



सत्यमेव जयते

2018

ANNUAL REPORT

Port State Control (PSC)
&
Flag State Inspection (FSI)



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Government of India



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

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Message from Director General of Shipping



- ❖ The year 2018 was focused by the Directorate on electronic governance for improved, easy, effective and cost-effective governance. The year saw development of new methodologies by use of technology to fulfill our obligations under various international Conventions and for setting up institutional mechanisms to achieve clean, safe and protective shipping.
- ❖ The creation of a governance structure that protects our seafarers from the clutches of dubious recruitment and placement agencies and shipping companies; a mechanism to ensure training institutes provide what is expected from them; an on-line portal called “Swachh Sagar” to ensure that each ship is provided with an adequate waste reception facility, at request, are all part of this improved governance.
- ❖ India also became first country to implement ILO Convention C-185 when it started issuing new Biometric Seafarers Identity Document to its seafarers with effect from 2018.
- ❖ Piracy in the Gulf of Guinea has affected number of Indian seafarers sailing on international ships. The GOI has taken all efforts to bring it to the attention of international community including presenting a paper at Maritime Safety



Committee 101, to set up a contact group for piracy in Gulf of Guinea in line with CGPCS set up for Piracy off the Coast of Somalia.

- ❖ As India aim to be a modern Maritime Administration, it is of great concern to see that India continues to be in the grey list of Paris and Tokyo MOU. The efforts of last few years have seen a reduction in port state detention of Indian ships, yet more is required to ensure that India is in white list of Paris and Tokyo MOU in next two years. All players responsible for safe shipping will be made responsible for each detention by way of punitive action which may include withdrawal of international trading license of the vessel, suspension of recognized organization status after due evaluation and suspension of Certificate of Competency of the involved seafarers.
- ❖ Along with being the fastest growing economy in the world, India also aims that green growth remains a major part of this economic growth and accordingly the government remains committed to provide a clean environment to the people living around the coastal area. In this direction, India is ready to meet mandatory MARPOL requirements such as 0.5% Sulphur fuel oil. The Indian Oil Corporation will start supplying 0.5% Sulphur Heavy Fuel Oil with flash point of 66°C with effect from October 2019 at 5-ports each on east and west coast of India. Further to reduce emissions in Indian ports and noise pollution, India aims to supply shore power to all visiting ships in a phased manner especially in the more congested ports such as Mumbai and JNPT, by end 2019.
- ❖ Apart from meeting mandatory MARPOL requirements, it is important that the world and Indian Port state control identify and eliminate, through increased number of inspections and better targeting mechanism, those sub-standard ships which due to poor maintenance, emit more emissions than what the ship is designed for, and are a threat to local and global environment.



- ❖ 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 tenth consecutive year. I am sure that this report will assist scientific decision making and judicious investment of time and resources by all stakeholders to make Indian Shipping safe and Indian coast free from casualties.



(Amitabh Kumar)
Director General of Shipping



Foreword by Chief Surveyor with Government of India

- ❖ SSL Kolkata, an Indian Flag container vessel caught fire about 55 nautical-miles from Sand-heads and Maersk Honam a Singapore Flag container vessel with 13 Indian crew caught fire near Agatti Island in Lakshadweep Islands. Marine Investigation is underway to unearth the causal factors and safety issues. Irrespective of the outcome of the reports, the importance of an adequate Port State Control and Flag State Control regime in prevention of such disasters can-not be re-emphasized again as these may have prevented many un-occurred disasters.



- ❖ The essence of any Port state inspection regime is to discourage sub-standard shipping through scientific targeting and enough inspections. However, PSC inspection trends in India indicate a continual reduction in number of inspections in last few years. However, the detention percentage ranging between 3.5% to 4%, which is comparable to the detention rate of Paris & Tokyo MOU and an increase in number of inspections of ships between 0 - 12 years of age from 61% to 66% indicate an effective PSC regime. Along with low probability of accidents, age of vessel touching Indian ports is important to assess the quantum of air emissions as many MARPOL requirements are based on date of build.
- ❖ After 2008, the flag state inspection regime implemented on Indian vessel has undergone a considerable change. Prior to 2008, Safety Equipment Surveys



were conducted by Administration Surveyors and at the time of SEQ survey, a general examination was carried out as part of flag state inspection. After 2008, the flag state inspection regime has moved towards a risk-based flag state regime where at present age is the guiding factor for frequency of inspections; however, the good performance in port state inspection conducted under certain regional MOU's such as Paris, USCG, TOKYO is given due weightage by way of giving exemptions from due flag state inspections.

- ❖ There is a 19% increase in number of flag state inspections conducted in 2018 compared to that in 2017. There is a noticeable reduction in detention rate from 6.7% in 2016, 5.6% in 2017 to about 2.1% in 2018 under flag state inspection regime.
- ❖ Though, India is still in the Grey list of Paris and TOKYO MOU, there is an improvement in port state inspection statistics of Indian vessels. The port state inspection statistics with the detention rate reducing from 4.9% in 2017 to 3.9% in 2018 and number of detentions have reduced from 11 in 2017 to 8 in 2018.
- ❖ With a goal to bring India in the White list of Paris and TOKYO MOU in next two years, a better monitoring of in-adequately maintained Indian ships is envisaged. Accordingly, Indian flag state regime in near future will evolve towards scientific risk-based targeting. Apart from age of vessel, previous flag inspection trends, company performance, recognized organization performance and casualty statistics along with some other factor will be used to determine frequency of flag state inspection.
- ❖ The year 2019 is going to be a challenging year for many port state inspection regimes with a number of adopted MARPOL regulations such as fuel oil consumption data collection system (DCS), along with the MARPOL Annex VI global sulphur limit coming into force. The verification of implementation of these requirements by Port state and Flag state inspectors will require some judicious



decision making and clear procedures. The Indian Administration is in the process of developing port state and flag state inspection guidelines for such verifications.

- ❖ 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 in improving their employability. Improvement in the performance of Indian flag vessel under all PSC regimes should be the motto by all stake holders and therefore everyone should assist and contribute towards improving and advancing the quality of Indian ships which ought to be the common self interest. This I am sure will be achieved by promoting quality, encouraging effective self-regulation, and fostering full obedience to the law by everyone involved in ship and shipping and not only being restricted to fulfil the legal, commercial and ethical responsibilities at individual level(s).

Balla Ratnasekhar

(Balla Ratnasekhar)

Chief Surveyor with Government of India



Keywords

- **Average Deficiency Index:** It is the ratio of total number of deficiencies of all ships to the total number of inspections of all ships in that category.
- **Detention Rate:** It is the percentage of the total number of detained vessels to the total number of inspections of all ships in that category.
- **Nil Deficiency Rate:** It is the percentage of the total number of inspected vessels with nil deficiency to the total number of inspections of all ships in that category.



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Port State Control (PSC) in India



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, Indian 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 2018, India conducted 466 initial inspections. Though these inspections were conducted on various types of vessels, majority were conducted on Bulk carriers, that is, about 50.85% of the total initial inspections. More than 60.30% of all vessels inspected were less than 12 years of age.



There were a total of 1767 deficiencies identified during these 466 initial inspections constituting an average of 3.79 deficiencies per ship. About 18.02% of ships inspected were found without any deficiencies.

There were a total of 18 detentions constituting a detention rate of 3.86%. Maximum numbers, that is, 7 of all vessels detained were bulk carriers and with 237 initial inspections of bulk carriers, it constitutes a detention rate of 2.95%.

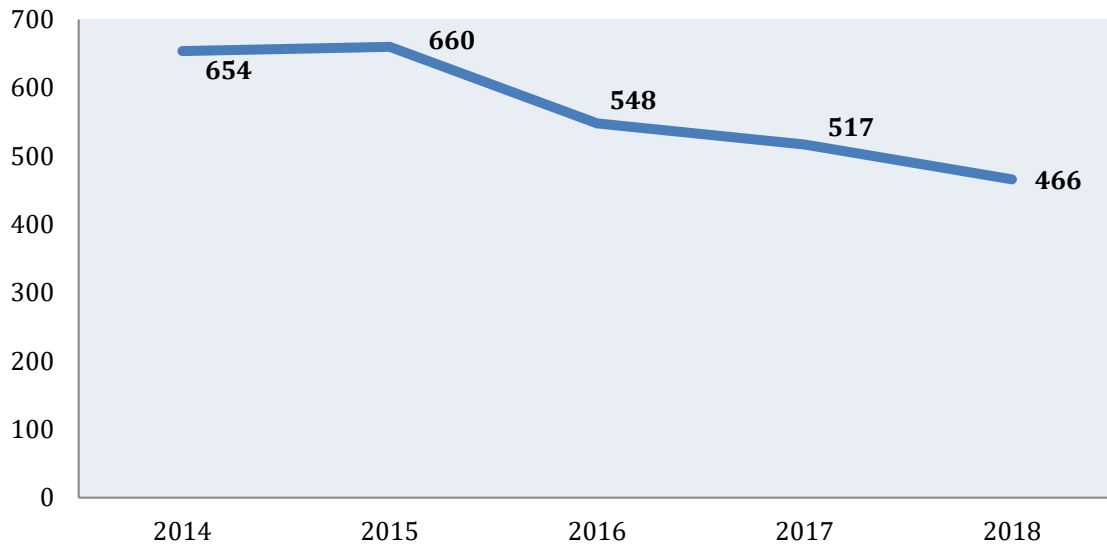
There were 3 General cargo/multi-purpose vessels detained in 2018 and with 67 initial inspections of these types of vessels, it constitutes a detention rate of about 4.47%. Though there were only 02 Offshore Service Vessels detained, but with only 02 initial inspections, it constitutes the highest detention rate of 100% among all ship types detained. 61% of all vessels detained were less than 12 years of age.

“Load Lines” constituted about 23.9% of all the deficiencies identified during the initial inspections. “SOLAS” was second with 22.8% deficiencies during the initial inspections.

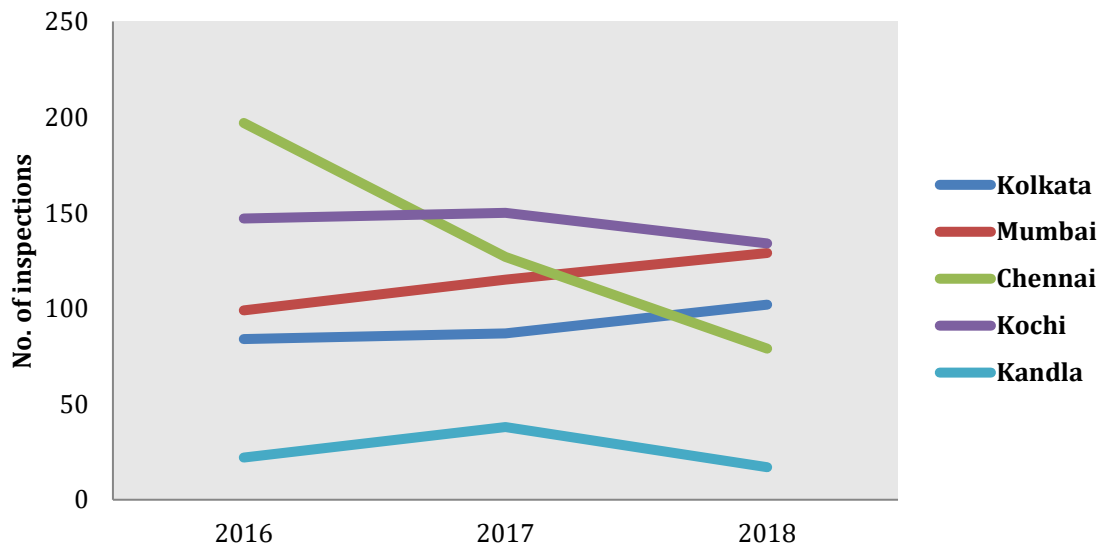


Trend analysis of Port State Inspection Statistics

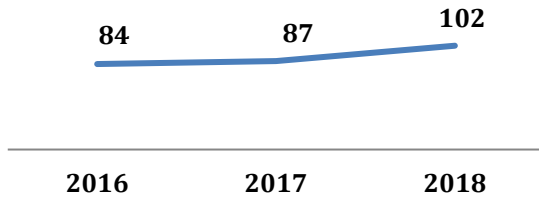
**Trends - Number of PSC Inspections from 2014-2018
(Figure 1)**



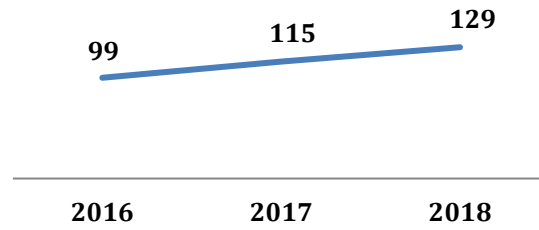
**Trends - Comparison of PSC Inspections by district
Figure 1A**



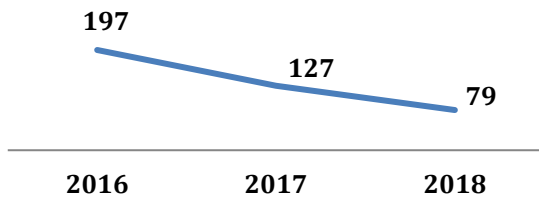
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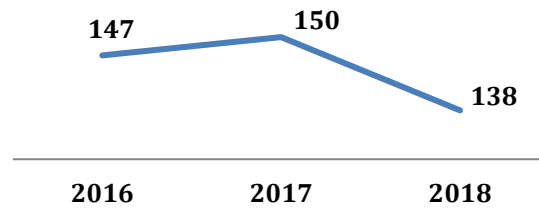
Trends - Number of PSC Inspections by Mumbai District (Figure 2B)



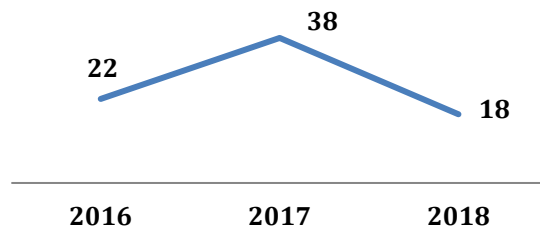
Trends - Number of PSC Inspections by Chennai District (Figure 2C)



Trends - Number of PSC Inspections by Kochi District (Figure 2D)



Trends - Number of PSC Inspections by Kandla District (Figure 2E)

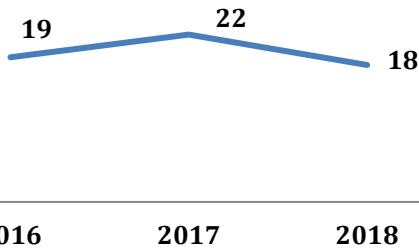


Overall PSC Performance Trends

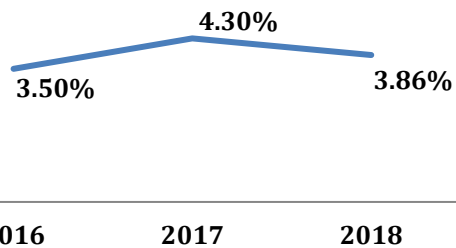
Table 1: PSC Performance

Ship Type	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Bulk Carrier	237	7	3.33	18%
Chemical Tanker	60	2	3.03	28%
Container Ship	48	3	6.83	4%
Gas Carrier	18	0	1.61	33%
General Cargo/ Multi-Purpose Ship	67	3	4.39	16%
Offshore Service Vessel	2	2	10.5	0%
Oil Tanker	20	0	2.9	10%
Other Types of Ship	4	1	5.5	0%
Ro-Ro Cargo Ship	10	0	4.3	40%
Total	466	18	3.79	18%

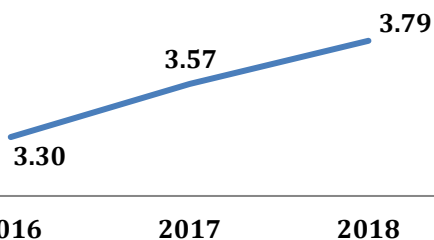
Trends - Number of PSC Detentions (Figure 3)



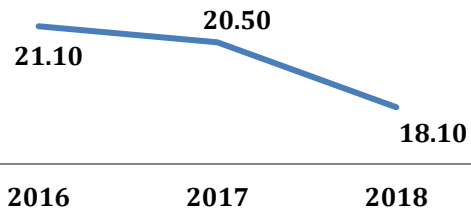
Trends - Detention Rate (Figure 4)



Trends - Performance parameter: Avg. Deficiency Index (Figure 5A)



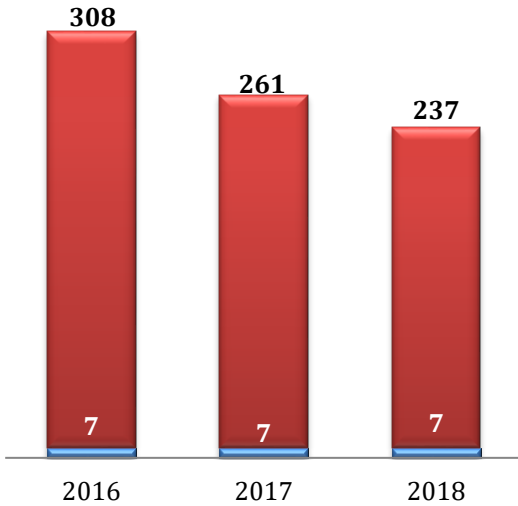
Trends - Performance parameter: Nil Deficiency Percentage (Figure 5B)



