

Annual Report on
Port State Control (PSC) &
Flag State Implementation (FSI)
2017



Directorate General of Shipping (DGS)
Government of India



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

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(IOMOU) on Port State Control website: www.iomou.nic.in



Annual Report On
Port State Control (PSC) &
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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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F.No. ENG/PSC-FSI/23(64)2010

Dated: 03rd October, 2018

MESSAGE

As I look back at 2017, it brings so many memories. Indian Scientists were behind several achievements, one of them being ISRO launching a record 104 satellites simultaneously in February 2017. India was re-elected to the Council of the International Maritime Organization under Category "B" at the 30th session of the Assembly of IMO. At the same time, India witnessed a serious oil spill on her eastern coast when two cargo ships collided near Chennai on 28th January 2017. The events of 2017 have goaded us to identify areas which need improvement.

The Sustainable Development Goals adopted by the United Nations on 25 September 2015 challenges us to facilitate sustainable economic growth through affordable shipping services, but not at the expense of marine environment and safety of crew. The shipping industry has a direct impact on the biosphere by way of emissions to air and discharges to sea. As a major step towards green shipping and ports, we have initiated assessment of adequacy of port waste reception facilities. We are also exploring the possibility of providing shore electric power supply to ships visiting Indian ports.

The protocols established via port state control and flag state inspections have played a major role in the reduction of the number of maritime accidents. This Port State/Flag State Annual report is a statistical compilation of safety and environmental performance indicators of Indian Flag vessels inspected in India and abroad, and foreign flag vessels inspected in India. Apart from being an indicator of the effectiveness of these regimes to bring an improvement in safety and environmental protection performance of the larger maritime industry, the data detailed in this report can also be used by individual stakeholders as a means to improve the safety and environmental protection performance.

नौवीं मंजिल, बिटा बिल्डिंग, आई-थिंक टेक्नो परिसर, कांजुर गाँव रोड, कांजुरमार्ग (पूर्व), मुंबई - 400 042.


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The seafarers are unfortunately the victims of struggle faced by ship owners in a depressed maritime economy. Even after the entry into force of the MLC 2006 in 2013, the cases related to nonpayment of seafarer wages are on the rise. Defending the right of seafarer to receive regular salary is not only a legal responsibility of PSC inspectors under MLC, 2006 but also a moral responsibility of Indian PSC inspectors as Indian seafarers constitute more than 9% of international seafaring force. Indian Port state control mechanism will play an effective role in resolving this issue by enforcing Maritime Labor Convention regulations.

The effectiveness of any PSC regime is judged by the achievement of its policy objectives of prevention of casualty and pollution on its own coast and the coasts of nations within the regional MOU. Proper selection of ships for port state inspection and building capacity of port state inspectors will go a long way in implementing an effective PSC regime.

The Directorate has taken serious note of increasing number of detentions of Indian Flag vessels in various PSC regimes. These detentions have led to policy changes such as placing in public domain the performance of recognized organizations and operating companies and making key officers of companies accountable, while at the same time recognizing the quality operators.

I congratulate the officers and staff of the Directorate General of Shipping for their assiduous work in bringing out this exhaustive and informative report about the performance of Port state inspection and Flag state inspection of Indian and/or foreign flag vessels for the ninth consecutive year. I am sure that this report will help improve Port state performance of Indian flag vessels, and also assist in preventing casualties and pollution incidents on the Indian coast.


(Dr. Malini V. Shankar)



सत्यमेव जयते

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Dated: 03.10.2018

Foreword

Every year, the directorate publishes annual PSC & FSI report for the benefit of all stake-holders. The purpose is to derive the benefit to achieve the ultimate objective of improving overall safety and environment protection performance of Indian shipping in particular at large the world shipping.

Day by day there have been a lot of technological improvements yet it becomes a challenge to have the perfect human to run the ships. The major cause for the most of the accidents, incidents and loss of lives on ships are attributed as a result of imperfect human behaviour along with poor shipboard practices. We all know that the STCW 78 Convention and its amendments aimed at providing shipboard manpower which is educated and trained to handle modern shipping and ISM Code is intended to promote good and safe working practices and procedures to prevent and reduce human errors. However, of late the increase in number of accidents involving Indian ships and seafarers have put to test the achievements of the objectives of STCW and ISM Code.

Shipping being a contractual based employment, unless there is an eradication of sub-standard shipping, this human based error may continue to be part of this industry even though the safety based organizational environment as envisaged by the ISM code to a large extent can deal with the above issue. Harsh punitive measures against individual seafarer's such as suspension of certificate of competencies is not a long-term solution to this problem, when the industry itself is facing problems of attracting quality manpower. Realizing the fact, under the circumstances, there is now an urgent need for Port State regimes to evolve its PSC procedures to detect evidence of seafarer's in-competencies and shipboard procedural issues and take actions to prevent re-occurrence of such accidents / incidents.

With the PSC regimes worldwide understanding the need to monitor Recognized organization more closely and the move to de-recognize Statutory certificates issued by black listed RO's to black listed Flag, it is needed more than ever before that the performance statistics of Indian Flag is improved in various PSC regime worldwide.

India is a major supplier of qualified manpower to world shipping and trying to increase its share. However, it is a matter of concern to note, from inspection of foreign flag vessels in India under PSC, inspections of Indian flag vessels in India under FSI and inspection of Indian flag vessels abroad under PSC, that the maximum numbers of deficiencies are related to the working conditions of seafarer. This is a matter of serious disquiet and thus all ship management and owning companies are required to correct the situation on an urgent basis.

This year report gives a detailed statistical analysis based on a multitude of factors such as age and type of vessels and also details the performance of all the stakeholders involved in the safe operation of ships. I hope the stakeholders will analyse the report in detail and draw their own lessons learnt for the benefit of their company, ships and most importantly the seafarers and thereby contribute in improving the performance of Indian flag vessel under all PSC regime and employability of Indian seafarers.


(B. R. Sekhar)

CSL Passenger Vessels Training Programme







**Fifth Seminar for PSCOs
Jointly Organised
by
the Directorate General of Shipping, Government of India
&
the Indian Ocean MOU on port State control**

**Mumbai, India
from 13th to 17th November 2017**







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Port State Control (PSC) In India

Port State Control Inspections in Indian Ports

India is a member of Indian Ocean Memorandum on Port State control along with 20 other members. The ultimate goal of IOMOU is to identify and eliminate substandard ships from the region.

To achieve the above objectives, India law under various sections of the Merchant Shipping Act, 1958 gives power to Indian Port State surveyors to inspect foreign ships when in Indian ports for compliance to various conventions to which India is a signatory. Section 342 of MS Act, 1958 gives powers to detain a sub-standard ship and Section 334 states that “A ship is ‘unseaworthy’ within the meaning of this Act when the materials of which she is made. Her construction, qualifications of the master, the number, description and qualifications of the crew including officers, the weight, description and stowage of the cargo and ballast, the condition of her hull and equipment, boilers and machinery are not such as to render her in every aspect fit for the proposed voyage or service”.

India has been carrying out its commitment to identify and eliminate sub-standard shipping year on year and has been publishing the results of port state inspections annually from last many years. In the calendar year 2017, India conducted 517 initial inspections. About 65% of these initial inspections were conducted on high risk vessels as per IOMOU risk calculation methodology. Though these inspections were conducted on various types of vessels, majority were conducted on Bulk carriers, that is, about 50% of the total initial inspections conducted. More than 60% of all vessels inspected were less than 12 years of age.

There were a total of 1846 deficiencies identified during these 517 initial inspections constituting an average of 3.57 deficiencies per ship. About 20.5% of ships inspected were found without any deficiencies. There was a total of 22

detentions constituting a detention rate of 4.3%. Maximum numbers, that is, 7 of all vessels detained were bulk carriers and with 261 initial inspections of bulk carriers, it constitutes a detention rate of 2.7%. There were 6 General cargo/multi-purpose vessels detained in 2017 and with 70 initial inspections of these type of vessels, it constitutes a detention rate of about 8.6%. Though there were only 4 oil tankers detained, but with only 31 initial inspections, it constitutes the highest detention rate of 12.9% among all ship types detained. 50% of all vessels detained were more than 20 years of age.

The working conditions of seafarers constituted about 20.7% of all the deficiencies identified during the initial inspections. Fire Safety and Safety of Navigation were the other two areas with more than 9% deficiencies each during the initial inspections.

Port State Inspection Statistics for the Calendar Year: 2017

1. Trend analysis of number of Port State Inspection Statistics

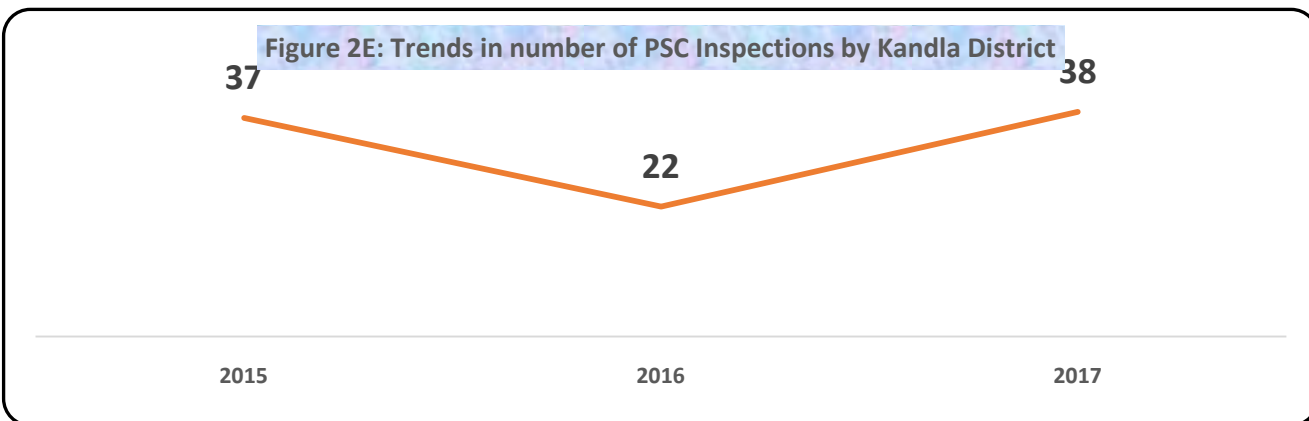
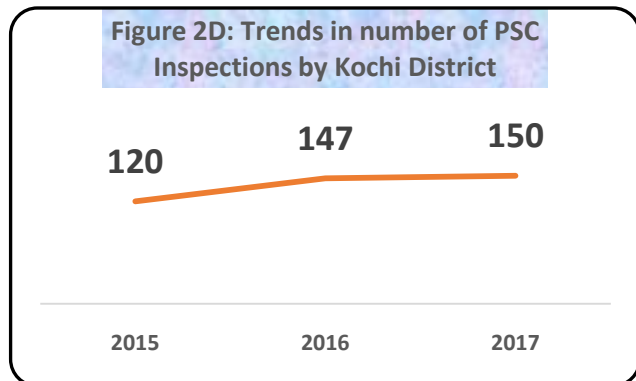
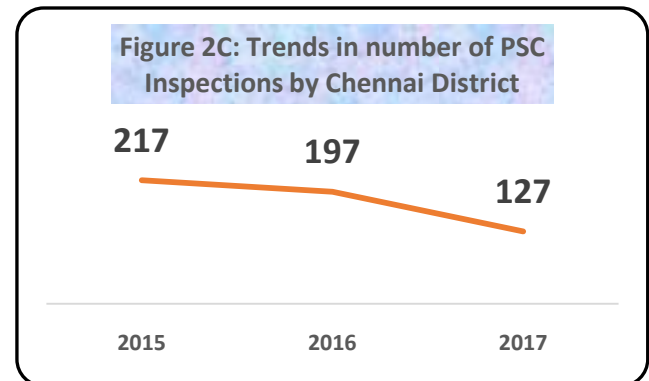
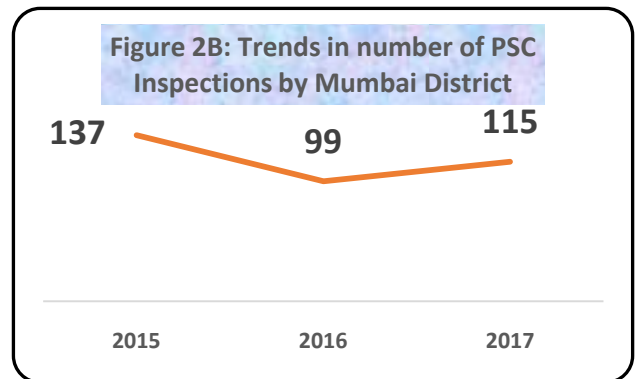
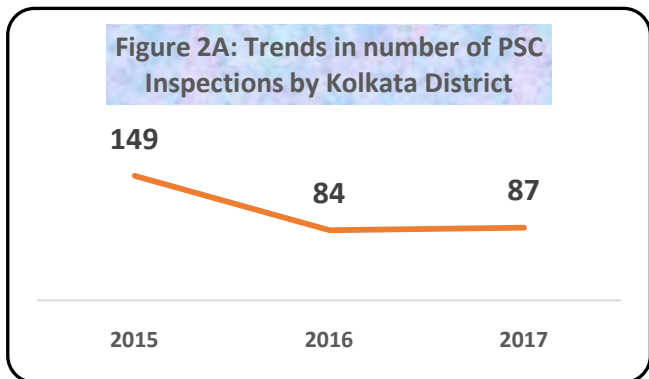
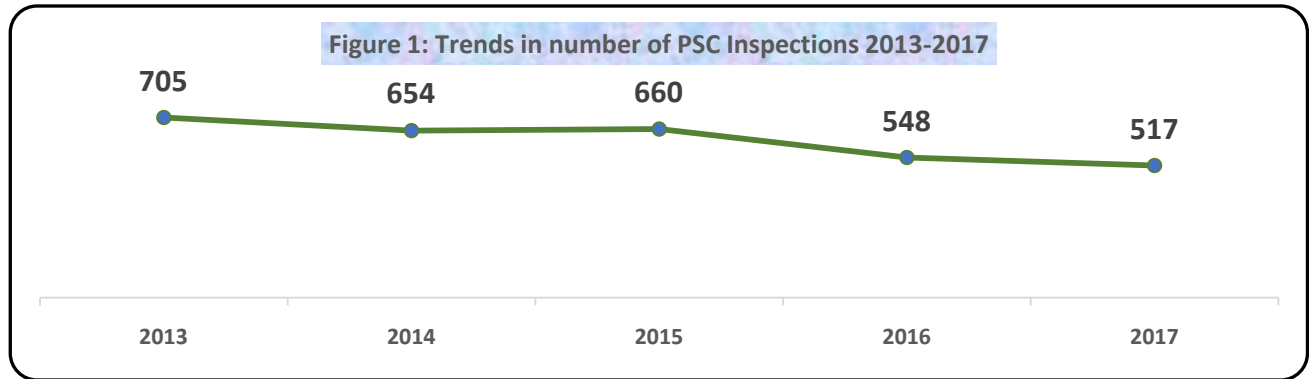
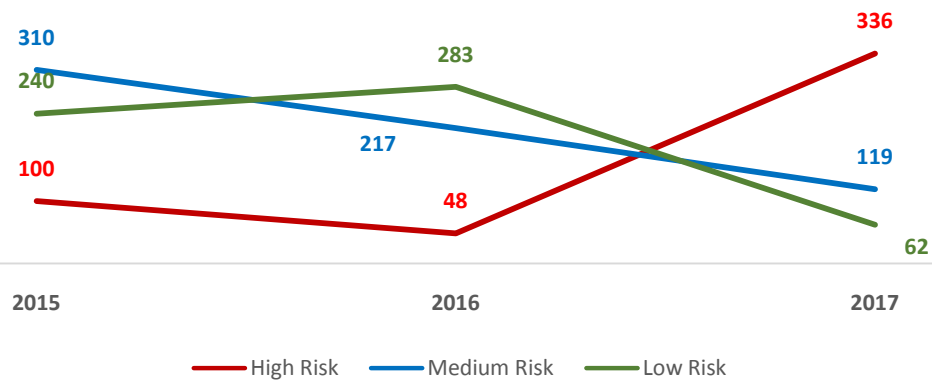


Figure 3: Trends in Number of PSC Inspections based on IOMOU Risk Profile



2. Overall PSC Performance Trends

Figure 4A: Trends in Number of Detentions

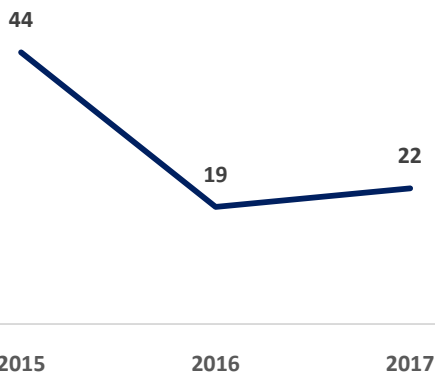


Figure 4B: Trends in Detention Rate

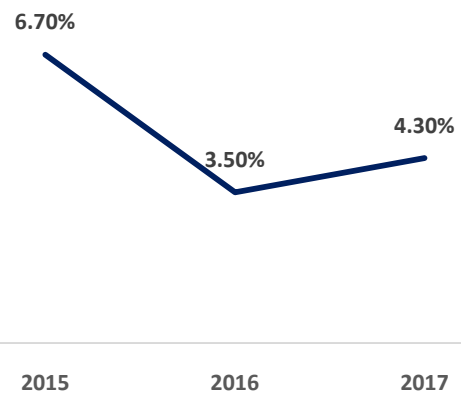
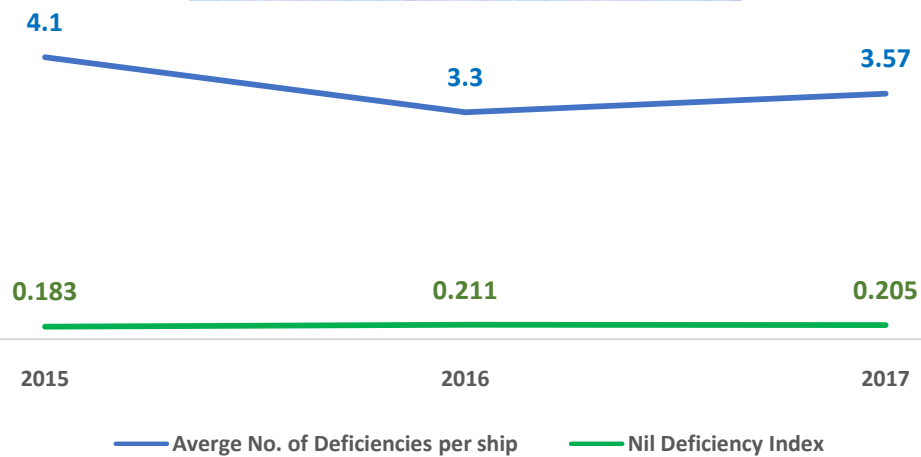


Figure 5: Trends in Performance Parameters



3. Performance Parameters based on Ship Type: 2017

Table 1: Performance Parameters of various ship types in Calendar Year 2017

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	517	22	3.57	0.205
Bulk Carriers	261	7	3.01	0.172
Oil Tankers	31	4	3.48	0.419
Chemical Tankers	78	2	3.29	0.320
Gas Carriers	21	0	1.71	0.523
Container	43	2	4.90	0.116
General Cargo/Multi-Purpose Vessel	70	6	5.34	0.085
Off-Shore Service Vessel	1	0	9	0
Ro-Ro Cargo Vessel	7	1	7.42	0.142
Other Cargo Vessel	2	0	2	0
Tug Boat	3	0	2.67	0

4. Trend Analysis of Ship Type Performance Parameters

Figure 6A: Performance Parameter: Bulk Carrier: 2015-2017

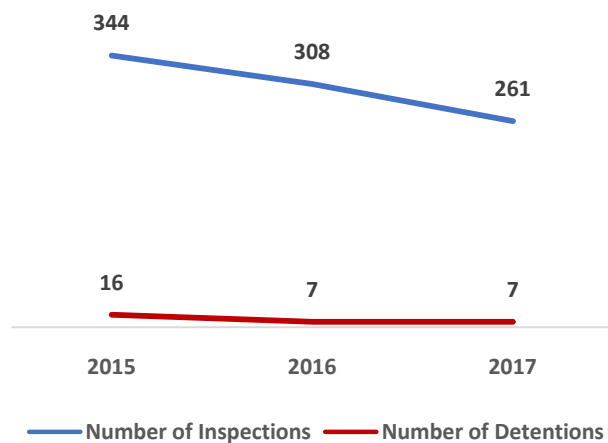
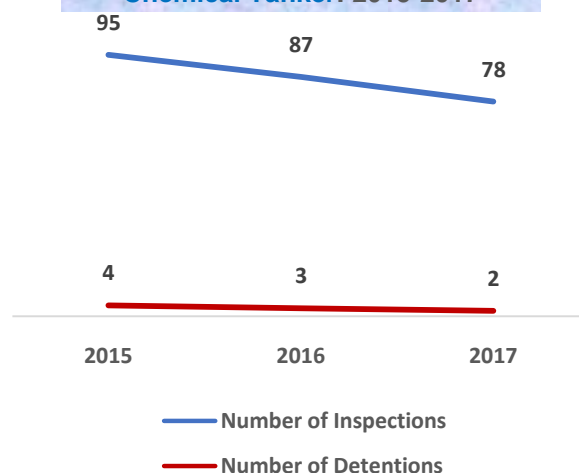
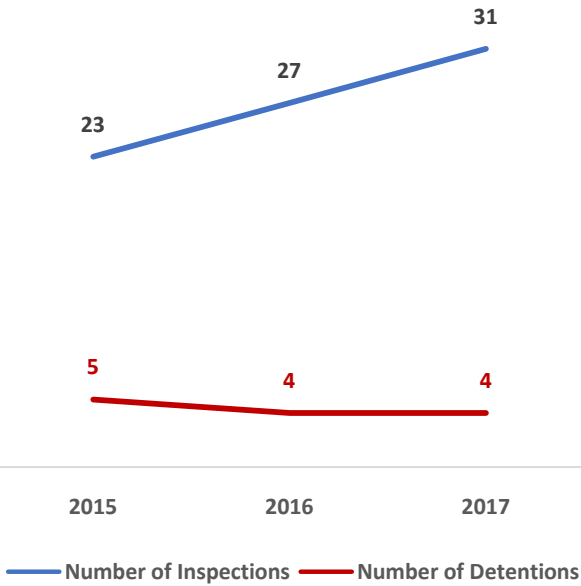


