



सत्यमेव जयते

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 December 2017

A. PORT STATE INSPECTIONS OF FOREIGN FLAG VESSELS IN INDIA

- a) There was a total of 47 inspections in December compared to 57 inspections in November 17, a reduction of about 17.5% compared to November. The Mumbai district conducted maximum number of PSC inspections among all district with a total of 15 inspections, that is, about 31.9% of total inspections, followed by Kochi and Chennai districts with 13 and 11 inspections each respectively.
- b) About 70.2% of the vessels inspected were in IOMOU high risk category compared to 64.9% in November 17, that is, an increase of about 8.2%.
- c) In terms of performance, the vessels inspected in December demonstrated a better performance than those inspected in November. The number of detentions reduced from two to one, the deficiency index reduced from 3.77 in November to 2.91 in November, however, the nil deficiency index decreased 0.263 in November to 0.149.
- d) Risk based performance: Compared to Medium and Low risk vessels, the performance of High risk vessels was poor with one detention and the highest deficiency index of 3.24 among all risk type inspected and a lowest nil-deficiency ratio of 0.09.
- e) Type based performance: Among all ship type inspected, the only detention registered in December was that of a Container Vessel. However, the highest deficiency index of 4.42 was registered by 7 numbers of General Cargo/Other Cargo Vessels inspected in December 2017. General

Cargo/OCV, Oil tankers and RO-RO Cargo ships inspected registered zero nil-deficiency index.

- f) Recognized Organizations: The vessel detained in December 2017 is ABS Classed. ABS Class vessel inspected in December also registered highest deficiency index of 6.5 among all class vessels inspected.
- g) Flags performance: Though the only vessel detained in December is Singapore Flag, the 7 Singapore Flag vessels inspected in December registered a lower than average deficiency index of 2.85 and the highest deficiency index of 0.42. Cyprus with a deficiency index of 5 and Malta with 4.83 registered the highest deficiency index in December 2017.
- h) Seafarers working conditions continue to be an area of concern with 24.8% of the total deficiencies.
- i) Detained Vessel

Name of Vessels	IMO No.	Flag	RO	Type/Age
OEL BENGAL	8510362	SINGAPORE	ABS	CONTAINER/32 Years

B. Flag State Inspections of Indian Flag Vessels

- a) There were 49 Flag state inspections in December with Kolkata district conducting the maximum 15 number inspections, that is, about 30% of all inspections, followed by Mumbai and Kandla district with 12 and 11 inspections respectively.
- b) There were two detentions in December resulting in a detention rate of 4.1%. Compared to November the number of detentions reduced from 3 to 2 and detention rate reduced from 6% to 4.1% in December 2017. The deficiency index increased to 8.3 after remaining consistent at 7.1 in October and November. However, the nil-deficiency ration remained consistent at about 0.02.
- c) **Performance based on type:** Among all ship type, irrespective of size and age, 2 out 14 tug boats inspected were detained constituting a detention ratio of 14.2%. In November, 2 out of 16 tug boats were detained with a detention ratio of 12.5%. However, in December, the average deficiency

index of all tug boats inspected was 5.5 compared average deficiency index of 8.3 of all vessels inspected. The Passenger Vessel had the highest deficiency index of 28 followed by Oil Tanker with a deficiency index of 14.7. The only vessel which had nil-deficiencies in the FSI conducted in December is an Off-shore service vessel.

- d) **Performance based on age:**One each of the two vessels detained in December belonged to 5-15 years and > 25 years age category. 16 number of vessels, that is about 30% of all vessels inspected belonged to > 25 years category and with the highest deficiency index of 11.4. The only vessel which had nil-deficiency belonged to 5-15 Years age category.
- e) **Performance based on size:**Both the tug boats detained were between 500-3000gt size category. Among all size categories based on gross tonnage, vessels greater than 3000gt with 22 inspections, that is, about 45% of total inspections had the highest deficiency index of 9.5 For vessels > 3000gt, Passenger Vessels had the deficiency index of 28 followed by oil tanker with a deficiency index of 14.7.
- f) **Recognized Organizations:** Both the vessels detained were single IRS Class while IRS-ABS dual class vessels had the highest deficiency index; the IRS/LR dual class vessels had the least deficiency index.
- g) **Owners/Managers:** The two vessels detained were managed by Halani Shipping Limited and Super Tug Marine Services Pvt. Limited. The highest deficiency index of 28 was on vessels managed by IND-Aust followed by Seven Island with a deficiency index of 19. The vessels managed by GESCO had the lowest deficiency index of 2.
- h) The top three areas of deficiencies continued to be Working conditions, Safety of Navigation and Fire Safety.