Trend analysis of Performance parameter: Ship-type

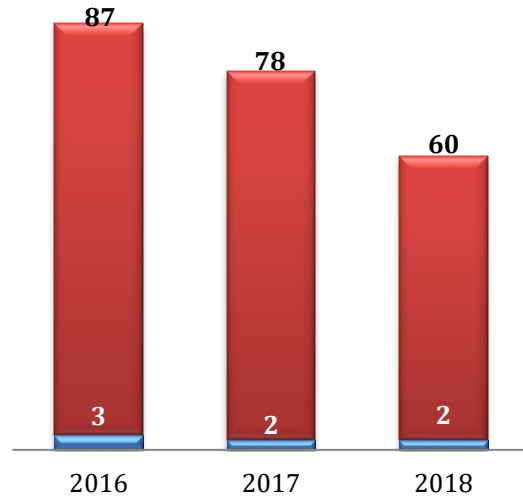
Trends - Comparison of Detentions to Inspections : Bulk Carriers (Figure 6A)

■ No. of Detentions ■ No. of Inspections



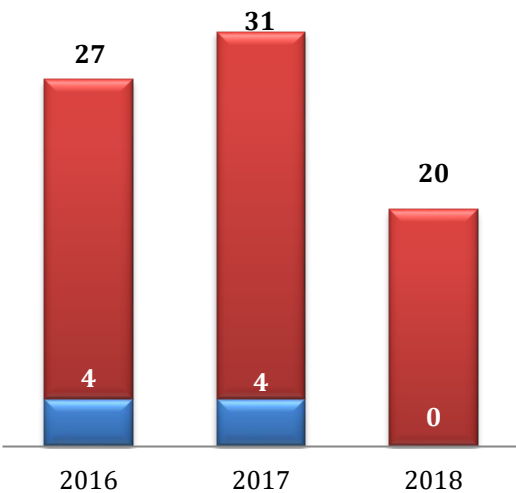
Trends - Comparison of Detentions to Inspections : Chemical Tankers (Figure 6B)

■ No. of Detentions ■ No. of Inspections



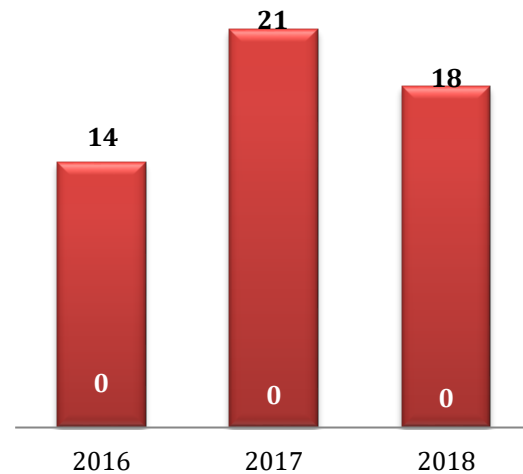
Trends - Comparison of Detentions to Inspections : Oil Tankers (Figure 6C)

■ No. of Detentions ■ No. of Inspections



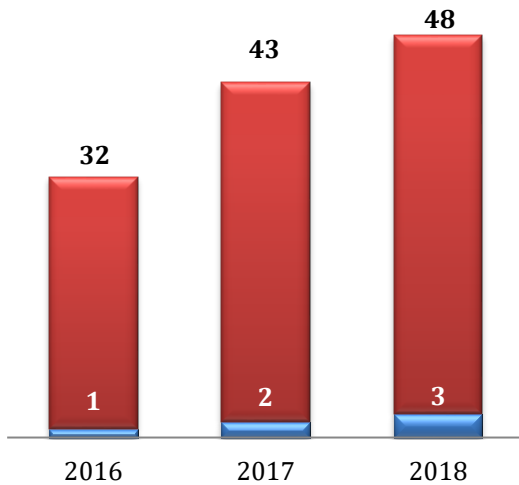
Trends - Comparison of Detentions to Inspections : Gas Carriers (Figure 6D)

■ No. of Detentions ■ No. of Inspections



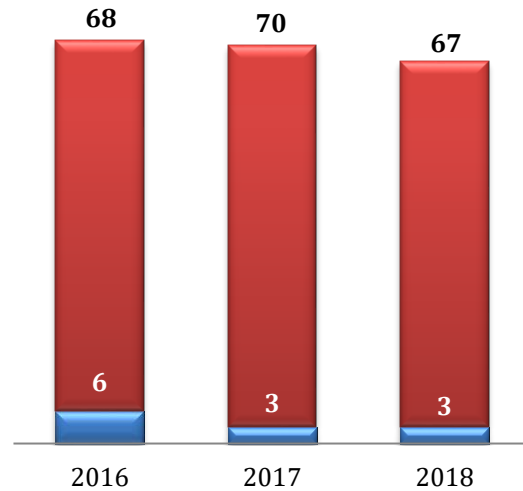
Trends - Comparison of Detentions to Inspections : Container Vessels (Figure 6E)

■ No. of Detentions ■ No. of Inspections



Trends - Comparison of Detentions to Inspections : General Cargo/Multi-purpose vessels (Figure 6F)

■ No. of Detentions ■ No. of Inspections



Trend Analysis of Performance parameter: Age

**Table 2A: Performance Parameters of various ship types
(Age category 0-12 Years) in Calendar Year 2018**

Type of vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	307	11	2.99	24.5%
Bulk Carriers	180	5	2.86	21.2%
Oil Tankers	7	0	2.29	14.3%
Chemical Tankers	39	1	1.95	38.4%
Gas Carriers	14	0	1.14	28.5%
Container	13	0	4.15	15.4%
General Cargo/Multi-Purpose Vessel	45	3	4.53	20%
Offshore Service Vessel	1	1	15.00	0%
Ro-Ro Cargo Vessel	5	0	1.20	60%
Other Cargo Vessel	3	1	6.00	0%
Tug Boat	0	0	-	-

**Table 2B: Performance Parameters of various ship types
(Age category 13-20 Years) in Calendar Year 2018**

Type of vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	119	02	4.50	7%
Bulk Carriers	46	1	3.93	9%
Oil Tankers	11	0	2.55	9%
Chemical Tankers	16	1	4.88	0%
Gas Carriers	1	0	4.00	0%
Container	27	0	6.44	0%
General Cargo/Multi-Purpose Vessel	15	0	3.73	13%
Offshore Service Vessel	0	0	-	-
Ro-Ro Cargo Vessel	3	0	4.67	33%
Other Cargo Vessel	0	0	-	-
Tug Boat	0	0	-	-



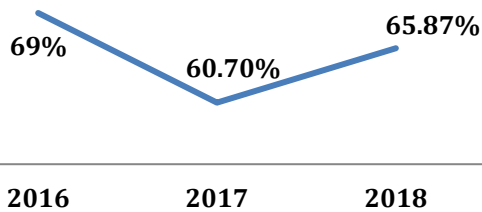
**Table 2C: Performance Parameters of various ship types
(Age category: over 20 Years) in Calendar Year 2018**

Type of vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	40	5	7.82	2.5%
Bulk Carriers	11	1	8.63	0%
Oil Tankers	2	0	7	0%
Chemical Tankers	5	0	5.6	2.0%
Gas Carriers	3	0	3	0%
Container	8	3	12.5	0%
General Cargo/Multi-Purpose Vessel	7	0	4.86	0%
Offshore Service Vessel	1	1	6	0%
Ro-Ro Cargo Vessel	2	0	11.5	0%
Other Cargo Vessel	1	0	4	0%
Tug Boat	0	0	-	-

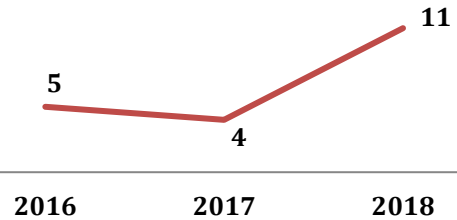


Trends Analysis of Age based Performance parameters

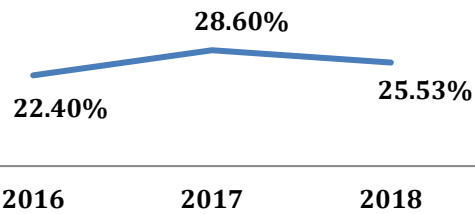
**Trends - Percentage of vessels inspected:
Age 0-12 years (Figure 7A)**



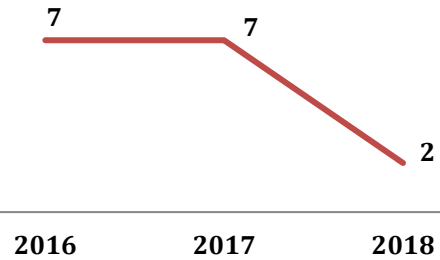
**Trends - No. of detentions:
Age 0- 12 years (Figure 7B)**



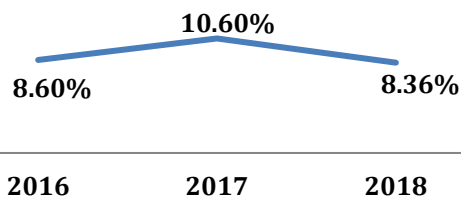
**Trends - Percentage of vessels inspected:
Age 13-20 years (Figure 7C)**



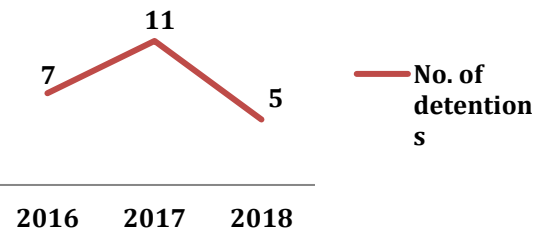
**Trends - No. of detentions:
Age 13-20 years (Figure 7D)**



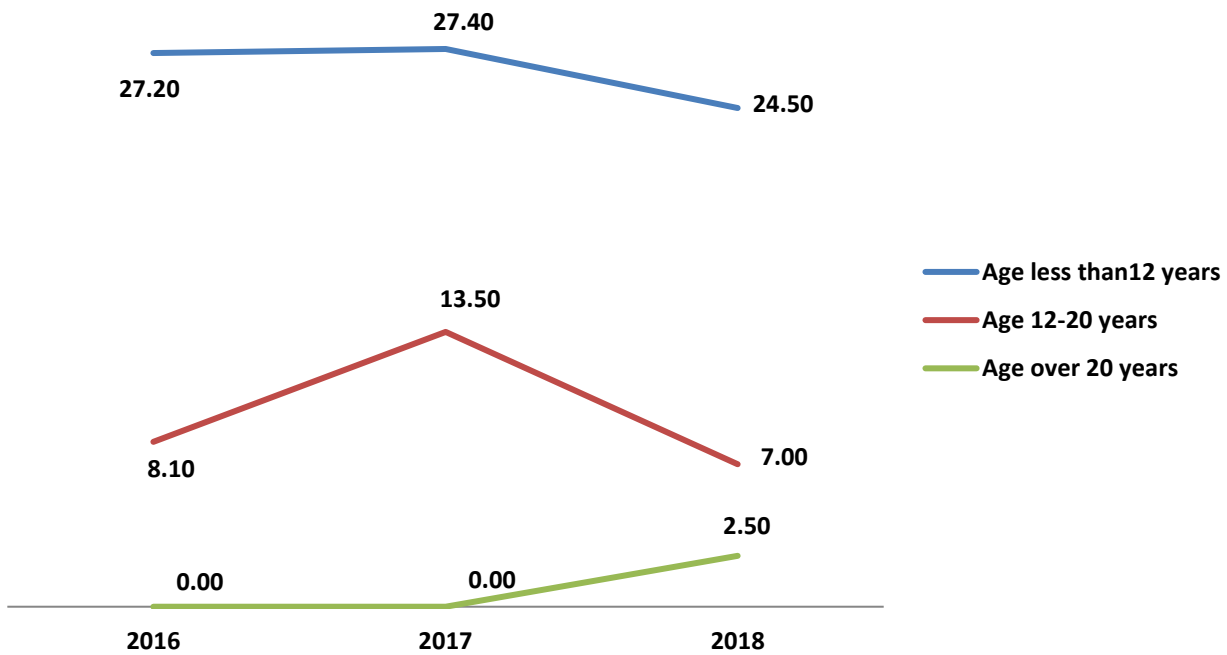
**Trends - Percentage of vessels inspected:
Age over 20 years (Figure 7E)**



**Trends - No. of detentions:
Age over 20 years (Figure 7F)**



Trends - Performance parameters: Nil-deficiency rate (Figure 7G)



Trends Analysis of Age based Performance parameters

Table 3A: Performance: Recognized Organizations

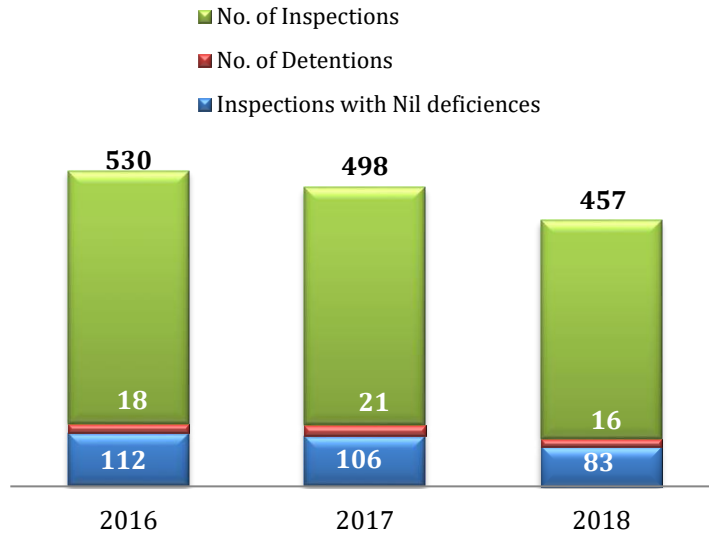
Recognized Organization	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
ABS	44	2	2.86	18%
BV	60	2	4.73	8%
CCS	18	0	3.06	21%
DNV GL AS	70	2	3.63	27%
IRS	6	1	11.17	0%
ISC	1	0	7.00	0%
KRS	24	1	4.58	13%
LR	70	2	2.86	17%
NKK	145	6	3.47	19%
Polski Rejestr Statkow (PRS)	1	0	7.00	0%
RINA	14	0	3.86	21%
RMRS	2	0	5.00	0%
VR	8	2	11.25	13%
Total	466	18	3.79	18%

Table 3B: Performance: Recognized Organizations based on IACS Membership in Calendar Year 2018

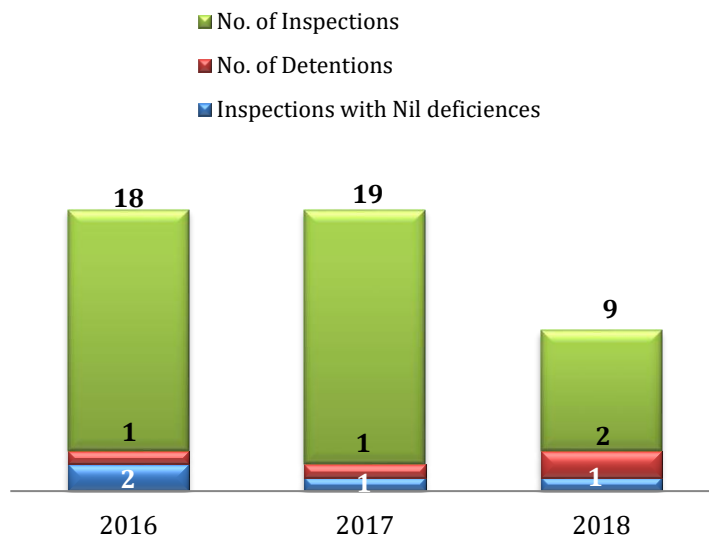
Recognized Organization	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	466	18	3.79	18%
IACS Members	457	16	3.65	18.1%
Non-IACS Members	9	2	10.78	11.1%



Trends - Performance parameters of RO with IACS Membership (Figure 8A)

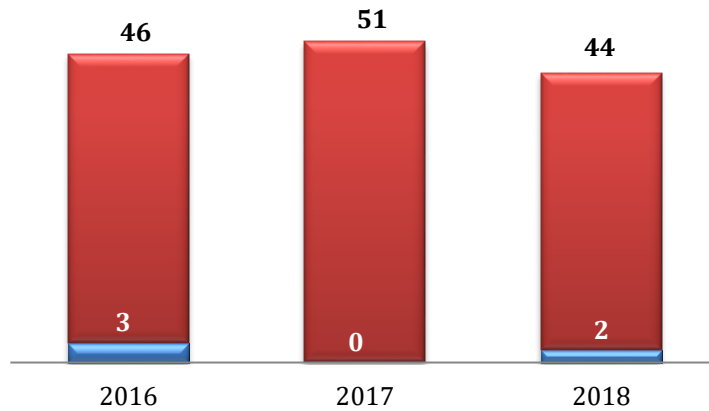


Trends - Performance parameters of RO with non-IACS Members (Figure 8B)



