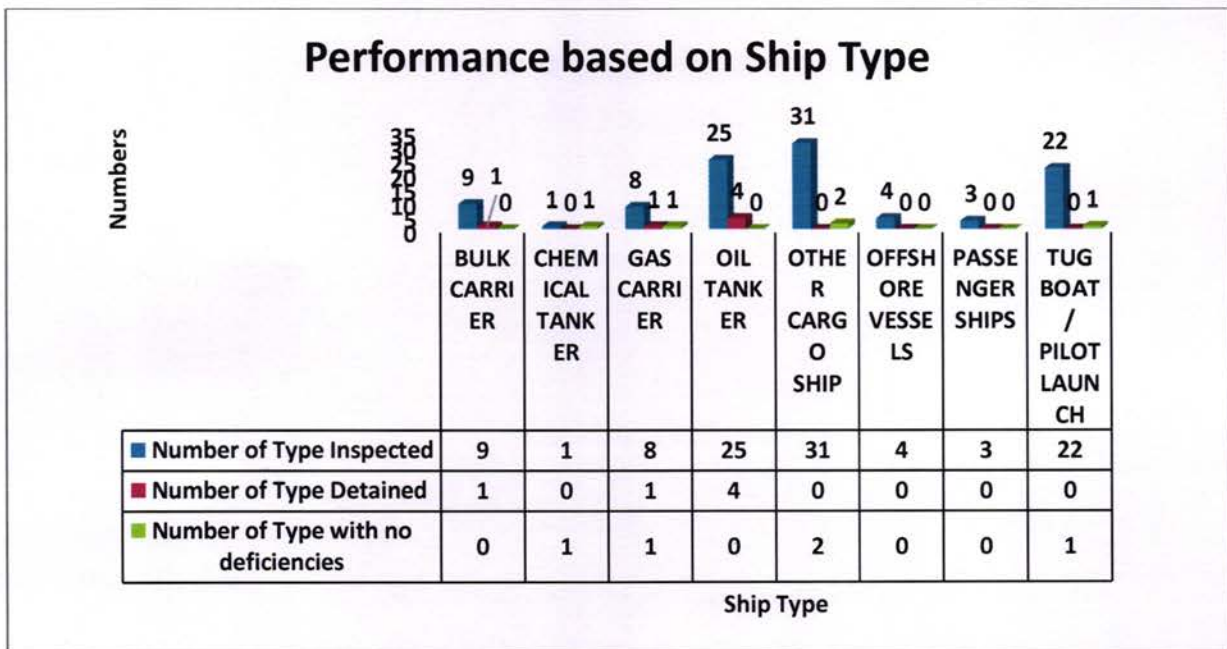


**Figure 23**

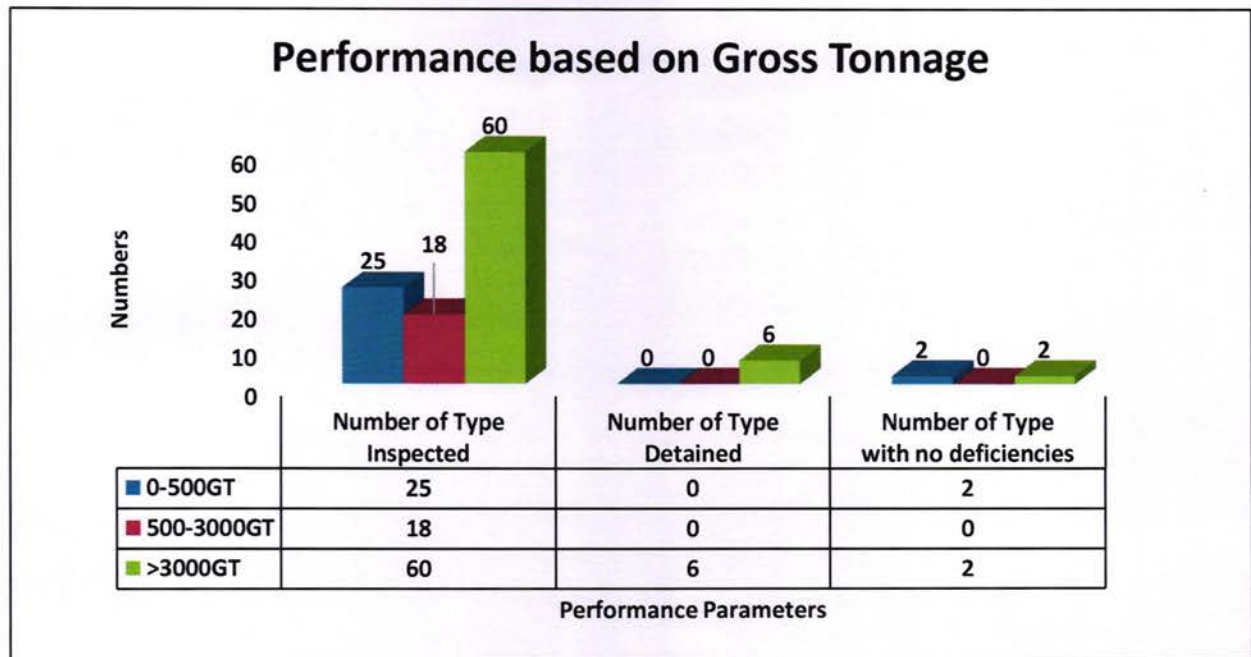


**6. The performance of vessels of 15-25 years of age.**

**Figure 24**



**Figure 25**



**7. The