



भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

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PSC/FSI Inspection Report for July 2017

A. PORT STATE INSPECTIONS OF FOREIGN FLAG VESSELS IN INDIA

1. There was a total of 39 inspections in July. The Chennai district conducted maximum number of PSC inspections among all district with a total of 10 inspections, that is, 25.6% of total inspections.
2. More than 70% of total inspections (i.e. 39) were of vessels under IOMOU High risk category.
3. There was a total of 6 detentions constituting a detention rate of 15.3% in July. In terms of performance, July had not only the highest number of detentions but also highest monthly detention rate in 2017. Out of a total of 6 vessels detained in July 5 posed high risk as per IOMOU risk calculation methodology and 1 posed medium risk.
4. The average number of deficiencies per inspected ship was 4.8 and about 13% of all the vessels inspected had nil deficiencies (nil deficiency ratio 0.13).

5. **Risk based performance:** Medium risk vessels inspected had an average deficiency index of 8.7 compared to 4.25 of high risk category vessels and 1.75 of low risk category vessels.
6. **Type based performance:** Bulk carrier had 2 detentions out of a total of 6 vessels detained in July. The deficiency index of bulk carriers inspected was 5.8 compared to deficiency index of 4.8 of all the ships inspected. 8% of bulk carriers inspected had nil deficiencies compared to 13% of all vessels inspected with nil deficiencies. Oil tankers inspected had 1 detention and a high deficiency index of 12. None of the oil tankers inspected were found without deficiencies. 2 of the vessels detained were Other cargo vessels(OCV). The performance of gas carriers was better than all the ship types inspected with nil detentions and a deficiency index of 3. However, none of the gas carriers inspected were found without deficiencies.
7. **Recognized Organizations:** NK had highest number of detentions, that is, 2. The deficiency index of BV Class vessel was highest with a value of 13.3 and LR Class vessels least with 1.7. The nil deficiency index of both KR & LR Class vessels was 0.33(that is, 33% each of LR & KRS Class vessels inspected had no deficiencies).
8. **Flags performance:** Panama had a maximum of 2 detentions. Turkey Flag with 1 inspection, that too leading to detention had the highest deficiency index of 15, while Malaysia had the least deficiency index of 0 with only 1 inspection. The nil deficiency index of Malaysian Flag vessels was highest with a value of 1 followed by Singapore Flag vessels with a value of 0.4.
9. Working conditions, Life-saving appliances and Fire Safety constituted the three areas with highest number of deficiencies.

B. Flag State Inspections of Indian Flag Vessels

1. There were 34 Flag state inspections in July. Kolkata district conducted the maximum of 10 inspections followed by Mumbai and Chennai with 9 and 7 inspections respectively.
2. The overall performance has improved compared to June with detention rate falling from 30% in June to 11.8% in July 2017. There were 4 detentions with an average deficiency index of 7.8 and nil deficiency index of 0.03.
3. **Performance based on size and type:**
 - i) Tug boats less than 500gt had 1 detention and a deficiency index of 5.6 which is lower than the average FSI deficiency index of 7.8 for the month of July 2017.
 - ii) There were two oil tankers more than 3000gt detained and the average deficiency index of oil tankers(>3000gt) was 9.
 - iii) There was 1 Container vessel of > 3000gt detained and Container vessel(>3000gt) had a deficiency index of 10.
 - iv) Among all vessel type and sizes, general cargo vessels of more than 3000gt had highest deficiency index of 20 followed by Passenger vessel with a deficiency index of 13.
4. **Performance based on type and age:**
 - i) Out of 4 detentions in July 2017, 3 detentions were of vessels between 15-25 Years of age and 1 between 5-15 Years of age.
 - ii) In the age bracket 0-5 Years, Off-shore supply vessels had an average deficiency index of 16 which is more than double the average FSI deficiency index of 7.8.
 - iii) In the age bracket 5-15 Years, there was one container vessel detained with all container vessels inspected had an average deficiency index of 11.
 - iv) There were 2 oil tankers and one tug boat detained in the age bracket of 15-25 Years.

- v) Oil tankers inspected in both the age bracket, that is, 15-25 Years and > 25 Years had an average deficiency index of average FSI deficiency index of all vessels inspected in July.

- 5. **Recognized Organizations:** 3 Single IRS Class and one IRS-LR dual class vessel was detained in July. Single IRS Class vessels inspected had an average deficiency index of 8.7 compared to 7.8 of all vessels inspected. On other side 3.8% of Single-IRS Class vessels inspected had nil deficiencies compared to 3% of all vessels inspected.
- 6. The top three areas of deficiencies included Working conditions, Safety of Navigation, Propulsion & Auxiliary Machinery and Water/Weathertight conditions.

C. Port State Inspection of Indian Flag Vessels abroad

- 1. There was a total of 19 Indian Flag vessels inspected in July 2017 in 8 regional PSC regimes with nil detentions.
- 2. 74% of all the Indian Flag vessels inspected passed PSC inspections with nil deficiencies, while the average Indian Flag deficiency index was 1.21 in July 2017.
- 3. The performance of vessels inspected in TOKYO MOU was well below average India Flag performance in all MOU's with deficiency index higher than and nil deficiency index lower than that of average Indian Flag vessels similar indexes. In terms of nil deficiency index, the vessels inspected in USCG had a lower nil deficiency index than average Indian Flag nil deficiency index in July 2017.
- 4. With 2 or more inspections, the performance of GESCO Ltd. And TOLANI was well above the average Indian Fleet performance. However, Shipping corporation of India performance was well below average Indian Flag performance in both deficiency and nil deficiency index. The performance of Fleet Management was below Indian Flag performance in nil deficiency index.