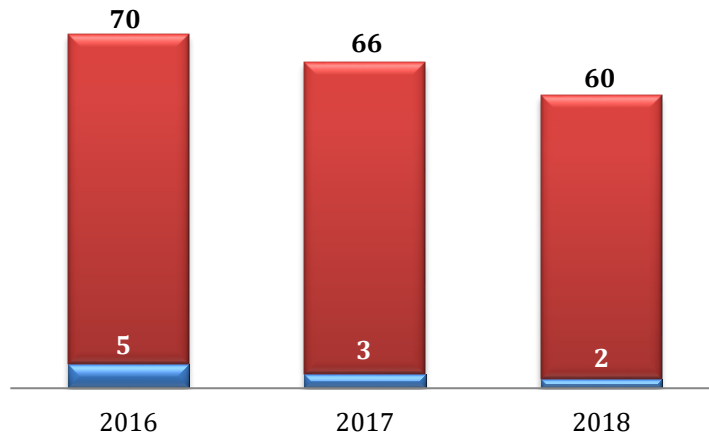
Trends - Performance parameters of Inspected ships with ABS as RO (Figure 8C)

■ No. of Detentions ■ No. of Inspections



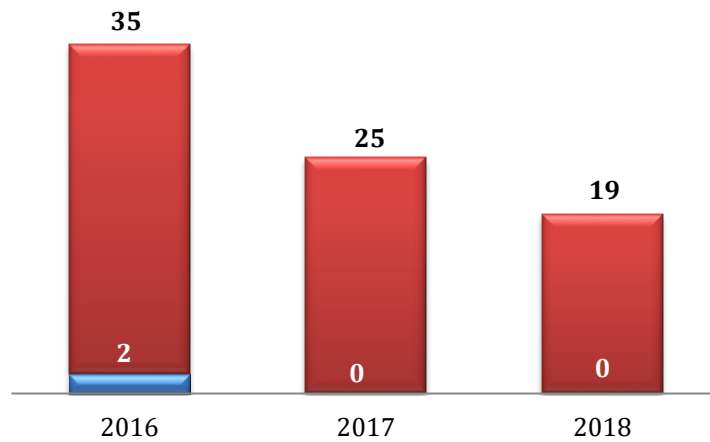
Trends - Performance parameters of Inspected ships with BV as RO (Figure 8D)

■ No. of Detentions ■ No. of Inspections



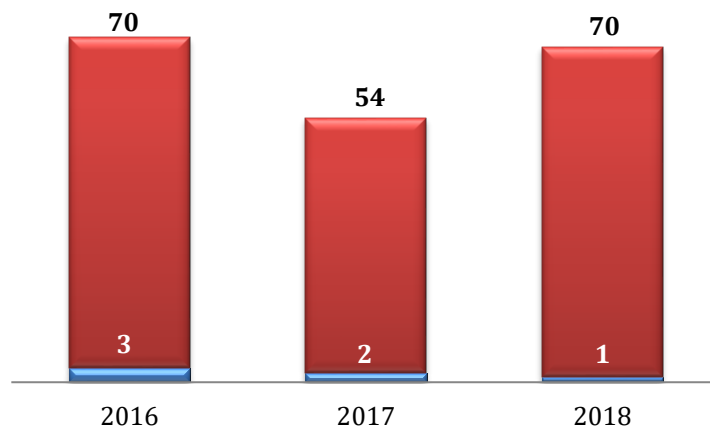
Trends - Performance parameters of Inspected ships with CCS as RO (Figure 8E)

■ No. of Detentions ■ No. of Inspections



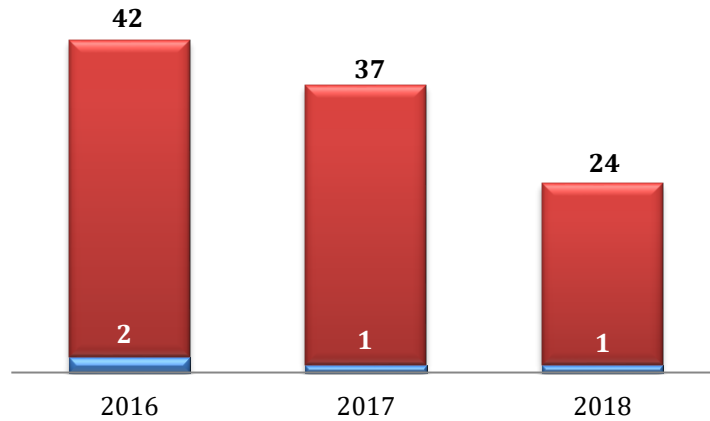
Trends - Performance parameters of Inspected ships with DNV-GL(AS) as RO (Figure 8F)

■ No. of Detentions ■ No. of Inspections



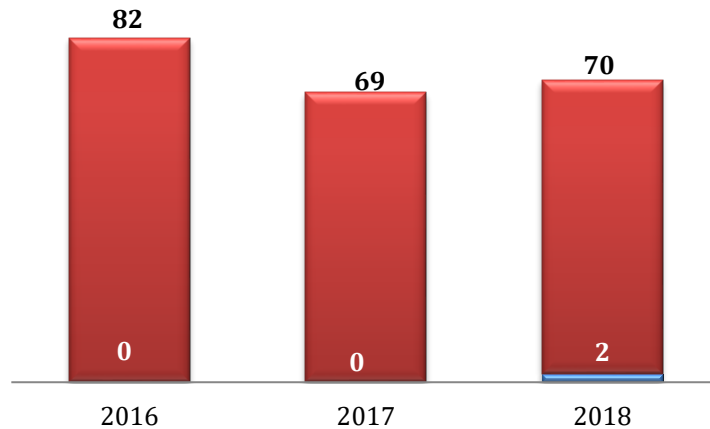
Trends - Performance parameters of Inspected ships with KRS as RO (Figure 8G)

■ No. of Detentions ■ No. of Inspections



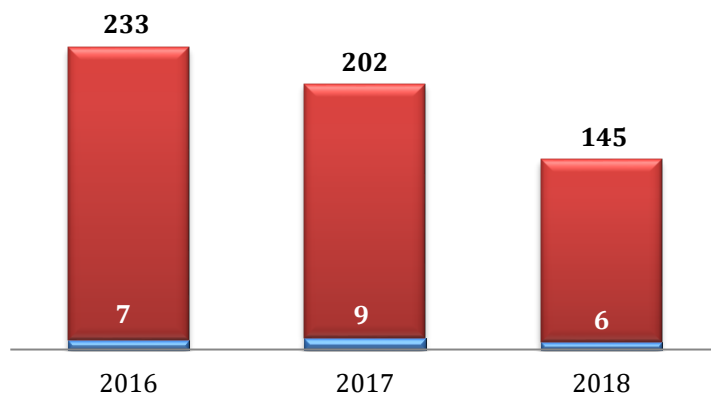
Trends - Performance parameters of Inspected ships with LR as RO (Figure 8H)

■ No. of Detentions ■ No. of Inspections



Trends - Performance parameters of Inspected ships with NK as RO (Figure 8I)

■ No. of Detentions ■ No. of Inspections



Performance of Flag State

Flag	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Antigua and Barbuda	12	0	5.25	0.00
Bahamas	11	1	2.73	0.27
Barbados	4	0	5.25	0.00
Belize	2	0	9.00	0.00
Bermuda (UK)	2	0	1.00	0.50
Canada	1	0	0.00	1.00
Cayman Islands (UK)	2	0	2.00	0.00
China	1	0	1.00	0.00
Comoros	1	0	4.00	0.00
Cyprus	13	0	3.62	0.00
Denmark	2	0	2.50	0.00
Ethiopia	1	0	6.00	0.00
Germany	1	0	0.00	1.00
Greece	5	0	2.20	0.20
Hong Kong, China	41	2	3.17	0.24
Indonesia	1	0	5.00	0.00
Iran	3	0	4.67	0.00
Isle of Man (UK)	6	0	1.17	0.33
Italy	3	0	7.67	0.00
Japan	1	0	0.00	1.00
Jordan	1	0	8.00	0.00
Kandal	1	0	1.00	0.00
Korea, Republic of	3	0	4.00	0.00
Liberia	67	2	3.91	0.18
Malaysia	2	0	2.50	0.50
Malta	19	0	2.58	0.21
Marshall Islands	63	1	2.40	0.29
Myanmar	3	0	5.00	0.00
Nauru	1	0	7.00	0.00
Netherlands	2	0	2.00	0.00
Norway	3	1	4.67	0.00
Palau	1	0	2.00	0.00
Panama	105	3	3.69	0.13
Philippines	4	0	2.75	0.00
Portugal	3	1	2.33	0.33
Qatar	2	0	3.50	0.00
Russian Federation	1	0	6.00	0.00
Saint Vincent and the Grenadines	1	1	14.00	0.00
Saudi Arabia	2	0	0.00	1.00



Flag	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Thailand	6	2	7.00	0.17
Togo	1	0	12.00	0.00
Turkey	2	0	1.50	0.00
Tuvalu	5	0	7.40	0.00
United Kingdom	2	0	3.50	0.00
Vanuatu	1	1	25.00	0.00
Viet Nam	9	2	10.44	0.11

Distribution of Deficiencies across Deficiency Codes

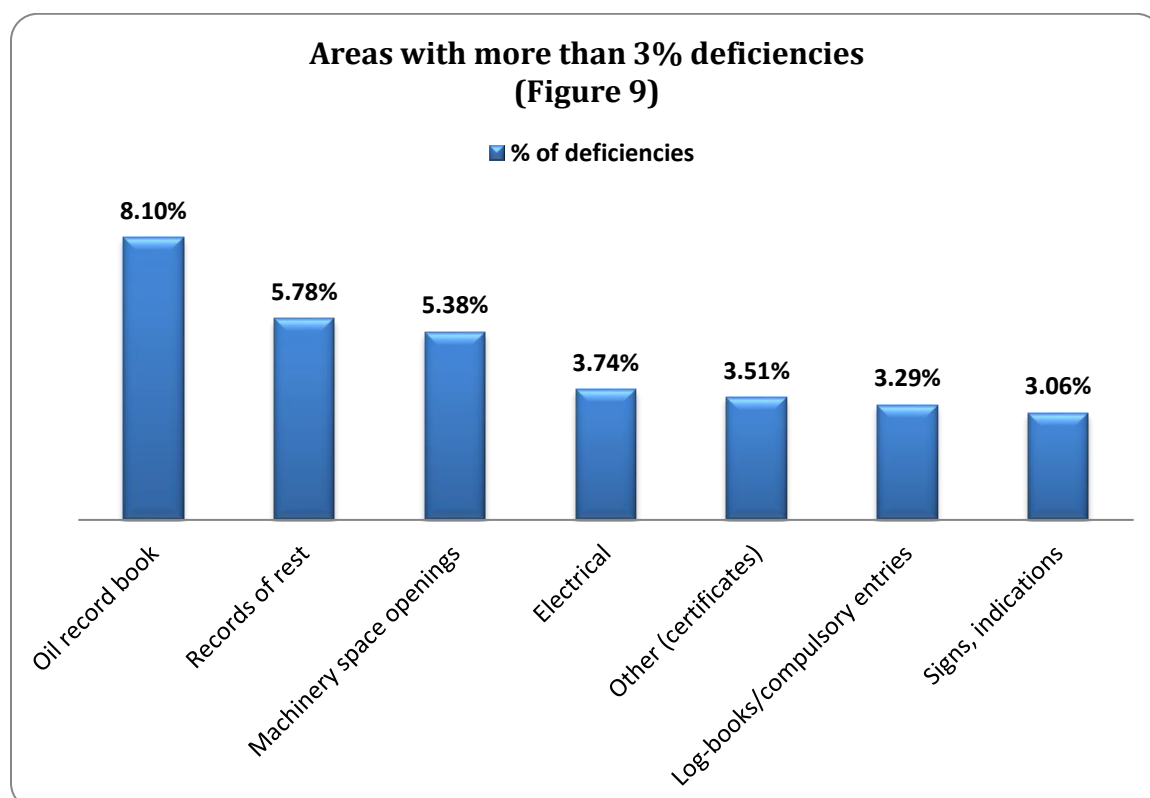
Nature of Deficiencies	Total No.	Percentage
01102: Cargo Ship Safety Construction (including exempt.)	12	0.68
01105 : Cargo Ship Safety (including exemption)	6	0.34
01106 : Document of Compliance (DOC/ ISM code)	29	1.64
01123 : Continuous synopsis record	13	0.74
01138 : International Energy Efficiency Certificate	6	0.34
01140 : Declaration of Maritime Labour Compliance (part I and II)	7	0.40
01199 : Other (certificates)	62	3.51
01201 : Certificates for master and officers	17	0.96
01202 : Certificate for rating for watchkeeping	17	0.96
01204 : Certificate for personnel on tankers	2	0.11
01214 : Endorsement by Flag State	8	0.45
01301 : Cargo Gear Record Book	2	0.11
01303 : Unattended Machinery Spaces (UMS) Evidence	7	0.40
01305 : Log-books/compulsory entries	58	3.28
01307 : Tables of working hours	37	2.09
01308 : Records of rest	102	5.77
01310 : Signs, indications	54	3.06
01311 : Survey report file	23	1.30
01314 : Shipboard oil pollution emergency plan (SOPEP)	37	2.09
01315 : Oil record book	143	8.09
01320 : Garbage record book	24	1.36
01324 : Material Safety Data Sheets(MSDS)	49	2.77
02101 : Closing devices/watertight doors	24	1.36
02105 : Steering gear	17	0.96
02107 : Ballast, fuel and other tanks	25	1.41
02108 : Electrical installations in general	3	0.17
02112 : Hull - corrosion	46	2.60
02114 : Bulkhead -corrosion	14	0.79
02117 : Decks - corrosion	45	2.55
02122 : Openings to cargo area, doors, ... scuttles	6	0.34
02126 : Cargo tank vent system	6	0.34
02199 : Other (structural condition)	33	1.87
03102 : Freeboard marks	2	0.11
03103 : Railing, gangway, walkway and means for safe passage	9	0.51
03107 : Doors	42	2.38



03108 : Ventilators, air pipes, casings	34	1.92
03109 : Machinery space openings	95	5.38
03112 : Scuppers, inlets and discharges	7	0.40
03199 : Other (load lines)	15	0.85
04101 : Public address system	5	0.28
04102 - Emergency fire pump & it's pipes	1	0.06
04102 : Emergency fire pump and its pipes	20	1.13
04103 : Emergency, lighting, batteries and switches	44	2.49
04114 : Emergency source of power - Emergency generator	2	0.11
04114 : Emergency source of power - Emergency generator	17	0.96
04116 : Means of communication between safety centre and other	8	0.45
05106 : INMARSAT ship earth station	2	0.11
05114 : Reserve source of energy	31	1.75
05115 : Radio log (diary)	7	0.40
07102 : Inert gas system	5	0.28
07105 : Fire doors/openings in fire-resisting divisions	10	0.57
07106 : Fire detection and alarm system	16	0.91
07108 : Ready availability of fire fighting equipment	19	1.08
07109 : Fixed fire extinguishing installation	16	0.91
07110 : Fire fighting equipment and appliances	30	1.70
07113 : Fire pumps and its pipes	7	0.40
07116 : Ventilation	1	0.06
07124 : Maintenance of Fire protection systems	14	0.79
07126 : Oil accumulation in engine room	8	0.45
07199 : Other (fire safety)	37	2.09
08107 : Machinery controls alarm	4	0.23
08199 : Other (alarms)	4	0.23
09103 : Ventilation (Accommodation)	5	0.28
09106 : Sanitary Facilities	11	0.62
09107 : Drainage	2	0.11
09125 : Ventilation	2	0.11
09127 : Cleanliness	10	0.57
09201 : Ventilation (Working spaces)	1	0.06
09203 : Lighting (Working spaces)	5	0.28
09204 : Safe means of access	1	0.06
09205 : Safe means of access Shore - Ship	16	0.91
09207 : Obstruction/slipping, etc.	5	0.28
09208 : Protection machinery	10	0.57
09209 : Electrical	66	3.74
09210 : Machinery	3	0.17
09211 : Steam pipes and pressure pipes	1	0.06
09213 : Gas instruments	8	0.45
09216 : Personal equipment	7	0.40
09219 : Pipes, wires (insulation)	7	0.40
09221 : Entry dangerous spaces	2	0.11
09223 : Gangway, accommodation-ladder	2	0.11
09227 : Ropes and wires	8	0.45
09229 : Winches & capstans	1	0.06
09230 : Adequate lighting - mooring arrangements	5	0.28
09232 : Cleanliness of engine room	4	0.23
09297 : Other (working space ILO)	3	0.17