performance of vessels of more than 25 years of age.**

**Figure 26**

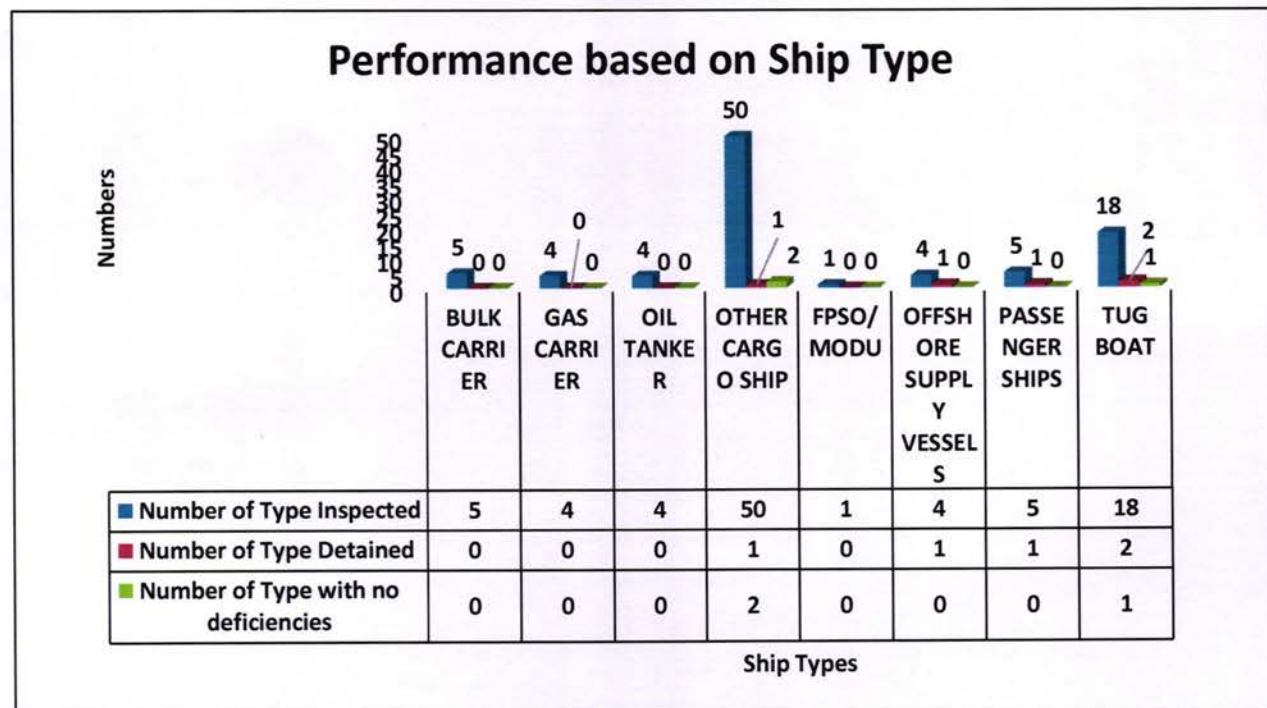
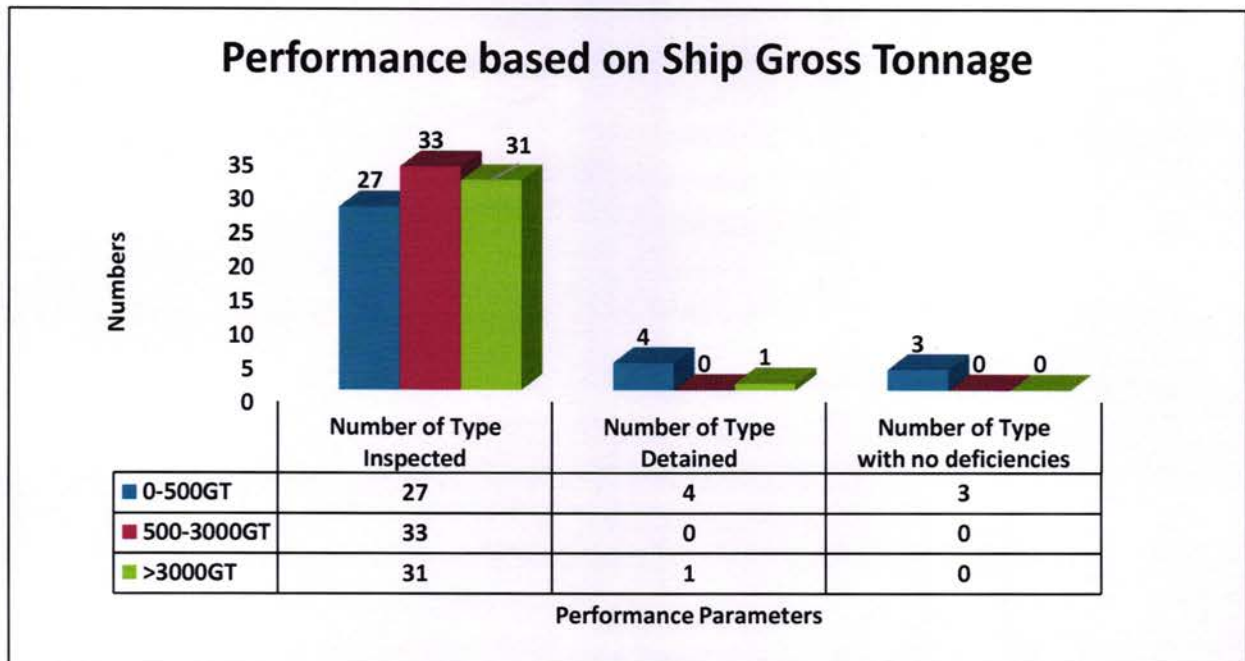
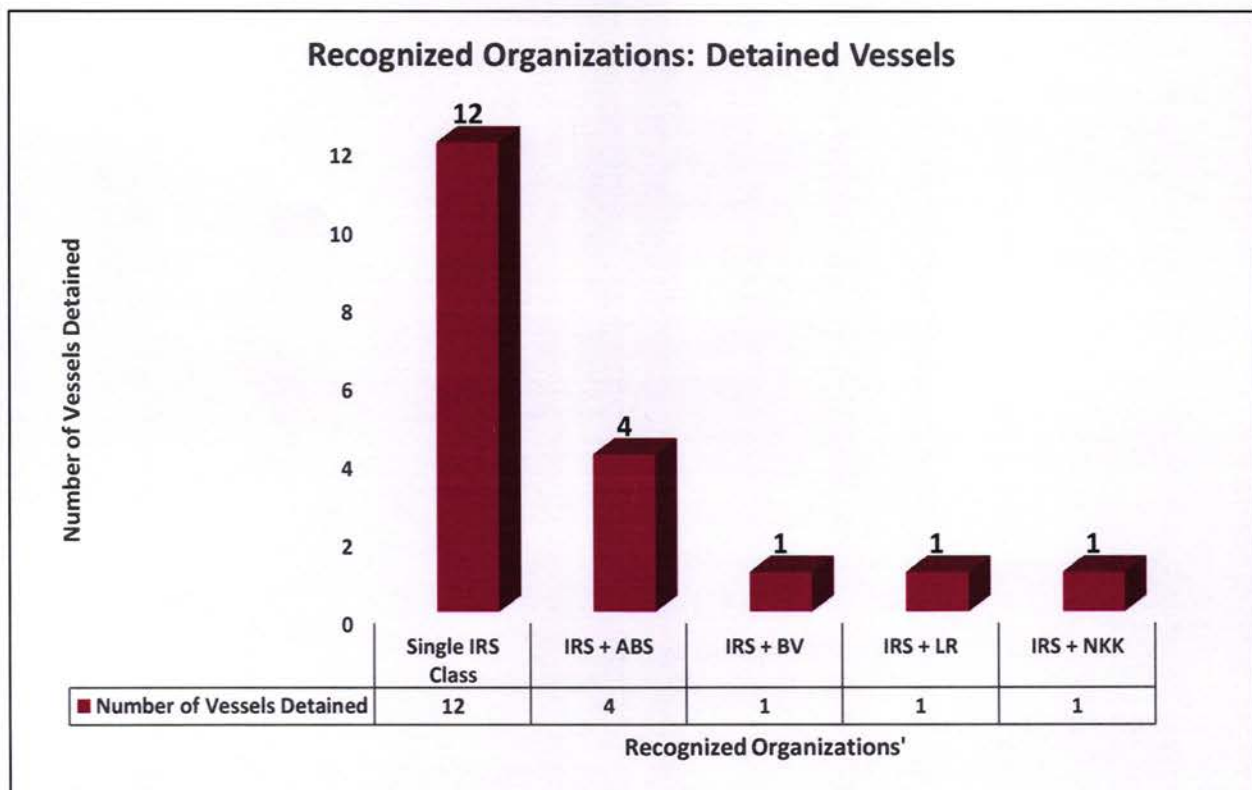


