



सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

टेलीफोन: 91-22-25752040/1/2/3/5 "बिटा बिल्डिंग", 9 वी मंजिल / "BETA BUILDING", 9<sup>th</sup> FLOOR

Tele: 91-22-25752040/1/2/3/5

फैक्स: 25752029/35

आय-थिंक टेक्नो कॅम्पस/ I-THINK TECHNO CAMPUS

Fax: 25752029/35

ई-मेल: [dgship-dgs@nic.in](mailto:dgship-dgs@nic.in)

कांजूरमार्ग (ईस्ट) / KANJUR MARG (EAST)

E-mail: [dgship-dgs@nic.in](mailto:dgship-dgs@nic.in)

वेब: [www.dgshipping.gov.in](http://www.dgshipping.gov.in)

मुंबई / MUMBAI – 400 042

Web: [www.dgshipping.gov.in](http://www.dgshipping.gov.in)

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## PSC/FSI Inspection Report for November 2017

### A. PORT STATE INSPECTIONS OF FOREIGN FLAG VESSELS IN INDIA

- a) There was a total of 57 inspections in November compared to 40 inspections in October 17. The Kochi district conducted maximum number of PSC inspections among all district with a total of 17 inspections, that is, about 29% of total inspections, followed by Chennai and Mumbai districts with 15 and 13 inspections each respectively.
- b) About 64.9% of the vessels inspected were in IOMOU high risk category compared to 72.5% in October 17, that is, a drop of 10%.
- c) In terms of performance, the vessels inspected demonstrated a poor performance than those inspected in October. The number of detentions increased from one to two, the deficiency index increased from 3.05 in October to 3.77 in November and the nil deficiency index decreased from 0.275 in October 17 to 0.263 in November.
- d) Risk based performance: Medium risk vessels continue to perform poorly with one detentions and the highest deficiency index of 4.28 followed by High Risk vessels with one detention and a deficiency ratio of 3.83.
- e) Type based performance: General Cargo Vessels registered both the detentions in November 2017 and with a deficiency index of 5.58. The Container vessels inspected registered the highest deficiency index of 8.14. The highest nil deficiency index was registered by Gas Carriers demonstrating that out of 3 Gas Carriers inspected 2 had no deficiencies.

- f) Recognized Organizations: Class NK and RINA registered one detentions each in November. The only RINA Class vessel which was inspected was detained with 22 deficiencies. CCS and ABS Class vessels had the least deficiency index of 1.67 each while the CCS Class vessels also had the highest nil-deficiency index of 0.66 demonstrating an overall good performance.
- g) Flags performance: Panama and Russian Federation Flag registered one detentions each. Russian Federation had also the highest deficiency index of 22. Malta Flag registered the lowest deficiency index of 0.8 and also highest nil-deficiency index of 0.6 for all vessels with 5 or more inspections.
- h) 22.2% of all the deficiencies given in November pertained to Seafarers working conditions. The working conditions of seafarers have continued to be the area with highest number of deficiencies in last few months.
- i) Detained Vessel

<b>Name of Vessels</b>	<b>IMO No.</b>	<b>Flag</b>	<b>RO</b>	<b>Type/Age</b>
BMC Alpha	9353462	PANAMA	NK	General Cargo/12 Years
Vsevolod Beletskiy	9530307	Russian Federation	RINA	General Cargo/9 Years

## **B. Flag State Inspections of Indian Flag Vessels**

- a) There were 50 Flag state inspections in November. Mumbai district conducted the maximum of 22 inspections, that is, nearly 44% of total inspections.
- b) There were three detentions in November constituting 6% detention rate compared to 2 detentions in October and a detention rate of 5%. The overall performance has remained nearly the same as that in October with deficiency index marginally reducing from 7.1 to 7.06 in November, however, the nil-deficiency ratio marginally reducing from 0.025 to 0.020.
- c) **Performance based on type:** Among all ship type, irrespective of size and age, 2 out of 16 tug boats inspected were detained ratio of 12.5% and 1 out of 8 oil tanker inspected was detained, again with a detention ratio of 12.5%; however, the passenger vessels continue to have the highest deficiency index of 13.3 among all vessel types inspected.
- d) **Performance based on age:** Based on number of detentions, there were two vessels detained in the age bracket 15-25 years and one detained in the age bracket 5-15 years. The vessels inspected between 5-15 years also has the highest average deficiency index of 7.9.
- e) **Performance based on size:** Both the tug boats detained were less than 500gt; however, the oil tanker detained was greater than 3000gt. The highest average deficiency index was recorded from inspected vessels more than 3000gt.
- f) **Recognized Organizations:** All three vessels detained were single IRS Class while IRS-ABS dual class vessels had the highest deficiency index; the IRS/DNV-GL(AS) dual class vessels had the least deficiency index.
- g) **Owners/Managers:** There was one detention each of vessels managed by Tag Off-shore, Darya Shipping and Off-Shore international logistics. The highest average deficiency index of 16 was recorded on vessels managed by Darya Shipping while minimum deficiency index was recorded on vessels managed by Reliance Industries.
- h) The top three areas of deficiencies continued to be Working conditions, Safety of Navigation and Life-saving appliances.