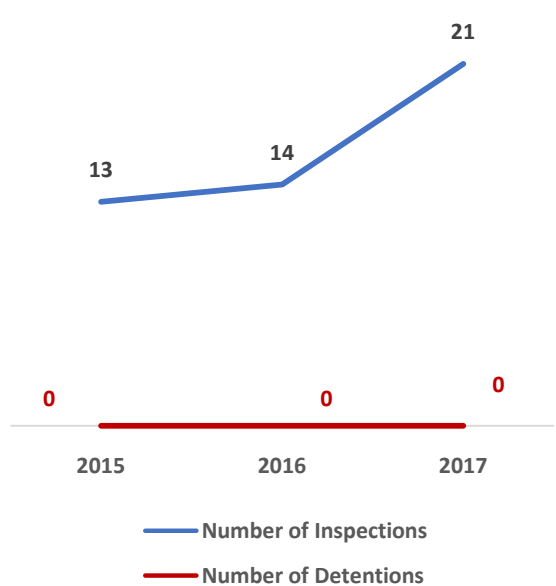
Figure 6B: Performance Parameters: Chemical Tanker: 2015-2017



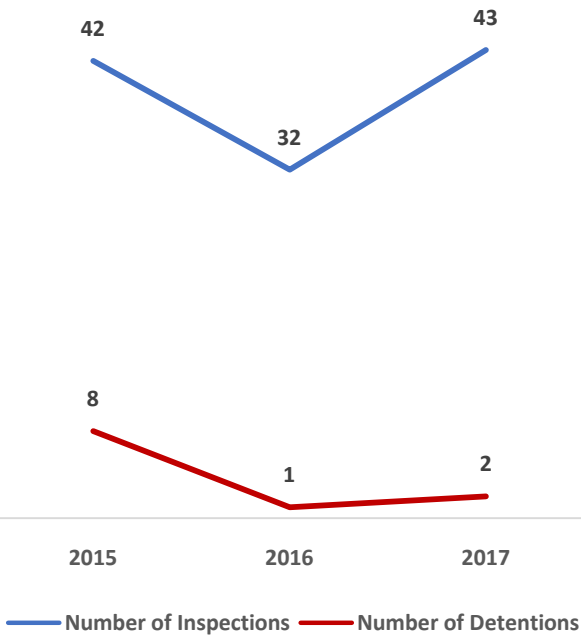
**Figure 6C: Performance Parameters:
Oil Tankers: 2015-2017**



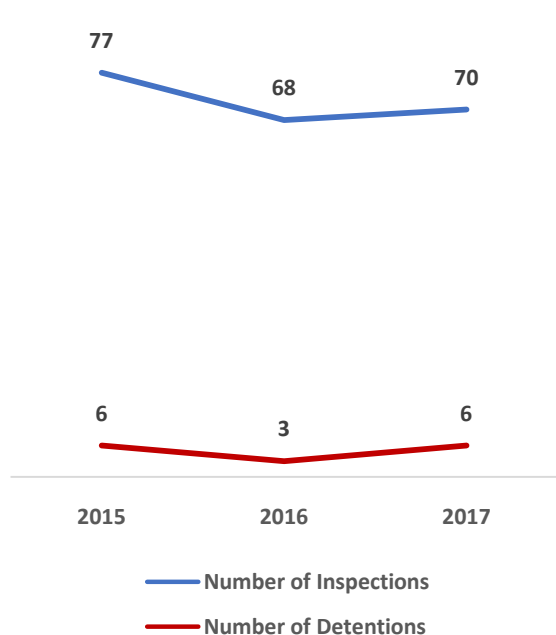
**Figure 6D: Performance Parameters:
Gas Carriers: 2015-2017**



**Figure 6E: Performance Parameters:
Container Vessel: 2015-2017**



**Figure 6F: Performance Parameters:
General Cargo/MultiPurpose
Vessels: 2015-2017**



5. Performance Parameters: Age Based: 2017

Table 2A: Performance Parameters of various ship types of [age category 0-12 Years](#) in Calendar Year 2017

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	314	4	2.34	0.274
Bulk Carriers	188	0	2.12	0.218
Oil Tankers	14	0	2.78	0.428
Chemical Tankers	45	1	1.80	0.444
Gas Carriers	16	0	1.12	0.687
Container	13	1	3.77	0.307
General Cargo/Multi-Purpose Vessel	31	1	3.84	0.096
Off-Shore Service Vessel	1	0	9	0
Ro-Ro Cargo Vessel	2	1	5.00	0.50
Other Cargo Vessel	1	0	2	0
Tug Boat	3	0	2.66	0

Table 2B: Performance Parameters of various ship types of [age category 12-20 Years](#) in Calendar Year 2017

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	148	7	4.31	0.135
Bulk Carriers	59	2	4.32	0.067
Oil Tankers	13	2	2.30	0.538
Chemical Tankers	19	0	3.89	0.263
Gas Carriers	3	0	3.33	0.000
Container	22	0	4.22	0.045
General Cargo/Multi-Purpose Vessel	30	3	5.63	0.428
Off-Shore Service Vessel	NA	NA	NA	NA
Ro-Ro Cargo Vessel	2	0	3.50	0
Other Cargo Vessel	NA	NA	NA	NA
Tug Boat	NA	NA	NA	NA

Table 2C: Performance Parameters of various ship types of more than 20 Years of age in Calendar Year 2017

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	55	11	8.58	0
Bulk Carriers	14	5	9.35	0
Oil Tankers	4	2	9.75	0.0
Chemical Tankers	14	1	7.28	0.0
Gas Carriers	2	0	4	0.0
Container	8	1	8.625	0.0
General Cargo/Multi-Purpose Vessel	9	2	9.56	0.0
Off-Shore Service Vessel	NA	NA	NA	NA
Ro-Ro Cargo Vessel	3	0	11.66	0.0
Other Cargo Vessel	1	0	2	0
Tug Boat	NA	NA	NA	NA

6. Trends in Age based performance parameters

Figure 7A: Trends in inspection percentage number of vessels less than 12 Years of Age

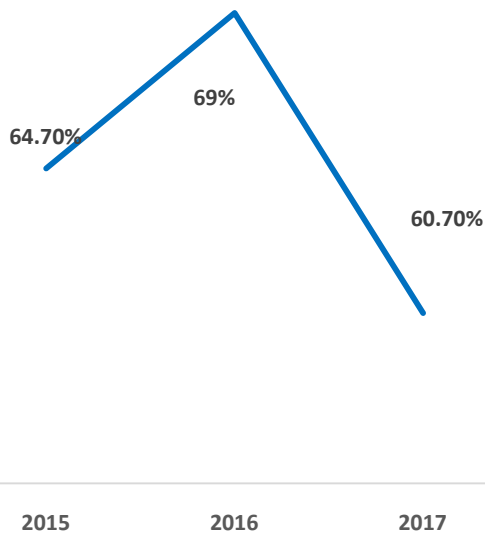


Figure 7B: Trends in Performance Parameters of vessels less than 12 Years of Age

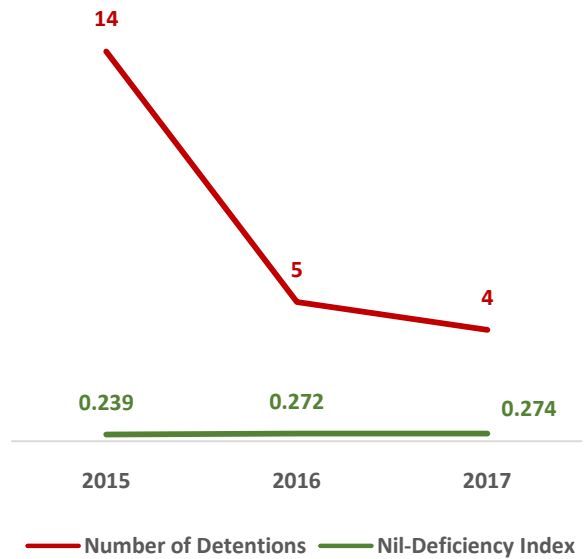


Figure 7C: Trends in inspection percentage of vessels between 12-20 Years of Age

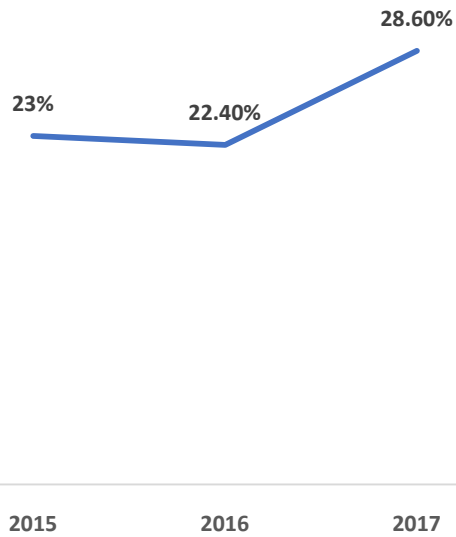


Figure 7D: Trends in performance parameters of vessels between 12-20 Years of Age

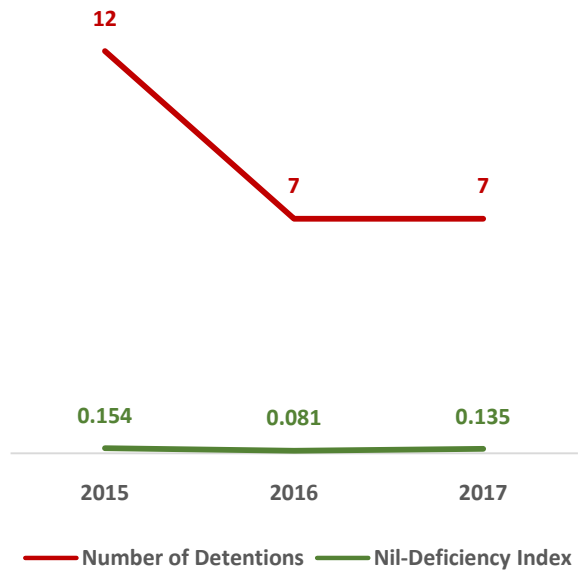


Figure 7E: Trends in inspection percentage of vessels above 20 Years of Age

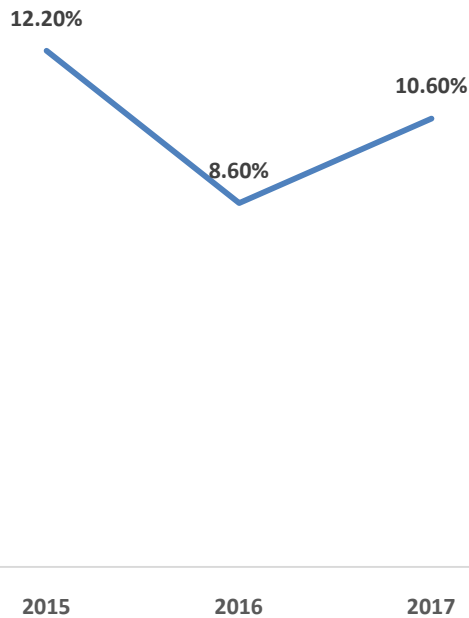


Figure 7F: Trends in performance parameters of vessels above 20 Years of Age

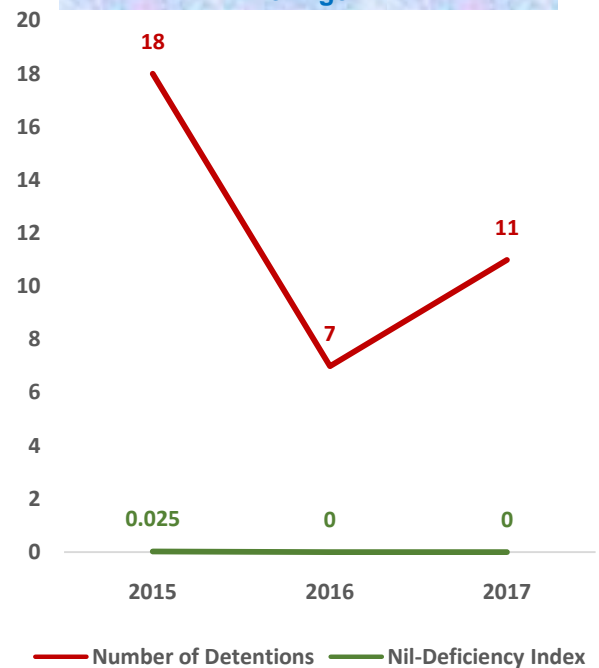


Table 3A: Performance Table: Recognized Organizations: Calendar Year 2017

Recognized Organization	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	517	22	3.57	0.205
ABS	51	3	3.11	0.274
Biro Klasifikasi Indonesia (BKI) (Non-IACS)	1	0	2	0
BV	66	3	4.10	0.136
CCS (China Classification Society)	25	0	2.52	0.24
CRS (Croatian Register of Shipping)	1	1	9	0
Dromon Bureau of Shipping(DBS)(Non-IACS)	2	0	4	0
DNV-GL(AS)	73	2	2.65	0.287
Intertek Maritime Bureau (IMB) (Non-IACS)	3	1	17.67	0
IRS	4	0	13.75	0
KRS	26	1	3.84	0.307
LR	67	0	2.40	0.253
NK	172	8	3.58	0.180
Phoenix Register of Shipping (PHRS) (Non-IACS)	1	0	14	0
RINA	13	3	5.61	0
Vietnam Register (Non-IACS)	12	0	5.33	0

Table 3B: Performance Table: Recognized Organizations based on IACS Membership: Calendar Year 2017

Recognized Organization	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	517	22	3.57	0.205
IACS Members	498	21	3.42	0.212
Non-IACS Members	19	1	7.42	0