Figure 27



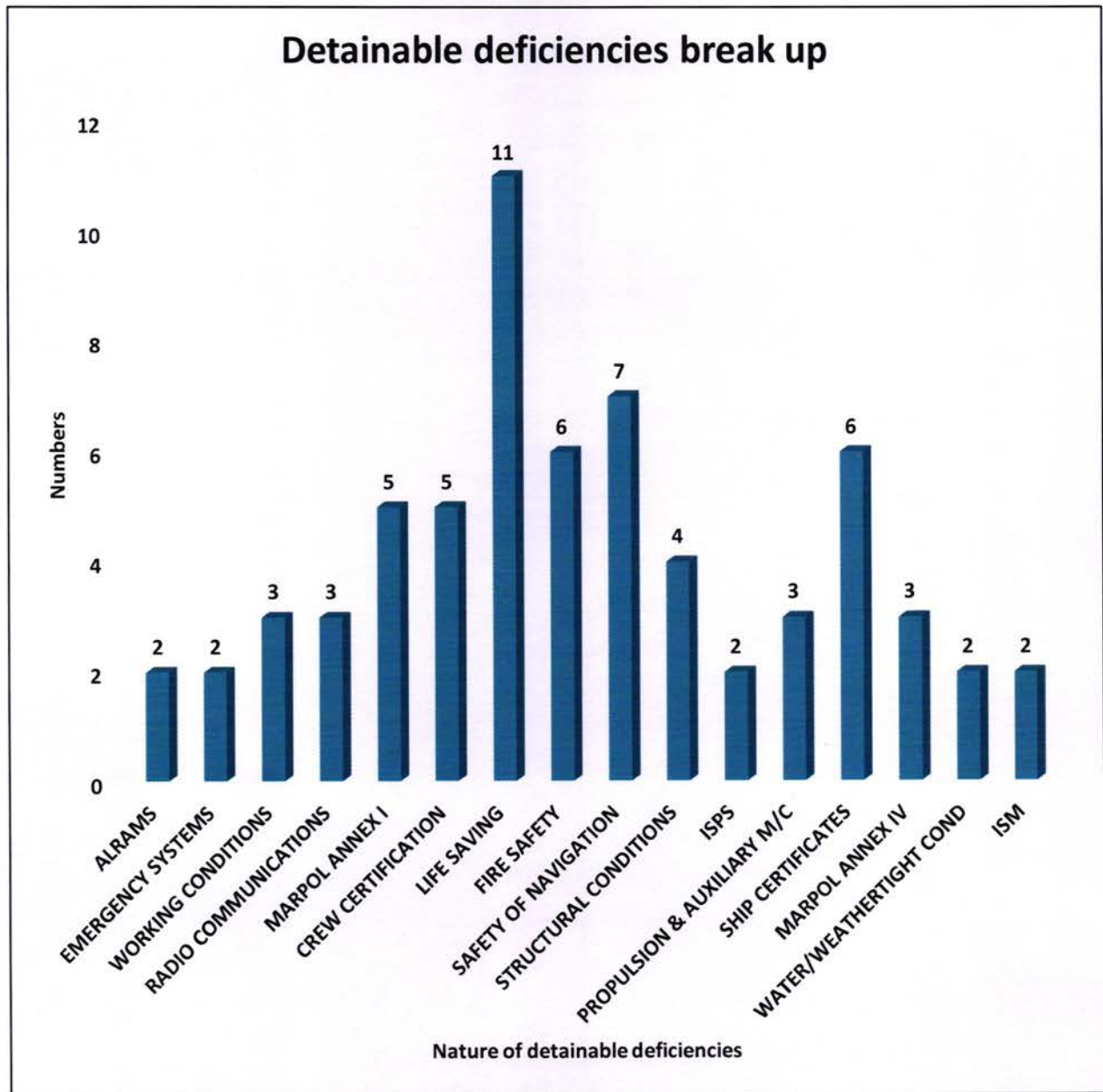
## 8. The performance of Recognized Organizations

Figure 28



## 9. Analysis of detainable deficiencies

Figure 29



## List of Ships Detained under FSI during the year, 2016

Sr.No.	Ship Name	IMO No.	Ship Owner	Type of Ship	Year of Built	Gross Tonnage	RO	Place of Inspection	Date of Inspection
1	Sampurna Swarajya	9176656	SCI	Oil T	1999	21827	IRS	Mangalore	15.01.2016
2	Vega	9293703	Key-Rsos	Tug	2003	299	IRS-ABS	Haldia	23.01.2016
3	Dawn Mathura	9079171	Darya ShipMngt Pvt. Ltd	Oil T	1995	28226	IRS	Kochin	03.02.2016
4	Ocean Grace	8913734	Ocean Sprkl Ltd.	Tug	1990	336	IRS	Chennai	13.02.2016
5	Guru Gobind Singh	9070151	SCI	Oil T	1995	80130	IRS-ABS	Mumbai	08.03.2016
6	Kohinoor - II	Official No. 3514	Sunrise Marine Svc	Utility	2006	61	IRS	Vizag	30.04.2016
7	Kohinoor-III	9623283	Sindhu Marine	Tug	2014	158	IRS	Mangalore	10.05.2016
8	Ganesh	Official No- 3711	Sri Ganesh Durga Marine Svc	Utility	2012	75	IRS	Vizag	22.05.2016
9	Green Ocean 1	8631697	Macaroni Ship Mngnt. Pvt.	Psngr	1988	374	IRS	Port Blair	14.06.2016
10	Sunrise II	-	Sunrise Marine Svc	Utility	2012	68	IRS	Vizag	02.07.2016
11	Seamec-III	8128339	Seamec Ltd.	OTS	1983	4327	IRS-LR	Mumbai	09.08.2016
12	Ocean Opal	9626493	Samson Maritime Ltd.	OSV	2011	1071	IRS-ABS	Mumbai	25.10.2016
13	Windsor	9112129	Seven Island Shipping Ltd.	Oil T	1996	26218	IRS	Mangalore	27.10.2016
14	Takao Gas	9012886	Synergic Oceanic Svc India Pvt. Ltd.	GC	1992	42341	NKK	Ennore	02.11.2016
15	APJ Kais	9491381	Apeejay Shipping Ltd.	BC	2009	32957	ABS	Mangalore	03.11.2016
16	Tamil Nadu	9107631	SCI	BC	2000	28029	IRS-BV	Kandla	04.11.2016
17	Shaun 1	9797931	Amba Shipping	Oil T	2016	1389	IRS	Kochin	10.11.2016
18	Sagar I	7603356	ABB Ship Mngnt Pvt. Ltd.	Tug	1976	303	IRS	Mumbai	02.12.2016
19	Chandra Jupiter	8019679	Chandra Ship Mangnt Pvt. Ltd.	Utility	1980	285	IRS	Vizag	11.12.2016

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# Port State Control of Indian flag ships in Foreign Ports

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## **The performance of Indian Flag Vessels in Port State Inspections**

1. Though the detention percentage of Indian Flag vessels have reduced from 6.3% in 2015 to 5.7% in 2016, the number of detentions have increased from 11 in 2015 to 12 in 2016.
2. Performance in PSC regimes:
  - a. The number of Port State regimes, where these vessels have been detained in 2016 has increased from 3 in 2015 to 6.
  - b. The performance of Indian Flag vessels has improved in TOKYO MOU with number of detentions coming down from 7 in 2015 to 2 in 2016.
  - c. In USCG there is one detention compared to no detentions in 2015.
  - d. The detentions in Paris MOU is consistent with 2 detentions each in 2015 and 2016.
  - e. However, the performance in IOMOU has degraded with 7 in 2016 compared to 2 in 2015.
  - f. Riyadh, Vina-Del-Mer and Black sea are the additional regional PSC regimes where Indian Flag vessels were detained in 2016.
3. Performance based on ship type and age:
  - a. On the basis on ship age the vessels in the age bracket 5-15 years performed poorly with 7 detentions.
  - b. On the basis of ship type the other cargo vessels had highest number of detentions, that is, 7 among all ship types.
4. Performance of Recognized Organizations:
  - a. The vessels single classed with IRS continues to perform poorly with 7 detentions each in 2015 and 2016.
  - b. The performance of vessels dual classed with IRS-DNV-GL(AS) has deteriorated with 4 detentions in 2016 compared to 2 in 2015.
5. Areas of concern:
  - a. Among all detainable deficiencies, safety of navigation is an area with maximum number of deficiencies.
  - b. There were detainable deficiencies under MLC 2006 with conditions of employment being the area of concern.
  - c. As regards to total number of all deficiencies, Fire safety measures and Safety of Navigation were respectively the areas with highest number of deficiencies.

