



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", 9th FLOOR

फैक्स: 25752029/35

आय-थिंक टेक्नो कॅम्पस / I-THINK TECHNO CAMPUS

ई-मेल: dgship-dgs@nic.in

कांजुरमार्ग (ईस्ट) / KANJUR MARG (EAST)

वेब: www.dgshipping.gov.in

मुंबई / MUMBAI – 400 042

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

Fax: 25752029/35

E-mail: dgship-dgs@nic.in

Web: www.dgshipping.gov.in

No: ENG/PSC/66(29)2012-Monthly Report

Date: 09.04.2018

PSC/FSI Inspection Report for February 2018

A. PORT STATE INSPECTIONS OF FOREIGN FLAG VESSELS IN INDIA

- a) There were 40 port state inspections in February 18 compared to 47 in January. The maximum number of inspections, that is, 12 constituting 30% of total inspections were conducted by Kolkata district followed by 9 each by Chennai, Kochi and Mumbai districts.
- b) About 60% of the vessels inspected in February 18, visited IOMOU region for the first time, while about 30% vessels inspected were assigned Priority I, that is, highest priority for inspection.
- c) Compared to one detentions(2.1% detention ratio) in January, there were 3 detentions (7.5% detention ratio) in February 18. However, the deficiency index reduced from 4.8 in January to 4.45 in February, while nil-deficiency index remained same at 0.15.
- d) Priority based performance: Though there were two detentions of vessels visiting first time in IOMOU region, these vessels had the least average deficiency index of 3.53 and the highest nil-deficiency index of 0.166. Out of 3 vessels inspected with no inspection priority, there was 1 detention and these inspected vessels also had the highest deficiency index of 7.67.
- e) Type based performance: Among all ship type inspected the one each of Bulk Carrier, Container and General Cargo vessels were detained. The inspected Container vessels also registered the highest deficiency index of 8.85 among all ship types inspected.

- f) Recognized Organizations: One vessel each with IRS, KRS & BV as Recognized Organization was detained. The highest deficiency index was registered by IRS Class vessels inspected.
- g) Flags performance: One each of Hong Kong, Thailand and Panama Flag vessels was detained in February 2018. The inspected Thailand Flag vessels also registered the highest deficiency index of 9.5
- h) The major areas where maximum number of deficiencies were registered are Propulsion & Auxiliary Machinery, Living Conditions of Seafarers and Fire Safety measures.
- i) Detained Vessel

Name of Vessels	IMO No.	Flag	RO	Type/Age
East Ayutthaya	9584293	Thailand	KRS	Bulk Carrier/10 Years
OEL Bengal	8510362	Panama	IRS	Container/33 Years
Orchid	9449326	Hong-Kong	BV	General Cargo/11 Years

B. Flag State Inspections of Indian Flag Vessels

- a) There were 29 Flag state inspections in February 18 compared to 34 in January 18. The maximum number of inspections, that is, 9 were conducted by Mumbai district followed by 8 each by Chennai and Kolkata district.
- b) Continuing with improved performance in January 18, there were nil detentions in February with average deficiency index reducing from 8.3 to 6.48 and nil-deficiency index increasing from 0 to 0.069.
- c) **Performance based on type:** Among all ship types inspected, Bulk Carriers registered the highest deficiency index of 10.4 followed by Container vessels with an average deficiency index of 8. The General Cargo vessels inspected registered least deficiency index of 4.
- d) **Performance based on age:** Among all age categories inspected, the highest deficiency index of 7.73 was registered for vessels between 15-25 years of age. Based on age and ship type, Bulk Carriers between 15-25 years of age registered the highest deficiency index of 12 followed by Container vessels of 15-25 Years age category with a deficiency index of 10. The least deficiency index of 2 was registered by vessels above 25 years of age.
- e) **Performance based on size:** The highest deficiency index of 7.26 was registered by inspected vessels above 3000gt. Among this size category Bulk Carriers and Container Vessels inspected registered the highest

deficiency index of 10.4 and 10 respectively. The least deficiency index of 3 was registered by vessels between 500-3000GT.