09298 : Other (accident prevention)	13	0.74
09299 : Other (mooring)	7	0.40
10104 : Gyro compass	2	0.11
10105 : Magnetic compass	6	0.34
10109 : Lights, shapes, sound-signals	19	1.08
10111 : Charts	1	0.06
10116 : Nautical publications	7	0.40
10127 : Voyage or passage plan	2	0.11
10199 : Other (navigation)	2	0.11
11101 : Lifeboats	8	0.45
11117 : Lifebuoys incl. provision and disposition	8	0.45
11129 : Operational readiness of lifesaving appliances	1	0.06
13101 : Propulsion main engine	5	0.28
13102 : Auxiliary engine	7	0.40
13103 : Gauges, thermometers, etc	10	0.57
13104 : Bilge pumping arrangements	3	0.17
13108 : Operation of machinery	1	0.06
13199 : Other (machinery)	17	0.96
14199 : Other (MARPOL Annex I)	1	0.06
14402 : Sewage treatment plant	6	0.34
14501 : Garbage	4	0.23
14502 : Placards	1	0.06
14611 : Ozone-depleting substances	2	0.11
16105 : Access control to ship	2	0.11
16199 : Other (maritime security)	1	0.06
Grand Total	1767	100.00

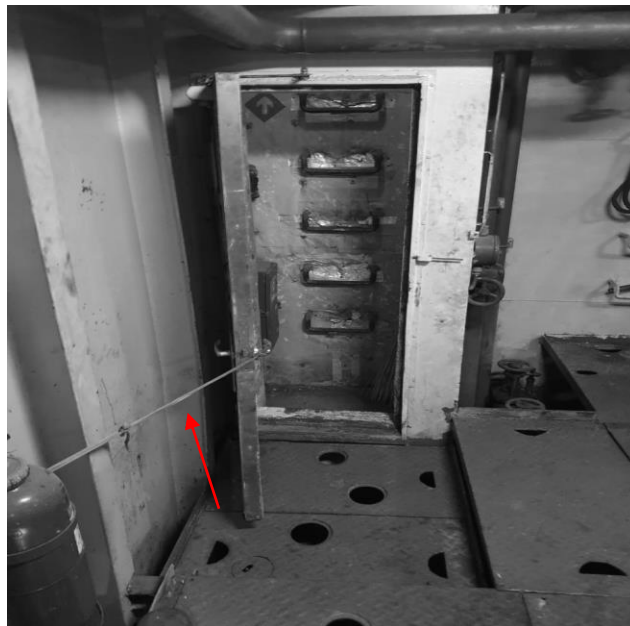


List of ships detained under PSC in 2018

Sr. No.	Date of Inspection	IMO No.	Ship Name	Flag	GT	Year Built	Ship Type	RO	Place of Inspection
1	2	3	4	5	6	7	8	9	10
1	17.01.2018	9562960	Tan Binh 89	Vietnam	4332	2008	Other Types of Ship	VR	Kolkata
2	08.02.2018	9584293	East Ayutthaya	Thailand	20809	2008	Bulk Carrier	KRS	Mangalore
3	20.02.2018	8510362	Oel Bengal	Panama	10676	1985	Container Ship	IRS	Kolkata
4	23.02.2018	9449326	Orchid	Hong Kong, China	8623	2007	General Cargo/Multi-Purpose Ship	BV	Mumbai
5	13.03.2018	9546320	Rainbow IVY	Hong Kong, China	8701	2008	General Cargo/Multi-Purpose Ship	BV	Cochin
6	04.05.2018	8901597	Hekmeh	Vanuatu	9815	1991	Bulk Carrier	NKK	Mangalore
7	17.05.2018	9126871	Noble Breeze	Saint Vincent and the Grenadines	10743	1997	Container Ship	NKK	Kolkata
8	14.06.2018	9444352	Ma Devi	Liberia	2177	2008	Offshore Service Vessel	DNV GL AS	Mumbai
9	06.07.2018	9111462	Lily Queen	Liberia	10749	1995	Container Ship	NKK	Kolkata
10	11.07.2018	9217929	Aifanourios	Bahamas	28693	2001	Bulk Carrier	LR	Paradip Garh
11	06.08.2018	9467885	Naftilos	Marshall Islands	16833	2007	Bulk Carrier	NKK	Mangalore
12	17.08.2017	9561007	Ocean 19	Viet Nam	4532	2008	General Cargo/Multi-Purpose Ship	VR	Haldia
13	21.08.2018	9578787	Ikan Parang	Singapore	33010	2008	Bulk Carrier	ABS	Chennai
14	28.08.2018	9461714	Anika	Thailand	8506	2008	Chemical Tanker	NKK	Chennai
15	26.10.2018	9030412	Goodman	Panama	2411	1991	Offshore Service Vessel	ABS	Mumbai
16	29.11.2018	9288576	SG FRIENDSHIP	Panama	11594	2003	chemical tanker	NKK	Sika
17	04.12.2018	9551686	ARAGONIT	Portugal	32987	2011	bulk carrier	LR	Mumbai
18	31.12.2018	9499450	STAR ERACLE	Norway	32839	2012	bulk carrier	DNV GL AS	Mumbai



PSC Deficiencies



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Flag State Inspection (FSI) Of Indian Ships



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 2018, there were 488 initial inspections of Indian flag vessels under FSI regime and this figure is about 70 initial inspections more than that conducted in 2017. Out of these 488 initial inspections, 21 inspections were general examinations conducted abroad by an Indian RO other than that which conducted the Statutory surveys of the vessel.

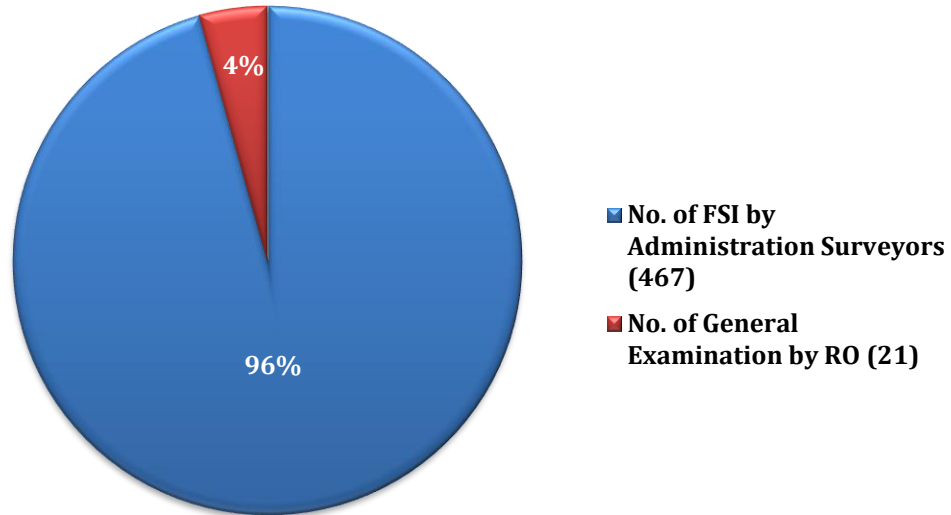
There were 3303 deficiencies raised in 467 initial FSI inspections constituting about an average of 7.07 deficiencies per ship. The 19 numbers of passenger vessels inspected registered the highest average deficiencies of 12.63 per vessel followed by 20 number container vessels inspected with an average of 11.60 deficiencies per vessel.

There were 10 vessels detained under FSI in 2018 constituting a three-year lowest detention rate of 2.14%. Among all ship types detained, the highest, i.e. 3 were oil tankers. However, based on detention rate, the 2-number oil tanker detained out of 32 vessels inspected constituted the highest detention rate of 6.25%.

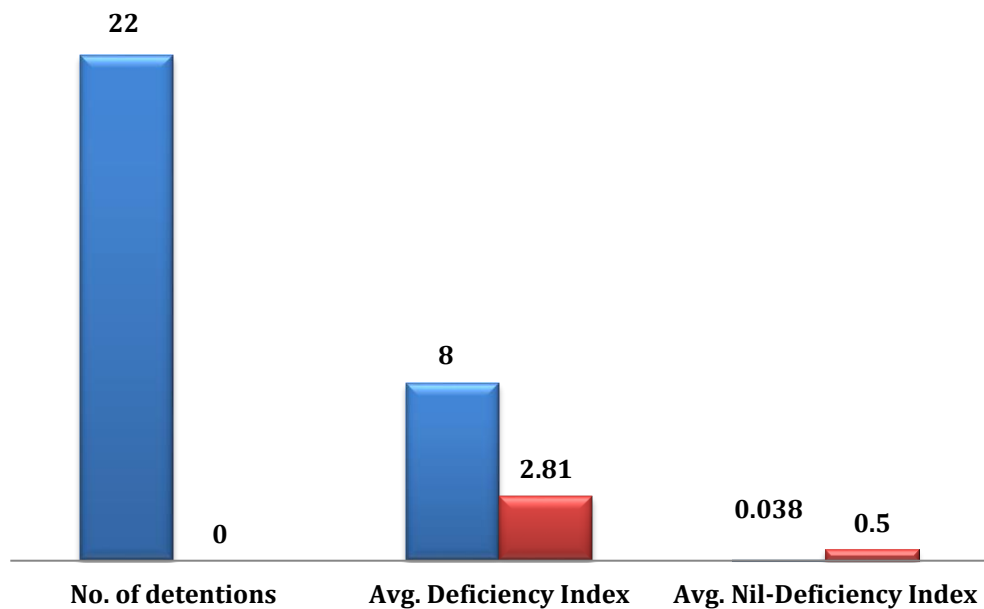


FSI Statistics for 2018

Comparison of FSI Inspections (in India) and GE (abroad) (Figure 10)

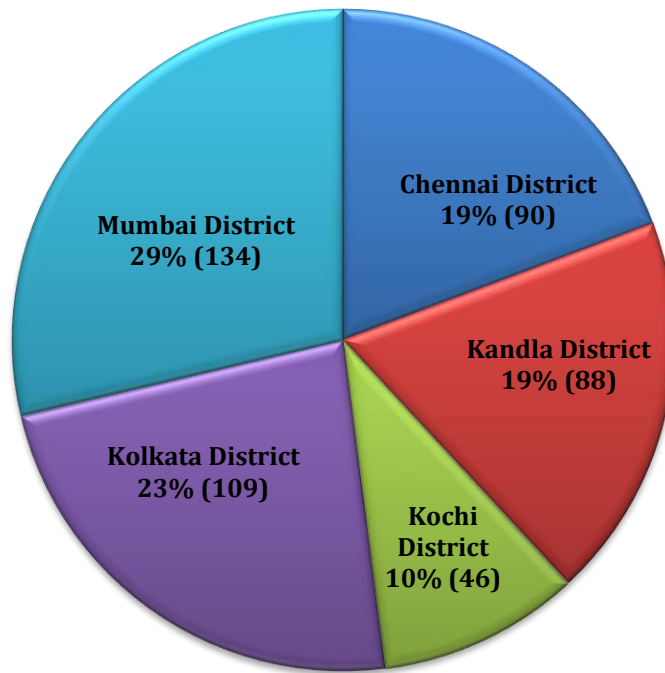


Performance of Indian Ships under FSI and GE (Figure 11)

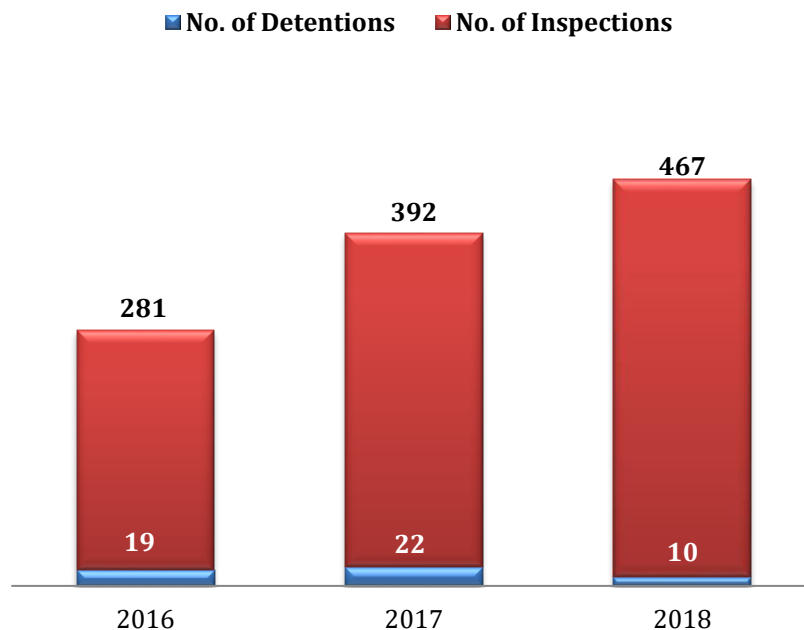


FSI Inspections and Detentions

Distribution of FSI Inspections across regions
(Figure 12)



Trends - Comparison of FSI Inspections and Detentions from 2016-2018 (Figure 13A)



**Trends - Detention Rate in FSI Inspections from 2016-2018
(Figure 13B)**

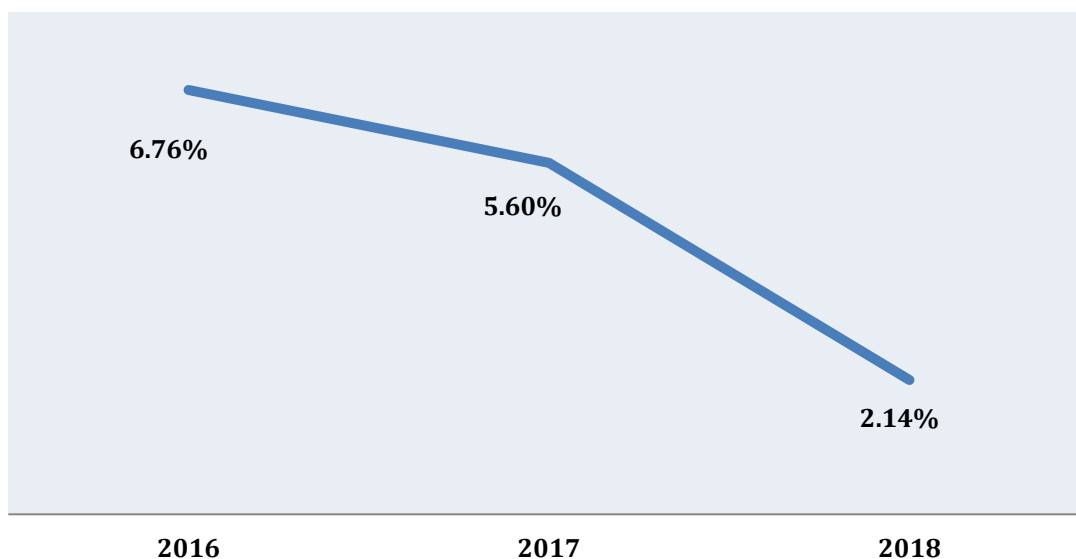


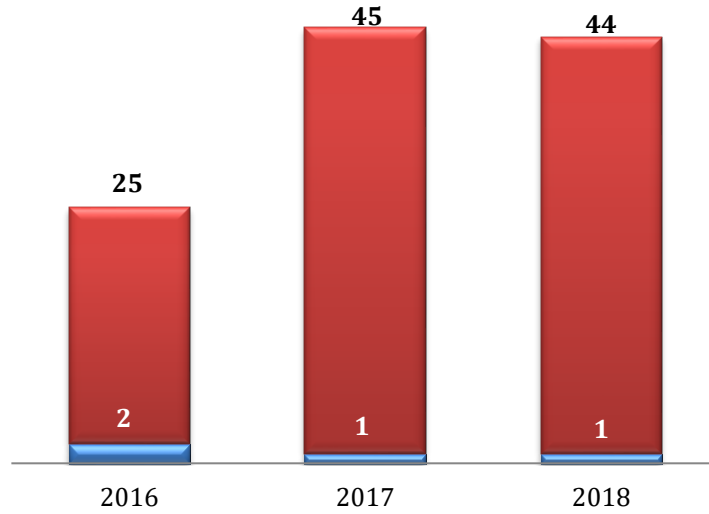
Table 4: Flag State Inspection Performance based on Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	467	10	7.07	1.9%
Bulk Carrier	44	1	8.20	0%
chemical tanker	1	0	13.00	0%
Container Ship	20	1	11.60	0%
Fiber Boat	1	0	2.00	0%
Gas Carrier	20	0	5.65	0%
General Cargo/Multi-Purpose Ship	32	2	9.56	0%
High Speed Passenger Craft	2	0	8.50	0%
MODU Or FPSO	2	0	10.00	0%
Offshore Service Vessel	48	0	6.04	2.1%
Oil Tanker	57	3	9.59	1.8%
Other Types of Ship	91	2	6.31	3.3%
Passenger Ship	19	0	12.63	0%
Special Purpose Ship	2	0	3.00	0%
Tugboat	128	1	4.98	3.1%