C. Port State Inspection of Indian Flag Vessels abroad

- a) There was a total of 9 Indian Flag vessels inspected in December 2017 in 5 regional MOU/ PSC regimes.
- b) Compared to November, the Indian Ships demonstrated a poor performance in December 17 with two detentions; however, the average deficiency index reduced from 2.88 to 1.77 and the average nil-deficiency index increased from 0.37 to 0.66. This indicates that detained vessels majorly affected the overall performance of Indian Vessels inspected abroad.

- c) One each of the 2 vessels detained was in Tokyo and Riyadh MOU respectively. However, the overall performance in Tokyo MOU was much below average with a deficiency index of 6.5 compared to average deficiency index of 1.77 of all Indian vessels inspected in December.
- d) The two vessels detained were both Bulk Carriers more than 15-year-old. Compared to Bulk Carriers all other types of vessel inspected in December (Oil tankers, Chemical tankers and Off-Shore Service vessel) registered nil deficiencies.
- e) **Performance of Shipping Companies:** One each of the two vessels detained was managed by GESCO and Penta Crystal Ship Management respectively. This was the first detention of both the vessels in last two years under Indian management.
- f) **Recognized Organizations:** The two vessels detained were Single IRS and IRS-BV Class vessels respectively. However, the IRS-BV Class vessel also registered the highest deficiency index of 13.
- g) Areas with highest deficiencies: Water/Weathertight conditions, Emergency Systems, Fire Safety Measures and Life Saving Appliances.

D. Corrective and Preventive Action:

1. Two vessels were detained under FSI in December 2017:

Name of Vessels	IMO No.	Age/Type	GT	RO/CLASS
Aadya	8513699	30/Tug Boat	1997	IRS
Date of Detention	Last Survey	Detainable deficiencies		
20.12.2017	14.08.2017	Magnetic Compass non-readable; Emergency Generator Exhaust pipe leaking; ER Bilges full of		

Corrective and Preventive action: Additional FSI by end March 2018.

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
Mermaid 2	9532264	9/Tug Boat	299	IRS
Date of detention	Last Survey	Detainable Deficiencies		
22.12.2017	22.11.2017	Fire pump and Emergency Fire Pump not-operational. Sewage being pumped overboard directly;		

Corrective and Preventive action: Additional FSI by end April 2018. RO responsibility assigned for non-operational Fire Pump and Emergency Fire Pump.

2. The vessels detained in PSC in November 2017:

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
GEM OF ENNORE	9206009	17/Bulk Carrier	39749	IRS
Date of detention	Last Survey	Detainable Deficiencies		
10-12-2017	29.06.2017	Leakage of Fire Line.		

Corrective and Preventive Action: NA

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
JAG RAHUL	9254484	15/BULK CARRIER	30011	IRS-BV
Date of detention	Last Survey	Detainable Deficiencies		
27-12-2017	30.03.2017	Lifeboat propeller hitting rudder; Exhaust pipe leakage inside enclosed life-boat.		

Corrective and Preventive Action: The type of deficiencies such as lifeboat rudder touching the propeller and lifeboat propeller shaft and rudder turning in direction opposite to which the engine control and helm was placed is indicative of poor supervision of maintenance of emergency equipment on ships. Master, Chief Engineer, Superintendent and DPA are called to the Directorate for a face to face interaction by 15 February 2018.