1. Trends in number/percentage of detentions

Figure 30

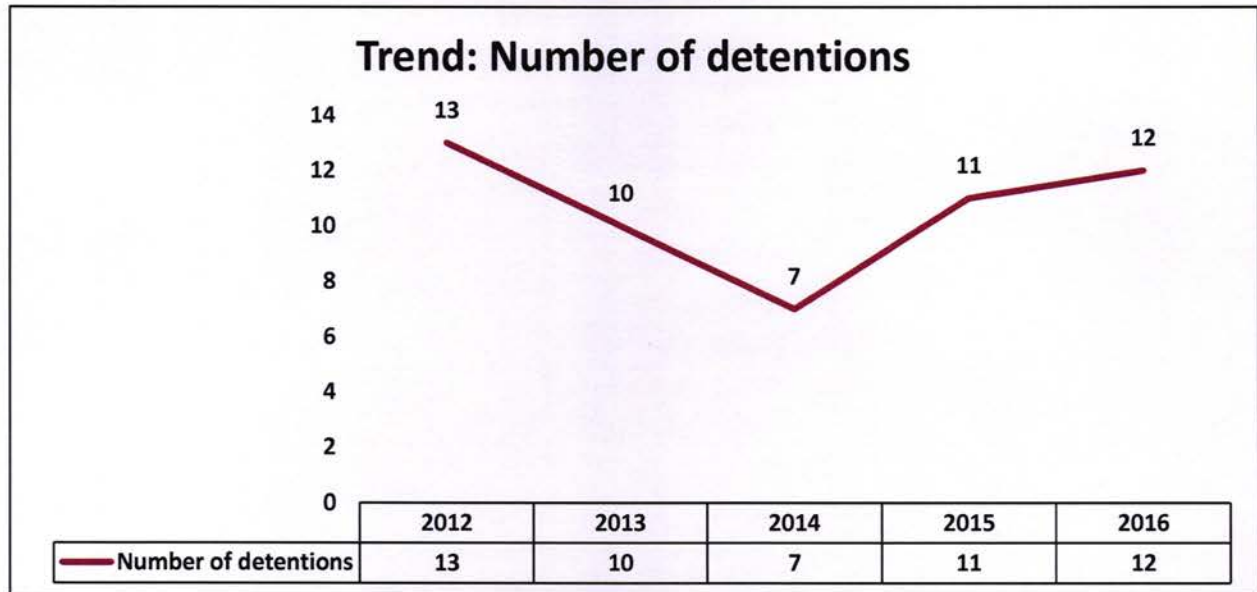
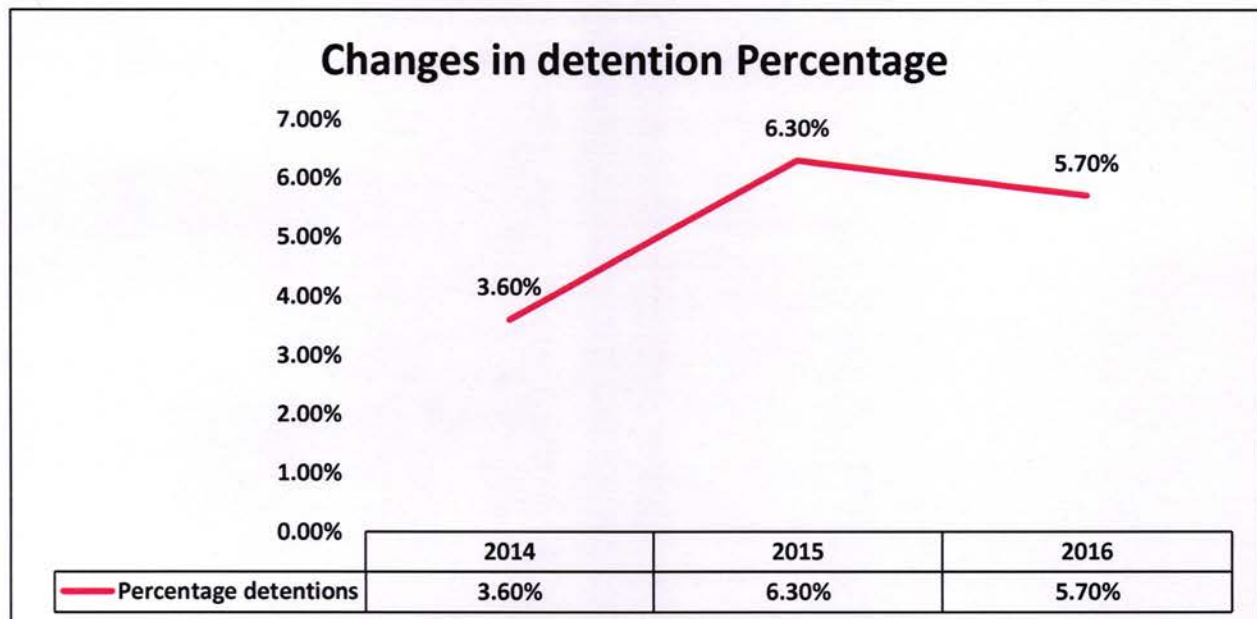