5. Among all the shipping companies, the performance of Pacific International Lines was well below the performance of other Indian DOC holders whose vessels were inspected in July 2017.
6. Among ship types, oil tankers and container had a deficiency index higher than that of average FSI deficiency index and a nil deficiency index lower than average Indian Flag demonstrating poor performance of these type of vessels.
7. Unlike PSC, the areas which had maximum number of deficiencies included Life-saving appliances and Propulsion and Auxiliary Machinery.

D. Corrective and Preventive Action

1. Following four vessels were detained under FSI in July 2017:

<u>Name of vessel</u>	<u>IMO No.</u>	<u>Date of detention</u>	<u>Last Survey</u>
Suvarna Swarajya	9170432	02.07.2017	27.01.2017
<u>Type/Age</u>	<u>GT</u>	<u>Manager</u>	<u>RO</u>
Oil Tanker/19 Years	21827	SCI Ltd.	IRS

<u>Name of vessel</u>	<u>IMO No.</u>	<u>Date of detention</u>	<u>Last Survey</u>
Sangita	9080900	13.07.2017	Overdue since 30/06/2017
<u>Type/Age</u>	<u>GT</u>	<u>Manager</u>	<u>RO</u>
Tug Boat/23 Years	21827	GOL Offshore	IRS

<u>Name of vessel</u>	<u>IMO No.</u>	<u>Date of detention</u>	<u>Last Survey</u>
SINAR 1	9378010	17.07.2017	08.05.2017
<u>Type/Age</u>	<u>GT</u>	<u>Manager</u>	<u>RO</u>
Container/11	4455	K- Steam Ship Agencies Pvt. Ltd.	IRS

<u>Name of vessel</u>	<u>IMO No.</u>	<u>Date of detention</u>	<u>Last Survey</u>
Harsha Prem	9032678	29.07.2017	01.02.2017
<u>Type/Age</u>	<u>GT</u>	<u>Manager</u>	<u>RO</u>
Oil Tanker/24	25644	Mercator Limited	IRS/LR

Following corrective and preventive action was implemented on detained vessels:

Name of Vessel	Corrective and Preventive Action
Swarna Swarajya	Vessel to complete AS by end 09/2017 and offer by FSI one month after completion of all annuals.
Sangita	Class informed to withdraw Certificate of Class and Registrar to ensure that vessel does not sail out of port till completion of all surveys and an additional FSI after completion of surveys.
Sinar 1	Additional FSI within 3-4 months after release from detention.
Harsha Prem	Additional FSI to be carried out by end 10/2017.

E. Review of MS Notice 4 of 2017.

1. Since the MS Notice 4 of 2017 was issued on 22 May 2017, it was decided by the Competent authority to not penalize the ships which did not get enough time to offer for FSI between 1-3 months after completion of Annual/intermediate/Renewal surveys.
2. Accordingly, it was decided by the Competent authority that an additional FSI will only be imposed on the vessels which have completed their Annual/Intermediate/Renewal survey on/after 22 April 2017 and have not completed FSI/GI between 1-3 months after the stated surveys. FSI will be undertaken and after completion, an additional FSI will be imposed. This requirement will be recorded in the Class Survey status for easy monitoring.
3. The vessels which have completed their Annual/intermediate/Renewal surveys prior to 22 April 2017 and are unable to complete FSI within 1-3 months after stated surveys will not be penalized **this year only**.