Graphical Representation of Port State Inspection of Foreign Ships in India

A. Port State Inspection of Foreign Ships in India

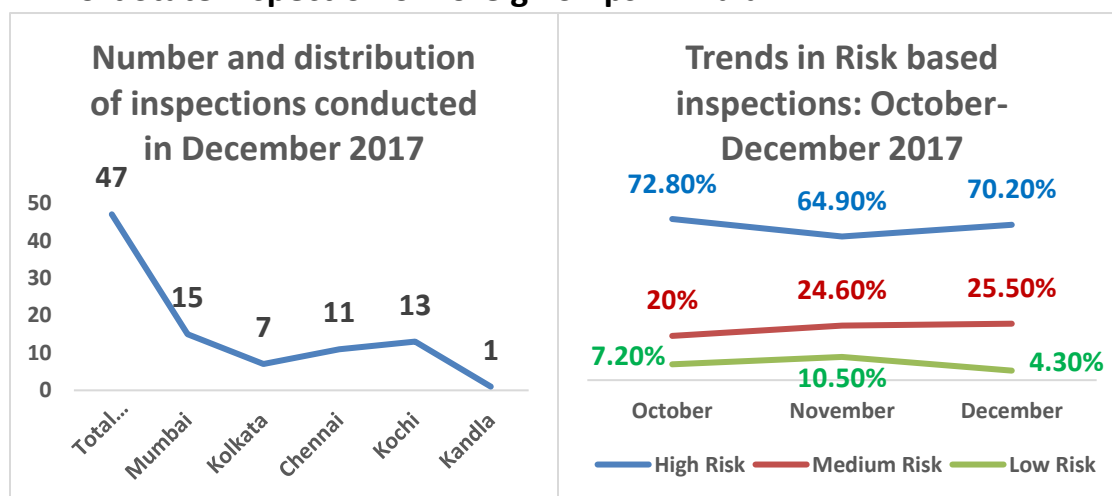


Figure 1: Number of Inspections and Risk based Inspection trends

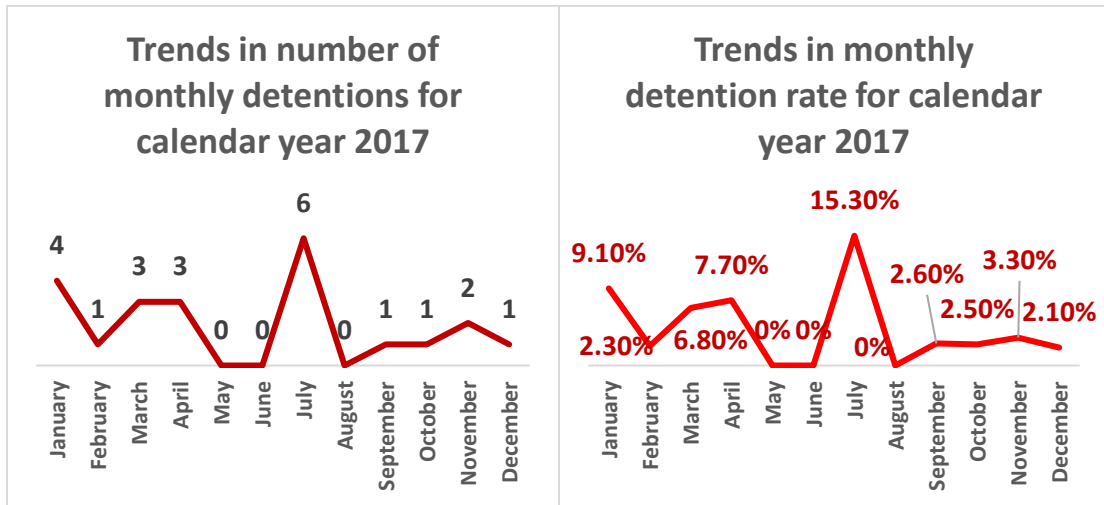


Figure 2: Trends in detentions: Calendar Year 2017

Risk Type	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
All Vessels	47	1	2.91	0.149
High Risk Vessels	33	1	3.24	0.09
Medium Risk Vessels	12	0	2.16	0.25
Low Risk Vessels	2	0	2.0	0.50

Table 1: Risk based Performance Parameters: November 17

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
All Vessels	47	1	2.91	0.149
Bulk Carrier	23	0	2.82	0.13
Chemical Tanker	9	0	1.33	0.33
Container Vessels	5	1	4	0.2
General Cargo/OCV	7	0	4.42	0
Oil Tankers	2	0	2.5	0
RO-RO Cargo Ships	1	0	4	0

Table 2: Performance parameters ship type

Name of Recognized Organization	Number of inspections	Number of detentions	Deficiency Ratio	Nil-deficiency ratio
All Vessels	47	1	2.91	0.149
ABS	4	1	6.5	0
BV	5	0	2	0.4
CCS	3	0	1.33	0
DNV/GL/DNV-GL(AS)	4	0	1.75	0.25
KRS	1	0	5	0
LR	6	0	2.16	0.166
NK	21	0	2.95	0.14
RINA	3	0	3.33	0

Table 3: Performance of Recognized Organizations

Flag	No. of inspections	No. of detentions	Deficiency Index	Nil-Deficiency Index
All Vessels	47	1	2.91	0.149
Antigua & Bermuda	1	0	1	0
Cyprus	2	0	5	0
Egypt	1	0	3	0
Ethiopia	1	0	3	0
Hong Kong	4	0	2.5	0
Liberia	6	0	3	0

Table 4A: Performance of Flag

Flag	No. of inspections	No. of detentions	Deficiency Index	Nil-Deficiency Index
Malta	6	0	4.83	0
Marshall Island	5	0	2.4	0.2
Norway	1	0	2	0
Panama	10	0	2.2	0.3
People Republic of China	1	0	2	0
Philippines	1	0	2	0
Singapore	7	1	2.85	0.42
Switzerland	1	0	3	0