Figure 31



## 2. Performance in various Port State Control Regimes

Figure 32

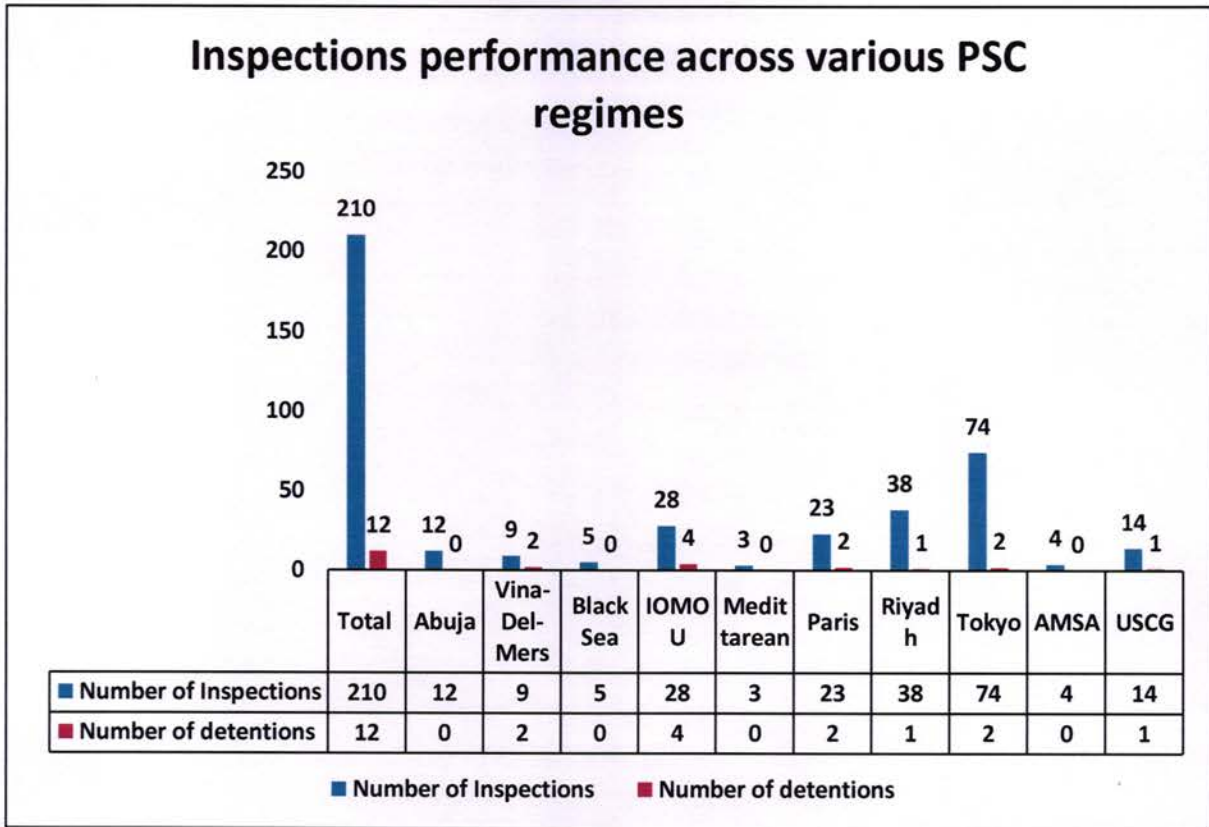
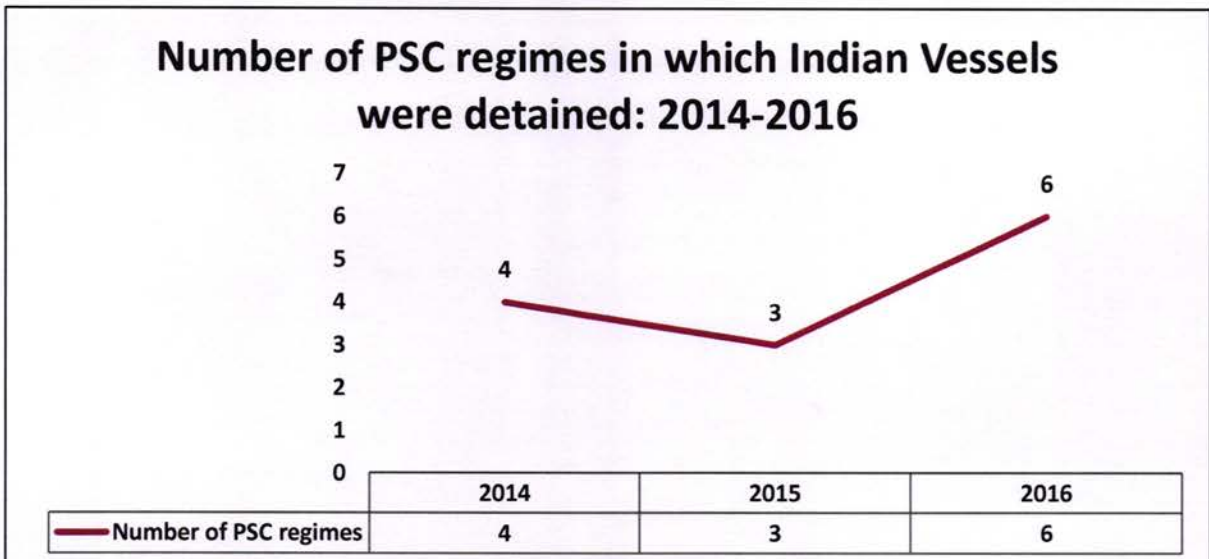
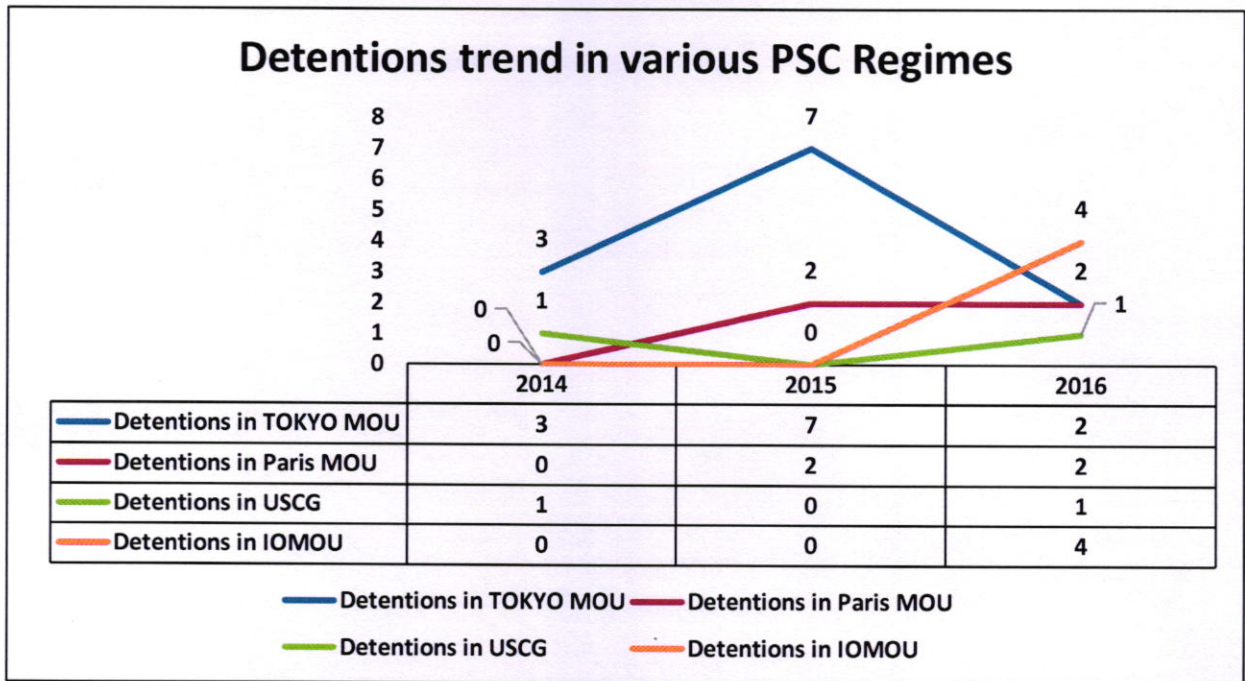