### **C. Port State Inspection of Indian Flag Vessels abroad**

- a) There was a total of 19 Indian Flag vessels inspected in November 2017 in 6 regional MOU/ PSC regimes.
- b) Compared to October, the Indian Ships demonstrated a poor performance in November 17 with 1 detention compared to nil detentions in October and average deficiency index increasing from 1.29 to that of 2.8 in October and the average nil-deficiency index reducing from 0.53 to 0.37.
- c) The performance in Paris MOU continue to be a matter of concern with only one inspection and that too resulted in detention with 18 deficiencies. The best performance was demonstrated by Indian Flag vessels in Riyadh MOU with 4 inspections, nil detentions and with deficiency index of 0.5 and nil-deficiency index of 0.5. was demonstrated in Paris MOU with an above average deficiency index of 2.25.
- d) The performance of oil tankers was the worst with maximum deficiency index among all ship types inspected and the only detention which happened in November 2017. The oil tanker detained was in the age group of 15-25 years. The performance of Chemical Tankers was best among all ship types with a deficiency index of 0.5 and nil-deficiency index of 0.5.
- e) **Performance of Shipping Companies:** The performance of Elektrans Shipping Pvt. Ltd. continues to be poor with the only detention in November being managed by Elektrans and particularly based on the fact that the same vessel has been detained 3 times in the Calendar year 2017. Among all the shipping companies with 3 or more inspections, Tolani Shipping demonstrated the best performance in November with the lowest deficiency index of 1.33 and the nil deficiency index of 0.33.
- f) Among Recognized Organizations, Single IRS Class vessels recorded the below average performance with the only detention and the highest deficiency index of 7.
- g) Life-saving appliances, Safety of Navigation and other safety in general were the three areas which had highest percentage of deficiencies recorded in November 2017.

#### D. Corrective and Preventive Action:

1. Three vessels were detained under FSI in November 2017:

Name of Vessels	IMO No.	Age/Type	GT	RO/CLASS
NP Enakshi	8928272	20/Tug Boat	231	IRS
Date of Detention	Last Survey	Detainable deficiencies		
16.11.2017	16.03.2017	Crew composition does not comply with MSMD; Non-availability of crew contract/Articles of Agreements; Defective AIS & Magnetic Compass.		

**Corrective and Preventive action:** All deficiencies to be rectified prior departure. No extension/grant of time to be given for closure of any deficiencies. Vessel to be re-offered for FSI between 3-4 months after the date of release from detention.

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
Dawn Madurai	9116383	21/Oil Tanker	28414	IRS
Date of detention	Last Survey	Detainable Deficiencies		
14.11.2017	04-03-2017	Main Engine can not be reversed; ER, Purifier and AE Bilges full of oil;		

**Corrective and Preventive action:** Additional FSI by end February 2018.

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
Tag Laxmi	9619359	6/Tug	341	IRS
Date of detention	Last Survey	Detainable Deficiencies		
16.11.2017	05-08-2017	Vessel towed a ship, the capacity of which does not comply with approved towing plan; Vessel carried personal more than the number for which accommodation plan is approved for.		

**Corrective and Preventive Action:** Additional FSI by end February 2018.

2. The vessels detained in PSC in November 2017:

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
Distya Pushti	9179127	20/Oil Tanker	21165	IRS
Date of detention	Last Survey	Detainable Deficiencies		
10.11.2017	11.10.16 by IRS	Inoperative two-way VHF radio telephone; ECDIS not updated; In-operational High-Pressure Fuel Oil leak off alarm; Non-payment of crew wages		

**Corrective and Preventive Action:** This vessel was detained on 10.02.2017 at Cyprus and then on 09.08.2017 at Tarragona and again on 10.11.2017. After the second detention on 09.08.2017, the RO was informed to complete Annuals within one months of opening of Annual Survey window period (09.09.2017). The RO Surveyor boarded the vessel on 28.09.2017 and completed only IAPP Survey and Ballast Water Management Survey and did not carry out the complete Annual Surveys on assurance of the Master that vessel shall be offered for complete Annuals before 09.10.2017, and the same was neither informed to the administration nor permission taken and the vessel got detained for the third time in the same calendar year on 10.11.2017. This detention is, therefore, assigned RO responsibility. After the 3<sup>rd</sup> detention, the Managers were informed by the Directorate that no surveyor of any RO shall board the vessel unless a complete Superintendent inspection is carried out along with internal SMC Audit in line with the PSC Circular 5 of 2017. Till date no RO Surveyor has boarded the vessel.