Table 4B: Performance of Flag

Code	Type	Number (%age of total)	Typical deficiencies
011	Certificates & Documentation (Ship Certificates)	1(0.8%)	
012	Certificates & Documentation-Crew Certificates	1(0.8%)	
013	Certificates & Documentation-Documents	8(5.8%)	Fire control plan; Table of watch keeping arrangements; Rest hour records; Oil
021	Structural Conditions	4(2.9%)	Deck Corrosion
031	Water/Weathertight	5(3.6%)	Ventilators, air pipes and casings;
041	Emergency Systems	5(3.6%)	Emergency lighting, batteries and
051	Radio Communications	5(3.6%)	Radio log, SART

Table 5A: Deficiencies break up

Code	Type	Number (%age of total)	Typical deficiencies
061	Cargo Operations including equipment	1(0.8%)	
071	Fire Safety	7(5.2%)	Fire pumps and its pipes, oil accumulation in bilges
081	Alarms	1(0.8%)	
091	Working and Living Conditions-Living Conditions	2(1.5%)	Cleanliness
092	Working and Living Conditions-Working Conditions	34(24.8%)	Cleanliness of engine room, Electrical; Machinery; Safe means of access;
101	Safety of Navigation	15(10.9%)	Passage Plan, Voyage Data Recorder, Revolution Counter; Magnetic Compass
111	Life Saving Appliances	12(8.6%)	Lifebuys and their disposition; Others
131	Propulsion and Auxiliary Machinery	17(12.4%)	Auxiliary Engine, Gauges, Thermometers, Bilge Pumping Arrangements
141	Pollution Prevention: Marpol Annex I	4(2.9%)	Retention of oil on board; oil-fuel tank protection
144	Pollution Prevention: Marpol Annex IV	8(5.8%)	Sewage Treatment Plant
145	Pollution Prevention: Marpol Annex V	3(2.2%)	Garbage Record Book
151	ISM	2(1.5%)	Safety and Environmental Protection Policy
182	Labor Conditions -Conditions of Employment	2(1.5%)	Calculation and payment of wages