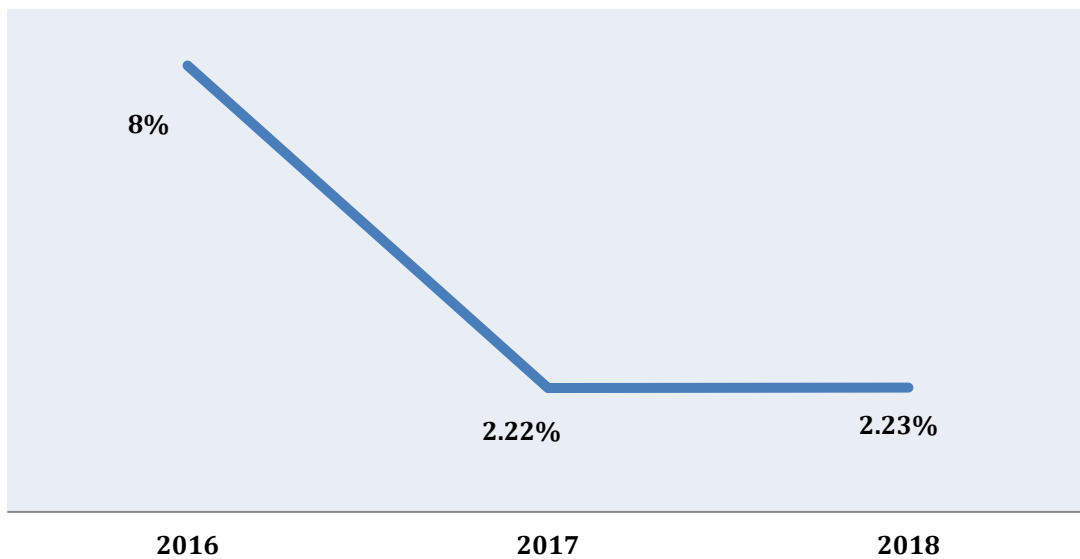


Trends - Comparison of FSI Inspections and Detentions of Bulk Carriers from 2016-2018 (Figure 14A)

■ No. of Detentions ■ No. of Inspections

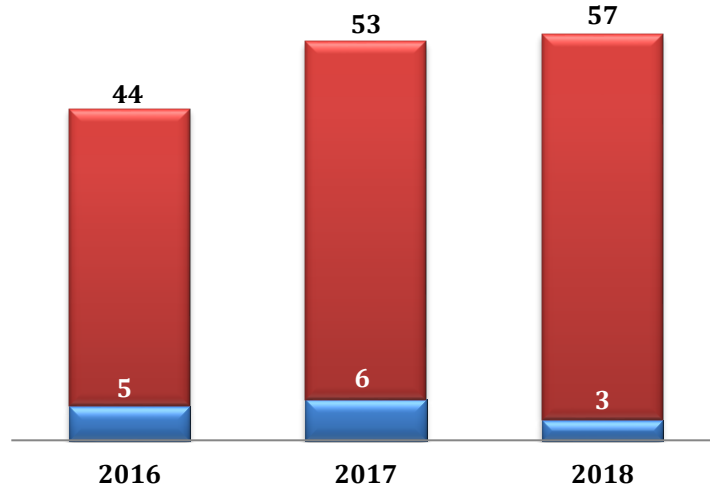


Trends - Comparison of Detention rate of Bulk Carriers from 2016-2018 (Figure 14B)

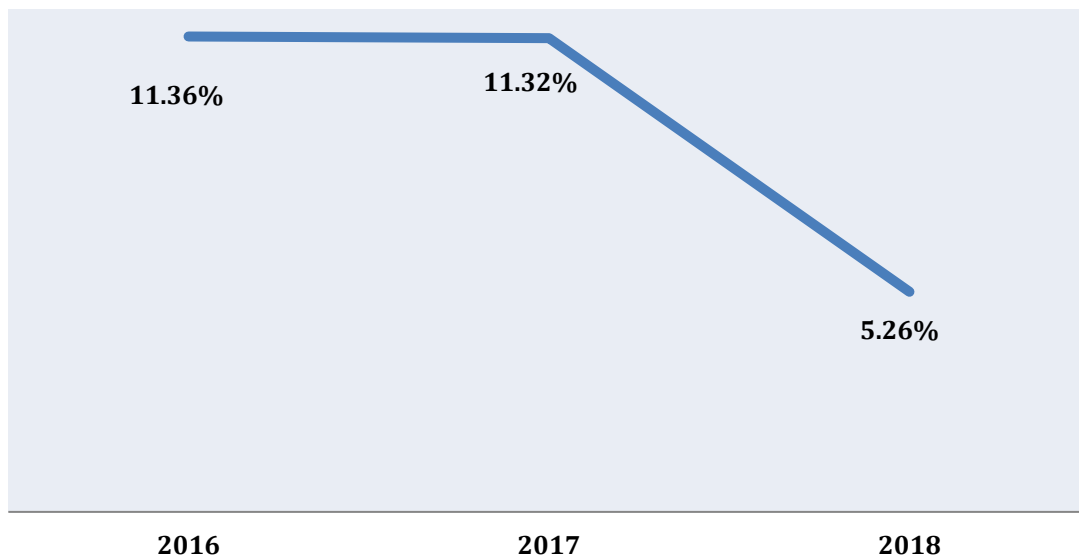


Trends - Comparison of FS Inspections and Detentions of Oil Tankers from 2016-2018 (Figure 14C)

■ No. of Detentions ■ No. of Inspections

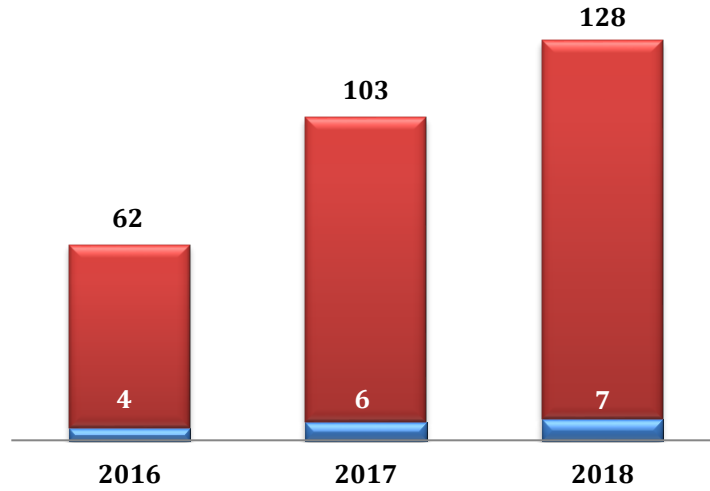


Trends - Comparison of of Detention rate of Oil Tankers from 2016-2018 (Figure 14D)

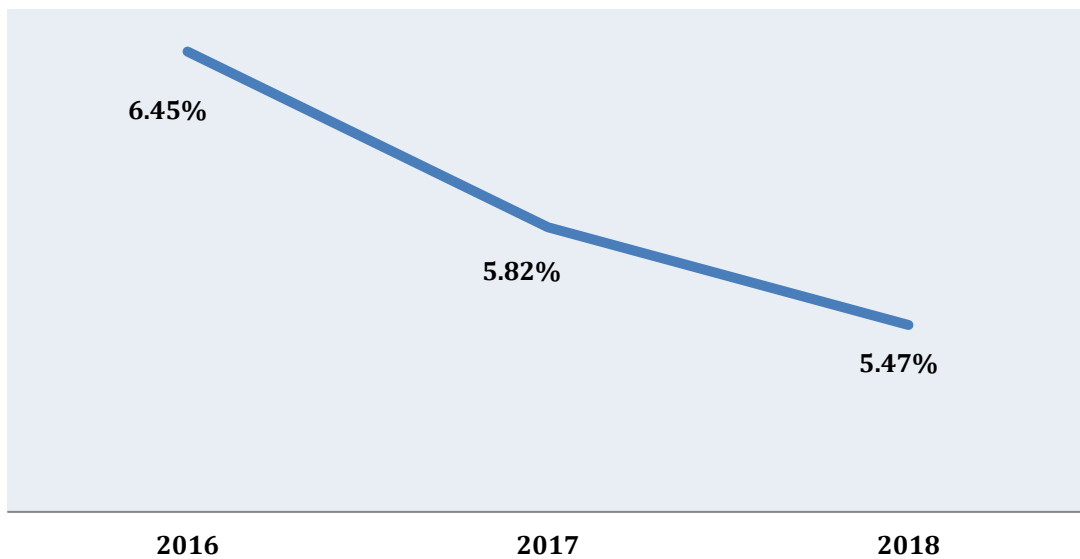


Trends - Comparison of FS Inspections and Detentions of Tug boats/Pilot launch from 2016-2018 (Figure 14E)

■ No. of Detentions ■ No. of Inspections

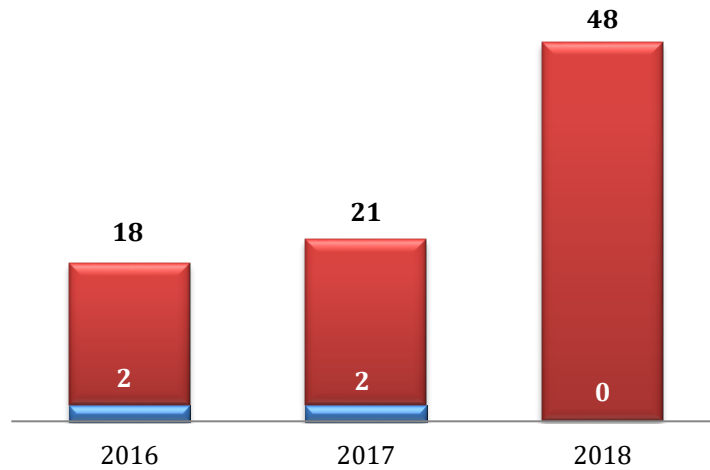


Trends - Comparison of of Detention rate of Tug boats/Pilot launch from 2016-2018 (Figure 14F)

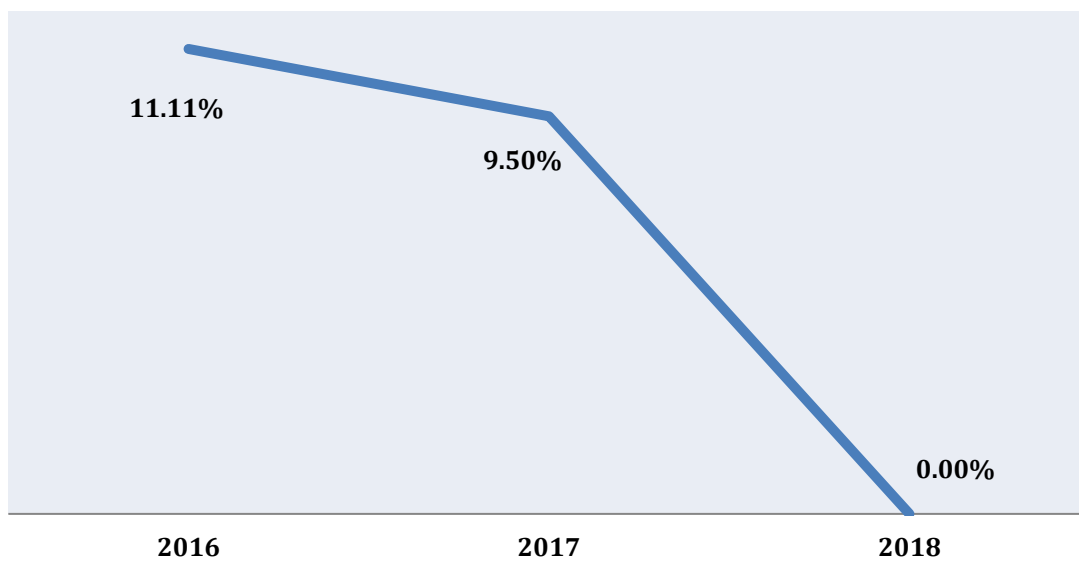


Trends - Comparison of FS Inspections and Detentions of Offshore vessels from 2016-2018 (Figure 14G)

■ No. of Detentions ■ No. of Inspections



Trends - Comparison of Detention rate of Offshore vessels from 2016-2018 (Figure 14H)



GE & FSI Performance of Ships

Table 5: General Examination Performance based on Ship Type

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Total	21	86	4.09	38.09%
Bulk Carrier	7	0	6.00	71.4%
Chemical tanker	1	0	0.00	0.00%
Container Ship	3	0	1.33	33.00%
General Cargo/Multi-Purpose Ship	1	0	13.00	0.00%
Oil Tanker	7	0	2.71	71.4%
Special Purpose Ship	1	0	0.00	0.00%
Tugboat	1	0	8.00	100%

Table 6A: FSI Performance of ships up to 500GT

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	162	1	5.42	2.4%
Fiber Boat	1	0	2.00	0%
General Cargo/Multi-Purpose Ship	1	0	10.00	0%
High Speed Passenger Craft	2	0	8.50	0%
Offshore Service Vessel	3	0	7.33	0%
Oil Tanker	1	0	7.00	0%
Other Types of Ship	18	0	5.89	0%
Passenger Ship	10	0	11.30	0%
Special Purpose Ship	1	0	4.00	0%
Tugboat	125	1	4.78	3.20%

Table 6B: FSI Performance of ships of above 500GT and below 3000 GT

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	114	4	7.04	0.00%
Bulk Carrier	7	0	7.43	0.00%
Gas Carrier	1	0	4.00	0.00%
General Cargo/Multi-Purpose Ship	22	2	10.73	0.00%
Offshore Service Vessel	36	0	6.42	0.00%
Oil Tanker	2	0	13.50	0.00%
Other Types of Ship	41	2	5.17	0.00%
Passenger Ship	2	0	10.50	0.00%
Tugboat	3	0	6.33	0.00%



Table 6C: FSI Performance of ships more than 3000 GT

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	191	5	8.49	2.10%
Bulk Carrier	37	1	8.35	0.00%
Chemical tanker	1	0	13.00	0.00%
Container Ship	20	1	11.60	0.00%
Gas Carrier	19	0	5.74	0.00%
General Cargo/Multi-Purpose Ship	9	0	6.67	0.00%
MODU Or FPSO	2	0	10.00	0.00%
Offshore Service Vessel	9	0	3.44	11.10%
Oil Tanker	54	3	9.31	1.90%
Other Types of Ship	32	0	7.41	6.30%
Passenger Ship	7	0	15.14	0.00%
Special Purpose Ship	1	0	2.00	0.00%

Table 7A: FSI Performance of ships up to 5 years of age

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	31	0	4.84	3.20%
Bulk Carrier	2	0	5	0.00%
General Cargo/Multi-Purpose Ship	1	0	3	0.00%
Offshore Service Vessel	14	0	4.92	7.10%
Other Types of Ship	3	0	4.67	0.00%
Special Purpose Ship	1	0	2	0.00%
Tugboat	10	0	5.2	0.00%

Table 7B: FSI Performance of ships above 5 years & up to 15 years of age

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	170	1	6.26	0.00%
Bulk Carrier	23	0	7.00	0.00%
Container Ship	7	0	10.43	0.00%
Gas Carrier	1	0	8.00	0.00%
General Cargo/Multi-Purpose Ship	5	0	6.80	0.00%
Offshore Service Vessel	20	0	6.20	0.00%
Oil Tanker	15	0	5.07	6.67%
Other Types of Ship	32	1	6.31	3.12%
Passenger Ship	9	0	11.11	0.00%
Tugboat	58	0	4.93	3.45%



Table 7C: FSI Performance of ships above 15 years & up to 25 years of age

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	176	7	7.51	0.57%
Bulk Carrier	18	0	9.72	0.00%
Chemical tanker	1	0	13.00	0.00%
Container Ship	13	1	12.23	0.00%
Fiber Boat	1	0	2.00	0.00%
Gas Carrier	13	0	5.69	0.00%
General Cargo/Multi-Purpose Ship	15	2	9.60	0.00%
High Speed Passenger Craft	2	0	8.50	0.00%
Offshore Service Vessel	10	0	5.70	0.00%
Oil Tanker	33	3	10.67	0.00%
Other Types of Ship	18	0	3.61	5.55%
Passenger Ship	4	0	10.50	0.00%
Tugboat	48	1	4.63	0.00%

Table 7D: FSI Performance of ships more than 25 years of age

Type of Vessel	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Types	90	2	8.52	3.30%
Bulk Carrier	1	1	15.00	0.00%
Gas Carrier	6	0	5.17	0.00%
General Cargo/Multi-Purpose Ship	11	0	11.36	0.00%
MODU Or FPSO	2	0	10.00	0.00%
Offshore Service Vessel	4	0	8.50	0.00%
Oil Tanker	9	0	12.11	0.00%
Other Types of Ship	38	1	7.21	2.60%
Passenger Ship	6	0	16.33	0.00%
Special Purpose Ship	1	0	4.00	0.00%
Tugboat	12	0	4.75	16.70%



FSI Performance of ROs and Shipping Companies

Table 8 : FSI Performance- Recognized Organization

Recognized Organization	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
All Ships	467	10	7.07	1.90%
IRS-ABS	27	0	5.74	7.40%
IRS-BV	11	0	9.82	0.00%
IRS-DNV	23	1	6.61	4.30%
IRS-KRS	2	0	3.50	0.00%
IRS-LR	26	0	5.65	3.80%
IRS-NK	20	0	6.95	5.00%
IRS-RINA	01	0	6.00	0.00%
IRS	356	9	7.27	1.10%