## Graphical Representation of Port State Inspection of Foreign Ships in India

### A. Port State Inspection of Foreign Ships in India

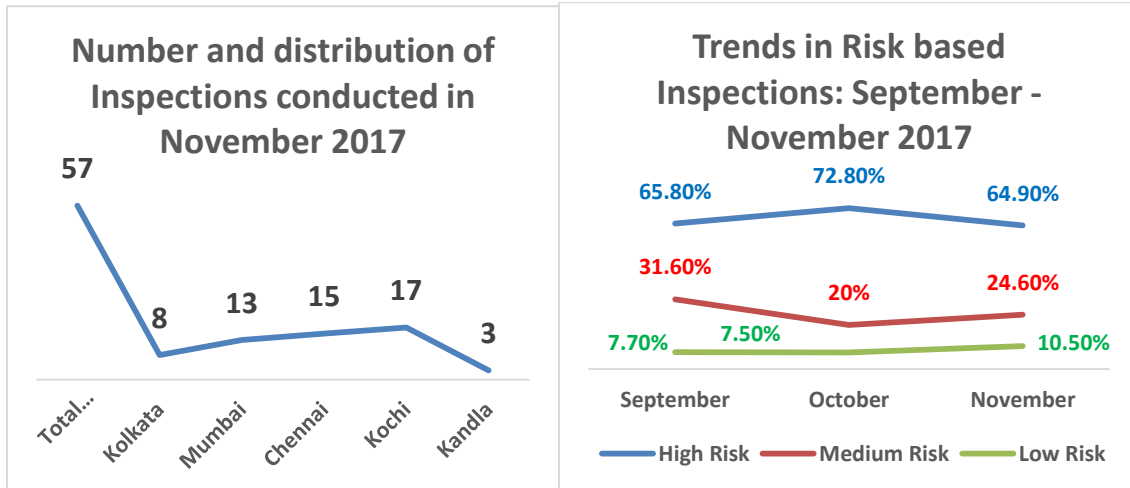


Figure 1: Number of Inspections and Risk based Inspection trends

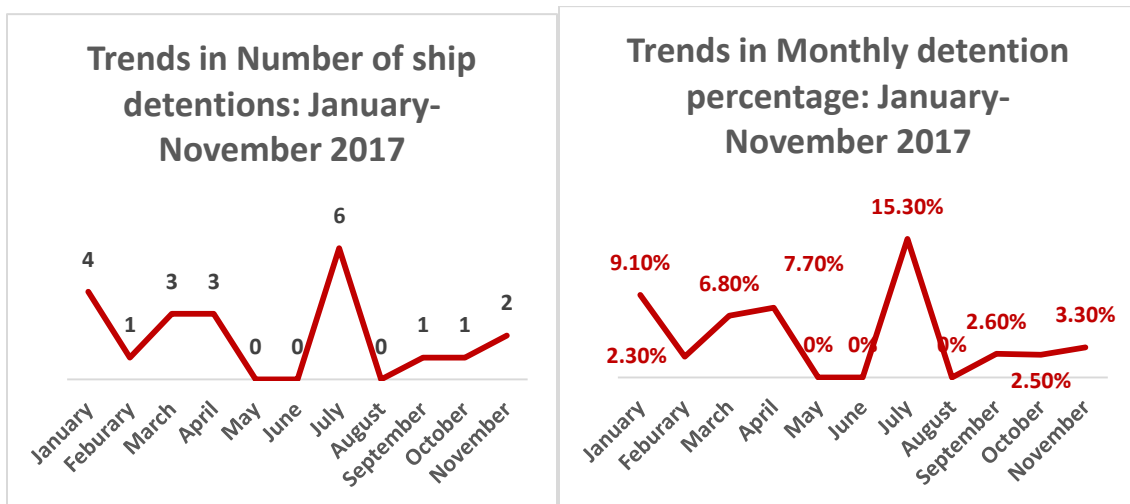


Figure 2: Trends in detentions: November 2017

<b>Risk Type</b>	<b>Number of Inspections</b>	<b>Number of detentions</b>	<b>Deficiency Ratio</b>	<b>Nil-deficiency Ratio</b>
All Vessels	57	2	3.77	0.263
High Risk Vessels	37	1	3.83	0.27
Medium Risk Vessels	14	1	4.28	0.21
Low Risk Vessels	6	0	2.16	0.33

Table 1: Risk based Performance Parameters: November 17

<b>Type of Vessel</b>	<b>Number of Inspections</b>	<b>Number of detentions</b>	<b>Deficiency Ratio</b>	<b>Nil-deficiency Ratio</b>
<b>All Vessels</b>	<b>57</b>	<b>2</b>	<b>3.77</b>	<b>0.263</b>
Bulk Carrier	27	0	2.67	0.29
Chemical Tanker	4	0	2.25	0.25
Container Vessels	7	0	8.14	0
Gas Carriers	3	0	2.33	0.66
General Cargo	12	2	5.58	0.17
Oil Tankers	3	0	1	0.33
RO-RO Cargo Ships	1	0	0	1

Table 2: Performance parameters ship type



Name of Recognized Organization	Number of inspections	Number of detentions	Deficiency Ratio	Nil-deficiency ratio
<b>All Vessels</b>	<b>57</b>	<b>2</b>	<b>3.77</b>	<b>0.263</b>
ABS	9	0	1.67	0.33
BV	6	0	3	0.166
CCS	3	0	1.67	0.66
DNV/GL/DNV-GL(AS)	7	0	4	0.142
LR	13	0	3.61	0.384
NK	18	1	4.44	0.166
RINA	1	1	22	0

Table 3: Performance of Recognized Organizations

<u>Flag</u>	<u>No. of inspections</u>	<u>No. of detentions</u>	<u>Deficiency Index</u>	<u>Nil-Deficiency Index</u>
<b>All Vessels</b>	<b>57</b>	<b>2</b>	<b>3.77</b>	<b>0.263</b>
Bahamas	1	0	6	0
Barbados	1	0	5	0
Belgium	1	0	7	0
Cayman Island	1	0	2	0
Cyprus	1	0	5	0
Germany	1	0	1	0
Greece	1	0	2	0
Hong Kong	3	0	1.67	0.33
Liberia	9	0	2.77	0.44

Table 4A: Performance of Flags

Flag	Number of Inspections	Number of detentions	Deficiency Index	Nil-deficiency Index
Malta	5	0	0.8	0.6
Marshall Island	7	0	2.42	0.285
Netherlands	1	0	3	0
Norway	1	0	0	1
Panama	9	1	5.11	0.22
People Republic of China	1	0	0	1
Portugal	2	0	4	0
Russian Federation	1	1	22	0
Singapore	8	0	5.87	0.125
Thailand	1	0	5	0
Tuvalu	1	0	2	0
Vanuatu	1	0	3	0