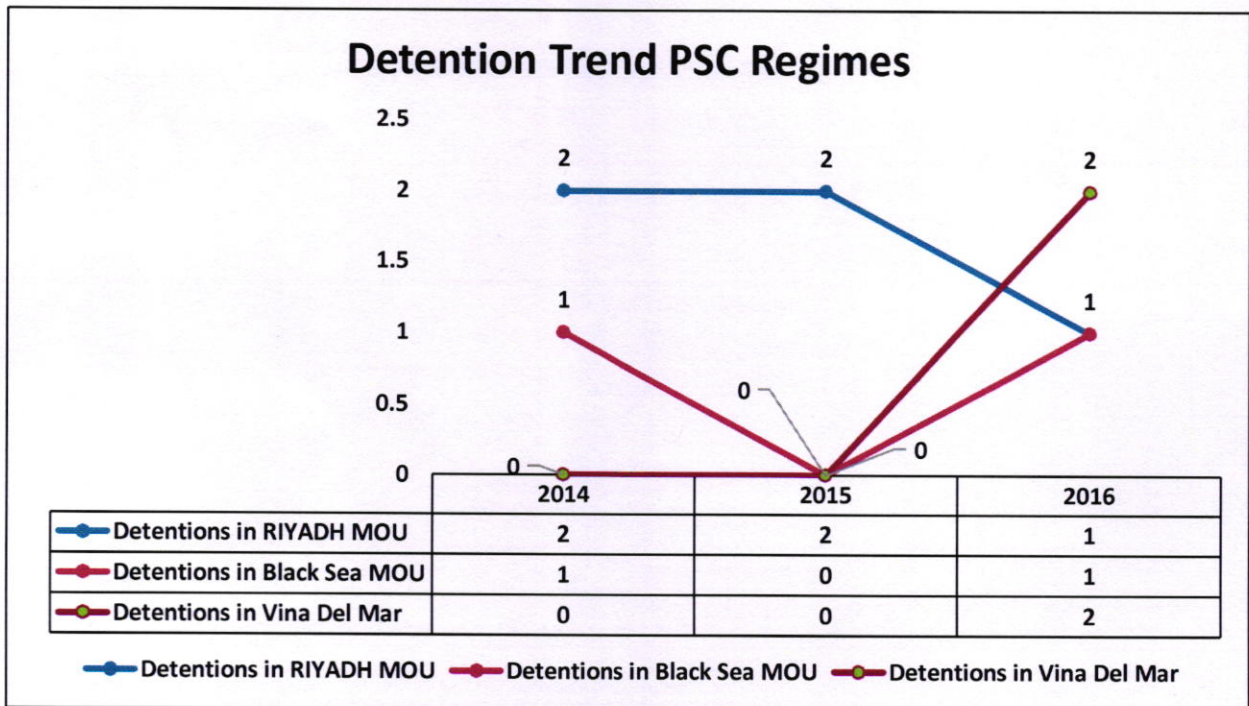
Figure 33



**Figure 34**

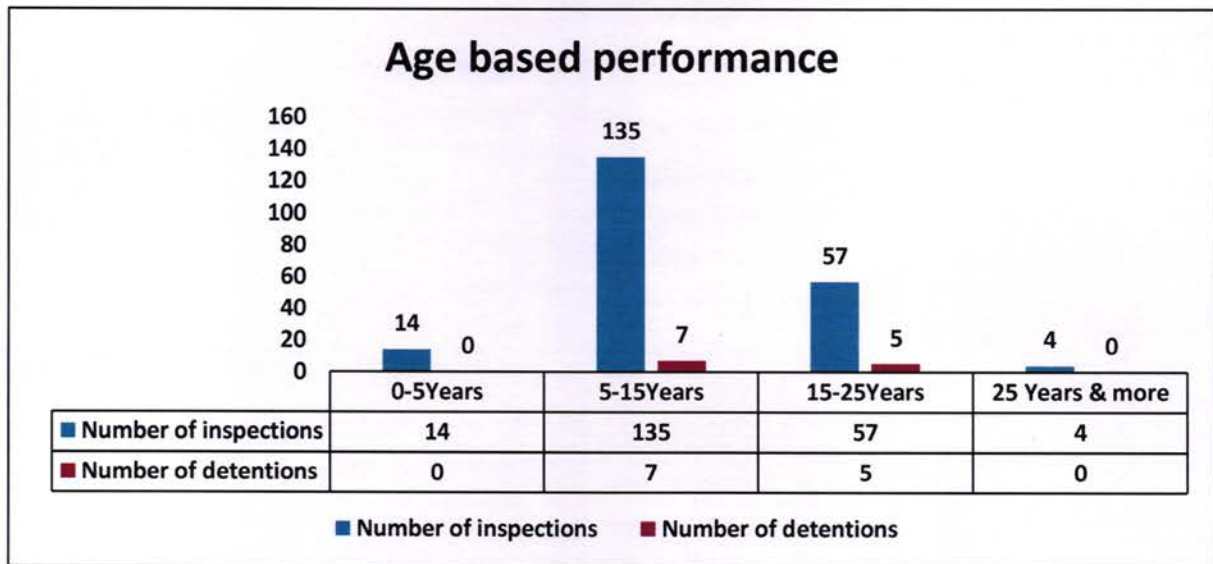


**Figure 35**



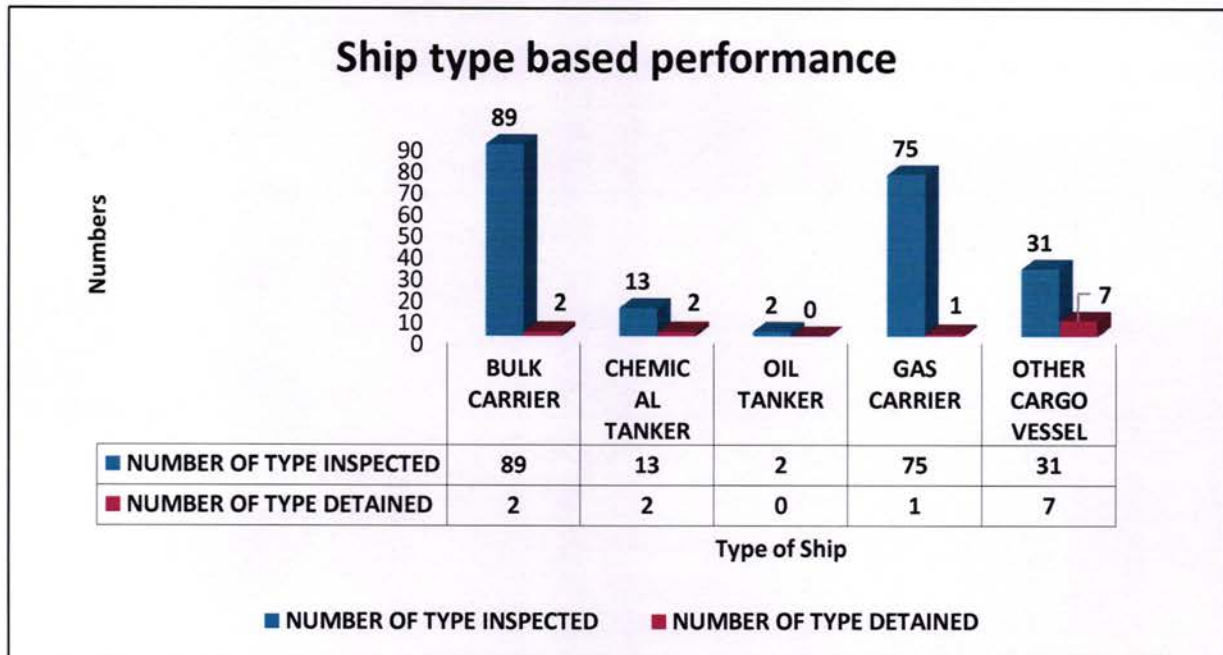
### 3. The performance based on age

Figure 36



### 4. The performance based on vessel type

Figure 37



## 5. The performance of Recognized Organizations

Figure 38

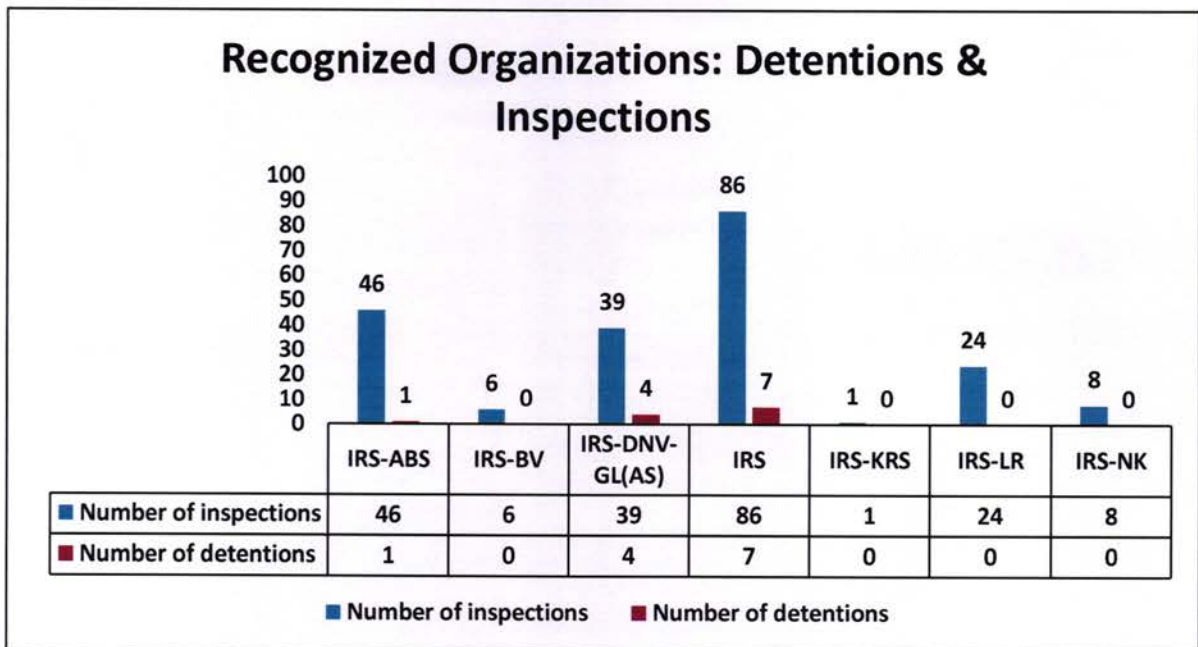
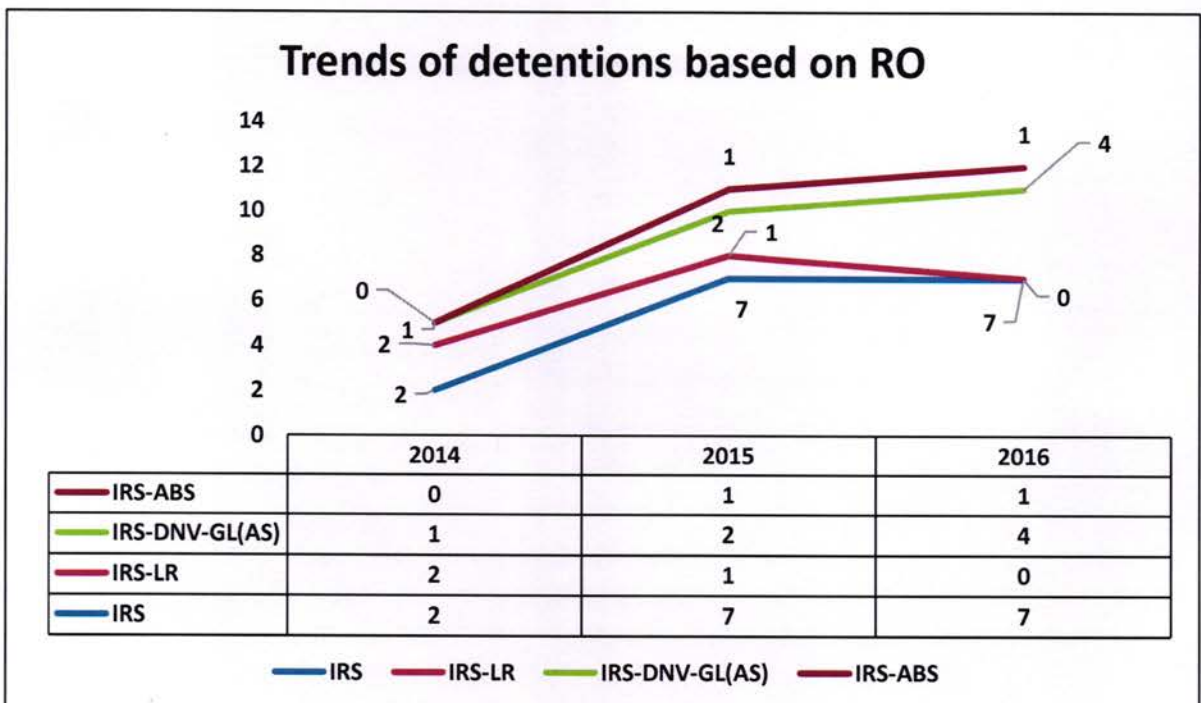