Table 9 : FSI Performance of Shipping Companies

Name of Company	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Dolphin Offshore Shipping Ltd.	1	0	7.00	0.00%
ABS Marine Services Pvt. Ltd.	3	0	6.00	0.00%
Adani Harbour Services Pvt. Ltd.	10	0	6.10	0.00%
Adel Shipping And Logistic Ltd	2	0	5.50	0.00%
Albatross Marine Services	3	1	8.00	0.00%
Amba Shipping and Logistics Pvt. Ltd.	6	0	7.83	0.00%
Ambuja Cements Ltd.	8	0	2.50	12.50%
Anglo Eastern Ship Management India Pvt. Ltd.	2	0	4.50	50.00%
Apeejay Shipping Ltd.	11	0	9.91	0.00%
Arkay Logistics Ltd.	3	0	8.00	0.00%
Arya Tankers Pvt. Ltd.	1	0	20.00	0.00%
AZA Shipping Pvt. Ltd.	2	0	1.00	0.00%
Bernhard Schulte Shipping (India) Pvt. Ltd., Mumbai	1	0	7.00	0.00%
Can Offshore Pvt Ltd	3	0	6.33	0.00%
Chandra Ship Management Pvt. Ltd.	2	0	4.00	0.00%
Comaco	1	0	7.00	0.00%
Crowley Accord Marine Management Pvt. Ltd.	3	0	12.67	0.00%
Darya Ship Management Pvt Ltd.	1	0	3.00	0.00%
Dawn Shipping Pvt. Ltd.	3	1	19.33	0.00%
Directorate Of Shipping Services	1	0	10.00	0.00%
Dolphin Offshore Shipping Ltd.	2	0	9.00	0.00%
Dream Marine Pvt Ltd	1	0	6.00	0.00%
Dredging Corporation Of India Ltd.	10	0	7.70	0.00%
Essar Shipping Limited, Mumbai	5	0	6.00	0.00%
Fleet Management India Pvt. Ltd.	3	0	4.33	0.00%
Galleon Shipping Ltd.	1	1	32.00	0.00%



Global Offshore Services Ltd	2	0	2.50	0.00%
Glory Ship Management Pvt. Ltd.	1	0	18.00	0.00%
Greatship India Ltd.	11	0	3.18	18.20%
Hal Offshore Limited	1	0	4.00	0.00%
Hind Offshore Pvt. Ltd.	9	0	5.00	0.00%
Hoger Offshore & Marine Pvt. Ltd.	4	1	7.25	0.00%
Igopl	1	0	9.00	0.00%
Imperial Classic Shipping	1	0	5.00	0.00%
Ind Aust Maritime Pvt. Ltd.	3	0	7.00	0.00%
Integrity Ships Pvt. Ltd.	4	0	16.25	0.00%
ITT Shipping Pvt. Ltd.	5	0	11.80	0.00%
JSW Steel (Salav) Ltd.	2	1	18.00	0.00%
K Line Ship Management India Pvt. Ltd.	2	0	4.00	0.00%
K Steamship Agencies Pvt. Ltd.	2	0	9.00	0.00%
Kakinada Seaports Ltd.	4	0	3.00	0.00%
Kei -Rsos Maritime Ltd.	1	0	4.00	0.00%
KESARI MARINE SERVICE	1	0	7.00	0.00%
Khattar Marine Services Pvt Ltd	1	0	16.00	0.00%
Lakshdweep Development Corporation Ltd.	4	0	6.00	0.00%
Libra Shipmanagement Pvt. Ltd.	1	0	4.00	0.00%
Lift & Shift India Pvt. Ltd.	1	0	8.00	0.00%
M J Marine Service Pvt Ltd	1	0	22.00	0.00%
Mak Logistics Pvt. Ltd.	4	0	10.00	0.00%
Mat Marine Services Pvt. Ltd.	2	0	4.50	0.00%
Mercator Ltd.	4	0	12.00	0.00%
MJ Marine Service Pvt. Ltd.	1	0	3.00	0.00%
Mundra Port Sez Pvt. Ltd.	10	0	5.00	0.00%
New Horizons Ship Management	2	0	7.00	0.00%
Ocean Sparkle Ltd.	44	0	3.30	4.50%
Offshore International Logistic	1	0	9.00	0.00%
Ongc	1	0	3.00	0.00%
Orion Maritime Pvt. Ltd. Mumbai	2	0	4.00	0.00%
Orion Offshore Services Pvt Ltd	1	0	10.00	0.00%
Pelagia Marine Services Private Limited, Mumbai	1	0	8.00	0.00%
PENNA SHIPPING LTD., HYDERABAD	1	0	2.00	0.00%
Penta Crystal Ship Management Pvt Ltd	1	0	4.00	0.00%
PLUTO SHIPPING LTD	1	0	6.00	0.00%
Polestar Maritime Ltd.	8	0	5.63	0.00%
Proactive Ship Management Pvt. Ltd.	3	0	15.00	0.00%
PSR Marine Services	1	0	7.00	0.00%
Quadrant Maritime Pvt.Ltd	1	1	15.00	0.00%
Raj Shipping Agency Ltd.	2	0	8.50	0.00%
Reliance Industries Ltd.	12	0	2.50	8.30%
S.R Offshore Pvt Ltd	2	0	6.50	0.00%
S.V.S Marine Services Pvt., Ltd.,	1	0	6.00	0.00%
sadhav shipping	1	0	6.00	0.00%
Safe Sure Marine Service Pvt Ltd	1	0	9.00	0.00%
Samson Maritime Ltd.	11	0	4.55	9.10%

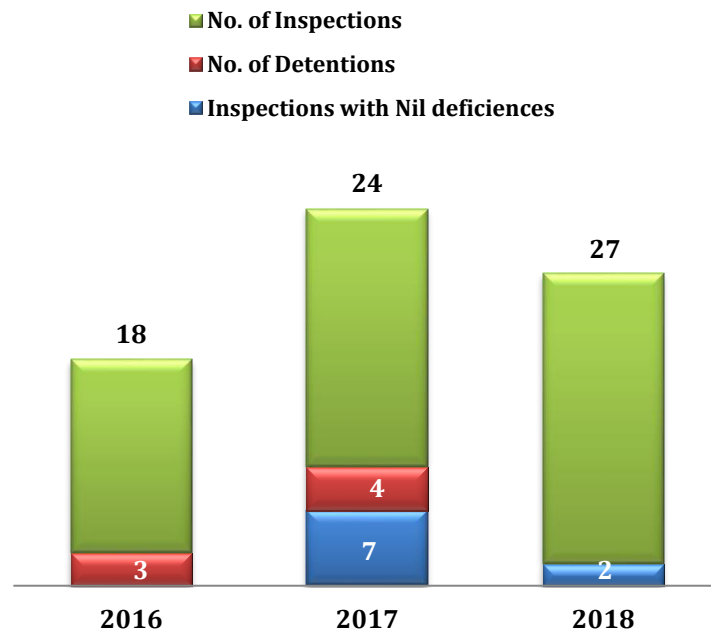


Sanmar Shipping Ltd.	5	0	7.20	0.00%
SCI	59	0	8.93	0.00%
Sea Sparkle Harbour Services Pvt. Ltd.	10	0	4.20	0.00%
Seamec Limited	3	0	8.33	0.00%
SEAPORT SHIPPING PVT. LTD., CHENNAI	1	0	6.00	0.00%
SEAWAYS OFFSHORE	1	0	7.00	0.00%
Seven Island Shipping Pvt. Ltd.	13	1	11.00	7.70%
Shree Krishna Stevedores Pvt Ltd	1	0	7.00	0.00%
Silver Port Services Pvt. Ltd.,	1	0	6.00	0.00%
Sima Marine India Pvt Ltd	4	0	7.50	0.00%
Sindhu Marine	1	0	3.00	0.00%
Sparkle Port Services Ltd.	2	0	3.50	0.00%
SS Offshore Pvt Ltd	2	0	4.50	0.00%
Star Shipping Co.	1	0	6.00	0.00%
Supreme Hydro Engineering Pvt. Ltd	1	0	8.00	0.00%
Sushe Marine Services Pvt. Ltd.	4	0	11.25	0.00%
Svitzer Hazira Ltd	1	0	6.00	0.00%
SVS Marine Service Pvt. Ltd.	6	0	6.50	0.00%
Synergy Oceanic Services India Pvt. Ltd.	12	0	6.50	0.00%
Tag Offshore Ltd.	12	1	8.50	0.00%
TCI Seaways	5	0	4.40	0.00%
The Great Eastern Shipping Co. Pvt. Ltd.	16	0	4.31	0.00%
The India Cement Ltd.	1	0	3.00	0.00%
Tolani Shipping Co.Ltd	1	0	8.00	0.00%
Transworld Ship Management	1	1	21.00	0.00%
Triton Maritime Pvt Ltd	4	0	8.25	0.00%
Tuticorin Port Trust	1	0	10.00	0.00%
TW Ship Management Pvt. Ltd.	12	0	12.42	0.00%
United Shipper Ltd.	2	0	11.50	0.00%
V. Ships Ship Management (India) Pvt. Ltd., Chennai	1	0	5.00	0.00%
Vamsee Shipping Carrier Private Limited	1	0	5.00	0.00%
Van Oord India Pvt. Ltd.	4	0	3.25	0.00%
Vinayak Marine Services Pvt. Ltd.	3	0	6.00	0.00%
Vision Maritime Pvt. Ltd.	2	0	6.50	0.00%
Yar Shipping And Catering Pvt Ltd.	1	0	9.00	0.00%
Zen Shipping & Ports India Pvt Ltd	2	1	18.00	0.00%

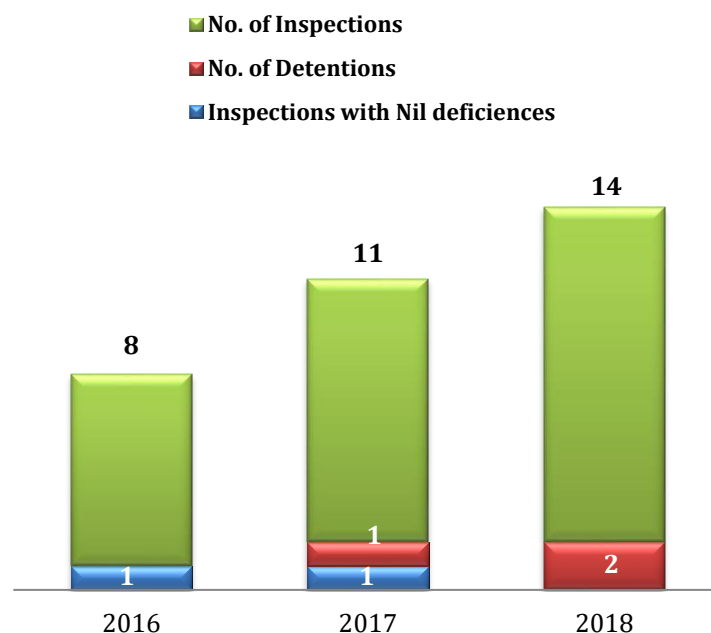


Trend Analysis of Performance parameters: Inspections

Trends - Performance parameters: ABS (Figure 15A)

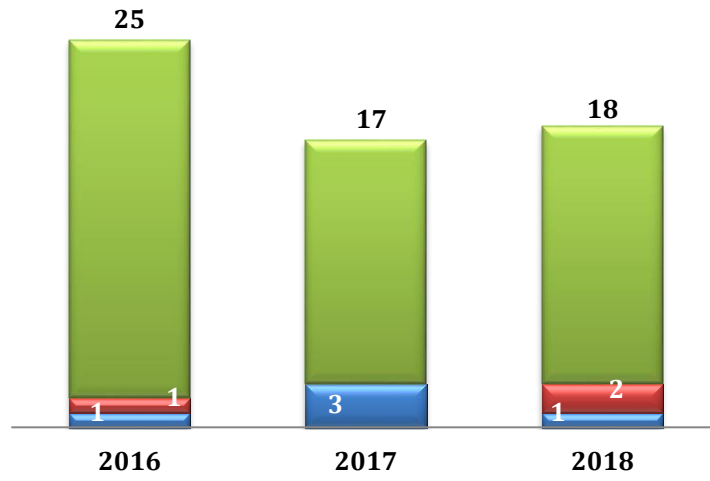


Trends - Performance parameters: BV (Figure 15B)



Trends - Performance parameters: DNV-GL(AS) (Figure 15C)

- No. of Inspections
- No. of Detentions
- Inspections with Nil deficiencies



Trend analysis of Flag State Inspection Statistics

Table 10: Distribution of Deficiencies across Deficiency Codes

Nature Of Deficiencies	No. of Deficiencies	Percentage
01101 : Cargo Ship Safety Equipment (including exemption)	80	2.42
01102: Cargo Ship Safety Construction (including exempt.)	13	0.39
01104 : Cargo Ship Safety Radio (including exemption)	15	0.45
01106 : Document of Compliance (DoC/ ISM)	11	0.33
01113 : Minimum Safe Manning Document	99	3.00
01117 : International Oil Pollution Prevention (IOPP)	6	0.18
01119 - International Sewage Pollution Prevention Cert.	6	0.18
01122 : International ship security certificate	39	1.18
01123 : Continuous synopsis record	89	2.69
01127 : Special Purpose Ship Safety	7	0.21
01131 : International Anti-fouling-System Certificate	7	0.21
01132 : Tonnage certificate	18	0.54
01134 : Other (certificates)	326	9.87
01201 : Certificates for master and officers	36	1.09
01203 : Certificates for radio personnel	3	0.09
01209 : Manning specified by the minimum safe manning doc	32	0.97
01213 : Evidence of Basic Training	26	0.79
01214 - Endorsement by Flag State	7	0.21
01216 : Other (STCW)	16	0.48
01217 : Ship Security Officer Certificate	8	0.24
01305 : Log-books/compulsory entries	376	11.38
01307 : Tables of working hours	44	1.33
01308 : Records of rest	125	3.78
01309 : Fire control plan - all	30	0.91
01310 : Signs, indications	104	3.15
01311 : Survey report file	15	0.45
01314 : SOPEP	46	1.39
01315 : Oil record book	46	1.39
01317 - Cargo record book	10	0.30
01320 : Garbage record book	5	0.15
01322 : Conformance Test Report	4	0.12
01323 : Fire safety operational booklet	21	0.64
01324 : Material Safety Data Sheets(MSDS)	13	0.39
02101 : Closing devices/watertight doors	80	2.42
02102 : Damage control plan	6	0.18
02105 : Steering gear	98	2.97
02106 : Hull damage impairing seaworthiness	24	0.73
02107 : Ballast, fuel and other tanks	14	0.42
02109 - Permanent means of access	7	0.21
02111 : Beams, frames, floors-corrosion	29	0.88
02112 : Hull - corrosion	32	0.97
02114 : Bulkhead -corrosion	12	0.36
02117 : Decks - corrosion	94	2.85
02126 : Cargo tank vent system	18	0.54
03102 : Freeboard marks	95	2.88



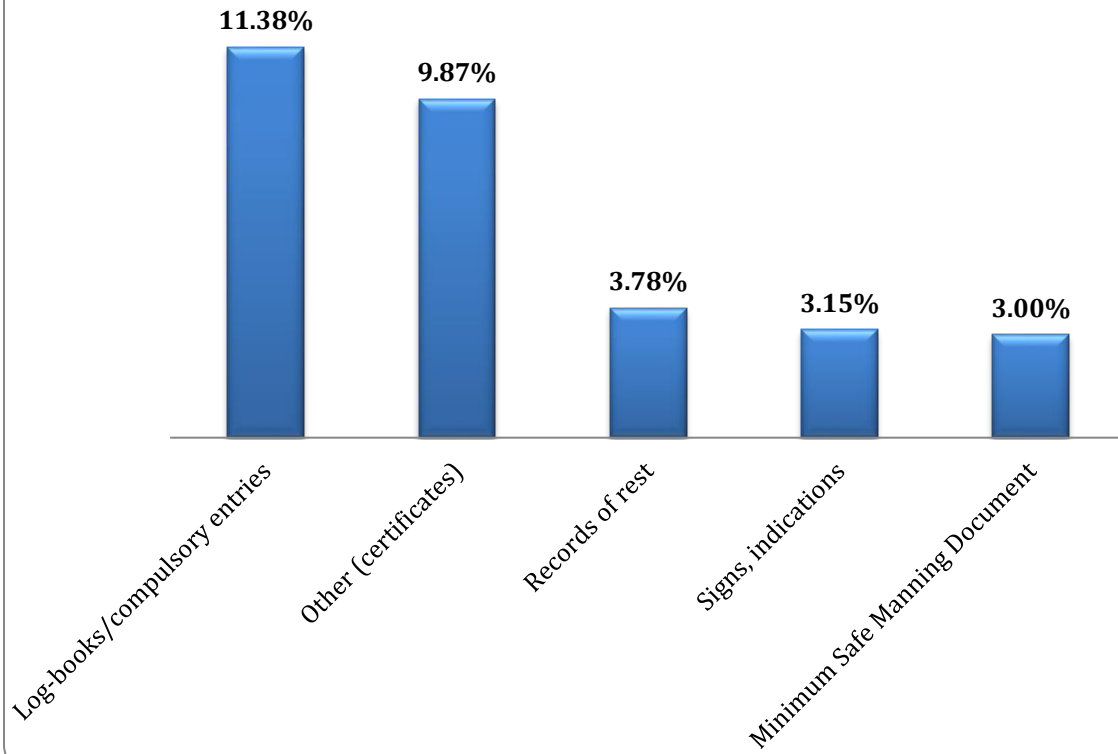
03103 : Railing, gangway, walkway and means for safe passage	40	1.21
03104 : Cargo & other hatchways	6	0.18
03105 : Covers (hatchway-, portable-, tarpaulins, etc.)	19	0.58
03106 : Windows, side scuttles and deadlights	2	0.06
03107 : Doors	41	1.24
03108 : Ventilators, air pipes, casings	41	1.24
03112 : Scuppers, inlets and discharges	6	0.18
03115 : Other (load lines)	23	0.70
04101 : Public address system	20	0.61
04102 : Emergency fire pump and its pipes	32	0.97
04103 : Emergency, lighting, batteries and switches	38	1.15
04106 : Emergency steering position com./ compass reading	4	0.12
04108 : Muster list	3	0.09
04110 : Abandon ship drills	5	0.15
04114 : Emergency source of power - Emergency generator	22	0.67
05102 : Functional requirements	12	0.36
05109 : VHF radio installation	5	0.15
05110 : Facilities for reception of marine safety inform.	26	0.79
05111 - Satellite EPIRB 406MHz/1.6GHz	32	0.97
05114 : Reserve source of energy	14	0.42
05115 : Radio log (diary)	11	0.33
05118 : Operation of GMDSS equipment	4	0.12
06104 : Lashing material	4	0.12
06105 : Other (cargo)	18	0.54
06106 : Cargo transfer - Tankers	6	0.18
06107 - Cargo operation	6	0.18
07105 - Fire doors/openings in fire-resisting divisions	19	0.58
07105 : Fire doors/openings in fire-resisting divisions	18	0.54
07106 - Fire detection and alarm system	15	0.45
07106 : Fire detection and alarm system	28	0.85
07110 : Firefighting equipment and appliances	8	0.24
07111 : Personal equipment for fire safety	13	0.39
07113 : Fire pumps and its pipes	19	0.58
07115 : Fire-dampers	8	0.24
07119 : Other (fire safety)	21	0.64
07120 : Means of escape	10	0.30
07122 : Fire control plan	2	0.06
08103 : Fire alarm	6	0.18
08107 : Machinery controls alarm	4	0.12
08111 : Other (alarms)	15	0.45
09102 : Dirty, parasites	6	0.18
09106 : Sanitary Facilities	2	0.06
09112 - Medical Equipment	10	0.30
09116 : Furnishings	2	0.06
09123 : Other (crew and accommodation)	5	0.15
09127 - Cleanliness	20	0.61
09201 : Ventilation (Working spaces)	1	0.03
09203 : Lighting (Working spaces)	5	0.15
09205 : Safe means of access Shore - Ship	9	0.27