Graphical Representation of Port State Inspection of Foreign Ships in India

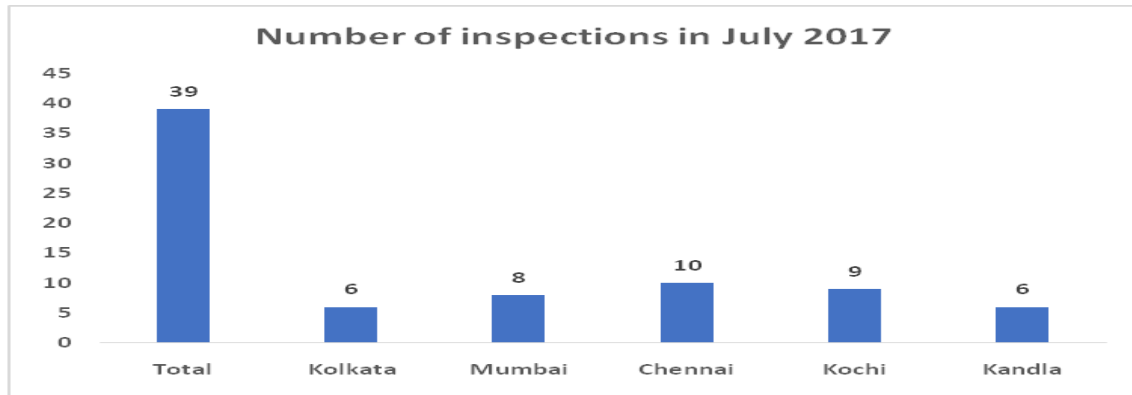


Figure 1: Break-up of number of inspections: District Wise

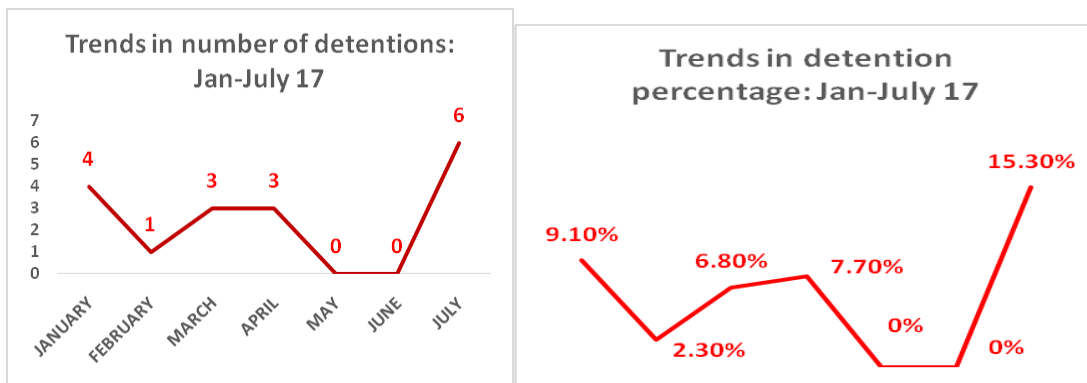


Figure 2: Trends in detentions: January-July 2017

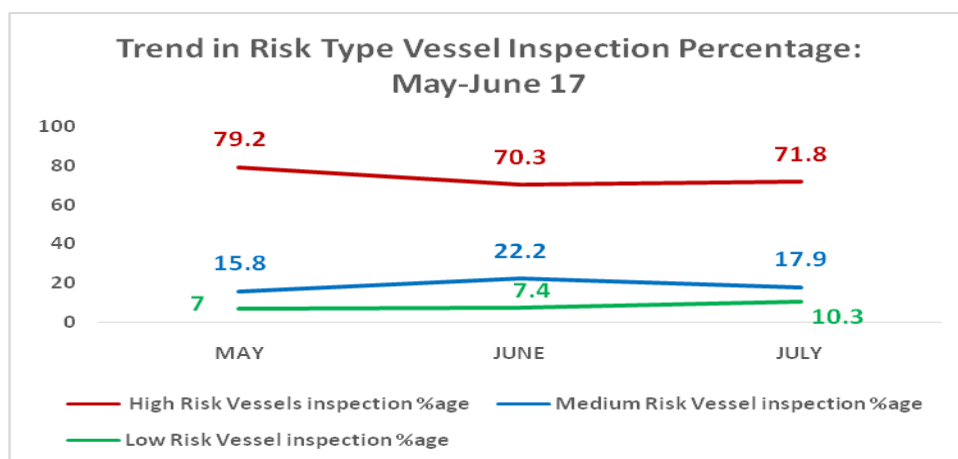


Figure 3: Trends in Risk based Vessel Inspection Percentage

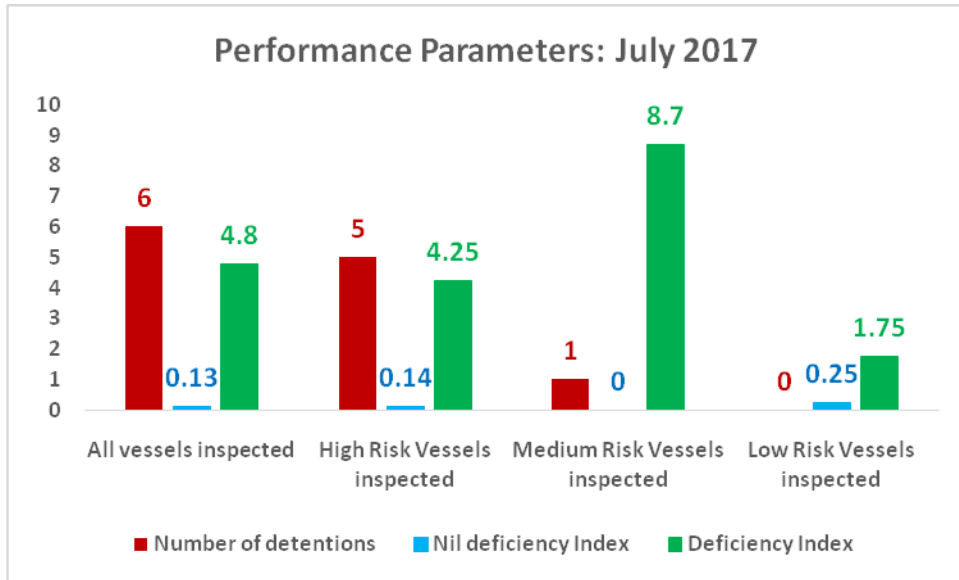


Figure 4: Performance Parameters: July 2017

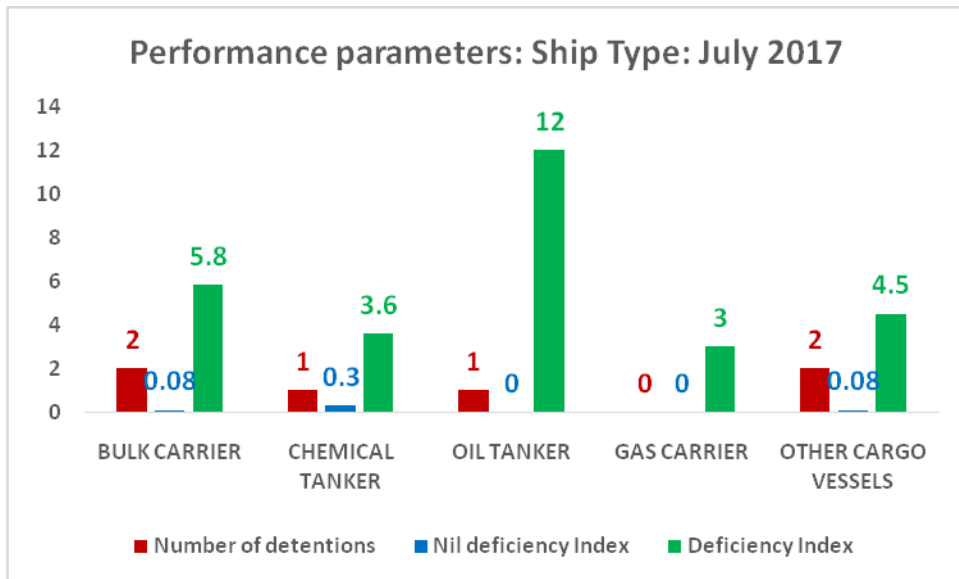


Figure 5: Performance parameters ship type

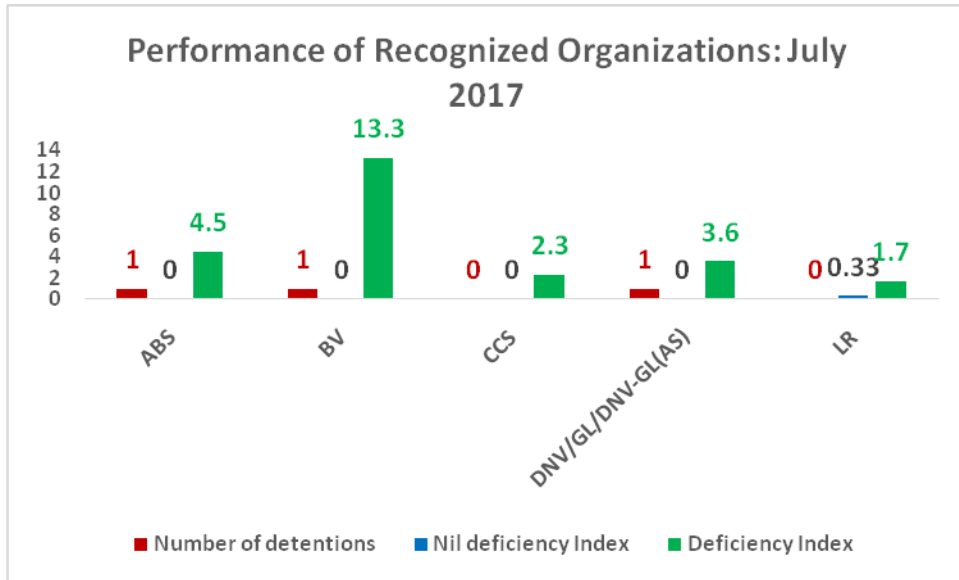


Figure 6: Performance of Recognized Organizations

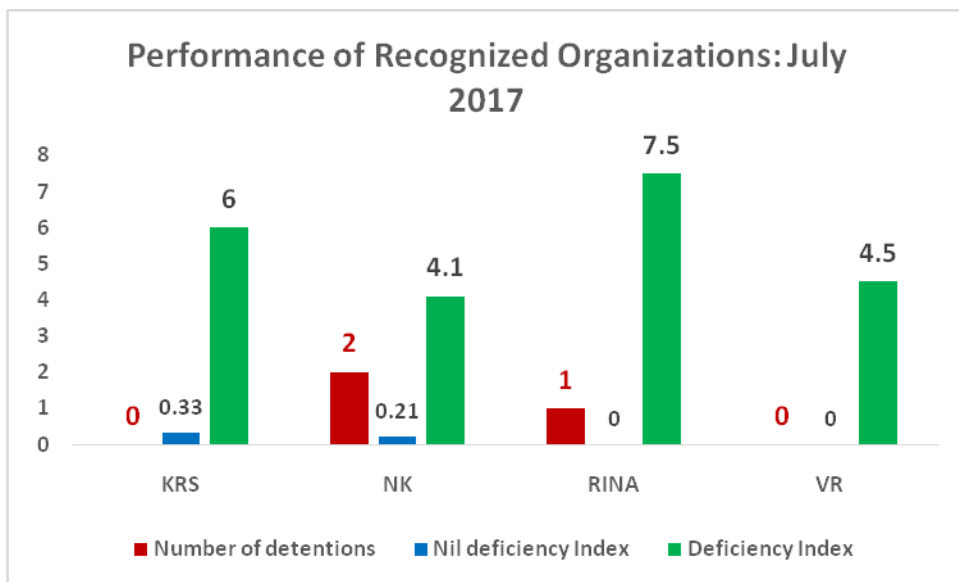


Figure 7: Performance of Recognized Organizations