Table 5B: Deficiencies Break-up

B. Flag State Inspections

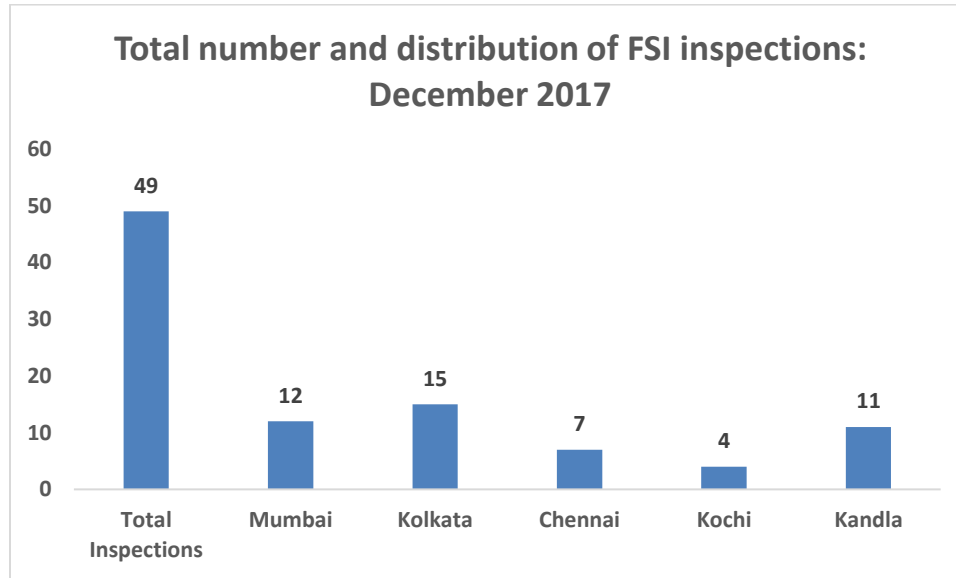


Figure 3: FSI Inspections in December 17: Break-up

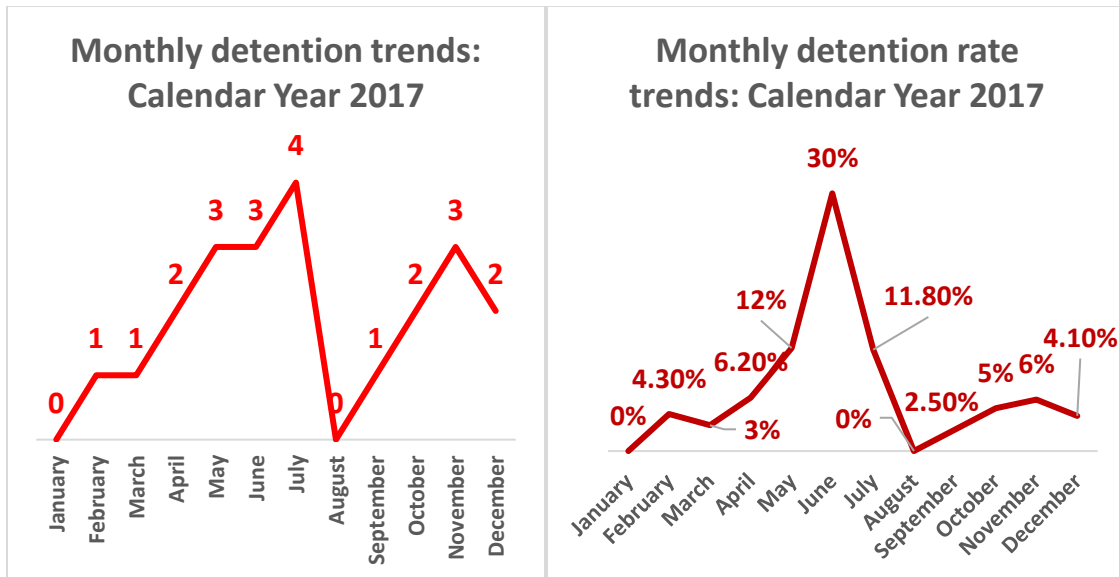


Fig 4: Trends in detentions rate: Calendar Year 2017

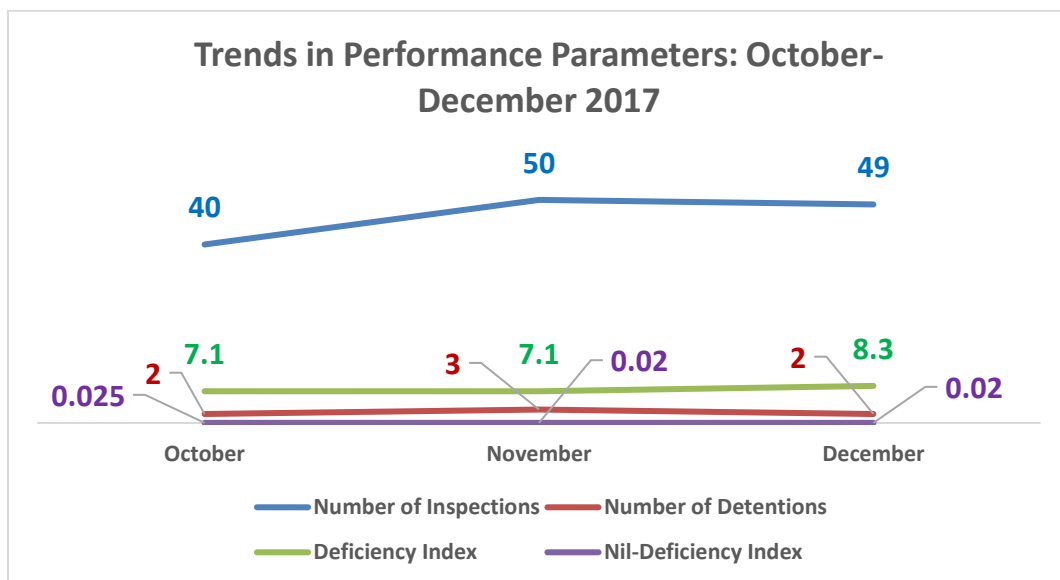


Fig 5: Trends in performance parameters: October-December 17

Type of vessel	Number of inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Vessels	49	2	8.3	0.02
Bulk Carrier	8	0	8.25	0
General Cargo/Multi-purpose Ship/OCV	12	0	8.8	0
Gas Carriers	3	0	3.3	0
Heavy Lift Carriers	1	0	9	0
Off-shore vessels	2	0	1.5	0.5
Oil Tankers	6	0	14.7	0
Container	1	0	6	0
High Speed Passenger Vessels	1	0	12	0
Passenger Ships	1	0	28	0
Tug Boat	14	2	5.8	0

Table 6: Performance of vessels based on ship type

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	2	0	2	0	16	1	6.25	0.062
Bulk Carrier	1	0	1	0	4	0	6.25	0
General Cargo/Multi-Purpose Vessels/OCV	NA	NA	NA	NA	3	0	9	0
Gas Carriers	NA	NA	NA	NA	NA	NA	NA	NA
Off shore service vessels	1	0	3	0	1	0	0	1
Oil Tankers	NA	NA	NA	NA	1	0	5	0
Container Vessels	NA	NA	NA	NA	1	0	6	0
Heavy Lift Carriers	NA	NA	NA	NA	1	0	9	0
High Speed Passenger Crafts	NA	NA	NA	NA	NA	NA	NA	NA
Passenger Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Tug Boats	NA	NA	NA	NA	5	1	5.6	0