Table 4B: Performance of Flags

Code	Type	Number (%age of total)	Typical deficiencies
011	Certificates & Documentation (Ship Certificates)	2(0.9%)	
013	Certificates & Documentation- Documents	9(4.1%)	Rest hour records, Log books, SOPEP, Material Data Sheets
021	Structural Conditions	7(3.1%)	Deck Corrosion
031	Water/Weathertight Conditions	12(5.5%)	Ventilators, air pipes and casings
041	Emergency Systems	10(4.5%)	Emergency lighting, batteries and switches, Emergency Generator
051	Radio Communications	5(2.3%)	Radio log, Reserve source of energy

Table 5A: Deficiencies break up

Code	Type	Number (%age of total)	Typical deficiencies
061	Cargo Operations including equipment	2(0.9%)	
071	Fire Safety	29(13.5%)	Fire detection and alarm system, oil accumulation in bilges
081	Alarms	2(0.9%)	
091	Working and Living Conditions- Living Conditions	6(4.2%)	Provision quality, cold room, cleanliness
092	Working and Living Conditions- Working Conditions	48(22.2%)	Obstruction/slipping, cleanliness of engine room, Electrical, Gas Instruments.
101	Safety of Navigation	19(8.8%)	Passage Plan, Voyage Data Recorder, BNWAS
111	Life Saving Appliances	17(7.8%)	Lif jackets and their disposition; Lifebuoys and their disposition; Lifeboats
131	Propulsion and Auxiliary Machinery	21(9.7%)	Auxiliary Engine, Propulsion Main Engine, Gauges, Thermometers
141	Pollution Prevention: Marpol Annex I	4(1.9%)	Oil filtering equipment; ODME
144	Pollution Prevention: Marpol Annex IV	6(2.8%)	Sewage Treatment Plant
145	Pollution Prevention: Marpol Annex V	9(4.2%)	Garbage Record Book
151	ISM	2(0.9%)	Safety and Environmental Protection Policy
161	ISPS	2(0.9%)	Access control to ships.
182	Labor Conditions -Conditions of Employment	1(0.4%)	Others
991	Other	2(0.9%)	