7. Trends in performance parameters of Classification Societies

Figure 8 A: Trends in Performance Parameters of RO with IACS Membership

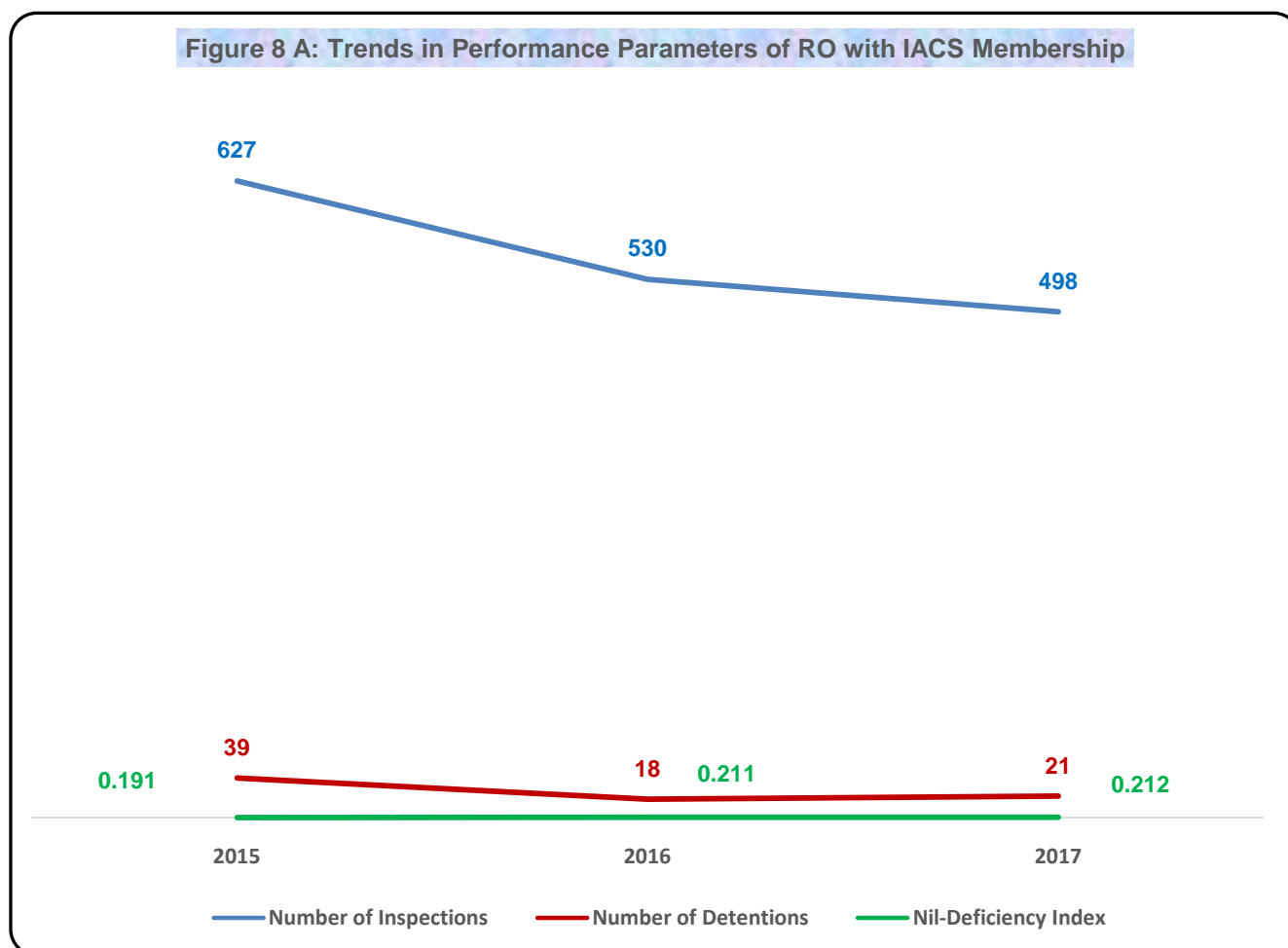


Figure 8 B: Trends in Performance Parameters of Non-IACS RO

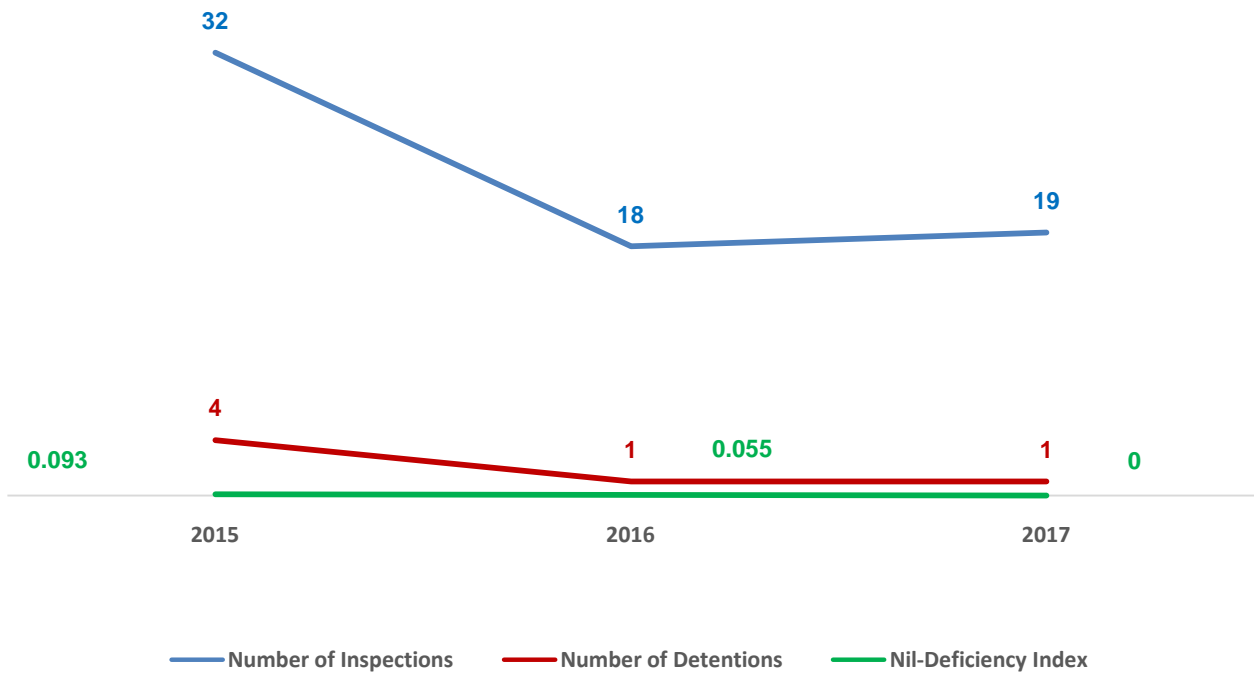


Figure 8C: Trends in Performance Parameters of inspected ships with ABS as RO

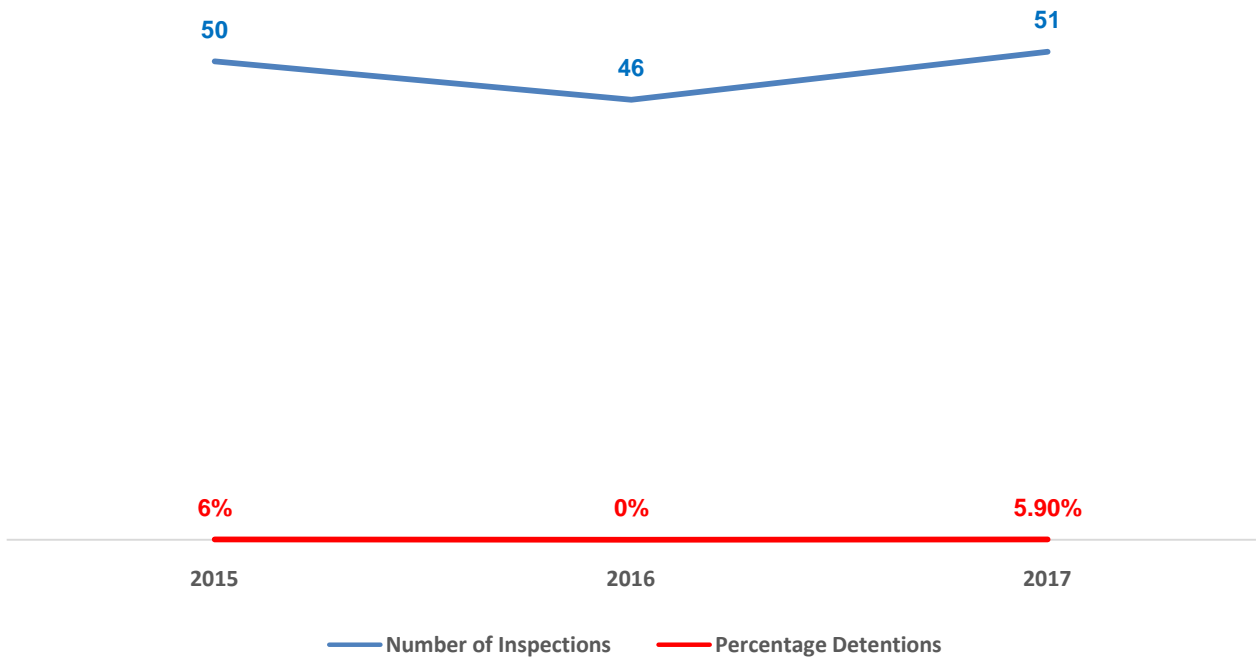


Figure 8D: Trends in Performance Parameters of inspected ships with BV as RO

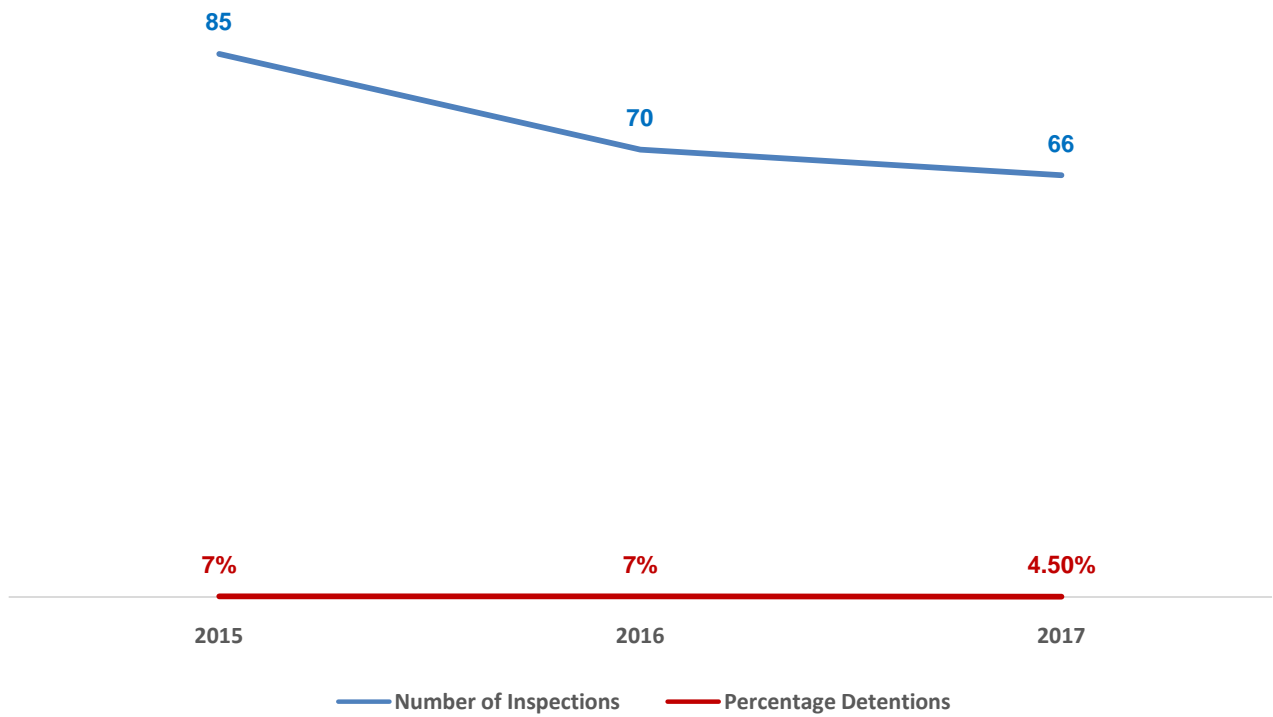


Figure 8E: Trends in Performance Parameters of inspected ships with CCS as RO

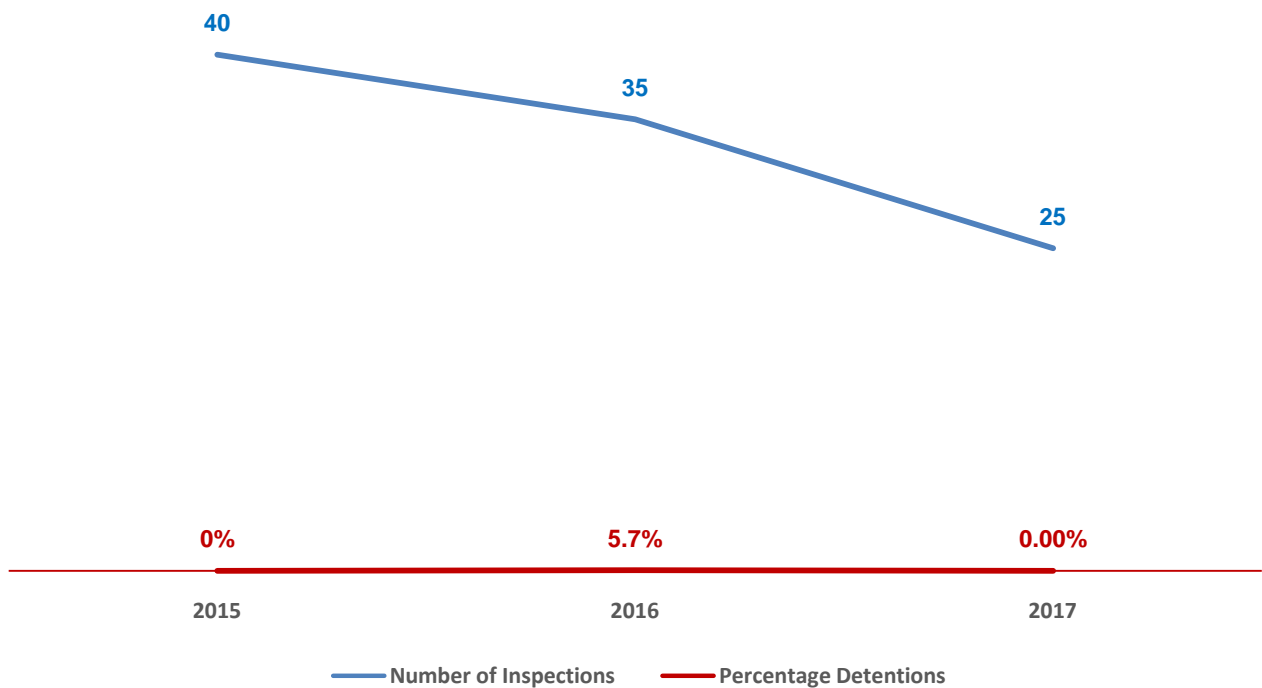


Figure 8F: Trends in Performance Parameters of inspected ships with DNV-GL(AS) as RO

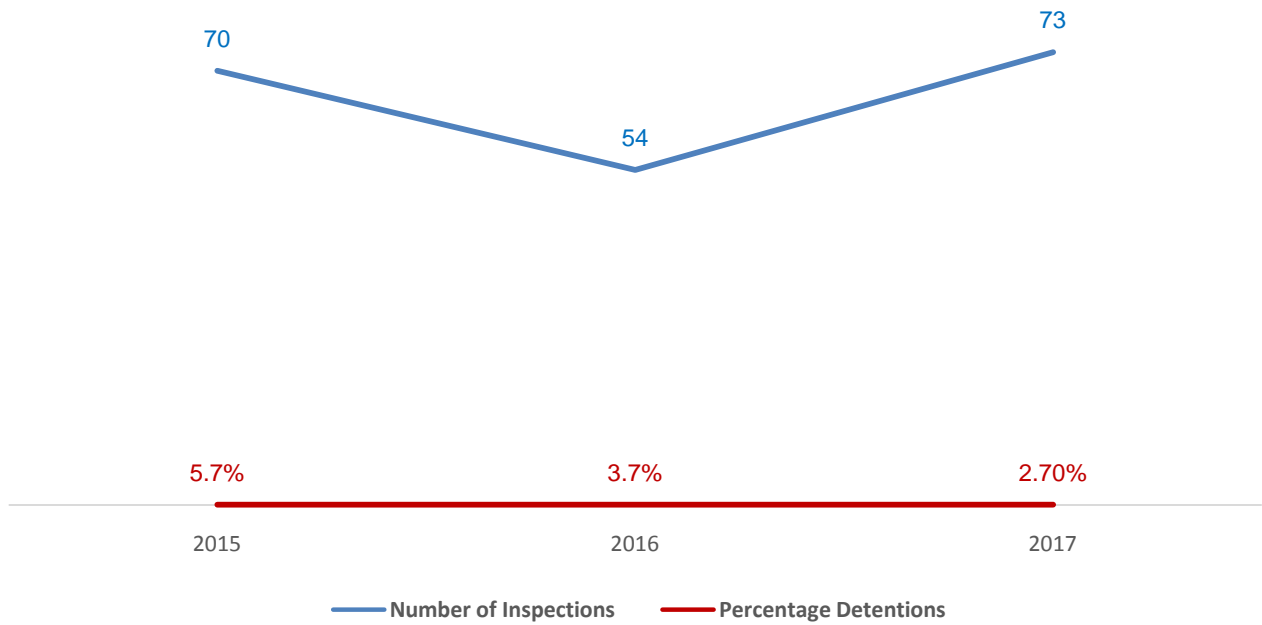


Figure 8G: Trends in Performance Parameters of inspected ships with KRS as RO

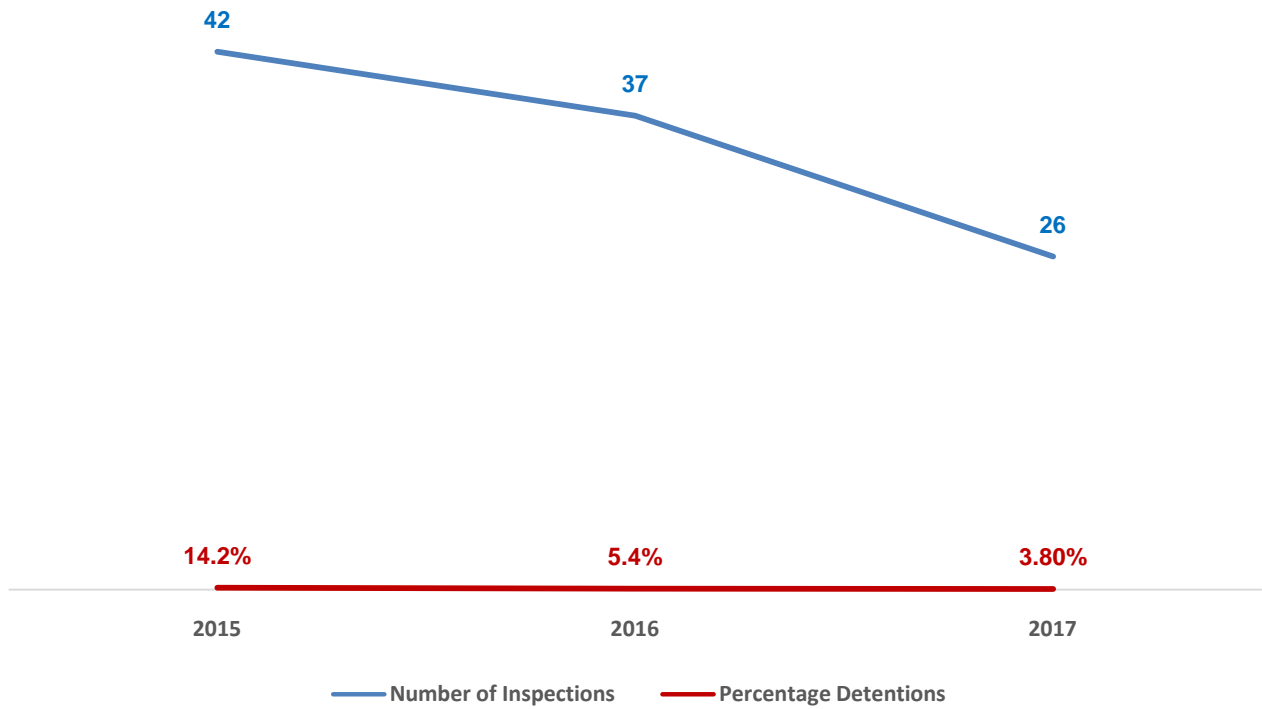


Figure 8H: Trends in Performance Parameters of inspected ships with LR as RO

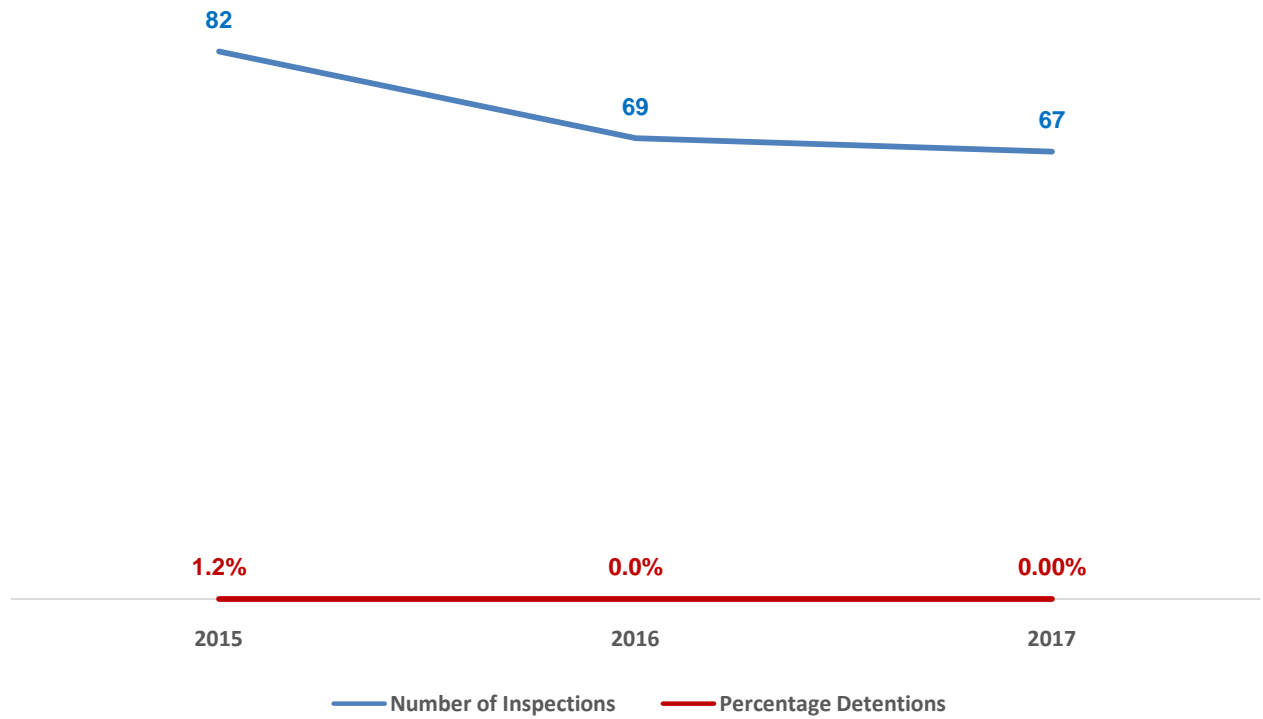
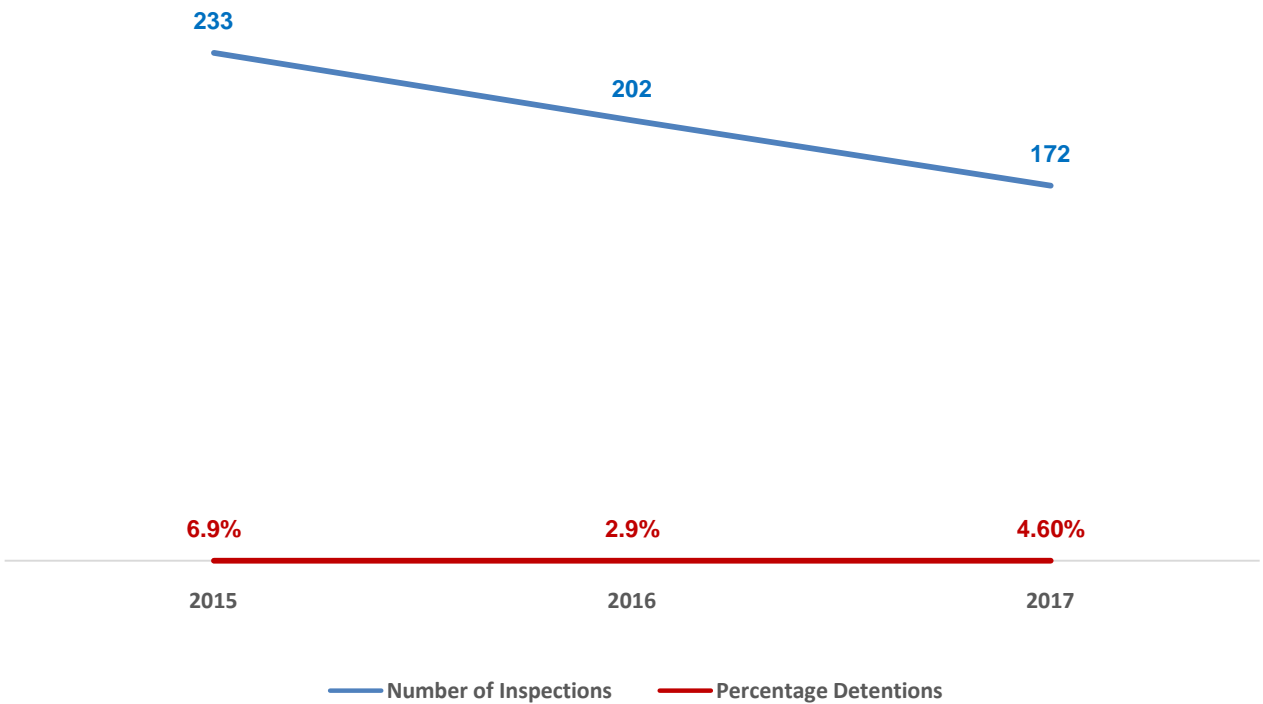


Figure 8I: Trends in Performance Parameters of inspected ships with NK as RO



8. Performance Table of Flag

Table 4A: Flag Performance Table: Calendar Year 2017

Flag	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Types	517	22	3.57	
Antigua & Bermuda	11	0	4.36	0
Bahamas	9	0	1.88	0.333
Bangladesh	2	0	5	0
Barbados	3	0	4.67	0
Belgium	2	0	3.5	0.5
Belize	4	2	13.5	0
Bermuda (GB)	1	1	5	0
Cayman Island	3	0	3.333	0.33
People Republic of China	7	0	3.28	0.285
Cyprus	14	0	2.42	0.286
Denmark	4	0	0.75	0.5
Gibraltar	1	0	0	1
Dominica	1	0	3	0
Egypt	1	0	3	0
Ethiopia	5	1	5	0
Germany	1	0	1	0
Gibraltar	2	0	2.5	0.5
Greece	3	0	1.33	0.33
Hong Kong	44	0	2.29	0.227
Indonesia	1	0	2	0
IRAN	3	0	3.67	0
Isle of Man	3	0	0.66	0.66
Japan	1	0	0	1
Republic of Korea	5	0	3.4	0.2
Liberia	57	1	2.7	0.263
Malaysia	1	0	0	1
Maldives	1	0	12	0
Malta	32	0	2.71	0.281
Marshall Island	67	0	1.91	0.253
Netherlands	2	0	3	0
Norway	4	0	0.5	0.75
Pakistan	1	0	4	0
Panama	105	10	4.97	0.123
Philippines	5	0	2.6	0.20
Portugal	8	0	2.875	0.125
Qatar	2	0	2.5	0
Russian Federation	1	1	22	0
St. Kitts and Nevis	1	0	12	0

Table 4B: Flag Performance Table: Calendar Year 2017

Flag	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
St. Vincent and the Grenadines	2	0	4.5	0
Saudi Arabia	1	0	8	0
Singapore	57	2	3.42	0.245
Switzerland	2	0	1.5	0.5
Tanzania	3	1	17.67	0
Thailand	5	0	3.8	0
Togo	1	0	15	0
Turkey	2	1	8.5	0
Tuvalu	8	1	5.875	0
UAE	1	0	7	0
UK	1	0	0	1
Vanatu	1	0	3	0
Vietnam	16	1	5	0

9. Distribution of Deficiencies

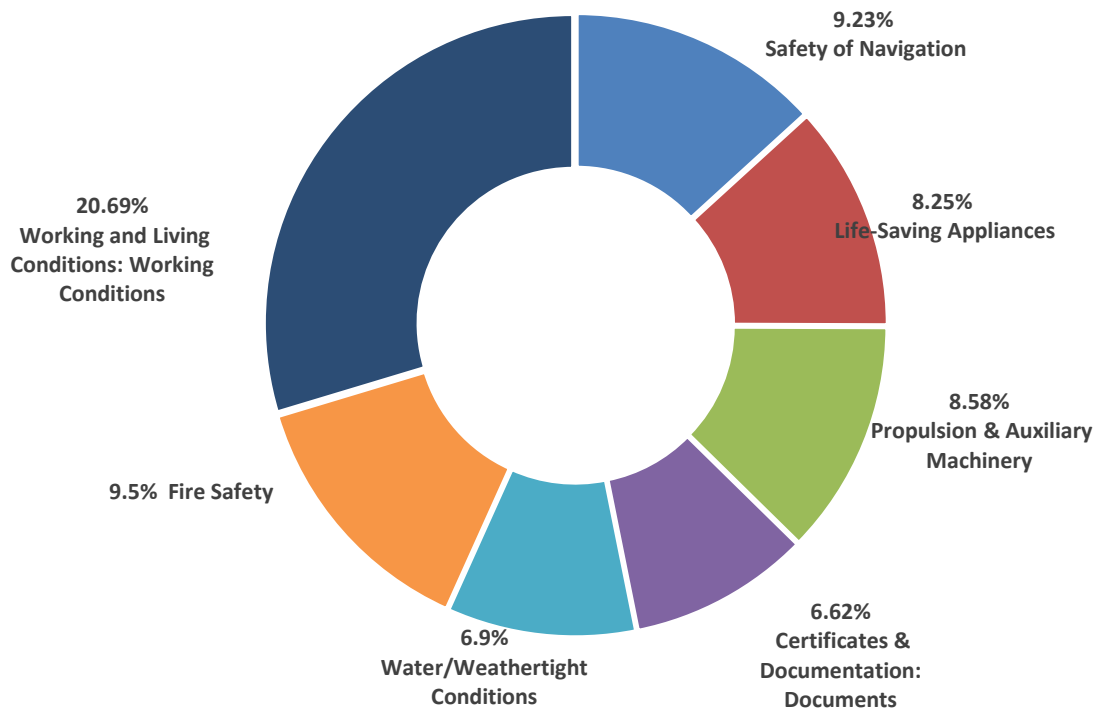
Table 5A: Distribution of Deficiencies: Calendar Year 2017