<u>Name of Flag</u>	<u>Number of Inspections</u>	<u>Number of Detentions</u>	<u>Nil Deficiency Index</u>	<u>Deficiency Index</u>
Antigua & Bermuda	1	0	0	5
Bermuda(GS)	1	1	0	5
Hong Kong	4	0	0.25	1.75
Iran	1	0	0	3
Malaysia	1	0	1	0
Malta	2	0	0	5.5
Marshall Island	6	0	0	2
Pakistan	1	0	0	4
Panama	11	2	0.09	6.7
Qatar	1	0	0	2
Republic of Korea	1	0	0	9
Singapore	5	1	0.4	3.8
Turkey	1	1	0	15
Vietnam	3	1	0	7

Table 1: Flag Performances July 2017

<u>Name of Ship</u>	<u>IMO No.</u>	<u>Date of Build/Type</u>	<u>RO</u>	<u>Flag</u>
Team Houston	9434682	2007/Chemical Tanker	ABS	Bermuda(GB)
Amber L	9200354	1999/Bulk Carrier	BV	Panama
Pegasus 01	9088201	1993/General Cargo	NK	Panama
Abyss	9157765	1998/Oil Tanker	RINA	Vietnam
Tiger Wave	9366457	2006/Container	GL	Singapore
Haci Ali Sari	9062295	1992/Bulk Carrier	NK	Turkey