Table 5B: Deficiencies Break-up

## B. Flag State Inspections

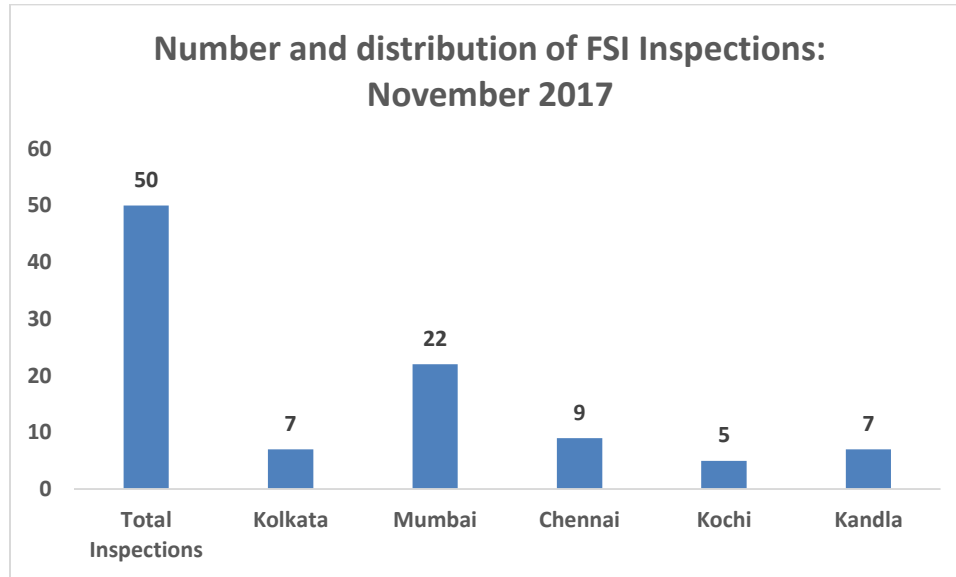


Figure 3: FSI Inspections in November 17: Break-up

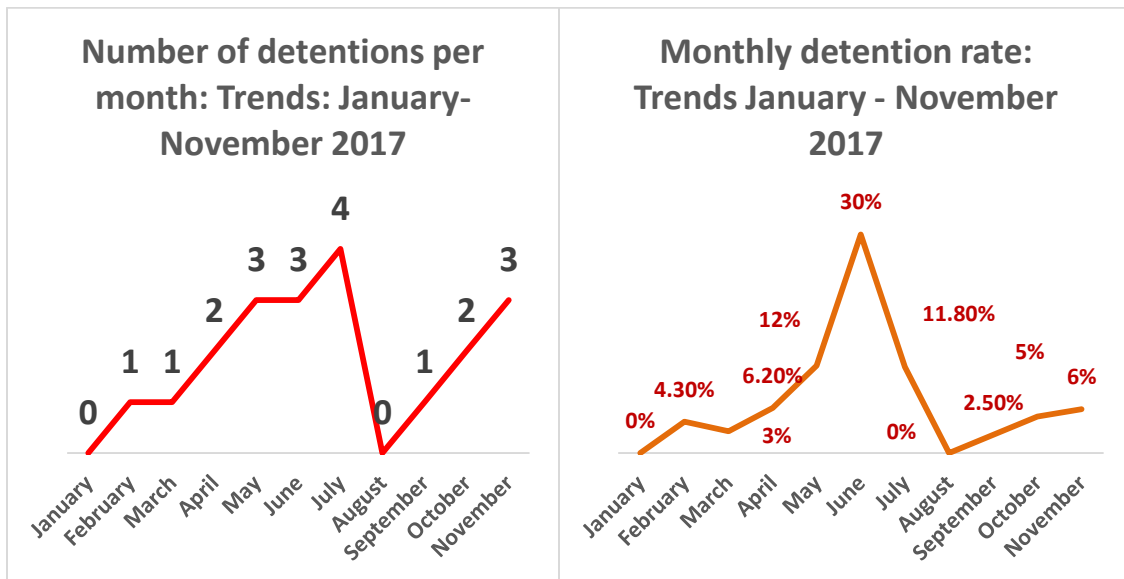


Fig 4: Trends in detentions

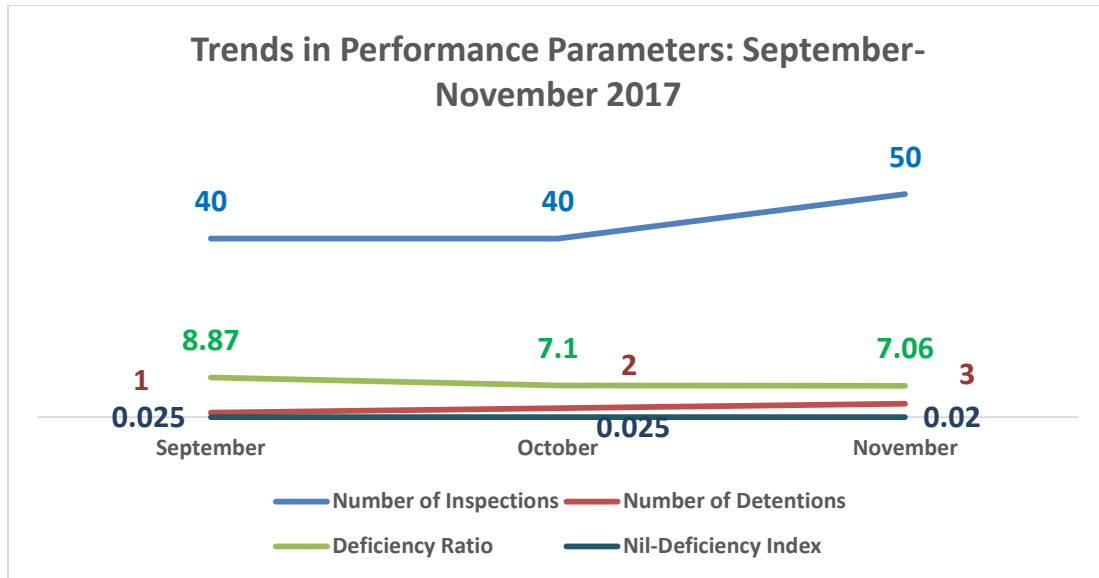


Fig 5: Trends in performance parameters: September-November 17

Type of vessel	Number of inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Vessels	50	3	7.06	0.02
Bulk Carrier	5	0	9.8	0
General Cargo/Multi-purpose Ship	1	0	8	0
Other Cargo Vessels	15	0	4.6	0
Off-shore vessels	1	0	9	0
Oil Tankers	8	1	9.1	0
Container	1	0	7	0
Passenger Vessels	3	0	13.3	0
Tug Boat	16	2	6.125	0.062

Table 6: Performance of vessels based on ship typ

Ship Type	0-5 Years				5-15 Years			
	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio	No. of insps.	No. of detns.	Def. ratio	Nil def ratio
All Vessels	1	0	5	0	17	1	7.9	0.058
Bulk Carrier	1	0	5	0	3	0	11.7	0
General Cargo/Multi-Purpose Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Off shore service vessels	NA	NA	NA	NA	NA	NA	NA	NA
Oil Tankers	NA	NA	NA	NA	3	0	8.33	0
Container Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Other Cargo Vessels	NA	NA	NA	NA	5	0	5	0
Passenger Vessels	NA	NA	NA	NA	1	0	16	0
Tug Boats	NA	NA	NA	NA	5	1	6.6	0.2

Ship Type	15-25 Years				>25 Years			
	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio	No. of insps.	No. of detns.	Def. ratio	Nil def ratio
All Vessels	21	2	7.76	0	11	0	4.63	0
Bulk Carrier	1	0	9	0	NA	NA	NA	NA
General Cargo/Multi-Purpose Vessels	1	0	8	0	NA	NA	NA	NA
Off shore service vessels	1	0	9	0	NA	NA	NA	NA
Oil Tankers	4	1	9	0	1	0	12	0
Container Vessels	1	0	7	0				
Other Cargo Vessels	3	0	5.7	0	7	0	3.85	0
Passenger Vessels	2	0	12	0	NA	NA	NA	NA
Tug Boats	8	1	6.6	0	3	0	4	0

Table 7: Performance Parameters based upon ship type and age

Vessels< 500GT	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected < 500GT	22	2	6.6	0.045
Other Cargo Vessels	4	0	4.25	-0
Passenger Vessels	2	0	15	0
<b>Tug Boats</b>	<b>16</b>	<b>2</b>	<b>6.125</b>	<b>0.042</b>

Vessels >= 500GT &< 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >=500GT &< 3000GT	8	0	5.37	0
Off-shore Service Vessels	1	0	9	0
Other Cargo Vessels	7	0	4.85	0