Code	Nature of Deficiencies	Total Number	Percentage of Total
101	Safety of Navigation	170	9.23%
111	Life-saving appliances	152	8.25%
131	Propulsion and auxiliary machinery	158	8.58%
141	Pollution prevention - MARPOL Annex I	48	2.7%
144	Pollution prevention - MARPOL Annex IV	58	3.2%
145	Pollution prevention - MARPOL Annex V	58	3.2%
146	Pollution prevention - MARPOL Annex VI	4	0.21%
147	Pollution prevention - Anti Fouling	1	0.005
151	ISM	11	0.59
161	ISPS	18	0.97%
181	Minimum requirements for seafarers	4	0.21%
182	Labour Conditions - Conditions of employment	8	0.43%
183	Labour Conditions - Accommodation, recreational facilities, Food & Catering	12	0.65%
184	Labour Conditions - Health protection, medical care, welfare & social	8	0.43%
991	Other	12	0.7%

Table 5B: Distribution of Deficiencies: Calendar Year 2017

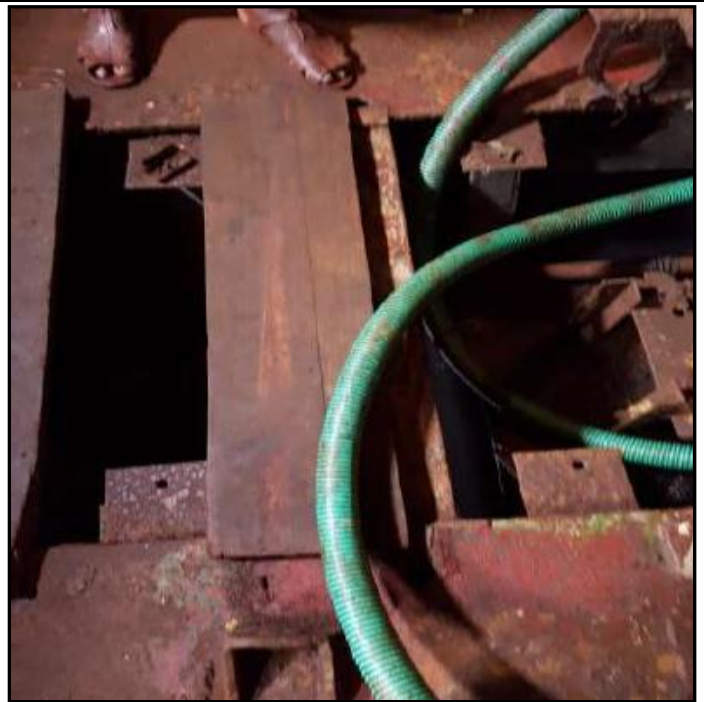
Code	Nature of Deficiencies	Total Number	Percentage of Total
011	Certificate & Documentation - Ship Certificates	28	1.52%
012	Certificate & Documentation - Crew Certificates	21	1.14%
013	Certificate & Documentation - Documents	122	6.62%
021	Structural Conditions	42	2.28%
031	Water/Weathertight conditions	128	6.9%
041	Emergency Systems	79	4.29%
051	Radio Communications	51	2.77%
061	Cargo operations including equipment	16	0.86%
071	Fire safety	175	9.5%
081	Alarms	21	1.1%
091	Working and Living Conditions - Living Conditions	55	2.98%
092	Working and Living Conditions - Working Conditions	381	20.69%

Figure 9: Areas with more than 5% Deficiencies



List of Ship Detained under PSC during the year 2017

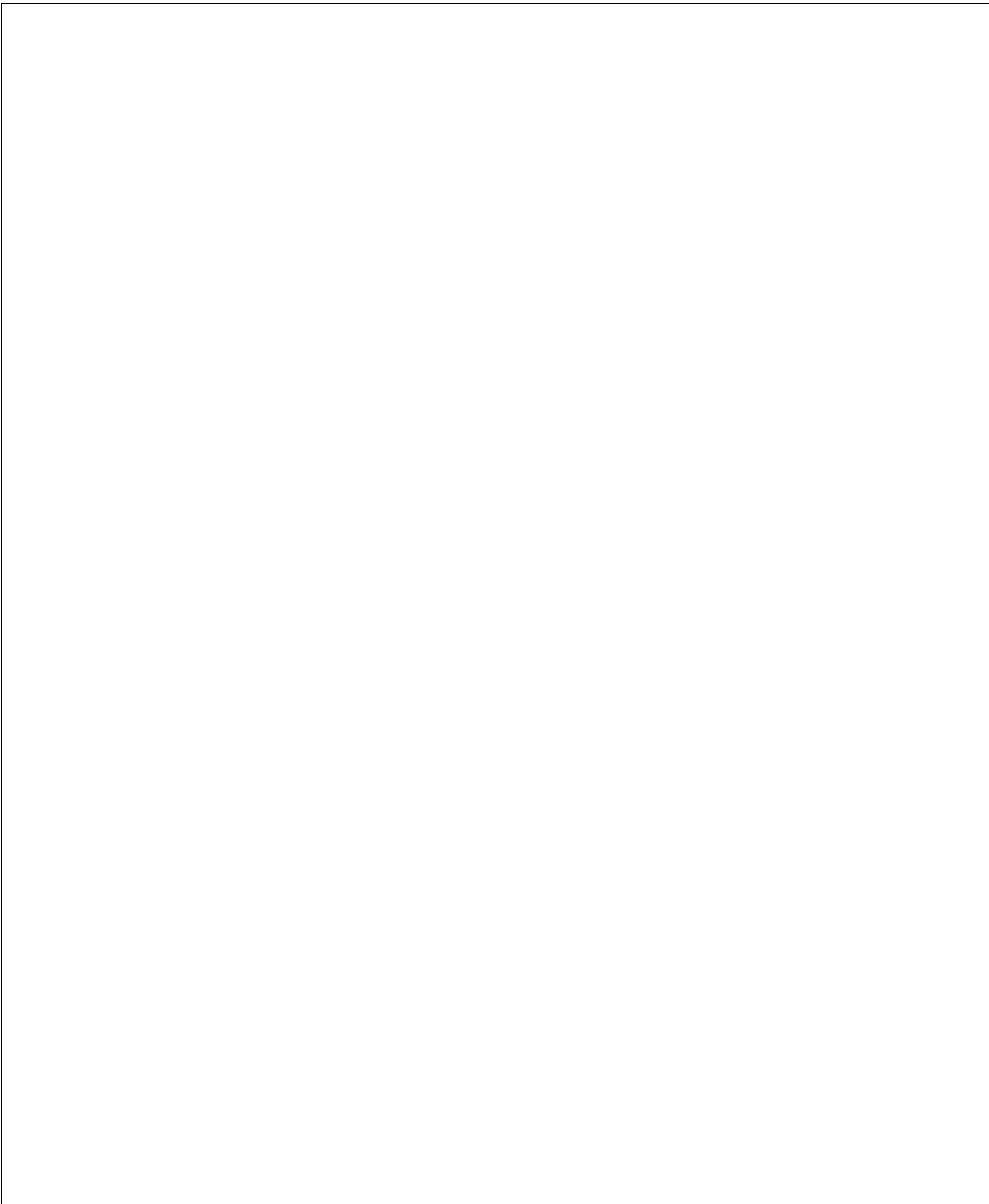
Sr. No	IMO No.	Ship Name	Flag	GT	Build Year	Type of Ship	RO	Palce of Inspection	Date of Inspection
1	2	3	4	5	6	7	8	9	10
1	9387164	Maximus	Panama	4535	2007	OT	BV	Kochi	05.01.2017
2	9116371	Aspam1	Panama	28414	1996	OT	RINA	Kochi	13.01.2017
3	8906846	Rubella	Belize	23274	1990	BC	NKK	Mumbai	13.01.2017
4	9561643	Grande Fortuna	Panama	9984	2008	Ro-Ro CS	NKK	Chennai	17.01.2017
5	9206140	Iskenderun M	Panama	19734	1999	BC	NKK	Vizag	16.02.2017
6	8801371	Han Li	Panama	15506	1990	GC	NKK	Mumbai	21.03.2017
7	9018684	Orion 2	Panama	21142	1992	CT	DNV GL	Kochi	27.03.2017
8	9155315	Captain George K	Liberia	18070	1996	BC	CRS	Mangalore	29.03.2017
9	9146962	F.F Wish	Panama	26058	1996	BC	KRS	Mumbai	13.04.2017
10	9084475	Aurelia	Tanzania	2728	1993	OT	ITMB	Mundra	23.04.2017
11	9385594	Shebelle	Ethiopia	20471	2004	GC/MPS	ABS	Mumbai	27.04.2017
12	9434682	Team Houston	Bermuda (GB)	8550	2007	CT	ABS	Chennai	13.07.2017
13	9200354	Amber L	Panama	25955	1999	BC	BV	Kochi	13.07.2017
14	9088201	Pegasus 01	Panama	5552	1993	GC/MPS	NK	Chennai	14.07.2017
15	9157765	Abyss	Viet Nam	58141	1998	OT	RINA	Mangalore	14.07.2017
16	9366457	Tiger Wave	Singapore	9978	2006	CS	GL	Kolkata	17.07.2017
17	9062295	Haci Ali Sari	Turkey	16712	1992	BC	NK	Mumbai	27.07.2017
18	9214587	Esi Anax	Belize	8861	2000	GC/MPS	BV	Mumbai	05.09.2017
19	9125360	Tan Binh 235	Tuvalu	17209	1996	BC	NK	Chennai	06.10.2017
20	9353462	Bmc Alpha	Panama	5702	2005	GC/MPS	NK	Kochi	07.11.2017
21	9530307	Vsevolod Beletskiy	Russian Federation	22070	2008	GC/MPS	RINA	Haldia	24.11.2017
22	8510362	Oel Bengal	Singapore	10676	1985	Contnr	ABS	Kolkata	20.12.2017



Deficiencies On Board







Flag State Implementation (FSI) of Indian ships

Flag State Control Inspections

Since most of the statutory surveys of Indian flag vessels are conducted by recognized organizations, the directorate fulfils its obligation under United Nations Law of Sea by carrying out flag state inspections of Indian flag vessels. The Flag State inspection (FSI) regime implemented in India is based on age, that is, more the age of a vessel - more frequent are the number of inspections. Further the FSI regime also monitors the performance of recognized organizations by carrying out these FSI 1-3 months after the completion of statutory surveys.

In 2017, there were a total of 408 initial inspections of Indian flag vessels under FSI regime and this figure is about 111 initial inspections more than that conducted in 2016. Out of these 408 initial inspections, 16 inspections were general examinations conducted abroad by an Indian RO other than that which conducted the Statutory surveys of the vessel. 154 inspections, that is about 39% of all the initial inspections. 103 inspections, that is, about 26.3% of all the inspections were conducted on tugs/pilot launches. 172 inspections, that is, about 43.8% of all the initial inspections were conducted on vessels above 3000gt.

There was a total of 3023 deficiencies given in 392 initial FSI inspections constituting about an average of 7.71 deficiencies per ship. The 18 numbers of passenger vessels inspected registered the highest average deficiencies of 13.94 per vessel followed by 30 number general cargo vessels inspected with an average of 12.73 deficiencies per vessel. The 107 vessels more than 25 years of age inspected registered the highest of 8.77 deficiencies per ship. The 92 vessels between 500-3000gt registered the highest of 8.4 deficiencies per ship.

There were 22 vessels detained under FSI in 2017 constituting a three-year lowest detention rate of 5.6%. Among all ship types detained, the highest, that is 7 were tugs/pilot launches. However, based on detention rate, the 6-number oil tanker detained out of a total of 53 inspected constituted the highest detention rate of 11.3%. 12 vessels detained were between 15-25 years of age and with 154 inspections of vessels between 15-25 years of age, it constituted a detention rate of 7.8%. Among 154 vessels between 15-25 years age inspected, 3 out of 6 detentions were that of vessels less than 500gt (non-conventional vessels).

The areas with maximum deficiencies were working conditions of seafarers with 18.4% deficiencies, fire safety with 9.1% of all deficiencies and Safety of Navigation with 9.5% of all the deficiencies

Flag State Inspections Statistics for the Calendar Year: 2017

Figure 10: FSI in India and GE Abroad

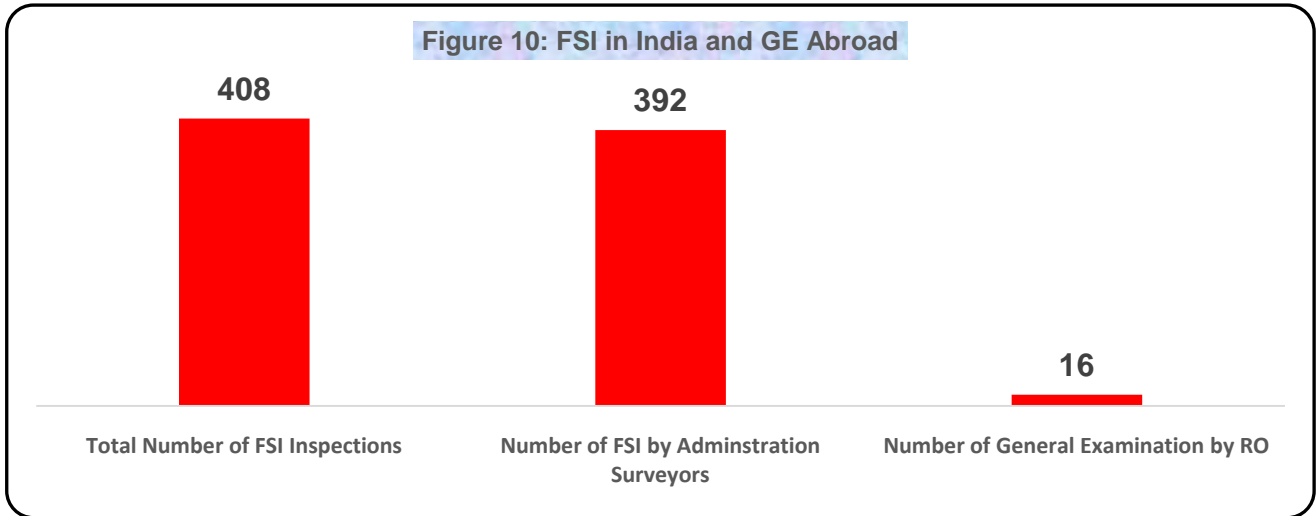


Figure 11: Performance of Indian Ships under FSI and GE

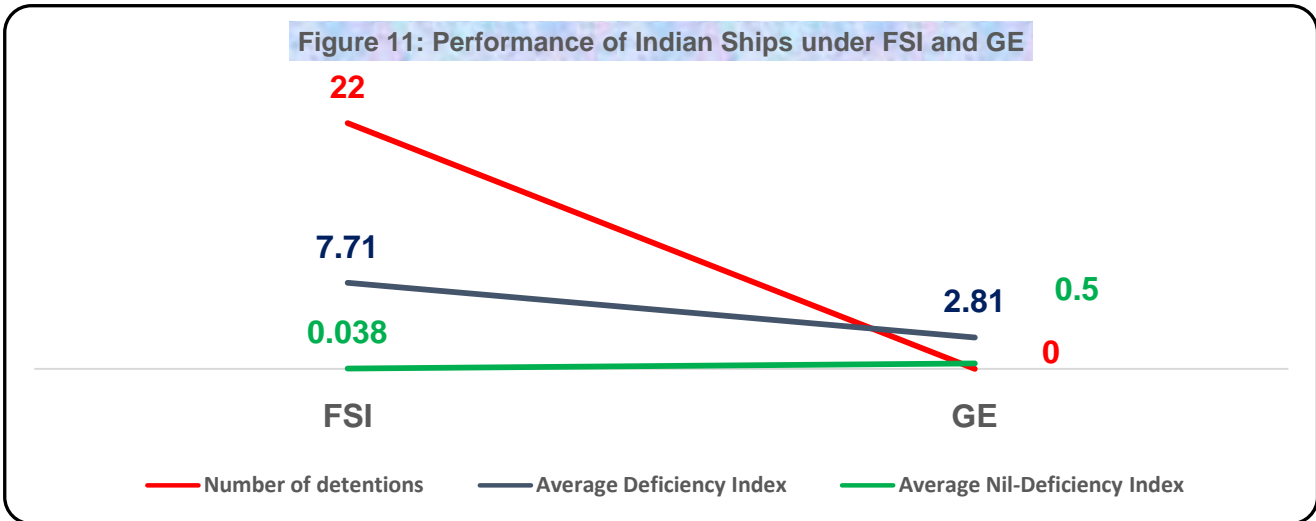


Figure 12: Number and distribution of FSI Inspections

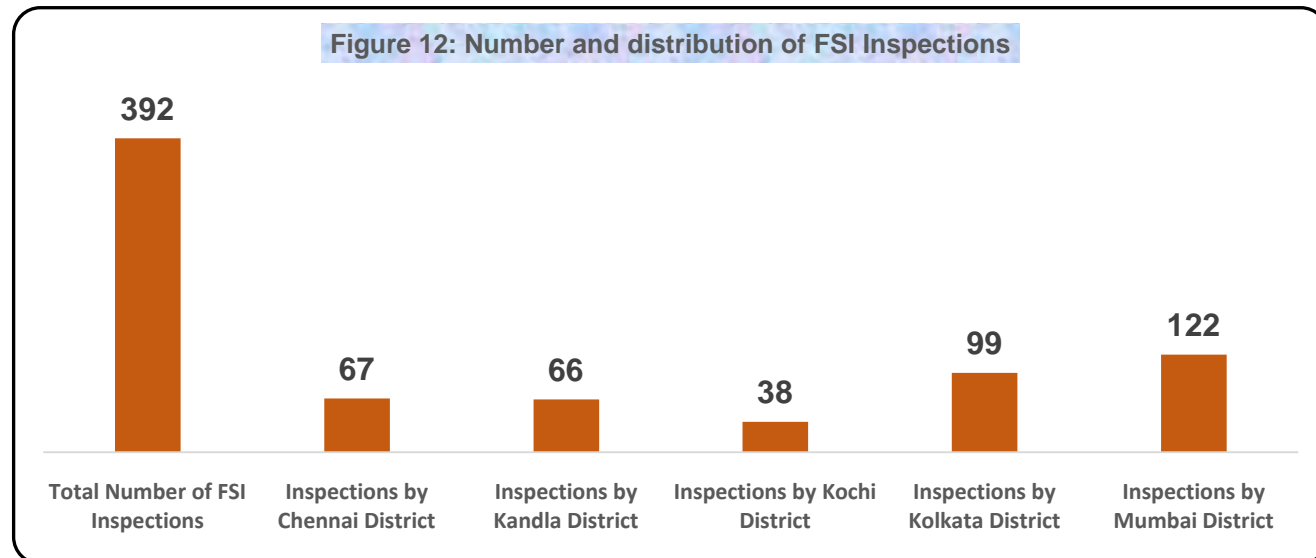


Figure 13A: 3-Year Trend in Number of FSI Inspections and Detentions

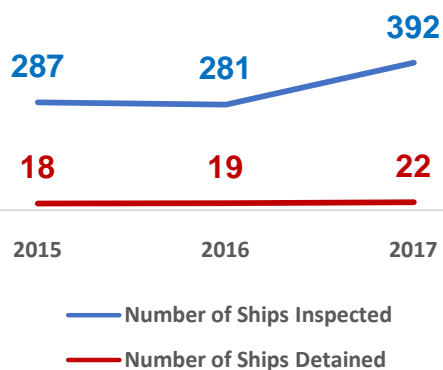


Figure 13B: 3-Year Detention Rate Trend

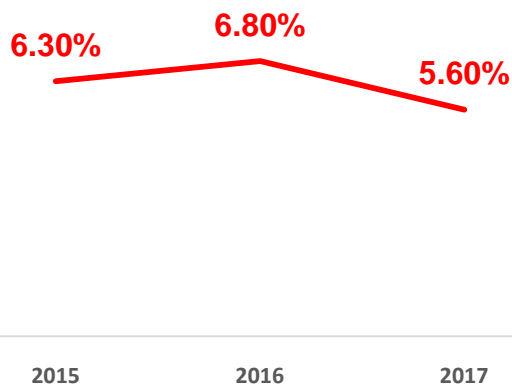


Table 6A: Flag State Inspection Performance Table based on Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	392	22	7.71	0.038
Bulk Carrier	45	1	6.93	0.022
Oil Tanker	53	6	9.28	0.075
Gas Carrier	18	0	5.16	0.055
Container	13	1	8.769	0.00
Off-Service Vessel	21	2	6.19	0.1428
MODU/FPSO	4	0	7.75	0.00
Special Purpose Ships	1	0	4	0.00
Tug Boat/Pilot Launch	103	7	5.91	0.0388
Deck Loading Barge	1	0	6	0
General Cargo/Multi-Purpose Ships	30	1	12.73	0.00
Heavy Load Carrier	1	0	9	0
High Speed Passenger Craft	1	0	12	0
Passenger Ships	18	0	13.94	0
Other Cargo Ships	83	4	6.975	0.024

Figure 14A: 3-Year Trends: Number of Inspection and Detention: Bulk Carriers

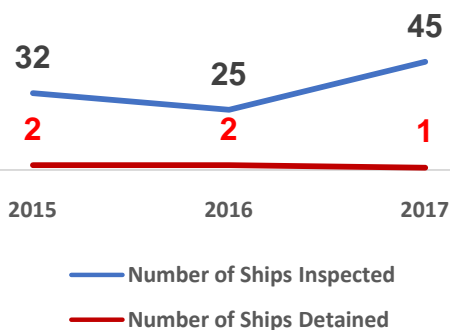


Figure 14B: 3-Year Trends in Detention Rate: Bulk Carrier

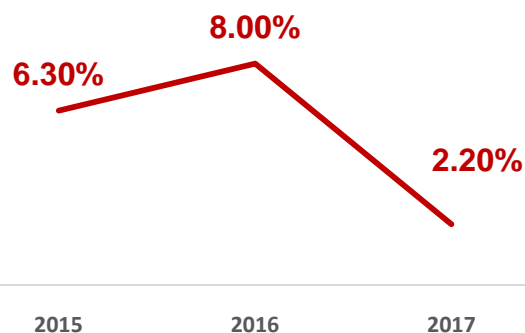


Figure 14C: 3-Year Trends: Number of Inspections and Detentions: Oil Tankers

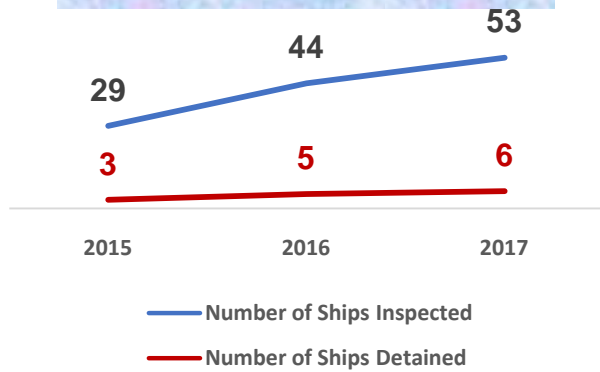


Figure 14D: 3-Year Trends in Detention Rate: Oil Tankers

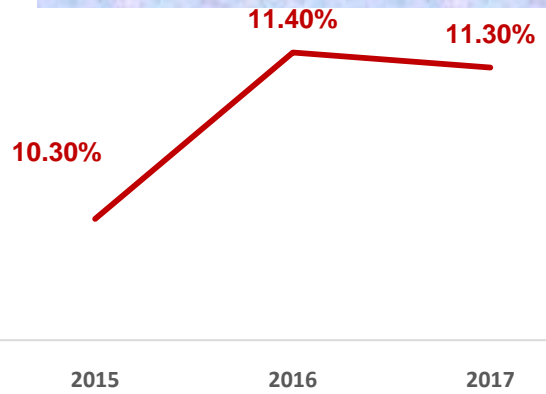


Figure 14E: 3-Year Trend: Number of Inspections and Detentions: Tug Boats/Pilot Launch