- f) **Recognized Organizations:** IRS/BV dual class vessels registered highest deficiency index of 12 while IRS-DNV-GL(AS) dual class vessels registered the least deficiency index of 1.
- g) **Owners/Managers:** The ships managed by Apeejay Shipping registered the highest deficiency index of 16.5 followed by vessels belonging to Tuticorin Port Trust and TW Ship Management with a deficiency index of 10 each.
- h) The top three areas of deficiencies are Working conditions of Seafarers, Safety of Navigation, Life-Saving Appliances and Alarms.

C. Port State Inspection of Indian Flag Vessels abroad

- a) There was a total of 13 Indian Flag vessels inspected in February 2018 in 5 regional MOU/ PSC regimes.
- b) In February 18, there was 1 detention, an average deficiency index of 3.3 and a nil-deficiency index of 0.54 compared to 1 detention, an average deficiency index of 2.5 and a nil-deficiency index of 0.45 in January 2018. An increase in nil-deficiency index is an indicator that poor performance by few vessels have reduced the overall performance of all vessels inspected.
- c) Among all the PSC regime, the best performance was that of 7 vessels inspected in Tokyo MOU with nil detentions and an average deficiency index of 1.42 and a nil-deficiency index of 0.71. In IOMOU there were 2 inspections with 1 detention and an average deficiency index of 14 indicating poor performance. inspections and all with nil deficiencies.
- d) The vessel detained was a 20 Year Oil Tanker. There were 3 Oil tankers inspected with a nil-deficiency index of 0.66 indicating that overall performance of Oil Tankers was affected due to this detained vessel.
- e) **Performance of Shipping Companies:** The detained vessel is being managed by DAWN Ship Management and owned by Arya Shipping. GESCO with 3 inspections and all with nil deficiencies performed better than all other companies.
- f) **Recognized Organizations:** The only vessel detained was single IRS Classed.
- g) Areas with highest deficiencies: Fire Safety Measures.

D. Corrective and Preventive Action:

1. The vessels detained in PSC in February 2018:

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
DAWN MATHURA	9147265	20/Oil-Tanker	21165	IRS
Date of detention	Last Survey	Detainable Deficiencies/Deficiencies		
21.12.2017	07.02.2018	Oil in bilges; Auxiliary Engine not operational; Air Compressor not operational; Incinerator not operational; Oil leaks in lifeboat lowering ramp; Pump room water-tight doors in bad condition; Deck in bad condition; ECDIS not operational; IMMARSAT not operational		

Corrective and Preventive Action: The Survey Status and other records of the subject vessel have been reviewed and following noted:

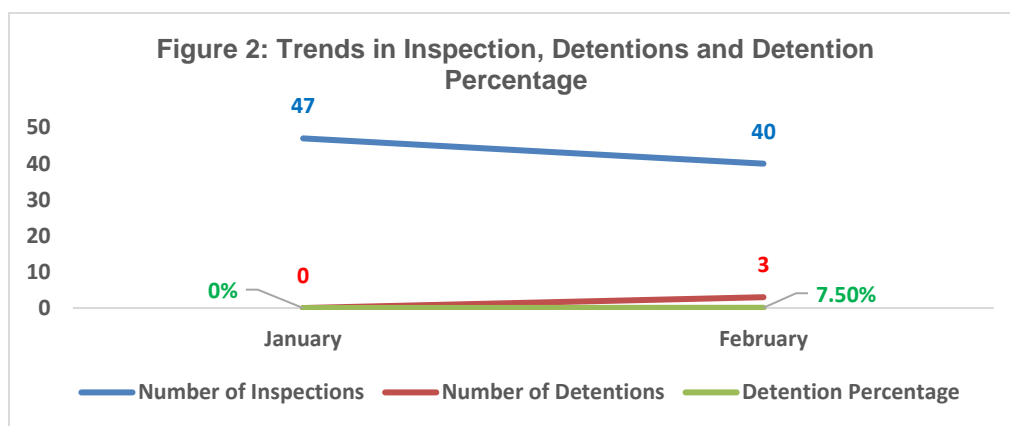
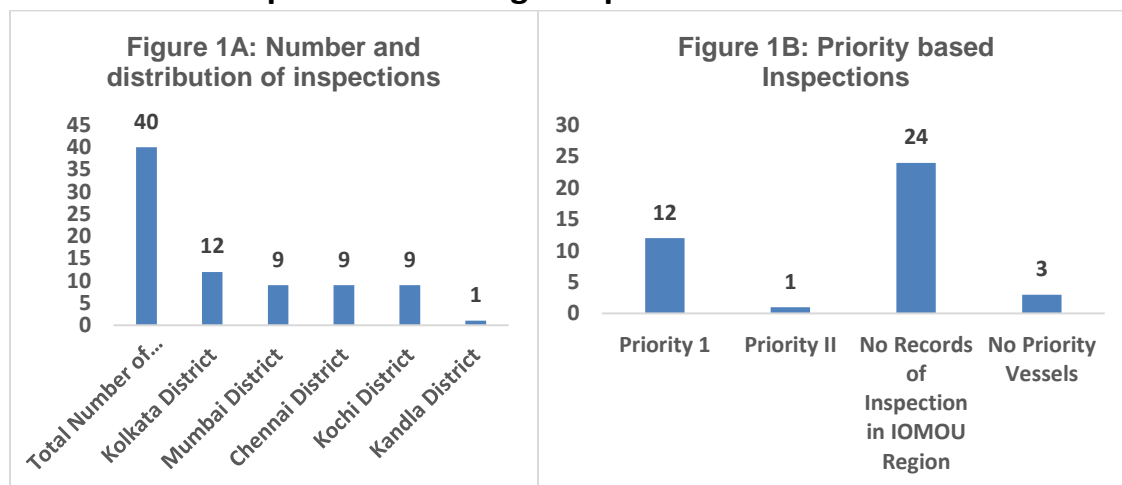
1. Owners/Managers: The Vessel completed Annual Surveys on 12.10.2017 and was due for dry-dock on 30.06.2018. During Annual Survey, vessel was issued a Condition of Class with respect to deck structural defects such as pipeline supports, bulwark plating etc., which required gas freeing and accordingly due time for rectification by Surveyor was granted. The vessel was issued another Condition of Class in January 2018 pertaining to operational problems such as leakages of oil and defective air start motor of Auxiliary Engine 3. Vessel FSI became overdue on 10.01.2018 and was not offered for FSI and vessel was detained on 7.02.2018 with detainable deficiency concerning oil in bilges and other deficiencies like non-operational Main Air Compressor, boiler flame failure alarm, ECDIS, SW Pump etc. Master and CE signs off at Dubai without submitting Lesson learnt in defiance to PSC 5 of 2017. C&P Action: a) Dawn Mathura to be inspected for GE at next port with no extension of any deficiencies being allowed. Additional FSI 2-3 months after this FSI. All COC's to be closed out; b) All vessels by managed by DAWN to be offered for FSI/GE. All identified deficiencies to be rectified prior departure; c) Signed-off Master, Chief Engineer, Superintendent and DPA to be called at DGS for a face to face interaction.

2. Recognized Organization: Vessel Annual Surveys were completed on 12.10.2017 and one number COC was issued pertaining to pipeline supports etc. The Vessel changed management and at the time of interim Audit on 5-1-2018, previous COC was extended and another COC pertaining to fuel oil leakages and other things was issued. Vessel got detained in IRAN on 7-2-2018 and RO Surveyor could not attend in IRAN. RO Surveyor boarded the vessel on 24.03.2018 in Dubai and gave another COC such as oil in gauge glass of boilers and in hot well; temporary repaired air vent

heads on deck; leaking SW pipes in Engine room without consulting Flag as this inspection was after a detention. Further in the same COC it was asked to show operation of Auxiliary Boiler#2 Easing Gear in next port. This inspection was not a survey and thus either an item is working or not working, and thus a Condition of Class with a wording to show it in next port is not acceptable. RO has been asked for an explanation.