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	15	0	8.1	0	16	1	11.4	0
Bulk Carrier	1	0	17	0	2	0	11.5	0
General Cargo/Multi-Purpose Vessels/OCV	2	0	6.5	0	7	0	9.4	0
Gas Carriers	3	0	3.33	0	NA	NA	NA	NA
Off shore service vessels	NA	NA	NA	NA	NA	NA	NA	NA
Oil Tankers	4	0	13.75	0	1	0	28	0
Container Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Heavy Lift Carriers	NA	NA	NA	NA	NA	NA	NA	NA
High Speed Passenger Crafts	1	0	12	0	NA	NA	NA	NA
Passenger Vessels	NA	NA	NA	NA	1	0	28	0
Tug Boats	4	0	3.75	0	5	1	7.6	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	11	1	5.3	0
High Speed Passenger Vessels	1	0	12	0
Tug Boats	10	1	4.6	0

Vessels >= 500GT &< 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >=500GT &< 3000GT	16	1	8.87	0.062
Bulk Cargoes	1	0	17	0
General Cargo/Multi-Purpose Vessels/OCV	9	0	9.67	0
Off-shore Service Vessels	2	0	1.5	0.5
Tug Boats	4	1	8.75	0

Vessels >= 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >= 3000GT	22	0	9.5	0
Bulk Carrier	7	0	7	0
Container	1	0	6	0
Gas Carriers	3	0	3.33	0
General Cargo/Multi-purpose Vessels/OCV	3	0	6.3	0
Passenger Ships	1	0	28	0
Oil Tanker	6	0	14.7	0
Heavy Lift Carriers	1	0	9	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	49	2	8.3	0.02
IRS-ABS	3	0	9.66	0
IRS-BV	2	0	6.5	0
IRS/DNV/GL/DNV-GL(AS)	1	0	3	0
IRS-KRS	1	0	4	0
IRS/LR	5	0	2.8	0
IRS/NK	1	0	6	0
IRS	36	2	9.44	0.027

Table 9: Performance of Recognized Organizations

Name of Company	Number of Inspections	Number of Detentions	Deficiency Ratio	Nil-Deficiency Ratio
Amba Shipping & Logistics Pvt. Ltd.	1	0	9	0
Apeejay Shipping	1	0	17	0
Arkay Logistics	3	0	12.3	0
Cowley Accord	1	0	6	0
Darya Shipping	1	0	3	0
DAWN Shipping	1	0	10	0
ESSAR Shipping	4	0	6	0
Galleon Shipping	1	0	9	0
Glory Ship Management	1	0	12	0
Halani Shipping Pvt. Ltd.	1	1	15	0
Hind Off-shore	1	0	7	0
IND-AUST Maritime	1	0	28	0

Table 10 A: Performance of Indian Ship Operators

Name of Company	Number of Inspections	Number of Detentions	Deficiency Index	Nil-Deficiency Index
L & T Sapura Shipping	1	0	9	0
MAK Logistics Ltd.	1	0	12	0
Ocean Sparkle Ltd.	6	0	4.3	0
Pelagia Marine Services	1	0	7	0
Reliance Industries Ltd.	3	0	3.3	0
SAMSON Maritime Ltd.	1	0	3	0
Shipping Corporation	7	0	8.7	0.14
Seven Island Ltd.	2	0	19	0
Super-tug Offshore Services	1	1	9	0
Sushe Marine Services	2	0	13.5	0
Synergy	2	0	3.5	0
Tag Offshore	1	0	5	0
The Great Eastern Shipping Co. Ltd.	2	0	2	0
Tolani Shipping	1	0	6	0
TW Ship Management	1	0	8	0

Table 10 B: Performance of Indian Ship Operators

Code	Type	Number (%age of	Typical deficiencies
011	Certificates & Documentation (Ship	16(3.9%)	
012	Certificates & Documentation (Crew	1(0.2%)	Manning specified by MSMD
013	Certificates & Documentation-	29(7.1%)	Rest hour records/SOPEP/Log-Book/Working Hours table/Garbage Record Book/
021	Structural Conditions	20(4.9%)	Deck corrosion; Closing devices, watertight doors
031	Water/Weathertight Conditions	22(5.4%)	Ventilators, air pipes, casings/Freeboard Marks/Doors