Figure 39



## 6. The type, nature and spread of deficiencies

Figure 40

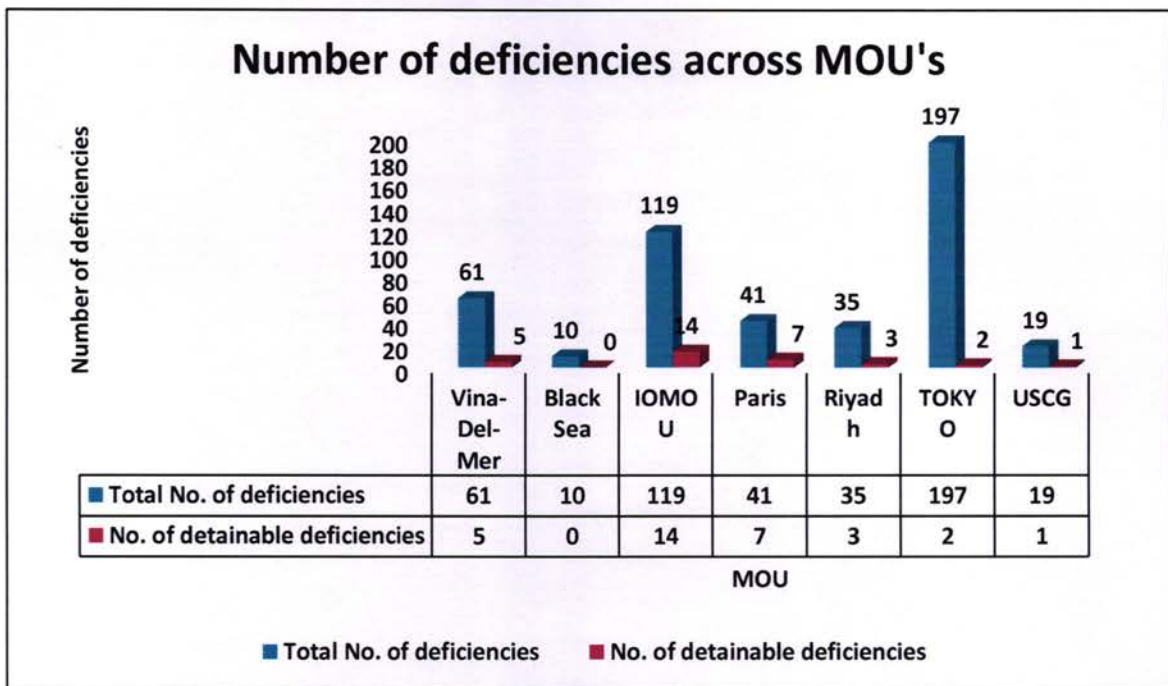


Figure 41

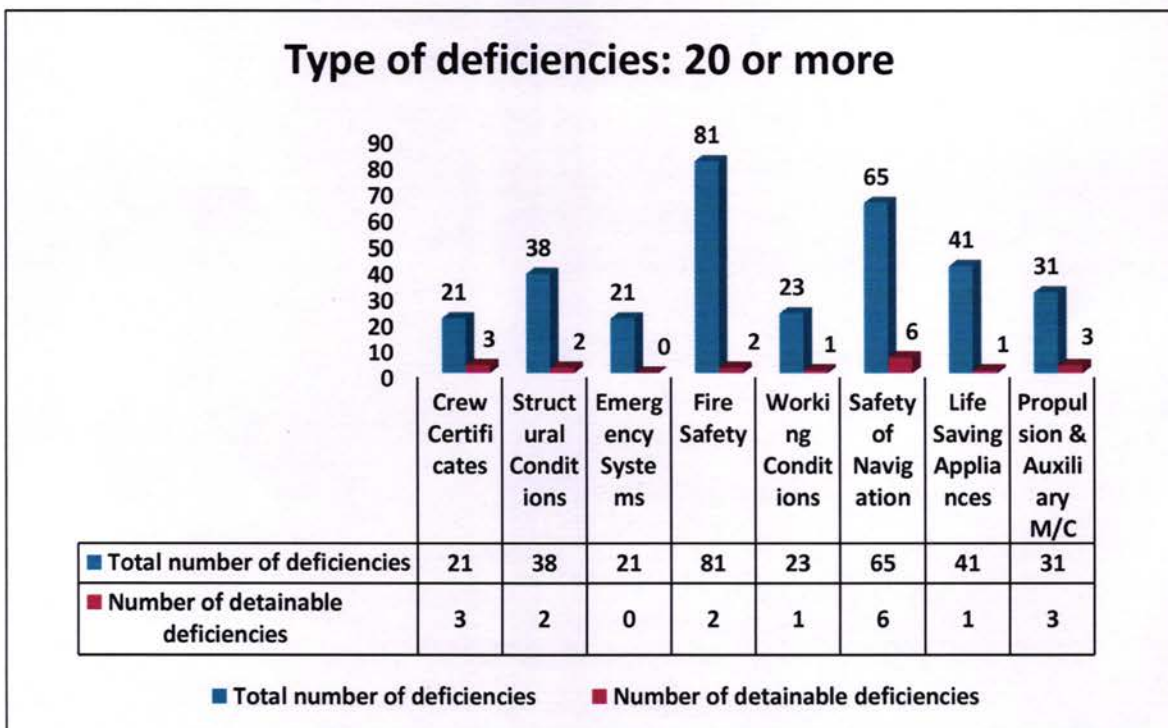
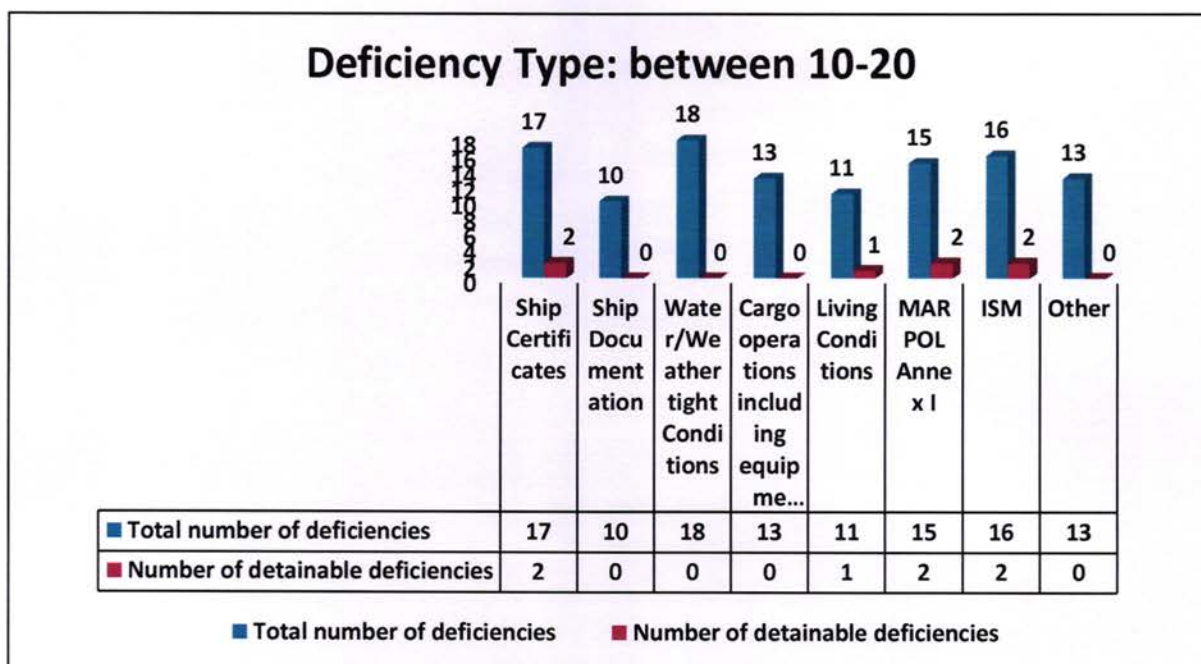