Vessels >= 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >= 3000GT	20	1	8.25	0
Bulk Carrier	5	0	9.8	0
Container	1	0	7	0
General Cargo/Multi-purpose Vessels	1	0	8	0
<b>Passenger Ships</b>	1	0	<b>10</b>	0
<b>Oil Tanker</b>	8	<b>1</b>	9.125	0
Other Cargo Vessels	4	0	4.5	0

Table 8: Performance of vessels: Based on ship type and size

Recognized Organization/s	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
All Vessels	50	3	7.06	0.02
IRS-ABS	4	0	9	0
IRS-BV	3	0	5.3	0
IRS/DNV/GL/DNV-GL(AS)	2	0	3.5	0
IRS/LR	3	0	5.66	0
IRS/NK	3	0	6.66	0
<b>IRS</b>	35	<b>3</b>	7.04	0.028

Table 9: Performance of Recognized Organizations

Name of Company	Number of Inspections	Number of Detentions	Deficiency Ratio	Nil-Deficiency Ratio
Ambuja Cements	1	0	8	0
Apeejay Shipping	1	0	15	0
Dolphin Offshore	1	0	5	0
ESSAR Shipping	3	0	10.67	0
Fleet Management India Ltd	1	0	5	0
GESCO Ltd.	2	0	4	0
Global Offshore Services Ltd	1	0	6	0
Great Ship India	2	0	4	0
HAL Offshore Ltd.	2	0	3.5	0
Hind Offshore Ltd.	2	0	4	0
IND-AUST Maritime	1	0	10	0

Table 10A: Performance of Indian Ship Operators



Name of Company	Number of Inspections	Number of Detentions	Deficiency Index	Nil-Deficiency Index
Kakinada Seaports Ltd.	1	0	5	0
Lift Marine	1	0	12	0
Darya Ship Management	1	1	16	0
Ocean Sparkle Ltd.	3	0	3	0.33
Off-shore International Logistics	1	1	13	0
Polestar Maritime Ltd.	3	0	7	0
Proactive Ship Management	1	0	14	0
Reliance Industries	2	0	2.5	0
SS Offshore	1	0	9	0
Sanmar Shipping Ltd.	1	0	4	0
SCI Ltd	8	0	7.6	0
Seven Island Shipping	1	0	12	0
SIMA Marine India Pvt. Ltd.	1	0	5	0
SS Offshore Pvt. Ltd.	1	0	5	0
SVS Marine	2	0	6.5	0
Tag Offshore	2	1	7.5	0
TCI Seaways	1	0	7	0
Vinayak Marine Services	1	0	4	0
ZEN Shipping	1	0	11	0

Table 10 B: Performance of Indian Ship Operators

<b>Code</b>	<b>Type</b>	<b>Number (%age of total)</b>	<b>Typical deficiencies</b>
011	Certificates & Documentation (Ship Certificates)	15(4.2%)	MSMD
012	Certificates & Documentation (Crew Certificates)	3(0.85%)	Certificate for Master and Officers
013	Certificates & Documentation- Documents	26(7.3%)	Rest hour records/Oil record book/Survey file/MSDS
021	Structural Conditions	13(3.7%)	Deck corrosion; Hull corrosion
031	Water/Weathertight Conditions	18(5.1%)	Ventilators, air pipes, casings/Doors
041	Emergency Systems	5(1.4%)	Emergency Generator
051	Radio Communications	4(1.1%)	Radio Log
061	Cargo Operations including equipment	3(0.8%)	
071	Fire Safety	23(6.5%)	Fire detection and alarm system; Fire pumps and its pipes; Inert Gas System; International Shore Connection
081	Alarms	6(1.7%)	Fire alarm; Steering Gear Alarm
091	Working and Living Conditions- Living Conditions	20(5.7%)	Galley, handling room; Pipes, Wires insulation; Ventilation, Furnishings, Parasites
092	Working and Living Conditions- Working Conditions	63(17.8%)	Safe means of access; Machinery; Electrical; Anchoring Device; Steam and Pressure Pipes
101	Safety of Navigation	46(13.3%)	Lights, shapes and signals/Nautical publications/Passage Plan

Table 11 A: Break up of deficiencies

Code	Type	Number(%age of total)	Nature of deficiencies
111	Life Saving Appliances	37(10.5%)	Lifebuoys/Lifejackets/Rescue Boats
131	Propulsion and Auxiliary Machinery	32(9.1%)	Auxiliary Engine, Guages/Thermometers
141	Pollution Prevention: Marpol Annex I	12(3.4%)	Oil and oily mixture from Engine Room
144	Pollution Prevention: Marpol Annex IV	4(1.1%)	Sewage Treatment Plant
145	Pollution Prevention: Marpol Annex V	6(1.7%)	Garbage Segregation
151	ISM	10(2.8%)	Maintenance of ship & equipment/Resources and Personnal
161	ISPS	2(0.6%)	
171	Other Safety in general	5(1.4%)	