041	Emergency Systems	12(2.9%)	Emergency Generator/Abandon Ship Drills/Emergency Fire Pump/Emergency Lighting, batteries and switches.
051	Radio Communications	4(1%)	VHF EPIRB/SART
061	Cargo Operations including equipment	9(2.3%)	Cargo Transfer(Tankers)/Loading Instrument
071	Fire Safety	39(9.5%)	Fire detection and alarm system/Fire pumps and its pipes/ Remote means of closing/Opening in Fire resisting divisions/Fire Dampers
081	Alarms	4(1%)	Fire alarm; Steering Gear Alarm
091	Working and Living Conditions- Living Conditions	21(5.1%)	Medical Equipment/Furnishing/Sanitary Facilities/Furnishing/Ventilation(Accommodation)/Anchoring Devices
092	Working and Living Conditions- Working Conditions	85(20.8%)	Safe Means of Access/Electrical/Machinery/Protection of Machinery/Cleanliness of Engine Room
101	Safety of Navigation	51(12.5%)	Echo Sounder/Nautical publications/Speed Log/Magnetic Compass/Lights, Shapes and sound signals
111	Life Saving Appliances	30(7.3%)	Lifeboat Embarkation arrangement/Rescue Boats/On board training and instructions/MES

Table 11 A: Break up of deficiencies

Code	Type	Number (%age of total)	Typical deficiencies
141	Pollution Prevention: Marpol Annex I	16(3.9%)	Oil and oily mixture from Engine Room/Control of discharge/Oil filtering equipment
144	Pollution Prevention: Marpol Annex IV	3(0.8%)	Sewage Treatment Plant
145	Pollution Prevention: Marpol Annex V	13(3.2%)	Garbage Management Plan
151	ISM	8(1.9%)	Company Authority and Responsibility/Resources and Personnel/Company Verification, review and evaluation
161	ISPS	4(1%)	
171	Other Safety in general	3(0.7%)	

Table 11 B: Break up of deficiencies

C. Port State Inspections of Indian Flag Vessels

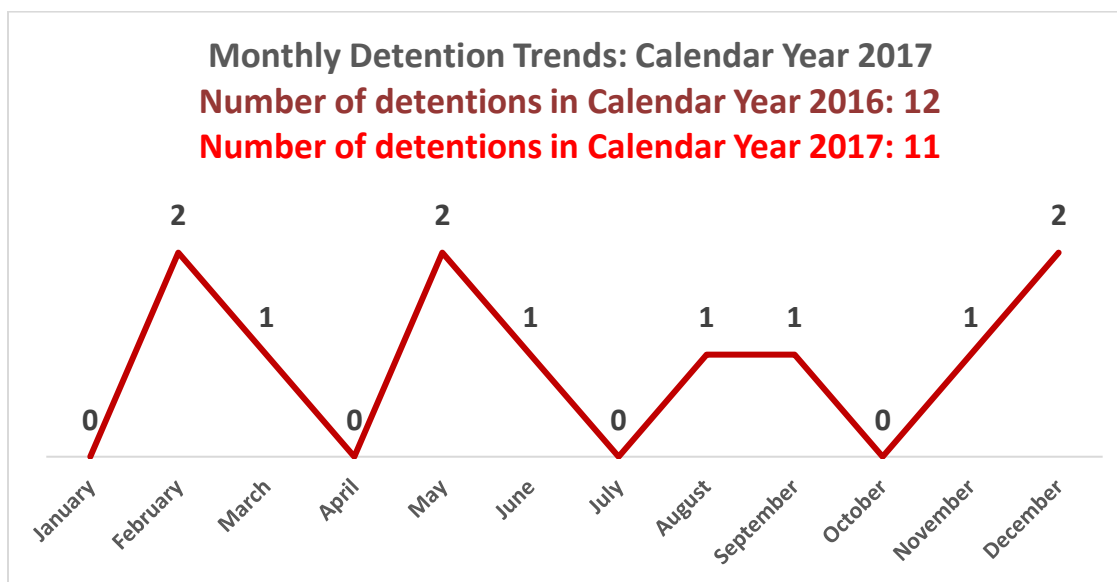


Figure 6: Detention Trends

Regional MOU/PSC Regime	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
All total	9	2	1.77	0.66
MED-MOU	1	0	0	1
Paris	1	0	0	1
Riyadh	4	1	0.5	0.75
Tokyo	2	1	6.5	0.5
Vina-Del-Mar	1	0	1	0

Table 12: Performance under various PSC regimes

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Index	Nil Deficiency Index
Bulk Carrier	6	2	2.66	0.5
0-5 Years	1	0	0	1
5-15 Years	2	0	0.5	0.5
➤ 15 Years	3	2	5	0.33
Oil Tanker	1	0	0	1
5-15 Years	1	0	0	1
Chemical Tanker	1	0	0	1
5-15 Years	1	0	0	1
Off-shore Service	1	0	0	1
5-15 Years	1	0	0	1