09207 - Obstruction/slipping, etc.	5	0.15
09208 : Protection machinery	4	0.12
09209 : Electrical	59	1.79
09209 : Navigation light base found corroded	2	0.06
09210 : Machinery	4	0.12
09216 - Personal equipment	2	0.06
09219 : Pipes, wires (insulation)	2	0.06
09221 : Entry dangerous spaces	7	0.21
09222 : Other (accident prevention)	11	0.33
09223 - Gangway, accommodation-ladder	21	0.64
09225 - Loading and unloading equipment	14	0.42
09228 : Anchoring devices	10	0.30
09229 - Winches & capstans	11	0.33
09231 - Other (mooring)	10	0.30
10103 - Radar	2	0.06
10105 : Magnetic compass	14	0.42
10109 : Lights, shapes, sound-signals	17	0.51
10110 - Signaling lamp	10	0.30
10111 - Charts	18	0.54
10114 - Voyage data recorder (VDR)/Simplified Voyage data recorder	3	0.09
10116 - Nautical publications	15	0.45
10119 - Rudder angle indicator	11	0.33
11104 : Rescue boats	11	0.33
11108 - Inflatable life rafts	12	0.36
11109 - Rigid life rafts	5	0.15
11117 : Lifebuoys incl. provision and disposition	1	0.03
11118 - Lifejackets incl. provision and disposition	17	0.51
11129 : Operational readiness of lifesaving appliances	2	0.06
11131 - On board training and instructions	5	0.15
13107 : Other (machinery)	2	0.06
14102 - Retention of oil on board	17	0.51
14119 - Oil and oily mixtures from machinery spaces	21	0.64
14402 - Sewage treatment plant	2	0.06
14402 - Sewage treatment plant.	12	0.36
14502 : Placards	2	0.06
14503 - Garbage management plan	4	0.12
14602 - Record book of engine parameters Rectify Deficiency within 14 days.	9	0.27
15107 - Emergency preparedness Rectify Deficiency within 3 months.	3	0.09
15112 - Certification, verification and control	12	0.36
16101 - Security related defects	14	0.42
16105 : Access control to ship	22	0.67
Total	3303	100.00



**Areas with more than 3% deficiencies
(Figure 16)**



List of ships detained under FSI (Table 11)

Sr. No.	Date of Inspection	IMO No.	Ship Name	Name of Owner	GT	Year Built	Ship Type	RO	Place of Inspection
1	2	3	4	5	6	7	8	9	10
1	09.04.2018	9079171	Dawn Mathura	Dawn Shipping Pvt. Ltd.	28226	1995	Oil Tanker	IRS	Vizag
2	28.05.2018	8308458	Albatross 01	Albatross Marine Services	1310	1984	Other Types of Ship	IRS	Mumbai
3	07.06.2018	9129512	Guru Kripa	Galleon Shipping Ltd.	1592	1997	General Cargo/Multi-Purpose Ship	IRS	Mumbai
4	28.06.2018	9084619	Mangalam	JSW Steel (Salav) Ltd.	1874	1994	General Cargo/Multi-Purpose Ship	IRS	Mumbai
5	29.06.2016	9168544	SSL Chennai	Transworld Ship Management	8214	1998	Container Ship	IRS	Kolkata
6	22.08.2018	9047374	Oaktree	Seven Island Shipping Pvt. Ltd.	28277	1993	Oil Tanker	IRS	Haldia
7	29.08.2018	9379002	Tag-7	Tag Offshore Ltd.	1906	2010	Other Types Of Ship	IRS/DNV	Mumbai
8	29.08.2018	8015659	Vighnharta	Quadrant Maritime Pvt.Ltd	40504	1982	Bulk Carrier	IRS	Vizag
9	14.11.2018	9193018	ANANYA	Hoger Offshore & Marine Pvt. Ltd.	292	2000	tugboat	IRS	Mumbai
10	13.12.2018	9240914	MT TULIP	Zen Shipping & Ports India Pvt Ltd	5998	2000	oil tanker	IRS	Haldia



FSI Deficiencies



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Port State Control (PSC) of Indian Flag vessels in Foreign Ports



Member States of the prominent MoUs on Port State Control



1. Paris MoU
2. Tokyo MoU
3. Indian Ocean MoU
4. Mediterranean MoU
5. Acuerdo de Vina del Mar (Latin American MoU)
6. Caribbean MoU
7. Abuja MoU
8. Black Sea MoU
9. Riyadh MoU
10. United States Coast Guard MoU



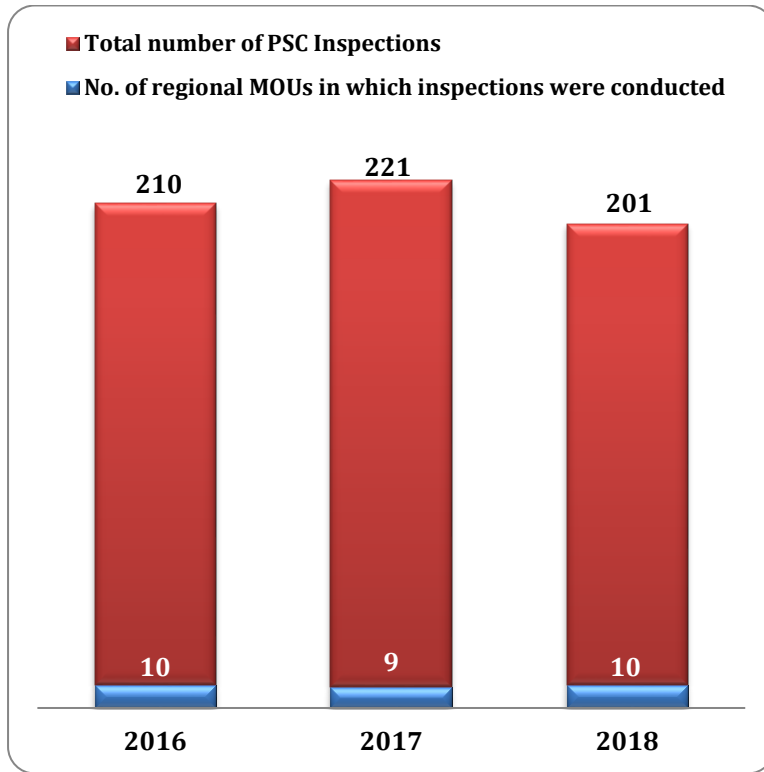
There were a total of 201 inspections in 10 PSC regimes worldwide. These vessels are managed by about 25 Indian companies holding Indian DOC. Nearly 79 out of 201 inspections (constituting about 39% of all the inspections) were conducted in TOKYO PSC regime.

Compared to 11 detentions in 2017, there were 08 detentions in 2018; however, in terms of detention rate, it constituted 3.98% detention rate compared to 4.91% in 2016. There were 5 detentions each in Tokyo MOU regions with a detention rate of 6.33%. The 201 inspections resulted in about 420 deficiencies, that is about 2.08 deficiencies per vessel. 52.24% of all inspected vessels resulted in nil deficiencies.

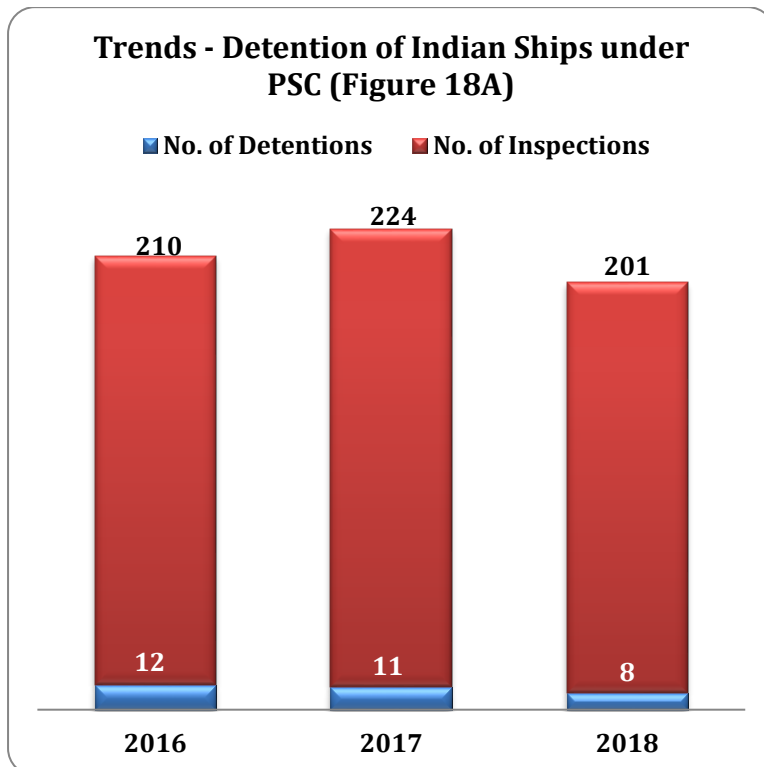


Detention and Detention Trends of Indian Ships

Distribution of inspections of Indian vessels under PSC (Figure 17)

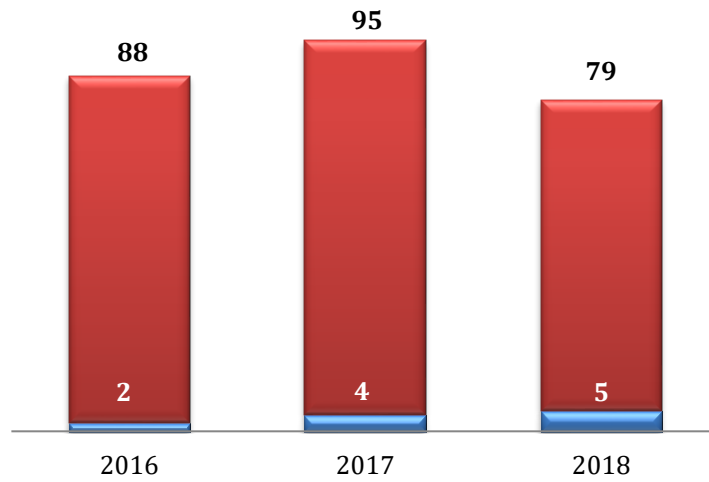


Trends - Detention of Indian Ships under PSC (Figure 18A)



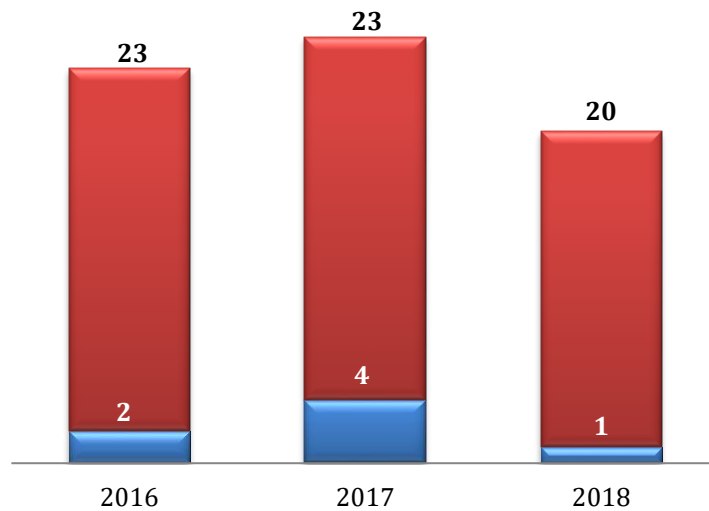
Trends - Detention of Indian Flag Vessels inspected in Tokyo MoU (Figure 18B)

■ No. of Detentions ■ No. of Inspections



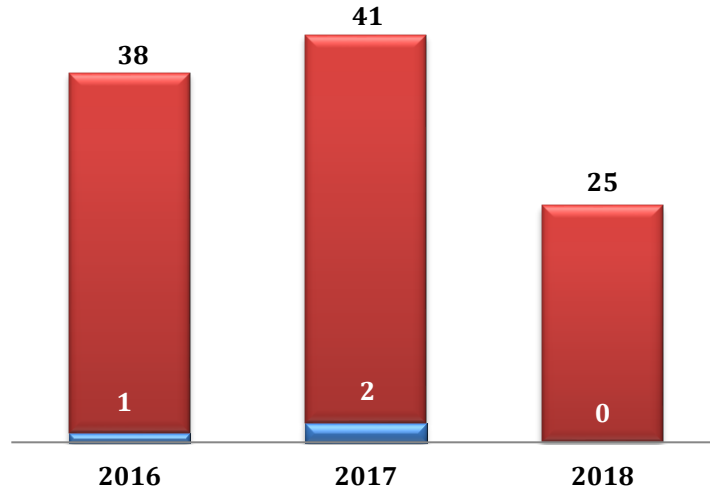
Trends - Detention of Indian Flag Vessels inspected in Paris MoU (Figure 18C)

■ No. of Detentions ■ No. of Inspections



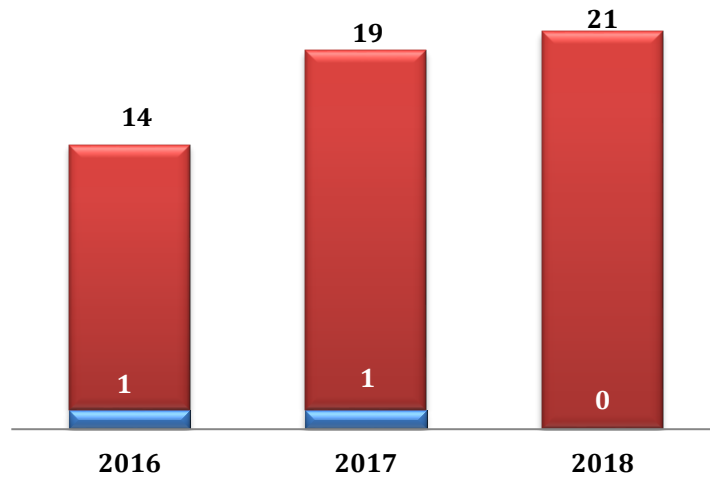
Trends - Detention of Indian Flag Vessels inspected in Riyadh MoU (Figure 18D)