Graphical Representation of Port State Inspection of Foreign Ships in India

A. Port State Inspection of Foreign Ships in India



Risk Type	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
All Vessels	40	3	4.45	0.15
Priority I Vessels	12	0	4.91	0.166
Priority II Vessels	1	0	4	0
Vessels with no inspection record	24	2	3.83	0.166
No Priority Vessels	3	1	7.67	0

Table 1: Risk based Performance Parameters: November 17

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
All Vessels	40	3	4.45	0.15
Bulk Carrier	17	1	3.53	0.0588
Chemical Tanker	4	0	4	0.50
Container Vessels	7	1	8.85	0
Gas Cargo	2	0	0	1
General Cargo/OCV	7	1	4.14	0.1428
Oil Tankers	2	0	1.5	0
RO-RO Cargo Ships	1	0	8	0

Table 2: Performance parameters ship type

Name of RO	Number of inspections	Number of detentions	Deficiency Ratio	Nil-deficiency ratio
All Vessels	40	3	4.45	0.15
ABS	4	0	2	0.25
BV	9	1	5.22	0
CCS	1	0	0	1
DNV/GL/DNV-GL(AS)	8	0	2.875	0.25
IRS	1	1	18	0
KRS	2	1	9	0
LR	5	0	4	0.20
NK	10	0	4.4	0.1

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>
All Vessels	40	3	4.45	0.15
Antigua & Bermuda	4	0	3.25	0
Barbados	1	0	7	0
Cyprus	1	0	3	0
Hong Kong	3	1	4.666	0.333
Liberia	8	0	5.125	0.125
Malta	1	0	4	0
Marshall Island	3	0	2.33	0.33
Myanmar	2	0	6.5	0
Panama	8	1	4.5	0.125
Portugal	1	0	2	0
Singapore	4	0	3.5	0.5
Thailand	2	1	9.5	0
Turkey	1	0	1	0
Vietnam	1	0	4	0

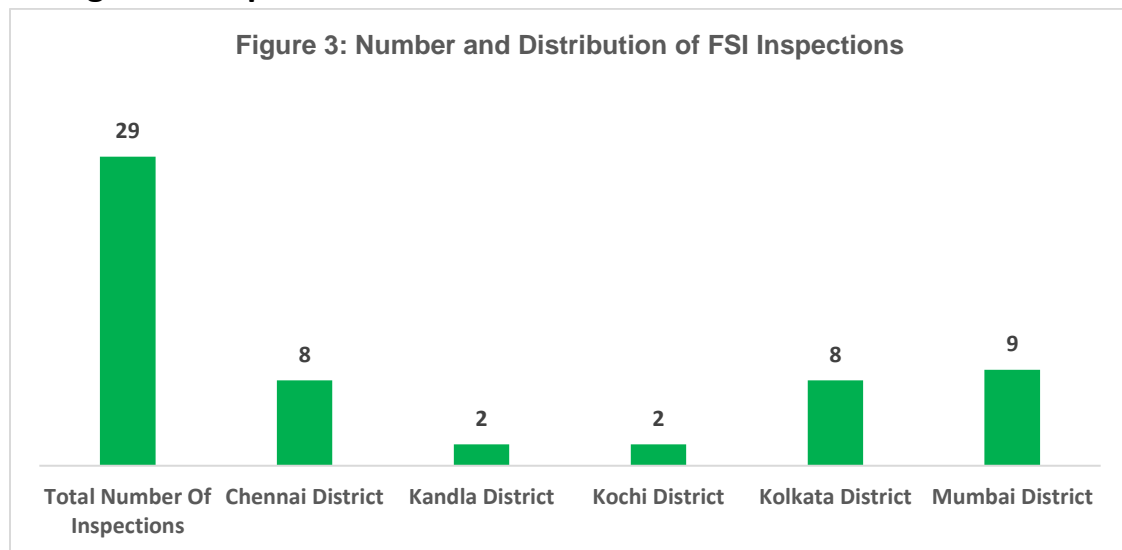
Table 4: Performance of Flag

Code	Type	Number (%age)	Typical deficiencies
011& 012	Certificates & Documentation (Ship and Crew Certificates)	2(1.1%)	
013	Certificates & Documentation- Documents	14(7.9%)	Oil Record Book; Material Safety Data Sheet; SOPEP; Survey Report File; Table of Watch-Keeping Arrangements
021	Structural Conditions	6(3.4%)	Hull and Deck Corrosion; Hull Damage
031	Water/Weathertight Conditions	6(3.4%)	Ventilators, airpipes, casings; Machinery Space Openings; Freeboard Marks
041	Emergency Systems	8(4.5%)	Emergency Batteries, Lighting and Switches; Emergency Fire Pump;
051	Radio Communication	1(0.6%)	
071	Fire Safety	18(10.1%)	Fire detection and alarm system; Oil Accumulation in ER; Ventilation; Maintenance of Fire Protection System.
081	Alarms	1(0.6%)	Fire Alarm
091	Working and Living Conditions- Living Conditions	10(5.6%)	Sanitary Facilities; Medical Equipment
092	Working and Living Conditions- Working Conditions	39(21.9%)	Ventilation of working spaces; ER Cleanliness; Electrical; Safe Means of Access; Machinery Protection.