Table 13: Performance based upon ship type and age

Name of Company	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
Five Star Shipping	1/Riyadh:1	0	0	1
Fleet Management Ltd.	1/ Riyadh:1	0	0	1
L&T Sapura Shipping Pvt. Ltd.	1/Riyadh:1	0	0	1
Penta Crystal Ship Management	1/Riyadh:1	1	2	0
GESCO	4/Tokyo:2; Paris:1; MED-MOU:1	1	3.25	0.75
Shipping Corporation of India Ltd.	1/Vina-Del-Mar: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	4	0	0	1
IRS/BV	1	1	13	0
IRS/DNV, GL, DNV-GL(AS)	1	0	0	1
IRS	3	1	1	0.33

Table 15: Performance of Recognized Organizations

Code	Type	Number (%age of total)	Typical deficiencies
031	Water/Weathertight Conditions	4(25%)	Freeboard Marks/Ventilators, Air Pipes
041	Emergency Systems	2(12.5%)	Emergency Fire Pump/Communication Steering Room to Bridge
071	Fire Safety	3(18.7%)	Skylight Cover distorted and cannot be closed air tight.
101	Safety of Navigation	1(6.3%)	Speed Log
111	Life Saving Appliances	3(18.7%)	Rescue Boat; Embarkation Arrangement Survival Craft
144	Pollution Prevention- MARPOL Annex IV	1(6.2%)	Sewage Treatment Plant
146	Pollution Prevention- MARPOL Annex VI	1(6.3%)	Incinerator Out of Order
161	ISPS	1(6.3%)	Access Control to ship

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

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

25.	Shri V.V.Paul E&SS	New Mangalore	Yes	Yes	3	10
26.	Captain S.K.Nair NS	Kochi	Not yet authorized	Not yet authorized	NA	NA
27.	Captain A.K.Azad DYNA	Mumbai	Yes	Yes	NA	NA
28.	Shri J.Mukhopadhaya E&SS	Mumbai	Yes	Yes	0	2
29.	Shri S.K.Shrivastava E&SS	Mumbai	Yes	Yes	1	2
30.	Shri J.Senthilkumar E&SS	Mumbai	Yes	Yes	1	2
31.	Captain V. Manhas NS	Mumbai	Yes	Not yet authorized	1	NA
32.	Shri A. Srinivasa E&SS	Mumbai	Yes	Not yet authorized	3	NA
33.	Captain Nitin Mukesh NS	Mumbai	YES	Not yet authorized	3	NA
34.	Shri N.Oommen SS	DGS	Not yet authorized	Not yet authorized	NA	NA
35.	Shri Bodhraj E&SS	Marmugao	Yes	Yes	2	9
36.	Shri S.S.Gadkar DYCS	Delhi	Yes	Yes	NA	NA
37.	Captain K.R.Sundaram NS	Delhi	To be re- authorized	To be re- authorized	NA	NA
38.	Shri G.L.Meena E&SS	Delhi	To be re- authorized	To be re- authorized	NA	NA
39.	Captain R.Poswal NS	Delhi	To be authorized	To be authorized	NA	NA
40.	Captain Jayakumar DYNA	DGS	Yes		NA	NA
41.	Captain Muduli DYNA	DGS	Yes		NA	NA
42.	Captain Darokar NS	DGS	To be re-authorized		NA	NA
43.	Shri A.B.Dutta E&SS	DGS	To be re-authorized		NA	NA
44.	Shri S.Kamath E&SS	DGS	To be re-authorized		NA	NA
45.	Shri A.Wankhade E&SS	DGS	To be re-authorized		NA	NA
46.	Shri Gopinandan E&SS	DGS	To be authorized		NA	NA
47.	Shri Vikrant Rai E&SS	DGS	To be re-authorized		NA	NA
48.	Captain Mohit Behl NS	DGS	To be authorized		NA	NA

49.	Captain A.Joseph NS	DGS	To be authorized	NA	NA
50.	Captain P.C.Meena NS	DGS	To be authorized	NA	NA
51.	Captain D.Joseph NS	DGS	To be authorized	NA	NA
52.	Shri S. Pradeep SS	DGS	To be authorized	NA	NA
	Total			49	47

Remarks:

1. Shri Sajendra Oaron and Shri Aniruddha Chaki on study tour.
2. Shri K.M Rao authorized as PSCO on 23-11-2017.
3. Shri N. Bhaskaran authorized as FSI on 03.01.2018
4. Captain S. Mukhopadhaya authorized as FSI on 03.01.2018.