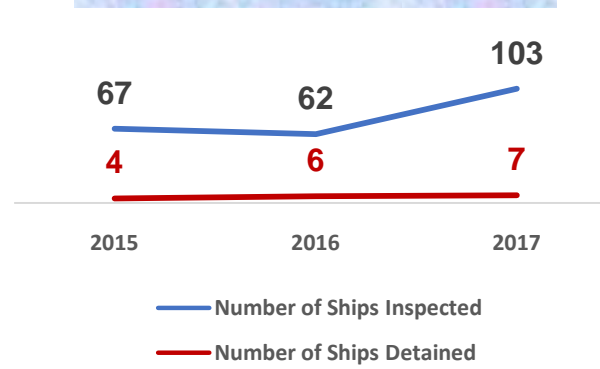


Figure 14F: 3-Year Trend in Detention Rate: Tug Boats/Pilot Launch

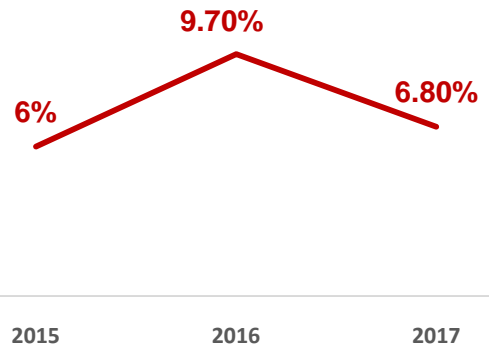


Figure 14G: 3-Year Trend: Number of Inspections and Detentions: Off-Shore Service Vessels

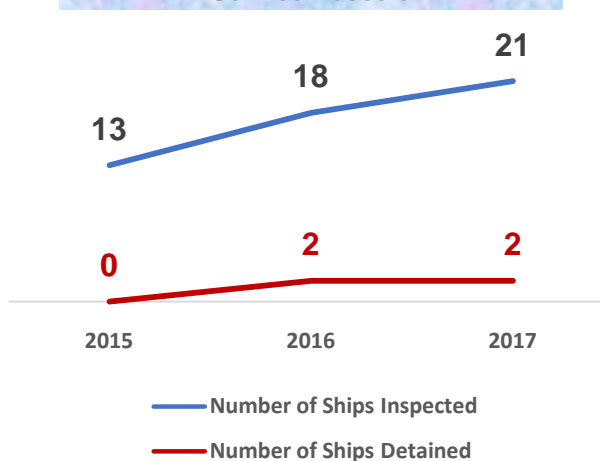


Figure 14H: 3 Year Detention Trend: Off-Shore Service Vessels

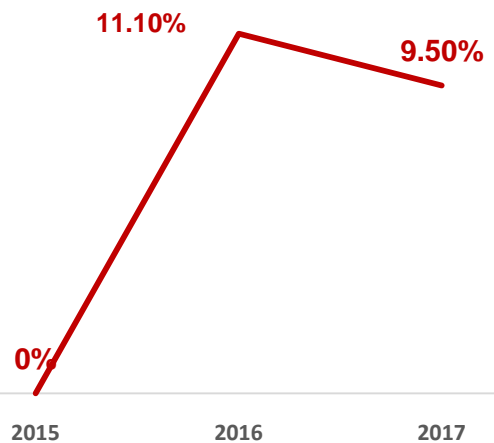


Table 6B: General Examination Performance Table based on Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	16	0	2.81	0.50
Bulk Carrier	4	0	3.25	0.75
Oil Tanker	8	0	3.125	0.375
Container	1	0	2	0
General Cargo/Multi-Purpose Vessel	1	0	2	0
Other Cargo Ship	2	0	0	1

Table 7A: FSI Performance Table of Ships less than 500GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	128	6	6.39	0.0468
Bulk Carrier	1	0	3	0
Deck Loading Barge	1	0	6	0
Oil Tanker	1	0	14	0
General Cargo/Multi-Purpose Vessel	3	0	13.67	0
High Speed Passenger Craft	1	0	12	0
Other Cargo Ships	16	1	4.43	0.125
Passenger Ships	10	0	13	0
Tug Boat/Pilot Launch	95	5	5.79	0.0421

Table 7B: FSI Performance Table of Ships between 500-3000GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	92	5	8.402	0.0326
Bulk Carrier	4	0	8	0
Gas Carrier	1	0	3	0
General Cargo/Multi-Purpose Vessel	21	0	11.57	0
Off-Shore Service	17	2	6.23	0.176
Other Cargo Ships	38	1	7.52	0
Passenger Ships	2	0	16	0
Special Purpose Ships	1	0	4	0
Tug Boat/Pilot Launch	8	2	8.375	0

Table 7C: FSI Performance Table of Ships more than 3000GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	172	11	8.32	0.0342
Bulk Carrier	40	1	6.925	0.025
Container	13	1	8.769	0.000
Gas Carrier	17	0	5.29	0.058
General Cargo/Multi-Purpose Vessel	6	1	16.33	0
Heavy Load Carrier	1	0	9	0
MODU/FPSO	4	0	7.75	0
Off-Shore Service	4	6	0	0
Oil Tanker	52	9.19	6	0.0769
Other Cargo Ships	29	7.655	2	0
Passenger Ships	6	14.833	0	0

Table 8A: FSI Performance Table of Ships between 0—5 Years of Age based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	17	0	6	0.00
Bulk Carrier	4	0	4.0	0.00
General Cargo/Multi-Purpose Vessel	1	0	15	0.00
Off-Shore Service	5	0	7.20	0.00
Other Cargo Ships	5	0	4.40	0.00
Tug Boat	2	0	6.50	0.00

Table 8B: FSI Performance Table of Ships between 5-15 Years of Age based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	114	6	7.06	0.0614
Bulk Carrier	22	1	6.32	0.0454
Container	3	1	9.33	0.00
General Cargo/Multi-Purpose Vessel	5	1	18.8	0.00
Heavy Load Carrier	1	0	9.00	0.00
Off-Shore Service	7	0	3.85	0.285
Oil Tanker	16	0	6.81	0.0625
Other Cargo Ships	23	1	5.96	0.0434
Passenger Ships	8	0	12.63	0.00
Tug Boats/Pilot Launch	29	2	5.59	0.0689

Table 8C: FSI Performance Table of Ships between 15-25 Years of Age based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	154	12	7.65	0.0454
Bulk Carrier	14	0	8.5	0.00
Container	9	0	9	0.00
Gas Carrier	9	0	4.77	0.00
General Cargo/Multi-Purpose Vessel	7	0	10	0.00
High Speed Passenger Craft	1	0	12	0.00
MODU/FPSO	1	0	6	0
Off-Shore Service	8	2	7.5	0.125
Oil Tanker	31	6	9.48	0.0967
Other Cargo Ships	22	1	7.36	0.0454
Passenger Ships	6	0	13.33	0.00
Tug Boats/Pilot Launch	46	3	5.45	0.0434

Table 8D: FSI Performance Table of Ships more than 25 Years of Age based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	107	4	8.77	0.0096
Bulk Carrier	5	0	7.6	0.00
Container	1	0	5	0.00
Deck Loading Barge	1	0	6	0.00
Gas Carrier	9	0	5.55	0.111
General Cargo/Multi-Purpose Vessel	17	0	11.94	0.00
MODU/FPSO/SPS	4	0	7.25	0.00
Off-Shore Service	1	0	7	0.00
Oil Tanker	6	0	14.83	0.00
Other Cargo Ships	33	2	7.81	0.00
Passenger Ships	4	0	17.5	0.00
Tug Boats/Pilot Launch	26	2	7.07	0.00

Table 9A: FSI Performance Table of Ships between 0-5 Years of Age and less than 500GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	4	0	7.75	0
General Cargo/Multi-Purpose Vessel	1	0	15	0
Other Cargo Ships	1	0	3	0
Tug Boats/Pilot Launch	2	0	6.5	0

Table 9B: FSI Performance Table of Ships between 0-5 Years of Age and between 500-3000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	5	0	7.6	0
Off-Shore Service	4	0	8.25	0
Other Cargo Ships	1	0	5	0

Table 9C: FSI Performance Table of Ships between 0-5 Years of Age and > 3000GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	8	0	4.125	0
Bulk Carrier	4	0	4	0
Off-Shore Service	1	0	3	0
Other Cargo Ships	3	0	4.67	0

Figure 15A: 2-Year Trends: Number of Inspection and Detention: Vessels less than 5 Years of Age and less than 500GT

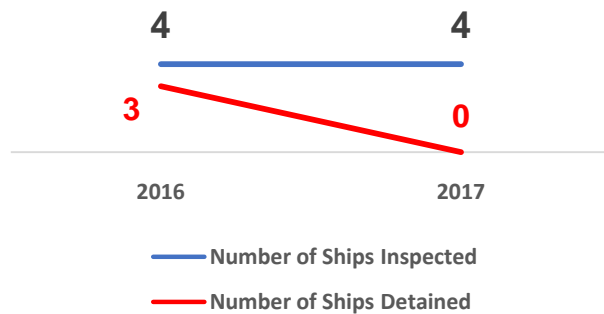


Figure 15B: 2-Year: Detention Rate Trend: Vessels less than 5 Years of Age and less than 500GT

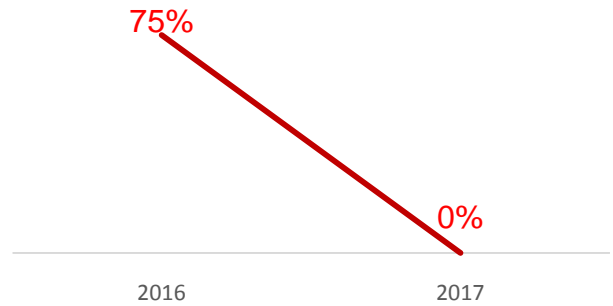


Figure 15C: 2-Yearly Trend: Number of Inspections and Detentions: Vessels less than 5 Years of Age and less than 500GT

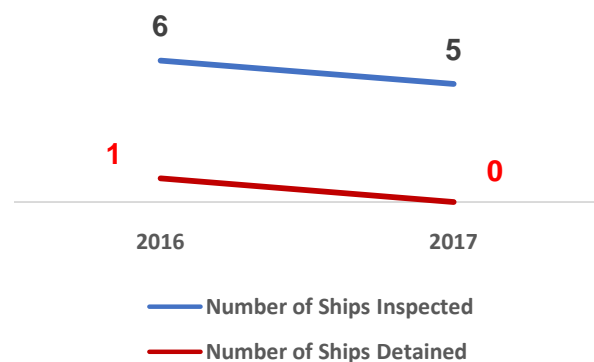


Figure 15D: 2-Year Trend: Detention Rate: Vessels less than 5 Years of Age and less than 500GT

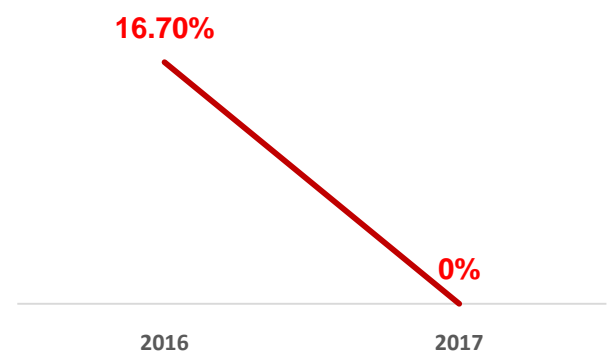


Figure 15E: 2 Yearly Trend: Number of Inspections and Detentions: Vessels less than 5 Years of Age and less than 500GT

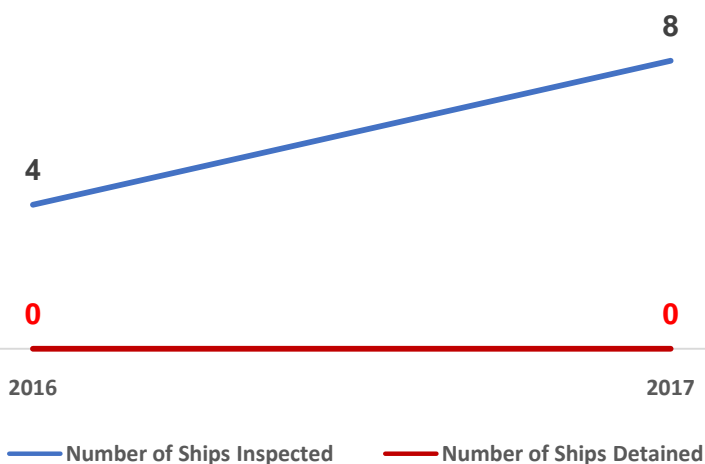


Table 10A: FSI Performance Table of Ships 5-15 Years of Age and less than 500GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	40	3	6.65	0.075
Bulk Carrier	1	0	3	0
Other Cargo Ships	4	1	4.25	0.25
Passenger Ships	7	0	12.71	0
Tug Boats/Pilot Launch	28	2	5.60	0.0714

Table 10B: FSI Performance Table of Ships 5-15 Years of Age and between 500-3000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	26	0	6.03	0.0769
Bulk Carrier	2	0	6	0
General Cargo/Multi-Purpose Vessel	3	0	11.67	0.33
Off-Shore Service	5	0	2.6	0.40
Other Cargo Ships	15	0	6.2	0
Tug Boats/Pilot Launch	1	0	4	0

Table 10C: FSI Performance Table of Ships 5-15 Years of Age and between 3000-6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	6	1	10.16	0
Bulk Carrier	2	0	13.5	0
Container	1	1	14	0
Off-Shore Service	2	0	7	0
Other Cargo Ships	1	0	6	0

Table 10D: FSI Performance Table of Ships 5-15 Years of Age and > 6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	42	2	7.64	0.0476
Bulk Carrier	17	1	5.70	0.0588
Container	2	0	7	0
General Cargo/Multi-Purpose Vessel	2	1	29.5	0
Heavy Load Carrier	1	0	9	0
Oil Tanker	16	0	6.81	0.0625
Other Cargo Ships	3	0	7	0
Passenger Vessels	1	0	12	0

Figure 16A: 2-Yearly Trends: Number of Inspections and Detentions: Vessels between 5-15 Years of Age and less than 500GT



Figure 16B: 2 Yearly Trends: Detention Rate: Vessels between 5-15 Years of Age and less than 500GT

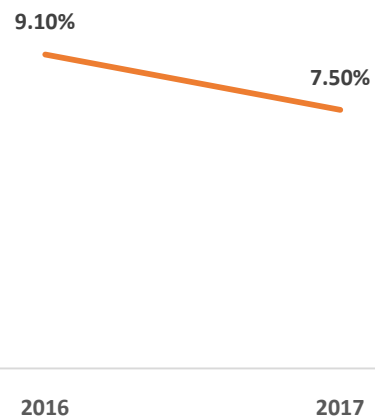


Figure 16C: 2-Yearly Trends: Number of Inspections and Detentions: Vessels between 5-15 Years of Age and between 500-3000GT

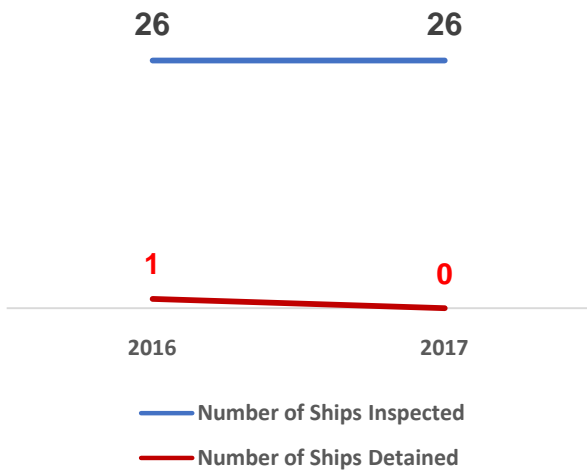


Figure 16D: 2-Yearly Trend: Detention Rate: Vessels between 5-15 Years of Age and between 500-3000GT

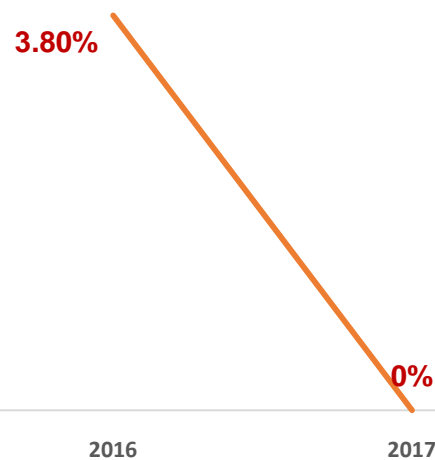


Figure 16E: 2-Yearly Trends: Number of Inspections and Detentions: Vessels between 5-15 Years of Age and more than 3000GT

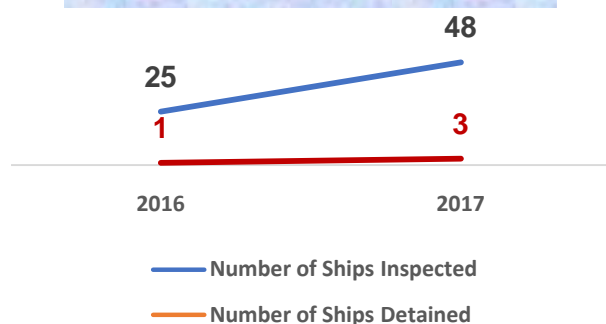


Figure 16F: 2-Yearly Trends: Detention Rate: Vessels between 5-15 Years of Age and more than 3000GT

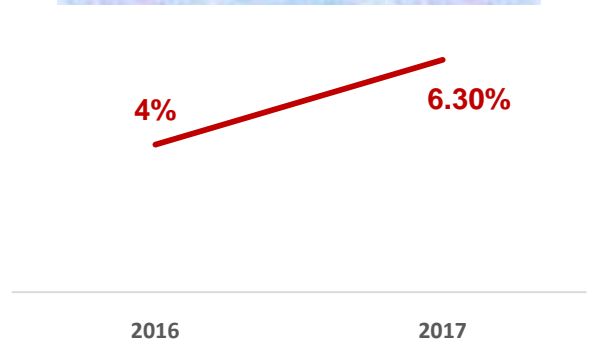


Table 11A: FSI Performance Table of Ships 15-25 Years of Age and less than 500 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	54	3	6.14	0.0555
High Speed Passenger Craft	1	0	12	0
Oil Tanker	1	0	14	0
Other Cargo Ships	4	0	4	0.25
Passenger Vessels	3	0	13.67	0
Tug Boats/Pilot Launch	45	3	5.53	0.0444

Table 11B: FSI Performance Table of Ships 15-25 Years of Age and between 500-3000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	20	2	7.45	0.050
General Cargo/multi-Purpose Vessel	3	0	10.33	0
Off-Shore Service Vessel	8	2	7.5	0.125
Other Cargo Ships	7	0	6.71	0
Passenger Vessels	1	0	9	0
Tug Boats/Pilot Launch	1	0	2	0

Table 11C: FSI Performance Table of Ships 15-25 Years of Age and between 3000-6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	6	1	9.67	0
Container	1	0	7	0
General Cargo/Multi-Purpose Ships	1	0	20	0
Other Cargo Ships	3	1	7	0
Passenger Vessels	1	0	10	0

Table 11D: FSI Performance Table of Ships 15-25 Years of Age and > 6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	74	6	8.63	0.0405
Bulk Carrier	14	0	8.5	0
Container	8	0	9.25	0
Gas Carrier	9	0	4.77	0
General Cargo/multi-Purpose Vessel	3	0	6.33	0
MODU/FPSO	1	0	6	0
Oil Tanker	30	6	9.33	0.10
Other Cargo Ships	8	0	9.75	0
Passenger Vessels	1	0	20	0

Figure 17A: 2-Yearly Trends: Number of Inspections and Detentions: Vessels between 15-25 Years of Age and less than 500GT

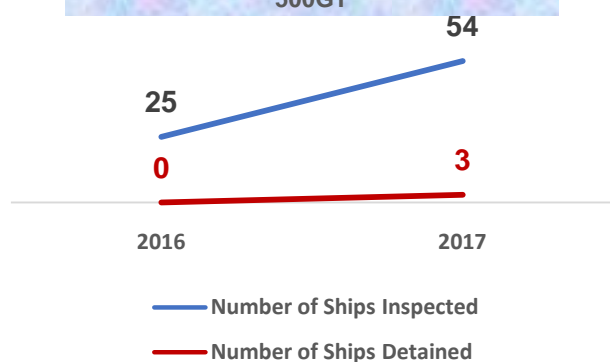


Figure 17B: 2-Yearly Trends: Detention Rate: Vessels between 15-25 Years of Age and less than 500GT

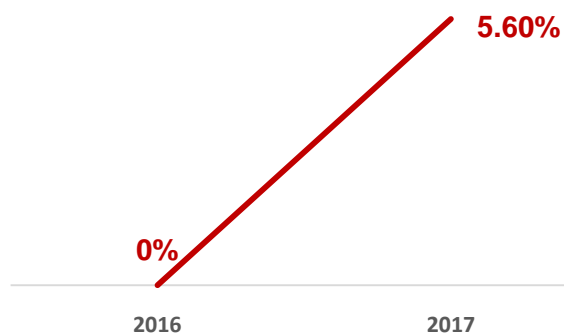


Figure 17C: 2-Yearly Trends: Number of Inspections and Detentions: Vessels between 15-25 Years of Age and between 500-3000GT