Figure 42



MLC 2006 Deficiency Code	Total number of deficiencies	Number of detainable deficiencies
Labor Conditions: Conditions of employment	7	4
Health protection, medical care, welfare & social security	3	0
Accommodation, recreational facilities, Food & Catering	1	0

**List of Detainable deficiencies observed during the Port State Control Inspection of Indian Flag Ship;**

**In the year 2016, 12 Indian flag vessel were detained and  
were found with 32 no. detainable deficiencies.**

Sr. No	Ship Name	Ship Certificates '011	Stcw - 012	Str Cond 021	Fsm 071	Nav 101	Lsa 111	P& AM 131	Working & Living condition '092	Mar pol 141	Mar pol 144	ISM 151	ISPS 161	Labour Condition Condition of employment 182	Total
1	Vishva Ekta						1								1
2	Tulip										1				1
3	Malaviya Seven		1											2	3
4	Nu Shi Nalini							2							2
5	Jag Lavanya				1										1
6	Malaviya Twenty		2											2	4
7	Ira Iris					3			1	1			1		6
8	Ira Iris			1		2				1			1		5
9	Tamil Nadu			1											1
10	Malaviya Twenty Nine	2										1			4
11	Malaviya Nine											1			1
12	Paul Abrao				1	1		1							3
	<b>Total</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>32</b>

Description of Detainable deficiencies per category are as mentioned below

**1. Certificate & Documentation (011) : 2no.**

- .1 Found all Vessel Statutory Certificates Expired.
- .2 Minimum Safe Manning Document non-compliance of safe

**2. Standard for training, certification & watch keeping(012):3no.**

- .1 Seafarers Employment Agreement
- .2 Manning specified by the minimum safe manning doc
- .3 Seafarers Employment Agreement

### **3. Load Lines**

- .1 Structural Conditions (021): 2No.
  - .1 Permant means of access
  - .2 Structural conditions

### **4. SOLAS 74, as amended:**

- .1 Fire Safety (Deficiencies Code:071)
  - .1 Fire Safety Measures
  - .2 International shore-connection
  
- .2 Safety of Navigation (Deficiency Code: 101): 6 nos.
  - .1 S-VDR Malfunction not working
    - .2 S-VDR Malfunction not working
  - .3 Echo Sounder Malfunction
  - .4 Echo sounder Malfunction
  - .5 Nautical publications.
  - .6 Echo Sounder Malfunction
  
- .3 Life Saving Appliances (Deficiency Code: 111): 1 nos.
  - .1 Engine of Lifeboat can not Started
  
- .4 Propulsion and Auxiliary machinery (Deficiency Code: 131): 3no.
  - .1 Cargo pump temp monitoring system in CCR not operational
  - .2 UMS alarm in cabine malfunction
  - .3 Propulsion and Auxilary Machine

### **5. International Labour Organization:(2 no.)**

- .1 Not Proper Supply of Food on Board (091)
- .2 Starboard Gangways Inoperative (092)

### **6. Maritime Labor Convention 2006 [MLC 2006] :4no.**

- .1 Labor Conditions - Conditions of employment
- .2 Calculation and Payment of Wages
- .3 Labor Conditions - Conditions of employment
- .4 Calculation and Payment of Wages

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

- .1 MARPOL Annex-1 (141): 2 nos.
  - .1 Oily water separators defective.
  - .2 Oil disch. Monitoring and control system
  
- .2 MARPOL Annex-IV (144): 1 no
  - .1 Sewage treatment plan

**8. International Safety Management (ISM):**

- .1 (Deficiency Code: 151): 2 nos.
  - . 1 Other ISM
  - .2 Safety Management system as implemented falls to ensure effective shipboard operation

**9. International Ship and Port Facility Security (ISPS): 2 Nos**

- .1 Security Related Defects
- .2 Other (maritime security)

**List of Indian flag Ships detained under Port State Control during the year, 2016:**

1	2	3	4	5	6	7	8	9	10
Sr No	Ship Name	IMO No.	Ship-Owner/Manager	Year of Build	Type of Ship	GT	RO	Date & Place of Detention	MoU
1	Vishva Ekta	9487897	SCI Ltd.	2011	BC	33185	IRS	Yantai 29.03.2016	Tokyo
2	Tulip	9240914	Zen Shipping & Port India Pvt. Ltd.	2000	Chem T	5998	IS	Bandar Khomeini 24.04.2016	IOMOU
3	Malaviya Seven	9087312	Gol Offshore	1993	OFSV	3001	IRS	Abebeen 15.06.2016	Paris
4	Nu Shi Nalini	9619608	Elektrans Shipping Pvt. Ltd.	2010	O&C Tnkr	11246	IRS	Bik 19.06.2016	Riyadh
5	Jag Lavanya	9237412	The Great Eastern Shipping Co. Ltd	2003	Crude OT	58374	DNV GL/ IRS	Ama Anchorage LA 27.06.2016	US Coast Guard
6	Malaviya Twenty	9303481	Gol Offshore Ltd.	2003	OFSV	2151	IRS-DNV GL	Great Yarmouth 04.07.2016	Paris
7.	Ira Iris	9411458	Era Shipping Co. Ltd.	2007	GC	4422	IRS	Colombo 25.08.2016	IOMOU
8.	Ira Iris	9411458	Era Shipping Co. Ltd.	2007	GC	4422	IRS	Colombo 01.09.2016	IOMOU
9.	Tamil Nadu	9107631	SCI Ltd.	1996	BC	28029	IRS	Taizhou 19.09.2016	Tokyo
10	Malaviya Twenty Nine	9333503	Gol Offshore	2005	SV	2152	ABS	Rio De Janeiro 17.10.2016	Vina Del Mar
11	Malaviya Nine	9334179	Gol Offshore	2007	SV	3062	IRS	Rio De Janeiro 18.10.2016	Vina Del Mar
12	Paul Abrao	9135925	Quadrant Maritime	1996	CNTR	15929	IRS	Doha 06.11.2016	Riyadh

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