Table 11 B: Break up of deficiencies

### C. Port State Inspections of Indian Flag Vessels

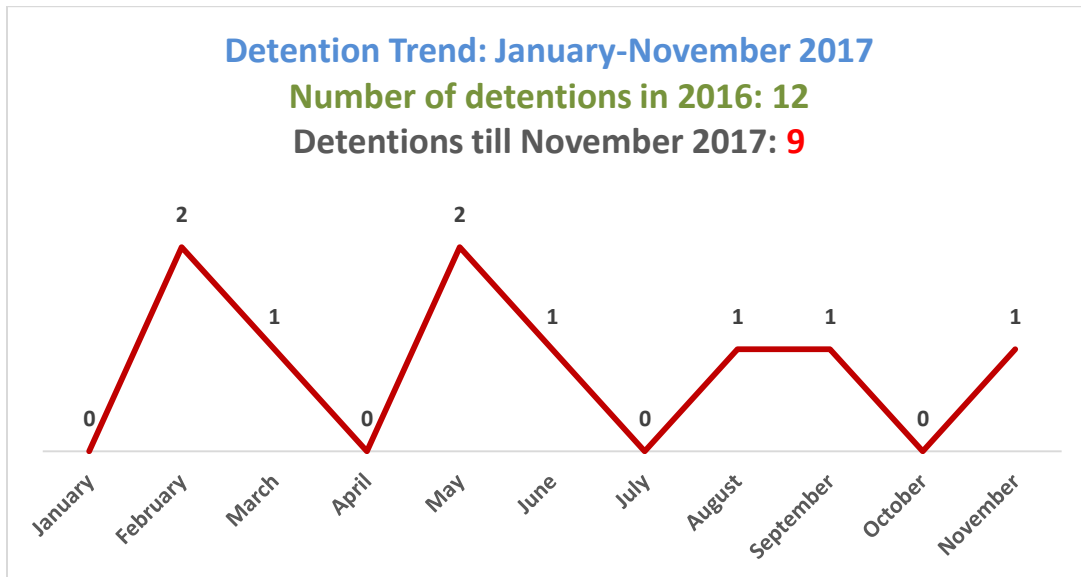


Figure 6: Detention Trends

Regional MOU/PSC	Number of	Number of	Deficiency	Nil Deficiency
All total	19	1	2.8	0.37
Abuja	1	0	0	1
Black Sea	2	0	5	0.5
IOMOU	1	0	2	0
Paris	1	1	18	0
Riyadh	4	0	0.5	0.5
Tokyo	10	0	2.1	0.3

Table 12: Performance under various PSC regimes

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Index	Nil Deficiency Index
<b>Bulk Carrier</b>	10	0	2.4	0.4
5-15 Years	7	0	2	0.28
➤ 15 Years	3	0	3.33	0.66
<b>Oil Tanker</b>	6	1	4.33	0.33
5-15 Years	4	0	1.75	0.40
15-25 Years	2	1	9.5	0
<b>Chemical Tanker</b>	2	0	0.5	0.5
0-5 Years	1	0	0	1
15-25 Years	1	0	1	0
<b>Container Ship</b>	1	0	2	0
15-25 Years	1	0	2	0

Table 13: Performance based upon ship type and age

Name of Company	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
<b>Elektrans Shipping Pvt. Ltd.</b>	1 Paris-1	1	18	0
<b>Five Star Shipping</b>	3; Black Sea-2; Riyadh-1	0	3.33	0.66
<b>Fleet Management Ltd.</b>	1; Tokyo-1	0	0	1
<b>GESCO</b>	5; Tokyo-3; Riyadh-1 Abuja-1	0	1.8	0.1
<b>SCI</b>	4; TOKYO-2; IOMOU-1; RIYADH-1	0	2.25	0.5
<b>TOLANI</b>	3; TOKYO-3	0	1.33	0.33
<b>TW Ship Management</b>	1; TOKYO-1	0	2	0
<b>ZEN Shipping &amp; Ports Ltd.</b>	1; RIYADH-1	0	1	0

Table 14: Performance of Indian Ship Operators

Recognized Organization	Number of inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
IRS/ABS	6	0	2	0.5
IRS/BV	1	0	3	0
IRS/DNV, GL, DNV-GL(AS)	4	0	3.5	0.25
IRS/LR	4	0	0.75	0.5
IRS/NK	1	0	0	1
<b>IRS</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>0</b>

Table 15: Performance of Recognized Organizations

<b>Code</b>	<b>Type</b>	<b>Number (%age of total)</b>	<b>Typical deficiencies</b>
011	Certificates & Documentation (Ship Certificates)	7(13.2%)	MSMD, SAFCON
012	Certificates & Documentation (Crew Certificates)	1(1.9%)	SEA
013	Certificates & Documentation (Documents)	2(3.8%)	
031	Water/Weathertight Conditions	1(1.9%)	Freeboard Marks
041	Emergency Systems	2(3.8%)	Enclosed Space entry and rescue drills.
051	Radio Communications	1(1.9%)	GMDSS Operations
061	Cargo Operations including equipment	1(1.9%)	
071	Fire Safety	5(9.4%)	Jacketed High-Pressure pipes; Fire Pumps and pipes
091	Working and Living Conditions (Living Conditions)	1(1.9%)	
092	Working and Living Conditions (Working Conditions)	2(3.8%)	Steam pipes, pressure pipes, wire, insulation
101	Safety of Navigation	6(11.3%)	Bridge Operations; ECDIS; Speed Log
111	Life Saving Appliances	7(13.2%)	Rescue Boat; Embarkation Arrangement Survival Craft
131	Propulsion & Auxiliary Machinery	3(5.6%)	Auxiliary Engine; Insulation wetted in oil.
151	ISM	1(1.9%)	
171	Other	10(18.8%)	
182	Labor Conditions (Conditions of Employment)	1(1.9%)	Crew Wages
184	Labor Conditions-Health Protection, medical care, welfare and social security	2(3.8%)	Electrical; Lighting in working spaces.