Table 2: Detained Vessels

<u>Code</u>	<u>Nature of deficiencies</u>	<u>Number of ships with deficiencies</u>	<u>Number of deficiencies</u>
012	Certificates & Documentation- Crew Certificates	1	1
013	Certificates & Documentation- Documentation	8	9
021	Structural Conditions	1	3
031	Water/Weathertight Conditions	11	14
041	Emergency Systems	8	9
051	Radio Communications	4	4
061	Cargo Operations including equipment	3	3
071	Fire Safety	11	20
091	Living Conditions	3	5
092	Working Conditions	21	31
101	Safety of Navigation	8	16
111	Life Saving Appliances	14	24
131	Propulsion & Auxiliary Machinery	12	16
141	Pollution Prevention: MARPOL Annex 1	3	5
144	Pollution Prevention: MARPOL Annex IV	6	6
145	Pollution Prevention: MARPOL Annex V	7	7
151	ISM	2	4
161	ISPS	5	5
182	Labor Conditions: Condition of Employment	1	1
183	Accommodation, Recreational Facility, F & C	2	2
184	Health Protection, Medical Care, Social Security	1	1
991	Other	1	1

Table 3: Nature & number of deficiencies

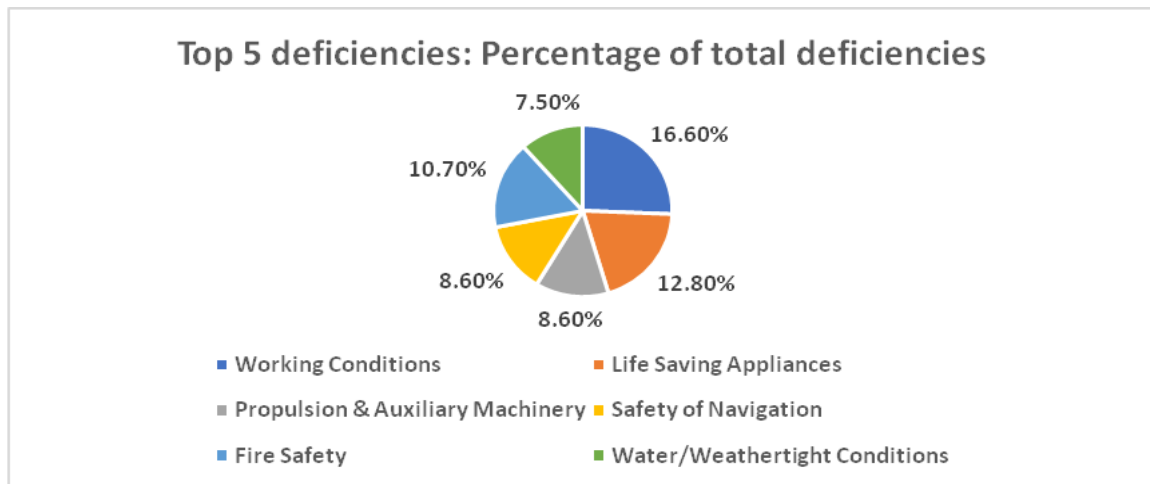


Figure 8: Top 5 deficiencies

Graphical representation of Flag State Inspection: July 2017

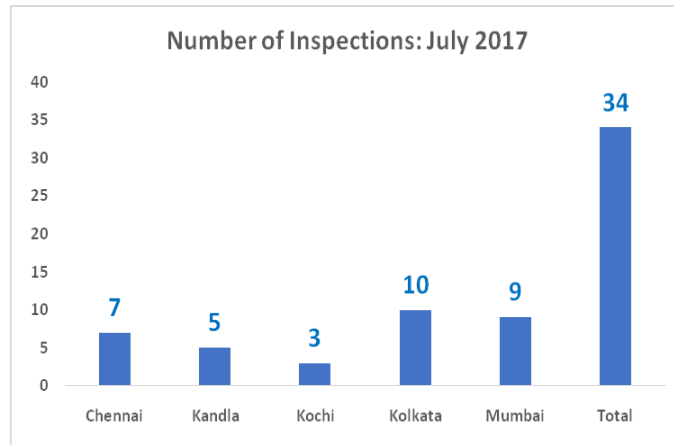


Figure 9: Number of inspections

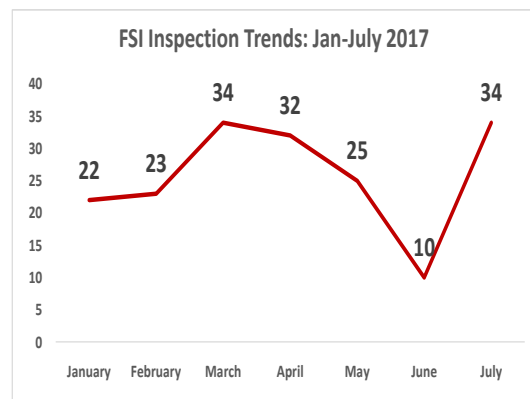


Figure 10: Trends in number of inspections

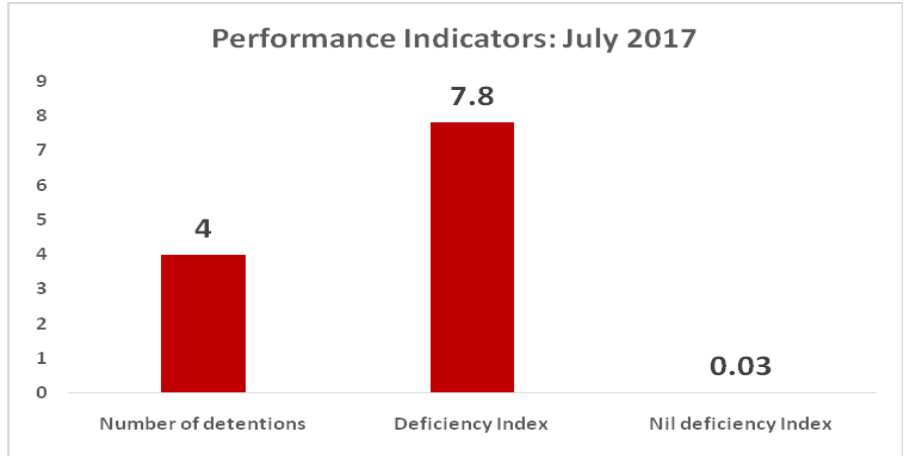


Figure 11: Performance Indicators

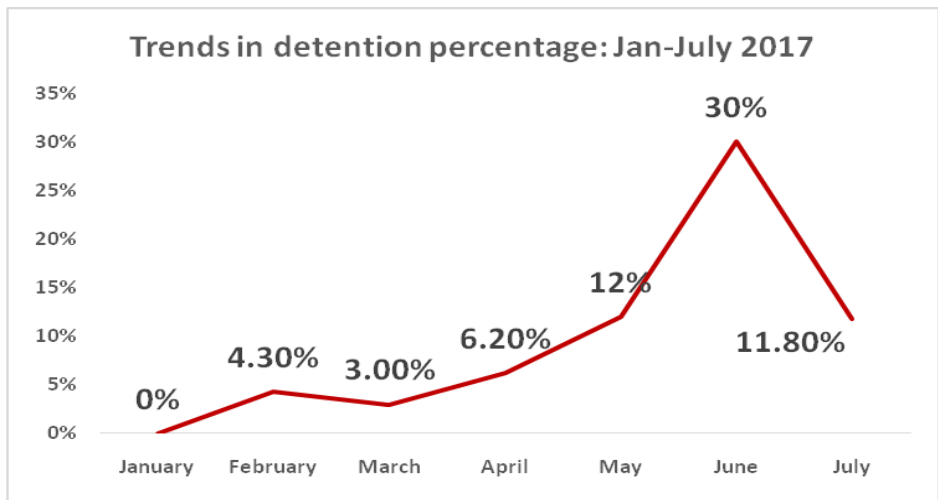


Figure 12: Detention trends

<u>Type of Vessel</u>	<u>0-500 GT</u>			<u>500-3000GT</u>			➤ <u>3000GT</u>		
	No. of detentions	Deficiency Index	Nil Deficiency Index	No. of detentions	Deficiency Index	Nil Deficiency Index	No. of detentions	Deficiency Index	Nil deficiency Index
Bulk Carrier	NA	NA	NA	NA	NA	NA	0	4	0
Container Ship	NA	NA	NA	NA	NA	NA	1	10	0
Gas Carrier	NA	NA	NA	0	3	0	0	2	0
General Cargo	NA	NA	NA	NA	NA	NA	0	20	0
Off-Shore Supply Vessel	NA	NA	NA	0	8	0.5	NA	NA	NA
Oil Tanker	NA	NA	NA	NA	NA	NA	2	9	0
Other Cargo Vessel	NA	NA	NA	0	6.5	0	0	8.6	0
Passenger Vessel	NA	NA	NA	NA	NA	NA	0	13	0
Tug Boat	1	5.6	0	0	2	0	NA	NA	NA