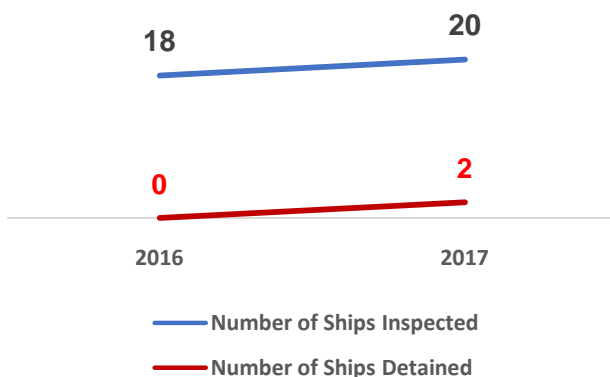


Figure 17D: 2-Yearly Trends: Detention Rate: Vessels between 15-25 Years of Age and between 500-3000GT

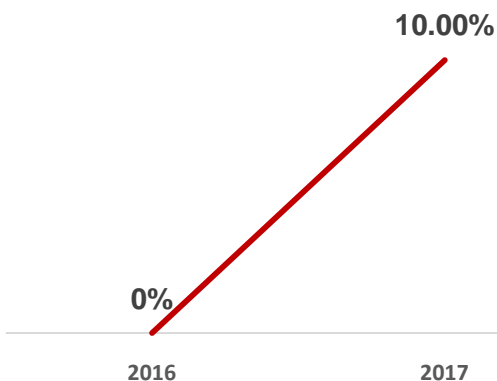


Figure 17E: 2-Yearly Trend: Number of Inspections and Detentions: Vessels between 15-25 Years of Age and more than 3000GT

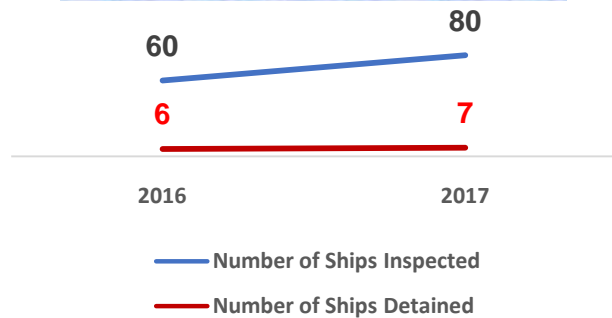


Figure 17F: 2-Yearly Trends: Detention Rate: Vessels between 15-25 Years of Age and more than 3000GT

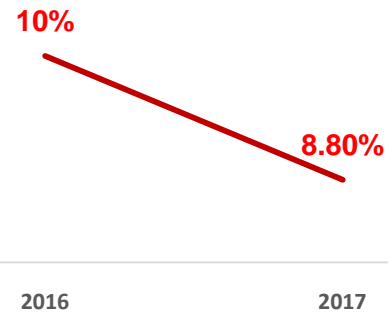


Table 12A: FSI Performance Table of Ships more than 25 Years of Age and less than 500 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	30	0	6.33	0
Deck Loading Barge	1	0	6	0
General Cargo/multi-Purpose Vessel	2	0	13	0
Other Cargo Ships	7	0	5	0
Tug Boat/Launch	20	0	6.15	0

Table 12B: FSI Performance Table of Ships more than 25 Years of Age and between 500-3000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	41	3	10.46	0
Bulk Carrier	2	0	10	0
Gas Carrier	1	0	3	0
General Cargo/multi-Purpose Vessel	15	0	11.8	0
Other Cargo Ships	15	1	9.4	0
Passenger Ships	1	0	23	0
Special Purpose Ships	1	0	4	0
Tug Boat/Launch	6	2	10.16	0

Table 12C: FSI Performance Table of Ships more than 25 Years of Age and between 3000-6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	12	1	8.83	0
Gas Carrier	1	0	2	0
Off-Shore Service	1	0	7	0
Oil Tanker	4	0	14.5	0
Other Cargo Ships	6	1	6.5	0

Table 12D: FSI Performance Table of Ships more than 25 Years of Age and > 6000 GT based upon Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Types	24	0	8.91	0.0416
Bulk Carrier	3	0	6	0
Container	1	0	5	0
Gas Carrier	7	0	6.42	0.142
MODU/FPSO	3	0	8.33	0
Oil Tanker	2	0	15.5	0
Other Cargo Ships	5	0	8.6	0
Passenger Ships	3	0	15.66	0

Figure 18A: 2-Yearly Trends: Number of Inspections and Detentions: Vessels more than 25 Years of Age and less than 500GT

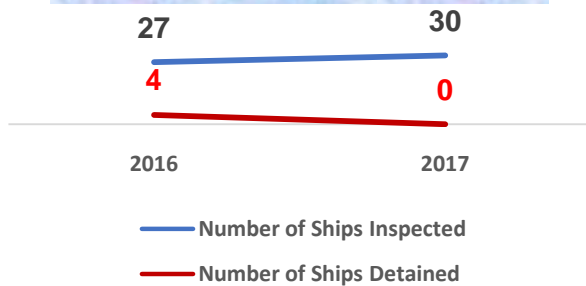


Figure 18B: 2-Yearly Trends: Detention Rate: Vessels more than 25 Years of Age and less than 500GT

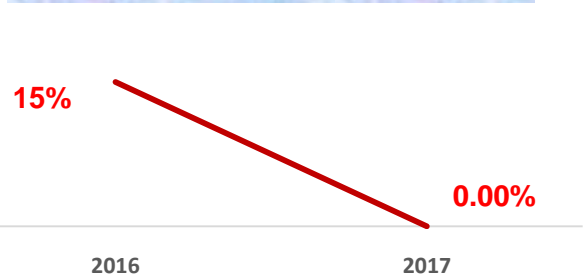


Figure 18C: 2-Yearly Trends: Number of Inspections and Detentions: Vessels more than 25 Years of Age and between 500-3000GT

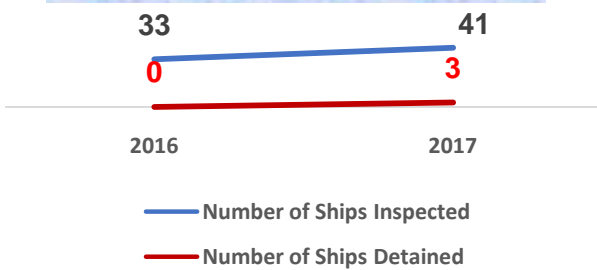


Figure 18D: 2-Yearly Trend: Detention Rate: Vessels more than 25 Years of Age and between 500-3000GT

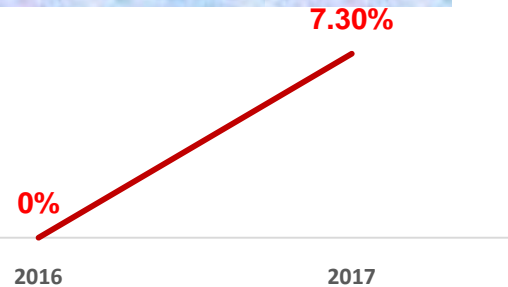


Figure 18E: 2-Yearly Trends: Number of Inspections and Detentions: Vessels above 25 Years of Age and above 3000GT

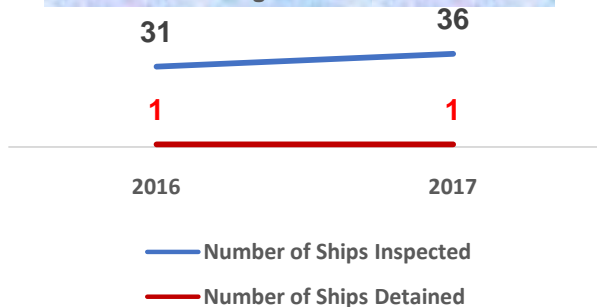


Figure 18F: 2-Yearly Trends: Detention Rate: Vessels above 25 Years of Age and above 3000GT

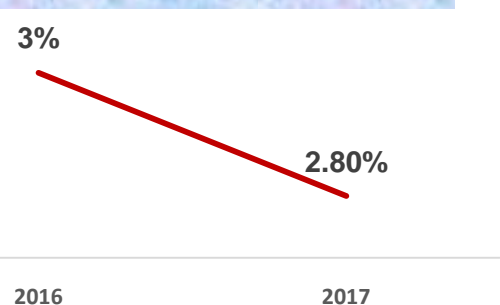


Table 13: FSI Performance Table Recognized Organization

Recognized Organization	Number of Inspections	Number of Detentions	Average Deficiency Index	Nil-Deficiency Index
All Ships	392	22		
IRS-ABS	24	0	6	0.0833
IRS-BV	14	2	9.42	0
IRS-DNV	18	2	6.16	0.0555
IRS-KRS	3	0	4.67	0
IRS-LR	28	2	5.46	0.0714
IRS-NK	14	0	7.35	0
IRS	291	16	8.13	0.034

Figure 19A: 3-Yearly Trends: Performance Parameters: ABS

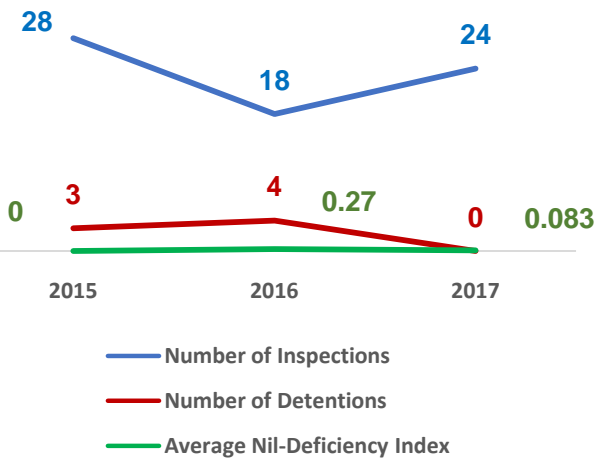


Figure 19B: 3-Yearly Trends: Performance Parameters: BV

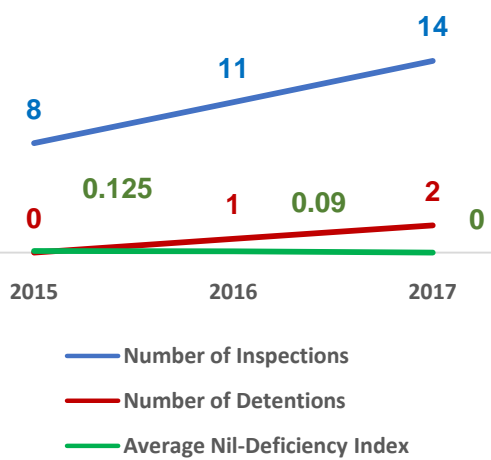


Figure 19C: 3-Yearly Trends: Performance Parameters: DNV-GL(AS)

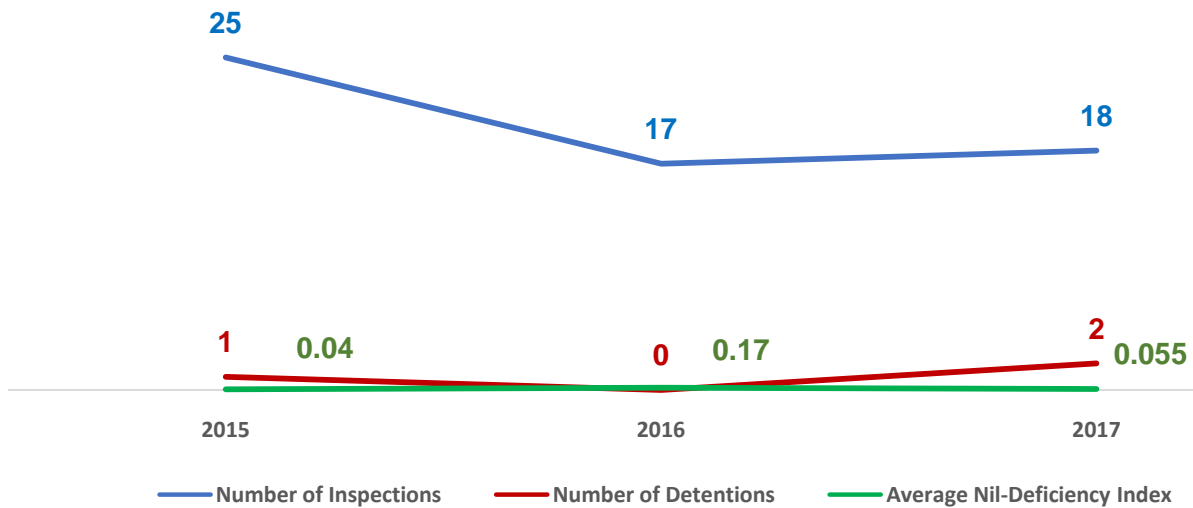


Table 14A: FSI Performance of Shipping Companies

Name of Company	Number of FSI Inspections	Number of Detentions	Average Deficiency Index	Average Nil-Deficiency Index
A.K Ship Management & Services	1	0	4	0
ABC	1	0	6	0
All Cargo Shipping Co. Pvt. Ltd.	1	0	9	0
Amba Shipping & Logistics	5	1	7	0
Ambuja Cements	7	0	6.4	0
Andaman Lakshadweep Harbour Works	1	0	7	0
Anglo Eastern Ship Management	1	0	13	0
Apeejay Shipping Ltd.	4	0	11.25	0
Arkay Logistics Ltd.	6	0	9.8	0
Arya Voyagers Pvt. Ltd.	1	0	23	0
AZA Shipping	2	0	1.5	0.50
BCD	1	0	3	0
Bernhard Schulte Shipping Pvt Ltd	1	0	22	0
Can Off-Shore Pvt. Ltd.	1	0	5	0
Chandra Ship Management	1	0	5	0
Chellaram Shipping Pvt. Ltd.	1	0	6	0
Cochin Port Trust	1	0	17	0
Crowley Accord	4	0	8.5	0
Darya Ship Management	3	2	11	0
Dawn Ship	1	0	11	0
DCI Ltd	1	0	8	0
DSS	2	0	10.5	0
Dolphin Off-shore	4	0	6.5	0
DCI	5	1	10.2	0
EROS Sea Logistics	5	0	5.25	0
ESSAR Shipping	8	0	7.75	0
Five Star	1	0	0	1
Fleet Management	12	0	5.33	0.083
Galleon Shipping	1	0	9	0
Global Off-Shore	2	0	4.5	0

Table 14B: FSI Performance of Shipping Companies

Name of Company	Number of FSI Inspections	Number of Detentions	Average Deficiency Index	Average Nil-Deficiency Index
Global Ship Management Pvt. Ltd.	3	0	12	0
GOL Offshore	4	3	13	0
Great ship(India) Pvt. Ltd.	5	0	6	0
HAL Offshore	2	0	3.5	0
Halani Shipping Pvt. Ltd.	4	2	8.75	0
Hind Offshore	9	0	8.6	0.11
I-Marine Infratech Ltd.	1	0	2	0
ITT Shipping Pvt. Ltd.	6	0	13	0
IND-AustPvt. Ltd.	3	0	15.33	0
India Cements Ltd.	2	0	5.5	0
K-Steamship Agencies Pvt. Ltd.	2	1	9	0
Kesari Marine Services Ltd.	1	0	14	0
Kolkata Port Trust	1	0	7	0
KVR Offshore Pvt. Ltd.	1	0	7	0
L&T Sapura Shipping Pvt. Ltd.	1	0	9	0
Lakshadweep Development Corporation	1	0	9	0
Libraa Ship Management Pvt. Ltd.	1	0	3	0
Lift & Shift Pvt. Ltd.	2	0	7.5	0
Libra Maritime Pvt. Ltd.	1	0	2	0
MJ Marine Services	1	0	5	0
M.pallonji Logistics Ltd.	2	0	9	0
MAK Logistics Pvt. Ltd.	4	0	12.75	0
MARLOW Navigation Pvt. Ltd.	1	0	2	0
Mercator Ltd.	4	1	8	0
Mormugao Port Trust	1	0	0	1
National Institute of Ocean Technology	1	0	3	0
New Era Shipping Ltd.	1	0	12	0
Ocean Sparkle	44	0	4.2	0.068
Offshore International Logistics	2	1	7.5	0
ONGC	1	0	4	0
Pelagia Marine Services	1	0	7	0
Penta Crystal Ship Management	1	0	5	0
PFS Shipping	2	1	14	0
Polestar Maritime Ltd.	4	0	6.25	0

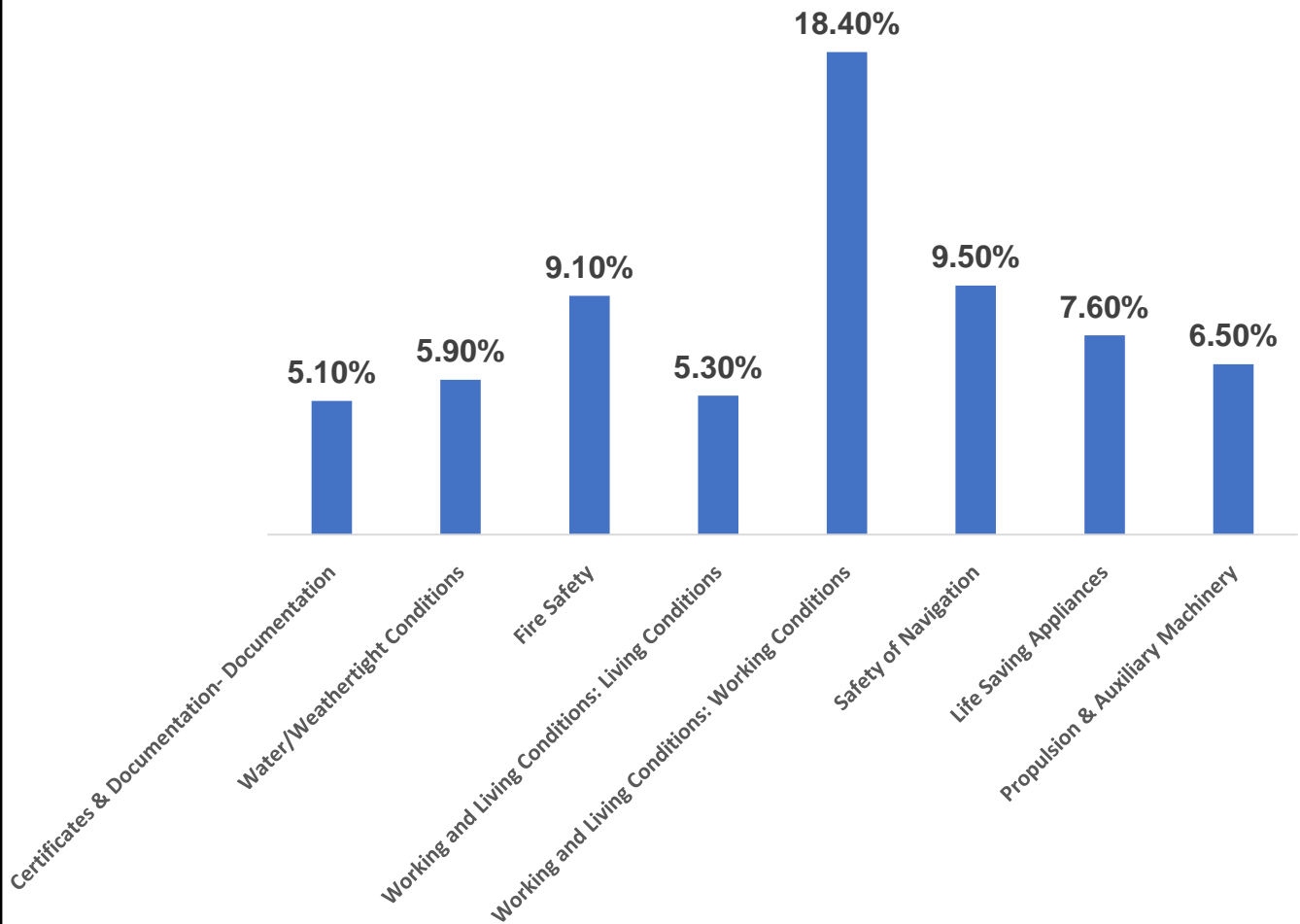
Table 14C: FSI Performance of Shipping Companies

Name of Company	Number of FSI Inspections	Number of Detentions	Average Deficiency Index	Average Nil-Deficiency Index
Poompuhar Shipping Pvt. Ltd.	1	0	5	0
Proactive Ship Management Ltd.	1	0	14	0
Quadrant Maritime Ltd.	1	0	10	0
Raj Shipping Agencies	2	1	6.5	0
Reliance Industries Ltd.	9	0	2.2	0.22
Resham Singh & Co. Pvt. Ltd.	1	0	7	0
RR Shipping Pvt. Ltd.	1	0	5	0
SR Shipping	1	0	9	0
SS Offshore Pvt. Ltd.	3	0	8	0
Sameer Ship Pvt. Ltd.	1	0	9	0
Samson Maritime Ltd.	4	0	3.5	0
Sanmar Shipping	3	0	4.3	0
Shipping Corporation of India Ltd.	54	3	9.94	0.018
Sea Sparkle Harbour Services Ltd.	3	0	3.66	0.33
Sealion Port & Harbour Services Ltd.	1	0	3	0
Seamec Ltd.	2	0	8.5	0
Seaport Shipping Pvt. Ltd.	2	0	3.5	0
Seven Island Shipping Pvt. Ltd.	14	0	9.28	0.142
Shri Krishna Stevedores Pvt. Ltd.	1	0	6	0
Shreejee Shipping	1	0	10	0
Shreyas Shipping Logistics Ltd.	1	0	7	0
Sima Marine	2	0	5.5	0
SS Trading Co.	1	1	6	0
Star Shipping Co.	1	0	15	0
Supertug Offshore Services Ltd.	1	1	9	0
Supreme Hydro Engineering	1	0	7	0
Sushe Marine Services	4	1	22.4	0
SVS Marine Services Pvt. Ltd.	2	0	6.5	0
Synergy Oceanic Services Ltd.	6	0	6.5	0
Tag Offshore Ltd.	13	2	8.15	0
TCI Seaways	5	0	11	0
GESCO	20	0	3.55	0.05

Table 14D: FSI Performance of Shipping Companies

Name of Company	Number of FSI Inspections	Number of Detentions	Average Deficiency Index	Average Nil-Deficiency Index
Tolani Shipping	1	0	6	0
Tradex Shipping Co. Pvt. Ltd.	1	0	3	0
TW Ship MangementPvt. Ltd.	10	0	8.6	0
VS Marine Services	1	0	5	0
Van Oord India Pvt. Ltd.	1	0	3	0
Vinayak Marine Services Ltd.	3	0	5	0
Vizag Seaports	2	0	5.5	0
Yar Shipping & Catering Pvt. Ltd.	1	0	28	0
Zeba& Sabah Associates	1	0	5	0
Zen Shipping & Ports Ltd.	3	1	13.33	0