Table 16: Break up of deficiencies

Prepared by: Shri Vikrant Rai, Engineer & Ship Surveyor

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

**FSI/PSC Inspections per Surveyor**

<b><u>Sr.No</u></b>	<b><u>Name of the PSCO</u></b>	<b><u>MMD</u></b>	<b><u>FSI</u></b>	<b><u>PSC</u></b>	<b><u>October, 2017</u></b>	
					FSI	PSC
			Authorization			
1.	Capt S.K.Das DYNA	Chennai	Yes	Yes	<b>NA</b>	<b>NA</b>
2.	Shri A.K.Choudhury	Chennai	Yes	Yes	<b>0</b>	<b>3</b>
3.	Shri Shirish Kumar	Chennai	Yes	Yes	<b>1</b>	<b>2</b>
4.	Captain Tapesh Ghosh NS	Chennai	<b>Yes</b>	<b>Not yet authorized</b>	0	NA
5.	Shri S.S.Murty E&SS	Vizag	Yes	Yes	<b>8</b>	<b>6</b>
6.	Shri Gopikrishna C e&SS	Tuticorin	Yes	Yes	<b>0</b>	<b>4</b>
7.	Shri Ravi Moka SS	Chennai	<b>Yes</b>	<b>Not yet authorized</b>	<b>0</b>	NA
8.	Shri Sajendra Oraon E&SS	Jamnagar	Yes	Yes	<b>NA</b>	<b>NA</b>
9.	Captain A.K.Patel	Kandla	Yes	Yes	<b>7</b>	<b>4</b>
10.	Shri Y Jaisinghania SS	Kochi	<b>Yes</b>	<b>Not yet authorized</b>	0	NA
11.	Shri. P. C. Majhi, E & SS	Mumbai	<b>Yes</b>	<b>Yes</b>	5	0
12.	Shri A.K.Sinha	Port Blair	Yes	<b>Not yet authorized</b>	<b>2</b>	NA
13.	Captain R.Sagar, DYNA	Kolkata	Yes	<b>Not yet authorized</b>	<b>1</b>	NA
14.	Shri K.M.Rao E&SS	Kolkata	Yes	<b>Yes</b>	<b>0</b>	NA
15.	Shri S.K.Das, E&SS	Kolkata	Yes	Yes	<b>0</b>	<b>4</b>
16.	Shri U.Rehman	Kolkata	Yes	Yes	<b>2</b>	<b>4</b>
17.	Captain N.Mandal	Paradip	<b>Not yet authorized</b>	<b>Not yet authorized</b>	NA	NA
18.	Shri A.Chaki E&SS	Haldia	Yes	Yes	<b>NA</b>	<b>NA</b>
19.	Shri R.R.Subbarao E&SS	Paradip	<b>Yes</b>	<b>Not yet authorized</b>	<b>2</b>	NA
20.	Shri Nishant SS	Kolkata	<b>Not yet authorized</b>	<b>Not yet authorized</b>	NA	NA
21.	Shri L.Natarajan SS	Mumbai	Yes	Yes	<b>1</b>	<b>0</b>
22.	Shri P.Nair	Kochi	Yes	Yes	<b>2</b>	2
23.	Shri C.S.Kiran E&SS	Kochi	Yes	Yes	<b>0</b>	<b>4</b>
24.	Shri V.V.Paul E&SS	New Mangalore	Yes	Yes	<b>3</b>	<b>11</b>

25.	Captain S.K.Nair NS	Kochi	<b>Not yet authorized</b>	<b>Not yet authorized</b>	NA	NA
26.	Captain A.K.Azad DYNA	Mumbai	Yes	Yes	<b>NA</b>	<b>1</b>
27.	Shri J.Mukhopadhaya E&SS	Mumbai	Yes	Yes	<b>0</b>	<b>2</b>
28.	Shri S.K.Shrivastava E&SS	Mumbai	Yes	Yes	<b>4</b>	<b>2</b>
29.	Shri J.Senthilkumar E&SS	Mumbai	Yes	Yes	<b>3</b>	<b>3</b>
30.	Captain V. Manhas NS	Mumbai	Yes	<b>Not yet authorized</b>	<b>3</b>	NA
31.	Shri A. Srinivasa E&SS	Mumbai	Yes	<b>Not yet authorized</b>	<b>3</b>	NA
32.	Captain Nitin Mukesh NS	Mumbai	YES	<b>Not yet authorized</b>	<b>2</b>	NA
33.	Shri N.Oommen SS	DGS	<b>Not yet authorized</b>	<b>Not yet authorized</b>	<b>NA</b>	<b>NA</b>
34.	Shri Bodhraj E&SS	Marmugao	Yes	Yes	<b>1</b>	<b>5</b>
35.	Shri S.S.Gadkar DYCS	Delhi	Yes	Yes	<b>NA</b>	<b>NA</b>
36.	Captain K.R.Sundaram NS	Delhi	<b>To be re- authorized</b>	<b>To be re- authorized</b>	NA	NA
37.	Shri G.L.Meena E&SS	Delhi	<b>To be re- authorized</b>	<b>To be re- authorized</b>	<b>NA</b>	<b>NA</b>
38.	Captain R.Poswal NS	Delhi	<b>To be authorized</b>	<b>To be authorized</b>	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 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			<b>50</b>	<b>57</b>

Remarks:

1. Shri Sajendra Oraon and Shri Aniruddha Chaki on study tour.
2. Shri K.M Rao authorized as PSCO on 23-11-2017.