Table 4: Performance of various Ship Types based on Gross Tonnage

<u>Type of Vessel</u>	<u>0-5 Years</u>			<u>5-15 Years</u>			<u>15-25 Years</u>			➤ <u>25 Years</u>		
	No. of detentions	Def Index	Nil Def. Index	No. of Detention	Def Index	Nil Def Index	No. of Detentions	Def. Index	Nil Def. Index	No. of detentions	Def. Index	Nil Def. Index
Bulk Carrier	NA	NA	NA	0	4	0	NA	NA	NA	NA	NA	NA
Container Ship	NA	NA	NA	1	11	0	0	8	0	NA	NA	NA
Gas Carrier	NA	NA	NA	NA	NA	NA	NA	NA	NA	0	2.5	0
General Cargo	NA	NA	NA	NA	NA	NA	0	20	0	NA	NA	NA
Off-Shore Supply	0	16	0	NA	NA	NA	0	0	1	NA	NA	NA
Oil Tanker	NA	NA	NA	0	2	0	2	10.7	0	0	9	0
Other Cargo Vessel	0	4	0	0	8	0	0	12	0	0	4	0
Passenger Vessel	NA	NA	NA	NA	NA	NA	0	20	0	0	6	0
Tug Boat	NA	NA	NA	0	5	0	1	5.8	0	0	3	0

Table 5: Performance of Ship Type based on Age

	<u>Number of Inspections</u>	<u>Number of detentions</u>	<u>Deficiency Index</u>	<u>Detention Index</u>
All Vessels	34	4	7.8	0.03
<u>Recognized Organizations</u>				
Single IRS	26	3	8.7	0.038
IRS-ABS	2	0	2.5	0
IRS-BV	1	0	3	0
IRS-DNV-GL(AS)	2	0	6	0
IRS-LR	2	1	7	0
IRS-NK	1	0	7	0

Table 6: Performance of Recognized Organizations

<u>Code</u>	<u>Nature of deficiencies</u>	<u>Number of ships with deficiencies</u>	<u>Number of deficiencies</u>
011	Certificates & Documentation- Ship Certificates	8	10
012	Certificates & Documentation- Crew Certificates	1	2
013	Certificates & Documentation- Documentation	9	13
021	Structural Conditions	6	8
031	Water/Weathertight Conditions	13	19
041	Emergency Systems	3	4
051	Radio Communications	6	8
071	Fire Safety	14	27
081	Alarms	1	1
091	Living Conditions	10	16
092	Working Conditions	26	65
101	Safety of Navigation	15	25
111	Life Saving Appliances	11	11
121	Dangerous Goods	1	2
131	Propulsion & Auxiliary Machinery	11	19
141	Pollution Prevention: MARPOL Annex 1	4	9
144	Pollution Prevention: MARPOL Annex IV	4	5
145	Pollution Prevention: MARPOL Annex V	4	6
146	Pollution Prevention: MARPOL Annex VI	2	3
147	Pollution Prevention: Anti-fouling	1	1
151	ISM	2	2
161	ISPS	2	3
991	Other	5	6