■ No. of Detentions ■ No. of Inspections



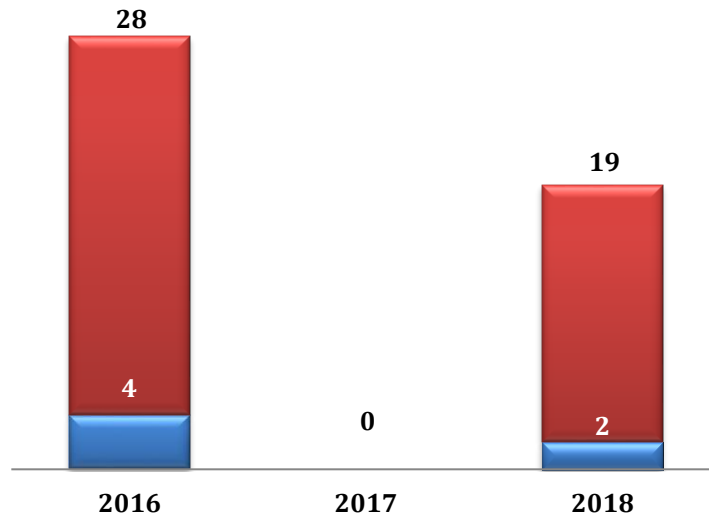
Trends - Detention of Indian Flag Vessels inspected in USCG (Figure 18E)

■ No. of Detentions ■ No. of Inspections



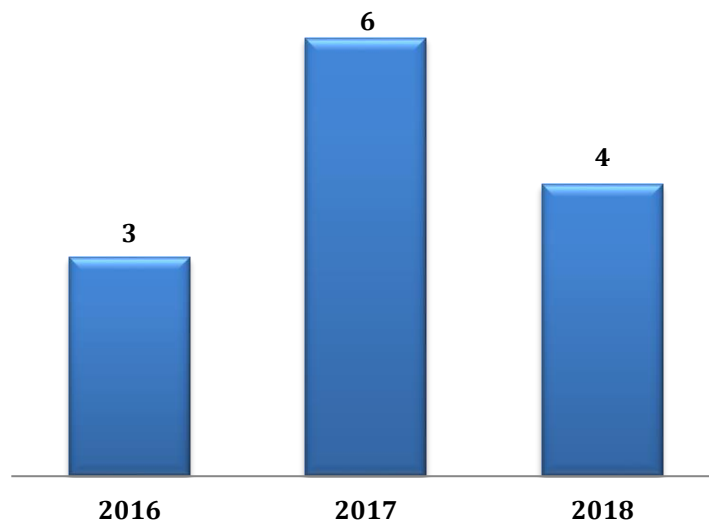
Trends - Detention of Indian Flag Vessels inspected in IOMOU (Figure 18F)

■ No. of Detentions ■ No. of Inspections



Trends - Detention of Indian Flag in Regional PSC Regimes (Figure 18G)

■ No. of Detentions



Performance of Indian Flag Vessels inspected under various PSC Regimes

Table12 : Performance in various Regional PSC Groups

Total Inspections/ Inspections under PSC Regimes	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
Abuja MOU	4	0	0.00	100.00%
Black Sea MOU	7	0	0.71	86.00%
IOMOU	19	2	2.73	53.00%
MED-MOU	2	0	2.00	100.00%
Paris MOU	20	1	2.85	35.00%
Riyadh MOU	25	0	1.12	56.00%
Tokyo MOU	79	5	2.87	45.00%
USCG	21	0	0.95	48.00%
VINA-DEL-MAR MOU	21	0	0.57	76.00%
Total	201	8	2.09	52.00%



Performance of Indian Ships: Age based

Table 13A : Age based Performance of Indian Vessels

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	22	0	0.55	81%
6-15 Years	125	3	1.70	52%
16-25 Years	52	4	3.50	47%
More than 25 years	2	1	6.50	0%
All	201	8	2.09	52%

Table 13B : Age based Performance of Bulk Carriers

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	15	0	0.73	80%
6-15 Years	70	3	2.53	38%
16-25 Years	19	1	4.16	42%
More than 25 years	0	-	-	-
All	104	4	2.57	44%

Table 13C : Age based Performance of Chemical Tankers

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	0	-	-	-
6-15 Years	4	0	1.00	50%
16-25 Years	4	0	3.00	25%
More than 25 years	0	-	-	-
All	8	0	2	62.5%

Table 13D : Age based Performance of Container Vessels

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	0	0	-	-
6-15 Years	2	0	0.00	100%
16-25 Years	8	1	4.75	37.5%
More than 25 years	0	0	-	-
All	10	1	3.80	50%



Table 13E : Age based Performance of Gas Carriers

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	0	0	-	-
6-15 Years	3	0	0.00	100%
16-25 Years	6	0	1.5	50%
More than 25 years	1	0	3.00	0%
All	10	0	1.2	60%

Table 13F : Age based Performance of Other Type Vessels

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	1	0	0.00	100%
6-15 Years	5	0	0.80	60%
16-25 Years	0	0	-	-
More than 25 years	1	1	10.00	0%
All	7	1	2.00	57%

Table 13G : Age based Performance of Oil Tankers

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	6	0	0.16	8.3%
6-15 Years	41	0	0.68	68.3%
16-25 Years	13	2	3.38	46.1%
More than 25 years	0	-	-	-
All	60	2	1.22	65%

Table 13H : Age based Performance of General Cargo Vessels

Type of Vessel and Age Bracket	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
0-5 Years	0	-	-	-
6-15 Years	0	-	-	-
16-25 Years	2	0	0.00	100%
More than 25 years	0	-	-	-
All	2	0	0.00	100%

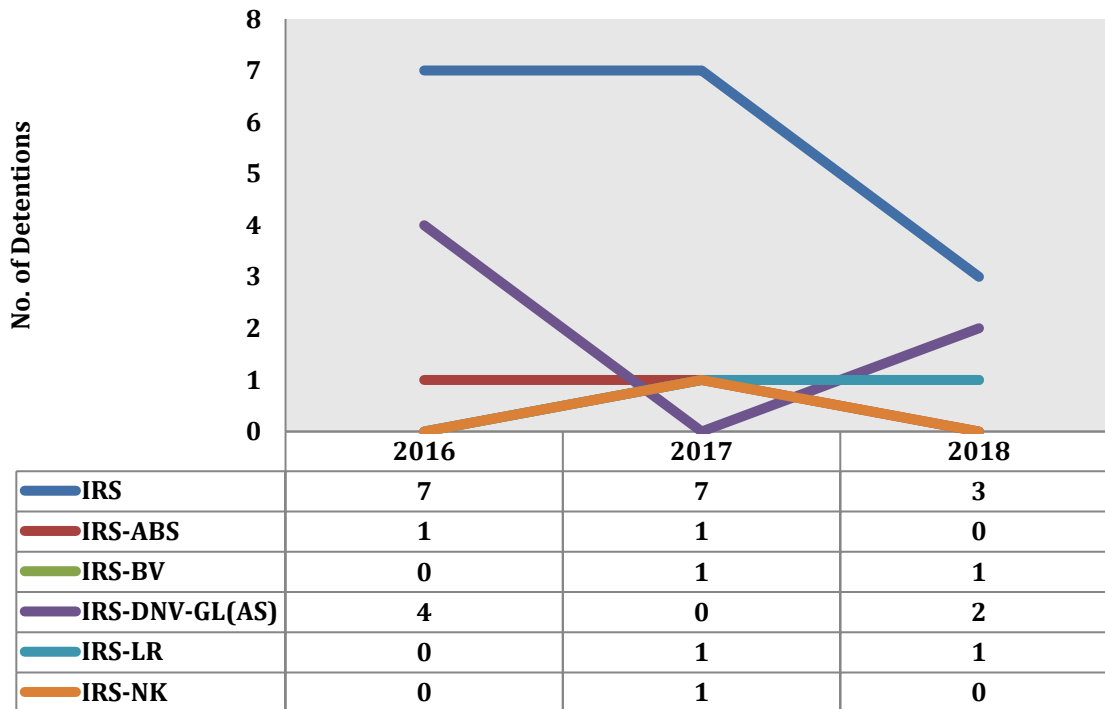


Performance and Performance Trends of Recognized Organizations

Table 14: Performance of Recognized Organizations

Recognized Organization	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
ABS	1	0	0	100%
BV	1	0	0	100%
DNV/ GL	1	0	0	100%
IRS	75	3	2.25	53.3%
IRS/ ABS	44	0	1.04	68.2%
IRS/ BV	4	1	5.5	25%
IRS/ DNV	18	2	2.39	44.4%
IRS/ LR	44	1	2.54	40.9%
IRS/ NKK	8	0	0.88	37.5%
LR	5	1	3.2	40%
All	201	8	2.09	52%

Trends - Detention by ROs (Figure 19)



Performance of Indian Shipping Companies

Table 15: Performance of Indian DOC Holders

Company	Number of Inspections	Number of Detentions	Avg. Deficiency Index	Nil-Deficiency Rate
ASP Ship Management (India) Pvt Ltd	5	0	3.00	80%
AZA Shipping Pvt. Ltd.	5	0	4.00	40%
Bernhard Schutle Shipping (India) Pvt. Ltd.	1	0	15.00	0%
Crowley Accord Marine Management Pvt. Ltd.	1	0	2.00	0%
Darya Ship Management	1	0	4.00	0%
Dwan Shipping Pvt. Ltd.	1	1	13.00	0%
Five Star Shipping Co. Pvt. Ltd.	18	0	3.63	55.6%
Fleet Management India Pvt. Ltd.	8	1	5.50	50%
GESCO	80	1	2.83	62.5%
Global Unted Shipping Pvt. Ltd.	1	0	-	100%
IGOPL Offshore Pvt. Ltd.	1	1	10.00	0%
L & T Sapura Pvt. Ltd.	1	0	-	100%
Pacific International Lines Pvt. Ltd.	2	0	7.00	50%
Quadrant Maritime	1	1	15.00	0%
Sai Maritime & Mangmnt Pvt. LTd.	2	0	-	100%
Samson Maritime	1	0	-	100%
SCI	33	3	4.82	33.3%
Seavie Pvt. Ltd.	8	0	3.33	62.5%
Seven Island Shipping Ltd.	1	0	-	100%
Synergy Oceanic Services Pvt. Ltd.	3	0	2.00	66.7%
TCI Seaways	1	0	7.00	0%
T-Eridite Ship Managers Pvt.Ltd.	1	0	-	100%
Tolani Shipping Co. Ltd.	16	0	5.18	31.3%
Tw Ship Management Pvt. Ltd.	6	0	4.50	66.7%
Zen Shipping	3	0	4.00	0%



List of Detainable deficiencies observed during the PSC Inspection of Indian Flag Ships

Sr. No	Ship Name	Ships Certificates	LoadLines	SOLAS	ILO	MARPOL	STCW	ISM	ISPS	Others	Total
1	Wilchief 1	0	0	3	0	0	0	0	0	0	3
2	Dwan Dwarka	0	0	1	0	0	0	0	0	0	1
3	Panamax 5	0	1	1	0	0	0	0	0	0	2
4	Jag Lakshita	0	0	2	0	0	0	0	0	0	2
5	Vishva Anand	0	0	0	0	1	0	1	0	0	2
6	Paul Abrao	1	0	0	0	3	0	0	0	0	4
7	Vishva Bandhan	0	1	1	0	0	0	1	0	0	3
8	Vishva Chetna	0	0	1	0	0	0	0	0	0	1

Descriptions of Detainable deficiencies by category are as mentioned below:

- ❖ Standard for Training, Certification & Watch Keeping (Deficiency Code: 012) – 1 No.
 - Maintenance of the ship and equipment
- ❖ International Safety Management (ISM): (Deficiency Code: 151) -4 Nos.
 - Safety and environment policy (1)
 - Maintenance of the ship and equipment (3)
- ❖ Certificate & Documentation (Deficiency Code: 011) – 3 Nos.
 - International Air Pollution Certificate
 - AIS test Report
 - Conformance Test Report
- ❖ SOLAS 74, as amended
 - Emergency System (Deficiency Code: 041) – 5 Nos.
 - ✓ Emergency, lighting, batteries and switches inoperative
 - ✓ Fire Drills
 - ✓ Abandon Ship Drills
 - ✓ The emergency fire pump cannot be started (2)
 - Fire Safety (Deficiency Code: 071) – 8 Nos.
 - ✓ Local water mist system for incinerator failed to delivery water during inspection



- ✓ The shutter of E/R Funnel cannot be tightly closed.
- ✓ Non Operational E/R fire detection system
- ✓ The skylight of engine room cannot be closed tightly due to deformation
- ✓ Fire door access to engine room cannot be tightly closed.
- ✓ Other(Life Safety)
- ✓ Jacketed high pressure line oil leakage alarm is activated.
- ✓ Fire Safety, Fire Pumps and its Pipes
- Alarms (Deficiency Code: 081) – 1 No.
 - ✓ The boiler alarm cannot be activated in case of flame failure.
- Safety of Navigation (Deficiency Code: 101) – 3 Nos.
 - ✓ Electronics Charts inoperative
 - ✓ Screen of stern navigation light damaged and broken
 - ✓ Electronic charts (ECDIS).
- Life Saving Appliances (Deficiency Code: 111) – 8 Nos.
 - ✓ Rescue boat engine not starting
 - ✓ The canopy on star board life boat cannot be kept watertight and handrails around life boat canopy deformed the edge of fixed block broken
 - ✓ Portside life boat body was holed, safety belt on life boat broken and access to aft door of life boat cannot be closed tightly
 - ✓ Operational Readiness of life-saving appliances (2)
 - ✓ Emergency equipment for 2 way communication system not working
 - ✓ 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
 - ✓ Port side enclosed type lifeboat exhaust pipe leakage and exhaust pipe not properly insulated
- Propulsion and Auxiliary machinery (Deficiency Code: 131) – 1 No.
 - ✓ The aux boiler cannot be operating in auto method , only can be running in emergency method
- Pollution Prevention (PP) - MARPOL Annex (I to VI) and Anti-Fouling: MARPOL Annex-I (Deficiency Code: 141) - 1 No.
 - ✓ Pumping, Piping and discharge arrangements
- Load Line: (4 Nos.)
 - ✓ Secured devices of air vents on no.1 hatch covers-damaged seriously and broken (3)
 - ✓ The air vent of after peak tank cannot be closed tightly
- Maritime Labour Convention 2006 [MLC 2006] - 2 Nos.
 - ✓ Labour Conditions-Conditions of employment – Wages (2)



List of Indian Flag Ships detained under Port State Control (Table 16)

Sr. No.	Date of Inspection	IMO No.	Ship Name	Name of Owner	GT	Year Built	Ship Type	RO	Place of Inspection	MOU
1	2	3	4	5	6	7	8	9	10	11
1	20.01.18	8304799	Wilcheif	IGOPL Offshore Pvt. Ltd	3700	1983	Other Type	IRS/DNV	Limassol	Paris
2	07.02.18	9747265	Dwan Dwarka	Dawn Shippig pvt. Ltd	21165	1996	Oil Tanker	IRS	BIK SEZ	IOMOU
3	14.03.18	9202807	Panamax 5	Fleet Management India	38633	2000	Bulk Carrier	IRS	Lianyungang	Tokyo
4	07.06.18	9208057	Jag Lakshita	GESCO	80870	1999	Oil Tanker	LR	Zhoushan	Tokyo
5	16.07.18	9515046	Vishva Anand	SCI	44007	2011	Bulk Carrier	IRS/LR	Hay Point, QLD	Tokyo
6	08.09.18	9135925	Paul Abrao	Quadrant Maritime	15929	1996	Container	IRS	Chittagong	IOMOU
7	12.10.18	9464778	Vishva Bandhan	SCI	33185	2011	Bulk Carrier	IRS/DNV	Zhanjiang	Tokyo
8	03.12.18	9603893	Vishva Chetna	SCI	44864	2012	Bulk Carrier	IRS/BV	Gladstone	Tokyo



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Detention trends in PSC Inspections



Inspection trends in PSC Inspections



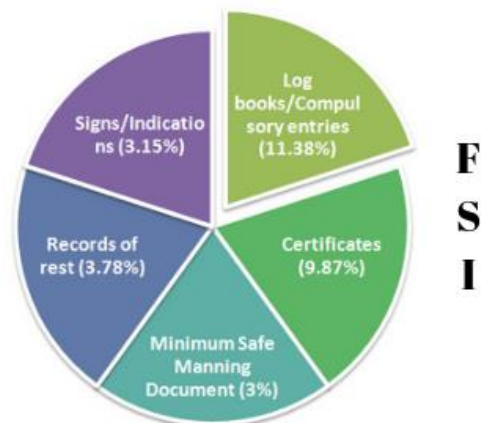
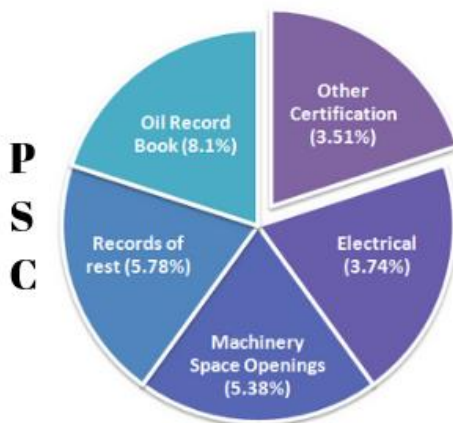
Detention trends in Flag State Inspections



Inspection trends in Flag State Inspections



Top 5 deficiencies





Further information may be obtained from:

Port State Control Cell,
Directorate General of Shipping
9th Floor, Beta Building,
I-Think Techno Campus,
Kanjurmarg (East),
Mumbai - 400 042 (India)

Tel. No. : 91-22-25752040/41/42/43/45
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