Figure 20: Areas with more than 5% of total deficiencies



Ship Detained Under FSI during the year,2017

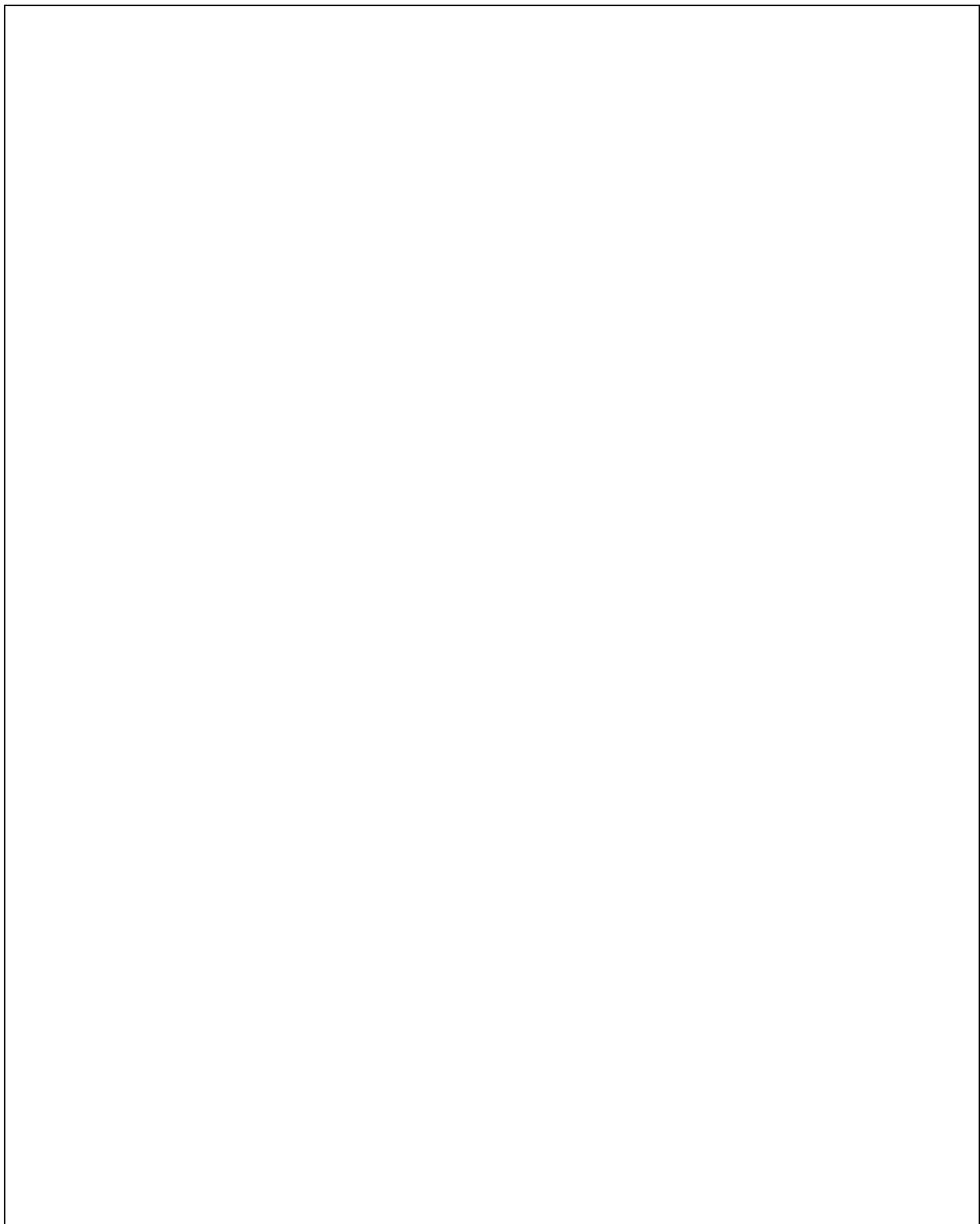
Sr. No	Ship Name	IMO No.	Name of Owner	Year of Build	RO	Type of Ship	Gross Tonnage	Place of Inspection	Date of Inspection
1	Coastal Jaguar	8213108	M/S Amba Shipping Logistics	1983	IRS	Tug	748	Vizag	15.02.2017
2	Dawn Mansarovar	9188776	M/S Darya Ship management Pvt.	1999	IRS	OT	22848	Mumbai	31.03.2017
3	Offshore Runner	9510163	M/S Raj Shipping Agencies	2008	IRS	OSV	469	Mumbai	03.04.2017
4	Jindal Meenakshi	9528407	M/S Sushe Marine Services Pvt. Ltd	2009	IRS	GC/ MPS	7460	Port Blair,	21.04.2017
5	Tag 20	9126039	M/S Tag Offshore Ltd	1996	IRS/ DNV	OTS	3603	Mumbai	04.05.2017
6	Vishva Vijay	9533505	M/S SCI	2012	IRS/ LR	BC	44010	Paradip	15.05.2017
7	Kumari Tarini	9146493	M/S Gol Offshore	1998	IRS	Tug	290	Chennai	15.05.2017
8	Bon Atlantico	9248230	M/S Zen Shipping And Ports India Pvt. Ltd.	2001	IRS	OT	8753	Kandla	05.06.2017
9	PFS Supplier	9221176	M/S PFS Shipping (India) Pvt. Ltd)	2000	IRS	OSV	1972	Mumbai	07.06.2017
10	Maharshi Parashuram	9034547	M/S SCI	2002	IRS/ BV	OT	51785	Mumbai	07.06.2017
11	Suvarna Swarajya	9170432	M/S SCI	1998	IRS	OT	21827	Haldia	02.07.2017
12	Sangita	9080900	M/S Gol Offshore Ltd	1994	IRS	Tug	398	Mumbai	13.07.2017
13	Mv Sinar 1	9378010	M/S K Steamship Agencies Pvt Ltd	2006	IRS	Cntr	4455	Vizag	17.07.2017
14	Harsha Prem	9032678	M/S Mercator Limited Mumbai	1993	IRS/ LR	OT	25644	Paradip	29.07.2017
15	Malaviya Thirty Six	8519083	M/S Gol Offshore	1987	IRS/ BV	OTS	2915	Mumbai	25.09.2017
16	DCI Dredge XI	8505680	M/S Dredging Corporation Of	1986	IRS	Drdg	5170	Kochin	23.10.2017
17	Halani 6	9165906	M/S Halani Shipping Pvt Ltd	1998	IRS/ DNV	OSV	1971	Mumbai	31.10.2017
18	Dawn Madurai	9116383	M/s. Darya Shipmanagement	1996	IRS	OT	28414	Vizag	14.11.2017
19	N.P. Enakshi	8928272	M/S Offshore International	1997	IRS	Tug	229	Kochi	16.11.2017
20	Tag Laxmi	9619359	M/S Tag Offshore	2011	IRS	Tug	341	Kochi	16.11.2017
21	Aadya	8513699	Halani Shipping	1987	IRS	Tug	1997	Mumbai	20.12.2017
22	Mermaid-2	9532264	Supertug Offshore Services Pvt Ltd,	2008	IRS	Tug	299	Paradip	21.12.2017



Deficiencies on Board







Port State Control of Indian flag ships in Foreign Ports

Port State Control Inspections of Indian Flag Vessels

There was a total of 221 inspections in 9 PSC regimes worldwide. These vessels are managed by about 34 Indian document of compliance holders. 95 inspections constituting about 43% of all the inspections were conducted in TOKYO PSC regime.

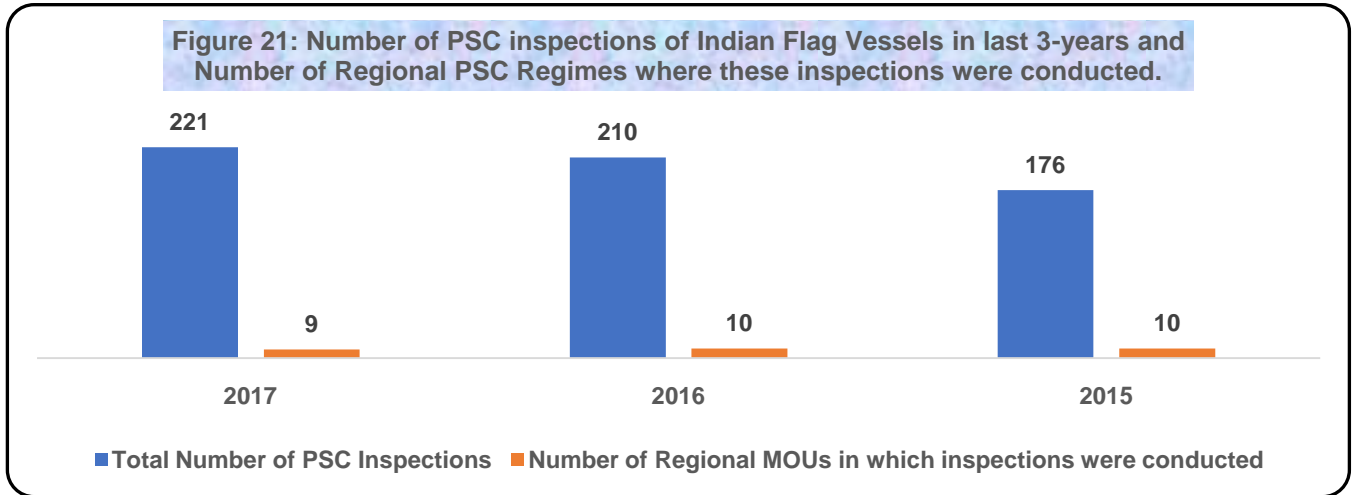
Compared to 12 detentions in 2016, there was 11 detentions in 2017; however, in terms of detention rate, it constituted 4.91% detention rate compared to 5.71% in 2016. There were 4 detentions each in Paris and Tokyo MOU regions. However, when compared by detention rate, with 23 inspections and 4 detentions in Paris MOU, it constituted a detention rate of 17.4% and with 95 inspections and 4 detentions in TOKYO MOU, it constituted a detention rate of 4.2%. 7 out of 11 vessels detained, that is, about 63.3% of all detentions were that of vessels between 15-25 years of age. 5 number each of bulk carriers and oil tankers were detained in 2017. Two number of vessels managed by Elektrans shipping Private Ltd. were inspected thrice (one vessel twice) under PSC abroad and all three inspections resulted in detentions and with one vessel detained twice in a single year.

The 221 inspections resulted in about 511 deficiencies, that is about 2.31 deficiencies per vessel. 51.5% of all vessels inspected resulted in nil deficiencies. The 10 number chemical tankers inspected registered least average deficiencies of 0.4 deficiencies per vessel, while 4 numbers gas carriers inspected registered the highest, that is, 5.75 deficiencies per vessel.

About 7 vessels detained had IRS as RO, while 1 vessel each out of other 4 detained vessel had IRS-ABS, IRS-BV, IRS-LR and IRS-NK as a recognized organization. Last three trend shows that vessels with IRS as RO had 21 detentions followed by vessels with IRS-DNV-GL(AS) as RO with 6 detentions.

About 14.1% of all deficiencies were related to fire safety followed by 10.8% in the area concerning life saving appliances. The MLC issues such as labour conditions/accommodation/recreational facilities/food constituted about 5.6% of all the deficiencies.

1. Number and distribution of inspections of Indian Vessels under PSC



2. Detentions and Detention Trends

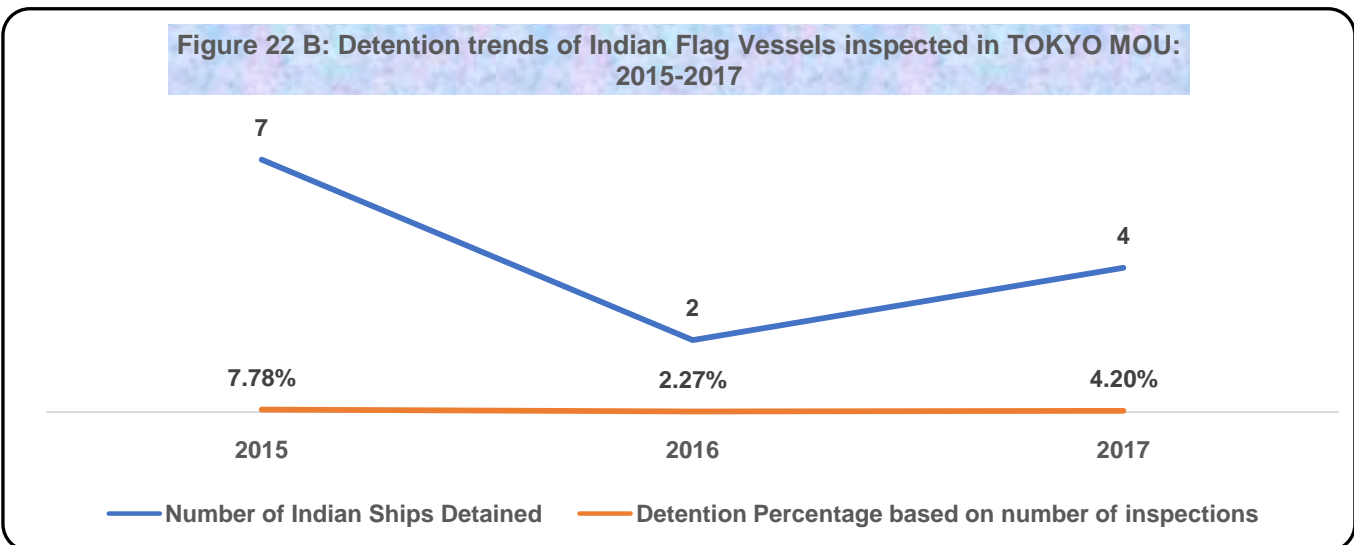
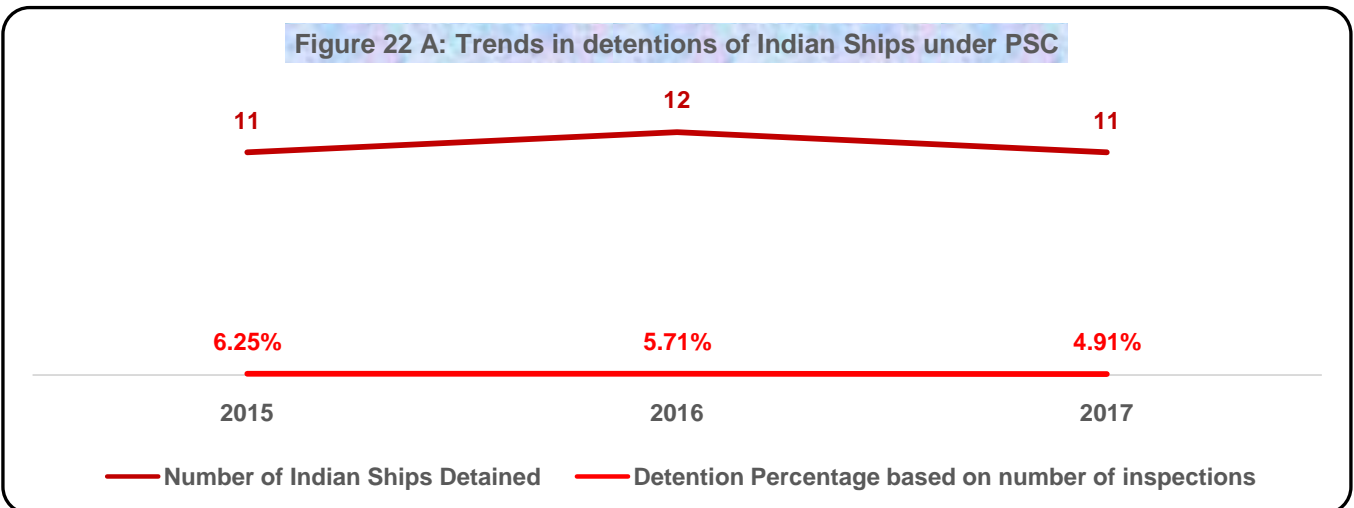


Figure 22C: Detention Trends of Indian Flag Vessels inspected in Paris MOU: 2015-2017

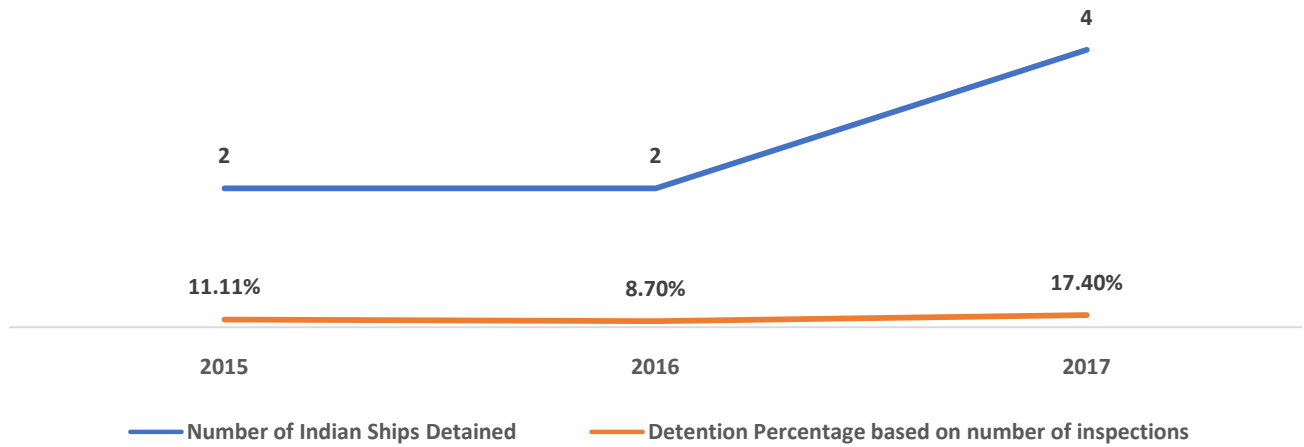


Figure 22D: Detention trends of Indian Flag Vessels inspected under Riyadh MOU: 2015-2017

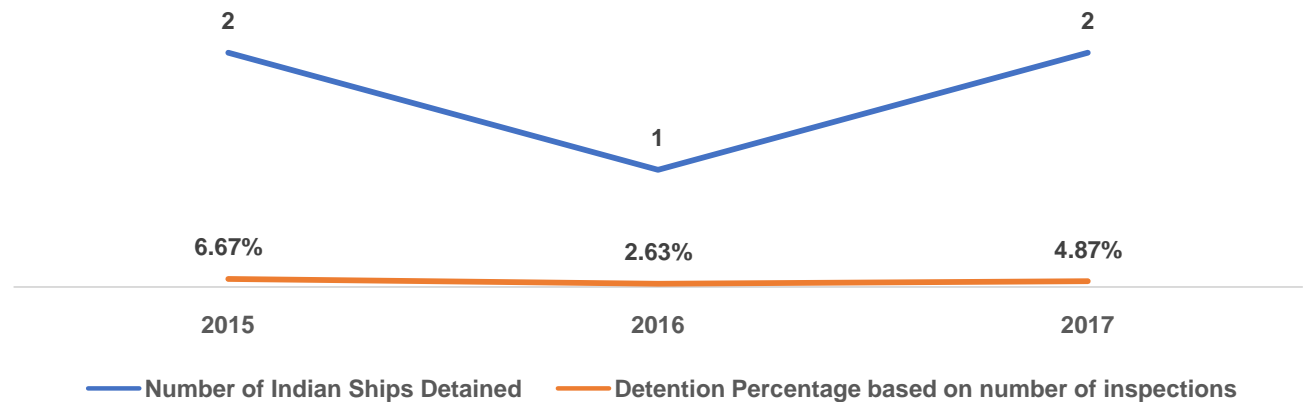


Figure 22E: Detention Trends of Indian Flag Vessels inspected by USCG: 2014-2017

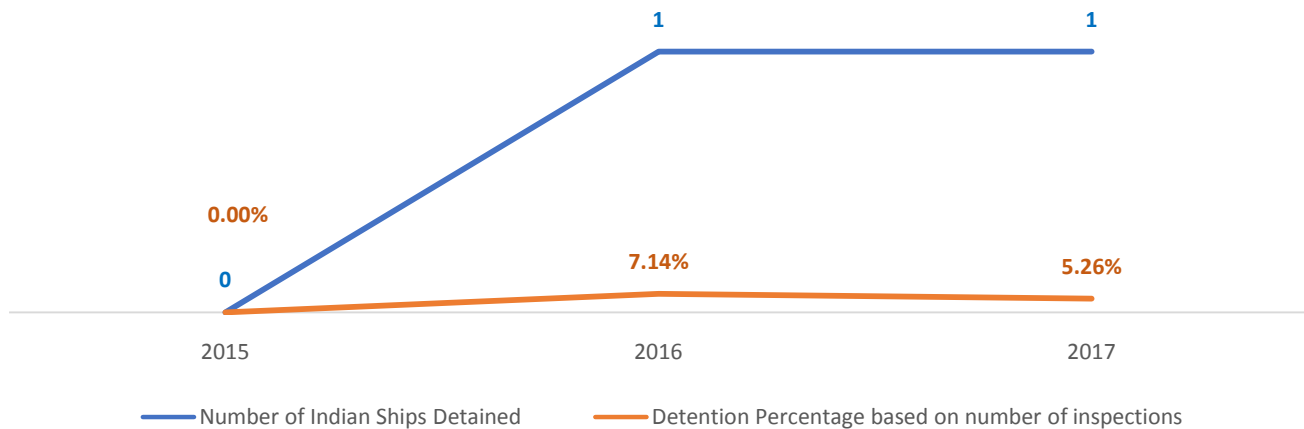


Figure 22F: Detention Trends of Indian Flag Vessels inspected under IOMOU:2015-2017