Table 7: Deficiency Break-up

Graphical representation of Port State Control Inspection of Indian Flag Vessels

<u>PSC Regime</u>	<u>Number of Inspections</u>	<u>Number of Detentions</u>	<u>Deficiency Index</u>	<u>Nil Deficiency Index</u>
All MOU's	19	0	1.21	0.74
PARIS MOU	1	0	0	1
TOKYO MOU	7	0	3	0.57
USCG	2	0	0.5	0.50
BLACK SEA MOU	1	0	0	1
IOMOU	1	0	0	1
MED MOU	1	0	0	1
RIYADH	5	0	0.2	0.8
VINA-DEL-MAR	1	0	0	1

Table 8: Performance of Indian Flag Vessels in various PSC Regimes

<u>Name of Company</u>	<u>Number of Inspections</u>	<u>MOU's</u>	<u>Deficiency Index</u>	<u>Nil Deficiency Index</u>
ASP Ship Management	1	Riyadh	0	1
ESSAR Shipping Ltd.	1	Riyadh	0	1
Five Star Shipping	1	Black Sea	0	1
Fleet Management Ltd.	2	Riyadh, IOMOU	0.5	0.5
GESCO Ltd.	6	Paris:1; Tokyo:1; USCG:1; Riyadh:2; MED MOU:1;	0	1
Pacific International Lines Ltd.	1	TOKYO	12	0
SCI Ltd.	2	TOKYO	4.5	0
SEAMEC Ltd.	1	USCG	1	0
TOLANI	4	TOKYO:3; VINA-DEL-MAR:1	0	1
INDIAN FLEET	19		1.21	0.74

Table 9: Performance of Indian Flag DOC holders: July 2017

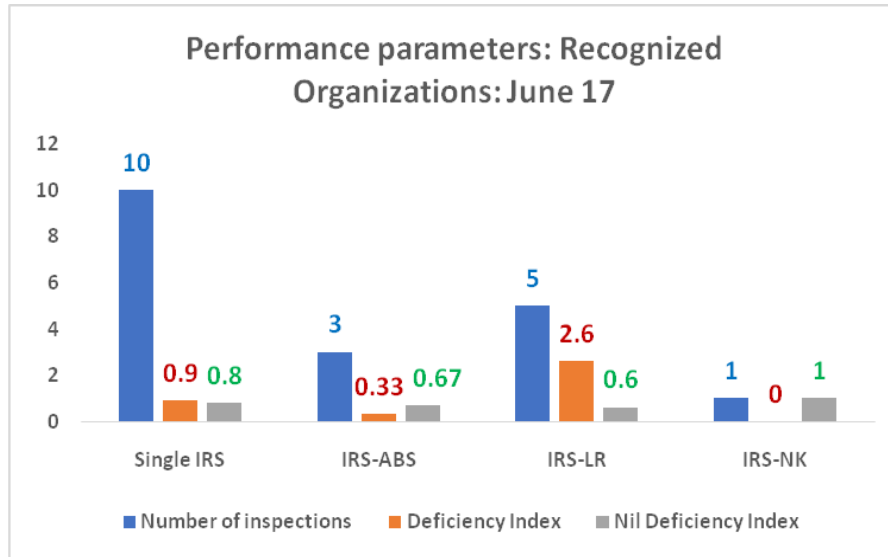


Figure 14: Performance of Recognized Organizations: July 2017

<u>Type of Vessel</u>	<u>Number of Inspections</u>	<u>MOU's</u>	<u>Deficiency Index</u>	<u>Nil Deficiency Index</u>
Bulk Carrier	11	Riyadh:3 Tokyo:3 USCG:1 MED MOU: 1 BLACK SEA:1 USCG:1	0.09	0.9
CHEMICAL TANKER	1	IOMOU	0	1
CONTAINER	1	TOKYO:1	12	0
OIL TANKER	5	TOKYO:2 PARIS:1 USCG:1 RIYADH:1	1.8	0.6
OTHER CARGO SHIPS	1	RIYADH	1	0
ALL VESSELS	19		1.21	0.74

Table 10: Performance of various types of vessels in July 2017

<u>Age of Vessel</u>	<u>Number of Inspections</u>	<u>MOU's</u>	<u>Deficiency Index</u>	<u>Nil Deficiency Index</u>
0-5 Years	1	RIYADH	0	1
5-15 Years	15	BLACK SEA:1 IOMOU:1 MEDMOU:1 PARIS:1 RIYADH:3 TOKYO:5 USCG:2 VONA-DEL-MAR:1	0.73	0.73
15-25 Years	3	TOKYO:2 RIYADH:1	4	0.67
ALL VESSELS	19		1.21	0.74

Table 11: Performance of vessels in various age grouping: July 2017

<u>Code</u>	<u>Nature of deficiencies</u>	<u>Number of ships with deficiencies</u>	<u>Number of deficiencies</u>
011	Certificates & Documentation- Ship Certificates	1	1
021	Structural Conditions	1	1
031	Water/Weathertight Conditions	1	1
092	Working Conditions	1	1
101	Safety of Navigation	1	1
111	Life Saving Appliances	1	2
131	Propulsion & Auxiliary Machinery	2	2
145	Pollution Prevention: MARPOL Annex V	1	1
184	Labor Conditions - Health protection, medical care, welfare & social security	1	1
	Total		11