101	Safety of Navigation	10(5.6%)	VDR; Compass Correction Log; Radar; Nautical Publications Charts;
111	Life Saving Appliances	14(7.9%)	Operational Readiness; Rescue Boats; Lifebuoys Disposition; Lifeboats
131	Propulsion and Auxiliary Machinery	23(12.9%)	Insulation wetted through oil; Gauges, Thermometers; Main Engine; Auxiliary Engine
141	Pollution Prevention: MARPOL Annex I	9(5.1%)	Oil and Oily Mixture from Engine Room; 15 PPM Alarm Arrangements; Oil Filtering Equipment.
144	MARPOL Annex IV	7(3.9%)	Sewage Treatment Plant
145	MARPOL Annex V	5(2.8%)	Garbage Collection
151	ISM	2(1.1%)	Maintenance of Ship & Equipment's; Reports of Non-Conformities, Accidents and Hazardous Occurrences.
183	MLC 2006	2(1.1%)	Messroom and recreational facilities; Galley Maintenance

Table 5: Deficiencies Break-up

B. Flag State Inspections



Type of vessel	Number of inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Vessels	29	0	6.48	0.069
Bulk Carrier	5	0	10.4	0
General Cargo/Multi-purpose Ship/OCV	4	0	1.5	0.5
Off-shore vessels	2	0	4.5	0
Oil Tankers	5	0	6.2	0
Container	2	0	10	0
High Speed Passenger Craft	1	0	8	0
Tug Boat	10	0	6.2	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	4	0	11	0	5.63	0.0909
Bulk Carrier	NA	NA	NA	NA	1	0	4	0
General Cargo/Multi-Purpose Vessels/OCV	1	0	4	0	1	0	0	1
Off shore service vessels	NA	NA	NA	NA	1	0	4	0
Oil Tankers	NA	NA	NA	NA	5	0	6.2	0
Container Vessels	NA	NA	NA	NA	NA	NA	NA	NA
HS Passenger Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Tug Boats	1	0	4	0	3	0	7.67	0

Table 7A: Performance Parameters based upon ship type and age

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	7.73	0	1	0	2	0
Bulk Carrier	4	0	12	0	NA	NA	NA	NA
General Cargo/Multi-Purpose Vessels/OCV	1	0	0	1	1	0	2	0
Off shore service vessels	1	0	5	0	NA	NA	NA	NA
Oil Tankers	NA	NA	NA	NA	NA	NA	NA	NA
Container Vessels	2	0	10	0	NA	NA	NA	NA
HS Passenger Vessels	1	0	8	0	NA	NA	NA	NA
Tug Boats	6	0	5.83	0	NA	NA	NA	NA

Table 7B: 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	0	6.36	0
HS Passenger Vessels	1	0	8	0
Tug Boats	10	0	6.2	0

Vessels >= 500GT &< 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >=500GT &< 3000GT	3	0	3	0.333
General Cargo/Multi-Purpose Vessels/OCV	1	0	0	1
Off-shore Service Vessels	2	0	4.5	0

Vessels >= 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >= 3000GT	15	0	7.26	0.0666
Bulk Carrier	5	0	10.4	0
Container	2	0	10	0
Gas Carriers	NA	NA	NA	NA
General Cargo/Multi-purpose Vessels/OCV	3	0	2	0.333
Passenger Ships	NA	NA	NA	NA
Oil Tanker	5	0	6.2	0
Offshore Service Vessels	NA	NA	NA	NA

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	29	0	6.48	0.069
IRS/ABS	3	0	9.333	0
IRS-BV	1	0	12	0
IRS/DNV/GL/DNV-GL(AS)	1	0	1	0
IRS/LR	5	0	4.2	0.2
IRS/NK	1	0	4	0
IRS	18	0	6.777	0.0555