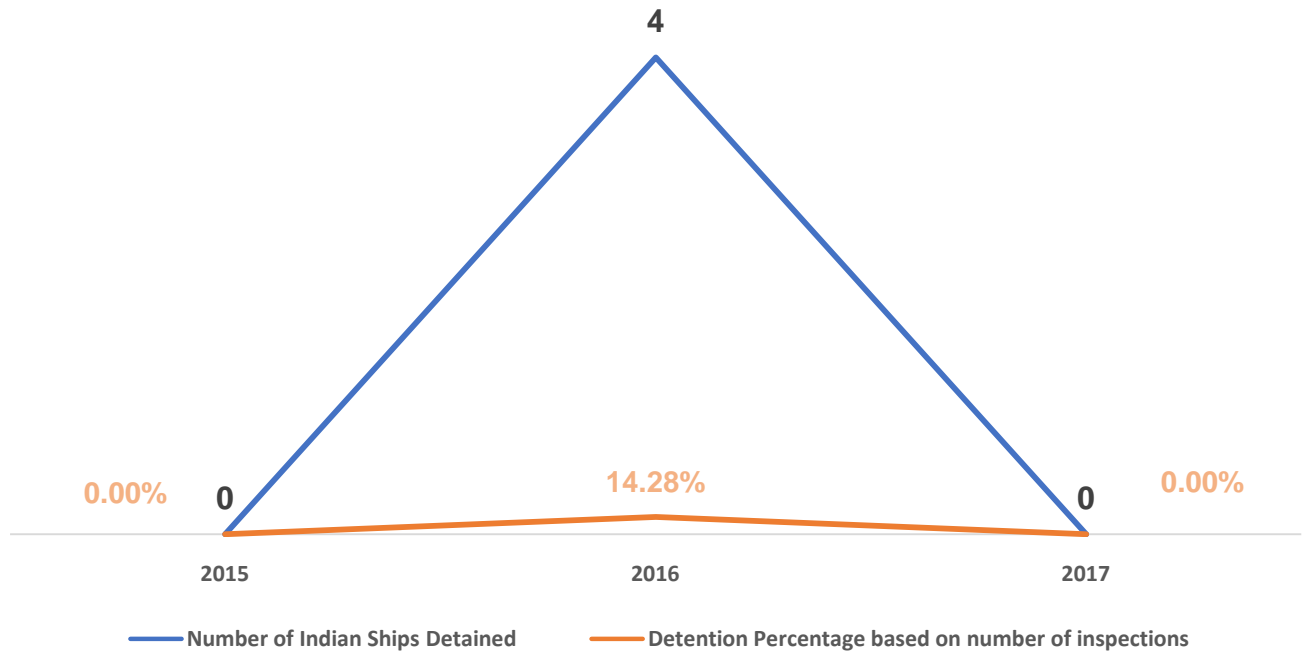
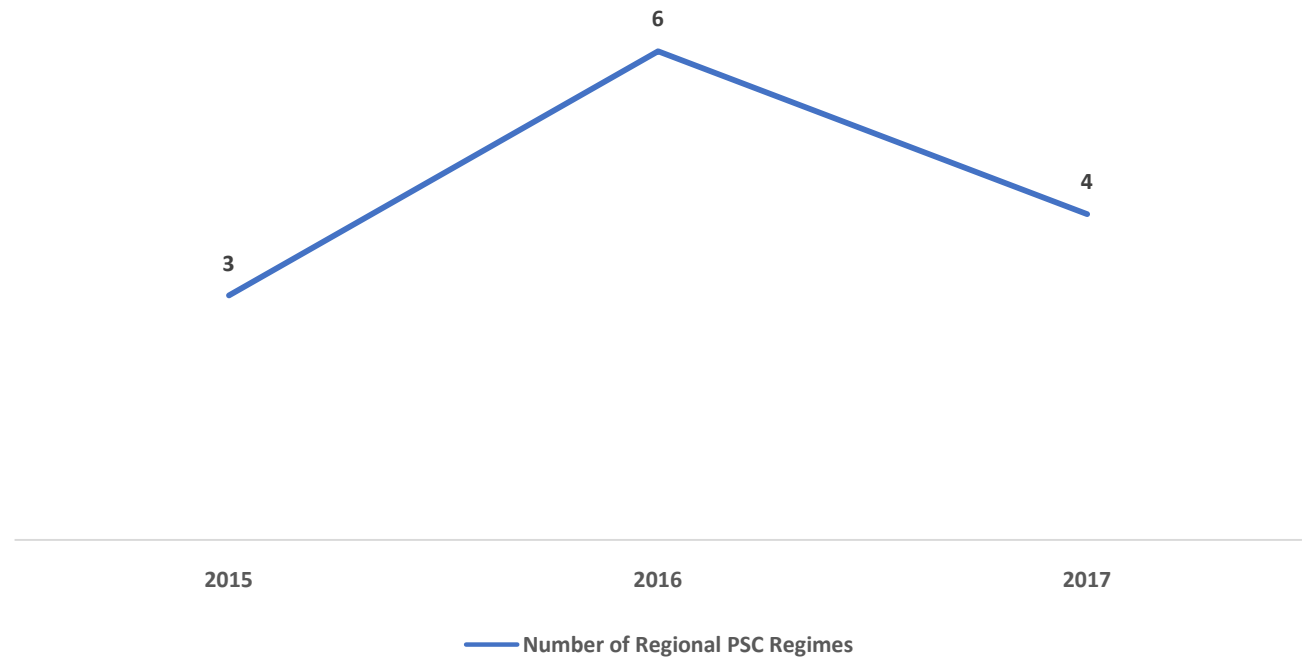


Figure 22G: Trends in number of Regional PSC Regimes where Indian Vessels were detained



1. Performance of Indian Flag Vessels inspected under various PSC Regimes

Table15: Performance in various Regional PSC Groups

Total Inspections/Inspections under PSC Regimes	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
Total number of inspections	221	11	2.31	0.515
Abuja MOU	7	0	0.86	0.57
Black Sea MOU	10	0	2.7	0.40
IOMOU	8	0	3.125	0.375
MED-MOU	7	0	0.714	0.714
PARIS MOU	23	4	4.95	0.521
RIYADH MOU	41	2	1.56	0.634
TOKYO MOU	95	4	2.64	0.40
USCG	19	1	0.763	0.789
VINA-DEL-MAR MOU	11	0	0.545	0.636

2. Performance of Indian Ships based on ship type and age

Table 16A: Age based Performance of Indian Vessels

Type of Vessel and Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	221	11	2.31	0.515
0-5 Years	23	0	1.04	0.608
5-15 Years	143	4	2.09	0.531
15-25 Years	54	7	3.5	0.425

Table 16B: Age based Performance of Bulk Carriers

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	129	5	2.0	0.496
0-5Years	15	0	1	0.6
5-15 Years	89	2	2.06	0.449
15-25 Years	25	3	2.5	0.6
More than 25 Years	NA			

Table 16C: Age based Performance of Chemical Tankers

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	10	0	0.4	0.8
0-5Years	4	0	0	1
5-15 Years	4	0	0	1
15-25 Years	2	0	2	0
More than 25 Years	NA			

Table 16D: Age based Performance of Container Vessels

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	5	1	4.6	0.2
0-5Years	NA			
5-15 Years	1	0	0	1
15-25 Years	4	1	5.75	0
More than 25 Years	NA			

Table 16E: Age based Performance of Gas Carriers

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	4	0	5.75	0.0
0-5Years	NA			
5-15 Years	NA			
15-25 Years	4	0	5.75	0.0
More than 25 Years	NA			

Table 16F: Age based Performance of Other Cargo Vessels

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	12	0	2.17	0.25
0-5Years	1	0	4	0
5-15 Years	2	0	1	0
15-25 Years	9	0	2.22	0.33
More than 25 Years	NA			

Table 16G: Age based Performance of Oil Tankers

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	56	5	2.46	0.607
0-5Years	1	0	0	1
5-15 Years	45	2	1.75	0.66
15-25 Years	10	3	5.9	0.3
More than 25 Years	NA			

Table 16H: Age based Performance of Oil Tankers

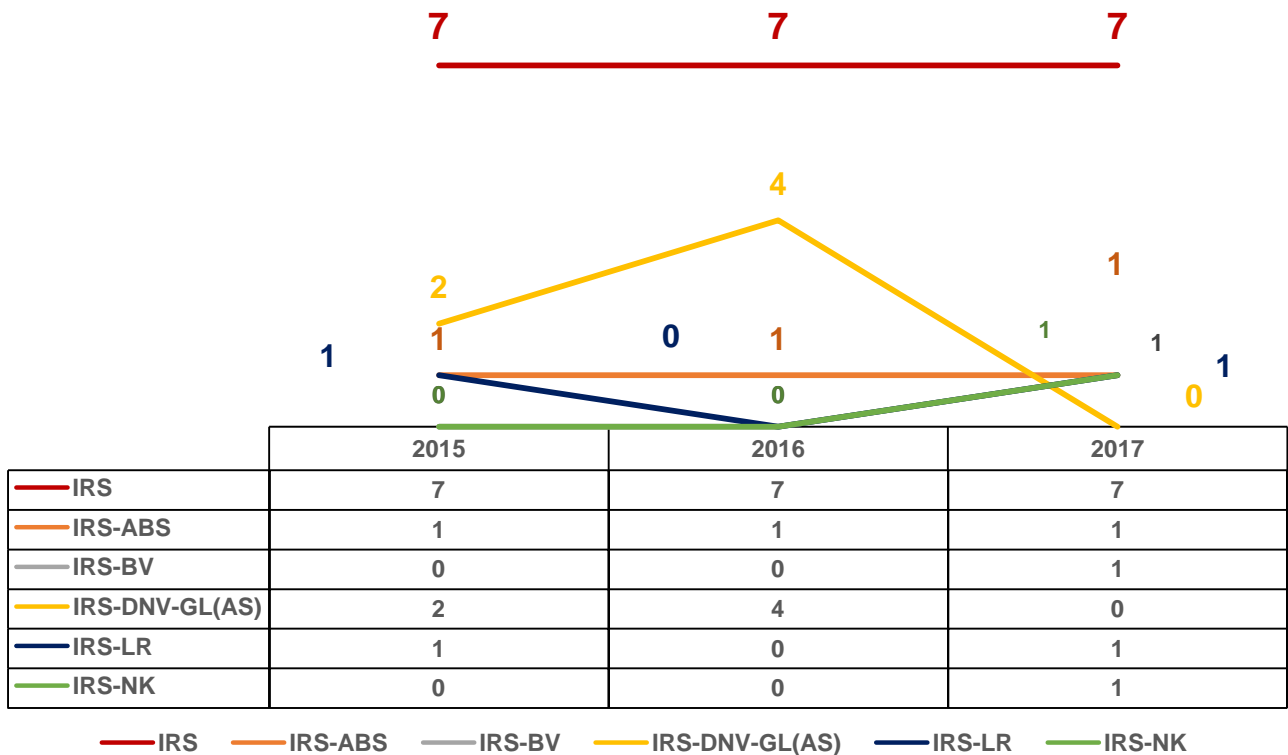
Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	5	0	7.8	0.4
0-5Years	2	0	2.5	0
5-15 Years	2	0	17	0.5
15-25 Years	NA			
More than 25 Years	1	0	0	1

3. Performance and Performance Trends of Recognized Organizations

Table 17: Performance of Recognized Organizations

Age Bracket	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All	221	11	2.31	0.515
IRS-ABS	50	1	1.26	0.62
IRS-BV	7	1	4.42	0.428
IRS-DNV	16	0	1.18	0.625
IRS-LR	47	1	1.72	0.489
IRS-NK	15	1	3.6	0.53
IRS	86	7	3.06	0.453

Figure 23: Detention trends RO: 2015-2017

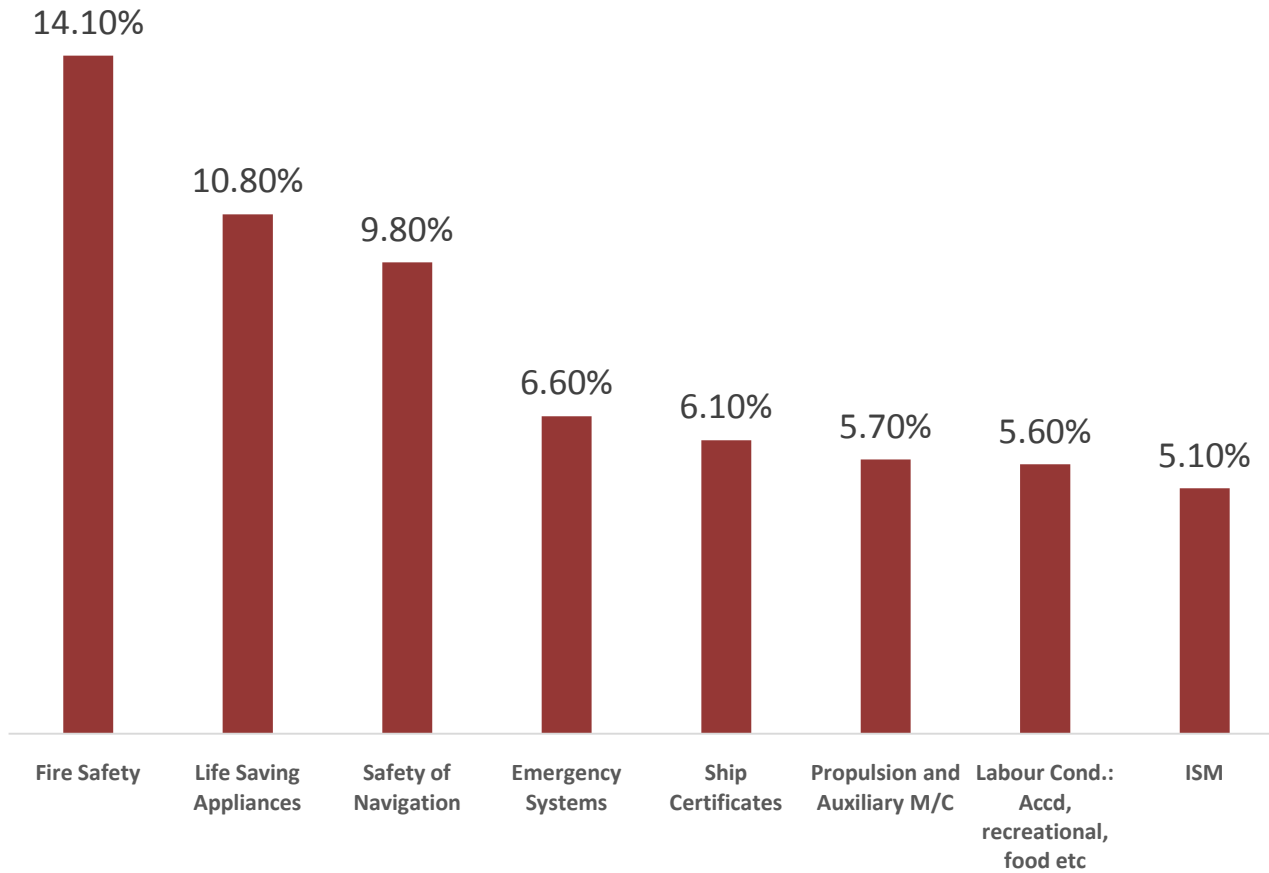


4. Performance of Indian Shipping Companies

Table 18: Performance of Indian DOC Holders

Company	Number of Inspection	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
Amba Shipping and Logistics Pvt. Ltd.	1	0	4	0
Apeejay Shipping Ltd.	1	0	1	0
ASP Ship Management Pvt. Ltd.	4	0	0	1
AZA Shipping Pvt. Ltd.	3	0	0.66	0.66
Bernhard Schulte Ship Management(India) Pvt. Ltd.	4	1	5.25	0.5
Bibby Ship Management India Pvt. Ltd.	1	0	1	0
Crowley Accord Marine Management Ltd.	1	0	7	0
Darya Ship Management Pvt. Ltd.	1	0	3	0
Elektrans Shipping Pvt. Ltd.	3	3	15	0
ESSAR Shipping Ltd.	4	0	0.75	0.75
Five Star Shipping Pvt. Ltd.	16	0	1.43	0.6875
Fleet Management India Pvt. Ltd.	8	0	0.125	0.875
Global Shipping India Pvt. Ltd.	1	0	6	0
GOL Offshore Ltd.	1	0	34	0
Great Eastern Shipping Co. Ltd.	80	2	1.21	0.875
Hind Offshore Pvt. Ltd.	1	0	0	1
K-Steamship Agencies Pvt. Ltd.	1	0	1	0
KNK Ship Management	1	0	4	0
L & T Sapura Shipping Pvt. Ltd.	1	0	0	1
Marlow Navigation India Pvt. Ltd.	2	0	0.5	0.5
Pacific International Lines Pvt. Ltd.	1	0	12	0
Penta Crystal Ship Management	1	1	2	0
Proactive Ship Management	1	0	1	0
Quadrant Maritime Ltd.	1	1	5	0
Sai Maritime & Management Pvt. Ltd.	5	0	2.6	0.4
Shipping Corporation of India	38	2	3.84	0.237
Seamec Ltd.	4	1	2.25	0.25
Seavie Ltd.	2	0	1	0.5
Synergy Oceanic Services Pvt. Ltd.	3	0	9	0
Tolani Shipping Co. Ltd.	26	0	1.19	0.576
TW Ship Management Pvt. Ltd.	1	0	2	0
V-Ships Management India Pvt. Ltd.	1	0	4	0
Van-Oord India Pvt. Ltd.	1	0	3	0
Zen Shipping and Ports India Pvt. Ltd.	1	0	1	0

Figure 24: Areas with more than 5% deficiencies



List of Detainable deficiencies observed during the Port State Control

Inspection of Indian Flag Ships:

In the year 2017, 11 Indian flag vessels were detained and were found with 132 deficiencies, including 41 nos. detainable deficiencies. Many of the deficiencies were found to be common in nature.

List of detainable deficiencies per category:

Sr. No	Ship Name	STC W (012)	ISM	Ship Certificates (011)	Solas (041)	Solas (071)	Solas (081)	NAV (101)	LSA (111)	Solas (131)	MAR	Load Line (031)	Labour Cond. - Accom, food and catering, etc	Total
1	Distya Pushti				1			1						2
2	Desh Samman					2								2
3	Jag Pooja	1	1		2									4
4	Vishva Nidhi				1									1
5	Seamec Gallant		2			1			1					4
6	Aegis Fortune		1			2	1	1	2	1		4		12
7	Distya Pushti			1	1						1		1	4
8	Paul Abrao			2		1			2					5
9	Distya Pushti					1		1	1				1	4
10	Gem Of Ennore					1								1
11	Jag Rahul								2					2
	Total	1	4	3	5	8	1	3	8	1	1	4	2	41

Description of Detainable deficiencies per category are as mentioned below :

1. Standard for Training, Certification & Watch Keeping (012) 1no:
1 Maintenance of the ship and equipment
2. International Safety Management (ISM): (Deficiency Code : 151) : 4nos.
1 Safety and environment policy(1)
2 Maintenance of the ship and equipment(3)
3. Certificate & Documentation : (Deficiency Code: 011): 3nos
1 International Air Pollution Certificate
2 AIS test Report
3 Conformance Test Report;

4. SOLAS 74, as amended:

1 Emergency System (Deficiency Code: 041): 5nos.

- 1 Emergency, lighting, batteries and switches inoperative.
- 2 Fire Drills.
- 3 Abandon Ship Drills.
- 4 The emergency fire pump can not be started. (2time)

2 Fire Safety (Deficiency Code : 071) : 8nos.

- 1 Local water mist system for incinerator failed to delivery water during inspection.
- 2 The shutter of E/R Funnel can not be closed tightly.
- 3 Non Operational E/R fire detention system.
- 4 The skylight of engine room can not be closed tightly due to its deformation.
- 5 Fire door access to engine room can not be closed tightly.
- 6 Other(Life Safety).
- 7 Jacketed high pressure line and oil leakage alarm.
- 8 Fire Safety, Fire Pumps and it's Pipes.

3 Alarms (Deficiency Code : 081): 1no.

- 1 The boiler can not provided an alarm in case of flame failure.

4 Safety of Navigation (Deficiency Code : 101) : 3nos.

- 1 Electronics Charts inoperative.
- 2 Screen of stern navigation light damaged and broken.
- 3 Electronic charts (ECDIS).

5. Life Saving Appliances (Deficiency Code : 111) : 8nos.

- 1 Rescue boat engine not starting.
- 2 The canopy on start board life boat can not be kept watertight and handrails around life boat canopy deformed the edge of fixed block broken.
- 3 One hole on portside life boat body was found safety belt on life boat broken, after door access to life boat can not be closed tightly.
- 4 Operational Readiness of life-saving appliances.(2times)
- 5 Emergency equipment for 2 ways communication.
- 6 Port side life boat, propeller was hitting the rudder when the rudder in hard part or starboard direction, propeller shaft bended, not in the center line of the shaft.
- 7 Port side enclosed type lifeboat exhaust pipe leakage and not heat insulation

6 Propulsion and Auxiliary machinery (Deficiency Code : 131): 1no.

1 The aux boiler can not be operating in auto method , only can be running in emergency method.

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

MARPOL Annex-I (Deficiency Code : 141): No. 1

1 Pumping, Piping and discharge arrangements

8. Load Line : (4 Nos)

Water/Weathertight Conditions

1 Secured devices of air vents on no.1 hatch covers-damaged seriously and broken.
(3 times)

2 The air vent of after peak tank can not be closed tightly.

9. Maritime Labour Convention 2006 [MLC 2006] : (2 Nos)

1 Labour Conditions-Conditions of employment – Wages (2 times)

**List of Indian Flag Ships detained under Port State Control during the year
2017**

1	2	3	4	5	6	7	8	9	10
Sr. No	IMO No.	Ship Name	Name of the Owner	Year of Built	Type of ship	GT	RO	Place & Date of Inspection	MOU
1	9179127	Distya Pushti	Elektrans Shipping Pvt. LTd.	1997	OT	21165	IRS	ZYYI, CYPRUS 10.02.2017	Paris
2	9467770	Desh Samman	SCI	2011	OT	64397	IRS/ ABS	Rizhao, China 17.02.2017	Tokyo
3	9310692	Jag Pooja	GE Shipping Co.	2004	OT	28823	IRS/ NKK	Milford Haven, UK 22.03.2017	Paris
4	9464742	Vishva Nidhi	SCI	2011	BC	33170	IRS	Lianyungang, China 17.05.2017	Tokyo
5	9599004	Seamac Gallant	Seamac Ltd.	2011	BC	20969	IRS/ LR	General Anchorage 25.05.2017	US Coast Gurd
6	9222601	Aegis Fortune	Bernhard Schulte shipping (India) Pvt.	2001	BC	30447	IRS	Tianjin 20.06.2017	Tokyo
7	9179127	Distya Pushti	Elektrans Shipping Pvt. Ltd.	1997	OT	21165	IRS	Tarragona 09.08.2017	Paris
8	9135925	Paul Abrao	Quadrant Maritime	1996	Contr	15929	IRS	Hamad , Qatar 26.09.2017	Riyadh
9	9179127	Distya Pushti	Elektrans Shipping Pvt. LTd.	1997	OT	21165	IRS	Limmasol , Cyprus 10.11.2017	Paris
10	9206009	Gem of Ennore	Penta Crystal Shipping Mngt	2000	BC	39749	IRS	Sohar, Oman 10.12.2017	Riyadh
11	9254484	Jag Rahul	GE Shipping Co.	2002	BC	30011	IRS/ BV	Hong Kong, China 27.12.2017	Tokyo



Deficiencies on Board







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