Table 12: Areas with deficiencies

XX

Prepared by: Vikrant Rai, Engineer and Ship Surveyor

Approved by: Shri B.R.Sekhar, Chief Surveyor

List of Authorized Surveyors JULY 2017

Sr.No	Name of the PSCO	MMD	FSI	PSC	JULY , 2017	
					FSI	PSC
			Authorization			
1.	Capt S.K.Das DYNA	Chennai	Yes	Yes	NA	NA
2.	Shri A.K.Choudhury	Chennai	Yes	Yes	1	2
3.	Shri Shirish Kumar	Chennai	Yes	Yes	0	2
4.	Captain Tapesh Ghosh NS	Chennai	Not yet authorised	Not yet authorised	NA	NA
5.	Shri S.S.Murty E&SS	Vizag	Yes	Yes	5	3
6.	Shri Gopikrishna C e&SS	Tuticorin	Yes	Yes	1	3
7.	Shri Ravi Moka SS	Chennai	Not yet authorised	Not yet authorised	NA	NA
8.	Shri Sajendra Oraon E&SS	Jamnagar	Yes	Yes	5	6
9.	Captain A.K.Patel	Kandla	Yes	Yes	0	0
10.	Shri Y Jaisinghania SS	Kandla	Not yet authorized	Not yet authorized	NA	NA
11.	Shri. P. C. Majhi, E & SS	Kandla	Yes	Yes	1	0
12.	Shri A.K.Sinha	Port Blair	Yes	Not yet authorised	3	NA
13.	Captain R.Sagar, DYNA	Kolkata	Yes	Not yet authorized	0	NA
14.	Shri K.M.Rao E&SS	Kolkata	Yes	Not yet authorized	2	NA
15.	Shri S.K.Das, E&SS	Kolkata	Yes	Yes	1	3
16.	Shri U.Rehman	Kolkata	Yes	Yes	0	1
17.	Captain N.Mandal	Paradip	Not yet authorized	Not yet authorized	NA	NA

<u>Sr.No</u>	<u>Name of the PSCO</u>	<u>MMD</u>	<u>FSI</u>	<u>PSC</u>	<u>JULY , 2017</u>	
					FSI	PSC
			Authorization			
18.	Shri A.Chaki E&SS	Haldia	Yes	Yes	3	2
19.	Shri R.R.Subbarao E&SS	Paradip	Yes	Not yet authorised	1	NA
20.	Shri Nishant SS	Kolkata	Not yet authorized	Not yet authorized	NA	NA
21.	Shri L.Natarajan SS	Kochi	Yes	Yes	0	0
22.	Shri P.Nair	Kochi	Yes	Not yet authorised	0	NA
23.	Shri C.S.Kiran E&SS	Kochi	Yes	Yes	0	1
24.	Shri V.V.Paul E&SS	New Mangalore	Yes	Yes	3	8
25.	Captain S.K.Nair NS	Kochi	Not yet authorized	Not yet authorized	NA	NA
26.	Captain A.K.Azad DYNA	Mumbai	Yes	Yes	NA	NA
27.	Shri J.Mukhopadhaya E&SS	Mumbai	Yes	Yes	1	1
28.	Shri S.K.Shrivastava E&SS	Mumbai	Yes	Yes	2	1
29.	Shri J.Senthilkumar E&SS	Mumbai	Yes	Yes	3	3
30.	Captain V. Manhas NS	Mumbai	Not Yet authorized	Not yet authorised	NA	NA
31.	Shri A. Srinivasa E&SS	Mumbai	Yes	Not yet authorised	1	NA
32.	Captain Nitin Mukesh NS	Mumbai	YES	Not yet authorized	0	NA
33.	Shri N.Oommen SS	Mumbai	Not yet authorised	Not yet authorised	NA	NA

<u>Sr.No</u>	<u>Name of the PSCO</u>	<u>MMD</u>	<u>FSI</u>	<u>PSC</u>	<u>JULY , 2017</u>	
			Authorization		FSI	PSC
34.	Shri Bodhraj E&SS	Marmugao	Yes	Yes	1	3
35.	Shri S.S.Gadkar DYCS	Delhi	Yes	Yes	NA	NA
36.	Captain K.R.Sundaram NS	Delhi	To be re-authorized	To be re-authorized	NA	NA
37.	Shri G.L.Meena E&SS	Delhi	To be authorized	To be authorized	NA	NA
38.	Captain R.Poswal NS	Delhi	MMD Noida	NA	NA	NA
39.	Captain Jayakumar DYNA	DGS	Yes		NA	NA
40.	Captain Muduli DYNA	DGS	Yes		NA	NA
41.	Captain Darokar NS	DGS	To be re-authorized		NA	NA
42.	Shri A.B.Dutta E&SS	DGS	To be re-authorized		NA	NA
43.	Shri S.Kamath E&SS	DGS	To be re-authorized		NA	NA
44.	Shri A.Wankhade E&SS	DGS	To be re-authorized		NA	NA
45.	Shri Gopinandan E&SS	DGS	To be re-authorized		NA	NA
46.	Shri Vikrant Rai E&SS	DGS	To be re-authorized		NA	NA
47.	Captain Mohit Behl NS	DGS	To be authorized		NA	NA
48.	Captain A.Joseph NS	DGS	To be authorized		NA	NA
49.	Captain P.C.Meena NS	DGS	To be authorized		NA	NA
50.	Captain D.Joseph NS	DGS	To be authorized		NA	NA
51.	Shri S. Pradeep SS	DGS	To be authorized		NA	NA
	Total				34	39