Table 9: Performance of Recognized Organizations

Name of Company	Number of Inspections	Number of Detentions	Deficiency Ratio	Nil-Deficiency Ratio
Ambuja Cements	1	0	0	1
Apeejay Shipping	2	0	16.5	0
DCI Ltd.	1	0	2	0
Great Ship India Ltd.	1	0	0	1
Kakinada Seaports Ltd.	2	0	3	0
Kei-Ross Maritime Ltd.	1	0	4	0
MAK Logistics Ltd.	1	0	8	0
Ocean Sparkle Ltd.	2	0	3.5	0
Polestar Maritime Ltd.	1	0	4	0
Shipping Corporation of India	5	0	8.4	0

Table 10A: Performance of Indian Ship Operators

Name of Company	Number of Inspections	Number of Detentions	Deficiency Index	Nil-Deficiency Index
Sea Sparkle Harbor Services Ltd.	2	0	6	0
SVS Marine Pvt. Ltd.	1	0	15	0
Tag Offshore Ltd.	2	0	4.5	0
Adani Harbor Services Pvt. Ltd.	1	0	8	0
GESCO	2	0	2.5	0
India Cements Ltd.	1	0	3	0
Tuticorin Port Trust	1	0	10	0
TW Ship Management	2	0	10	0

Table 10 B: Performance of Indian Ship Operators

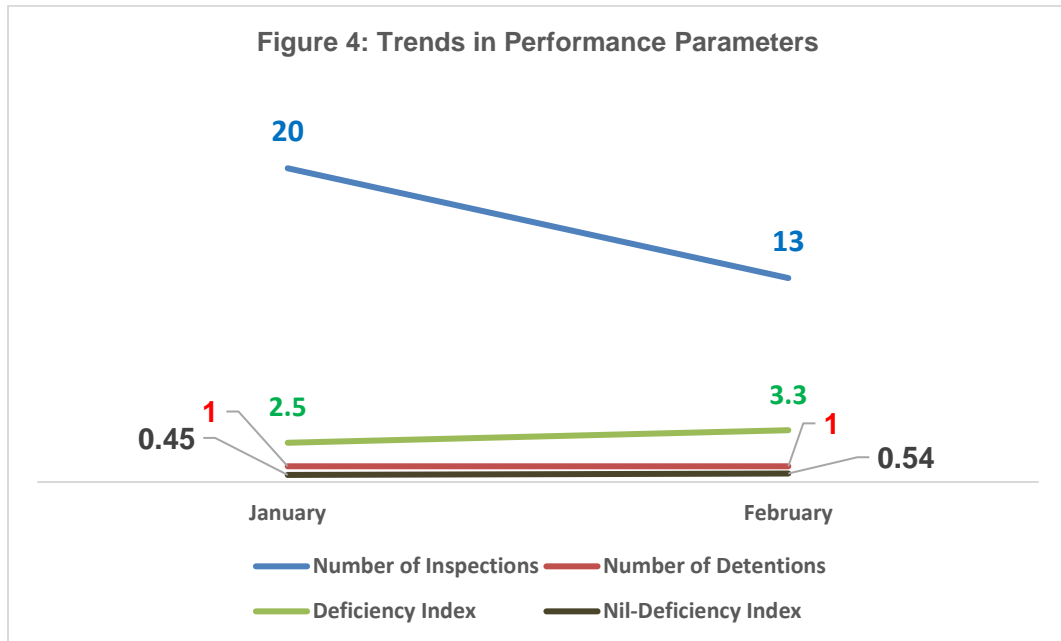
Code	Type	Number (%age)	Typical deficiencies
101	Safety of Navigation	18(9.5%)	VDR; Lights, Shapes & Sound Signals; Magnetic Compass; ECDIS; Charts
111	Life Saving Appliances	16(8.5%)	Rigid Life-rafts; Lifeboats; Lifebuoys including its disposition
121	Dangerous Goods	1(0.4%)	Stowage/Segregation/Packing of dangerous goods.
131	Propulsion & Aux. M/C	11(5.8%)	Bilge Pumping Arrangements; Insulation vetted with oil.
141	MARPOL Annex I	3(1.5%)	Control of discharge; Retention of Oil on board.
144	MARPOL Annex II	4(2.1%)	Sewage Treatment Plant
145	MARPOL Annex V	2(1.1%)	
151	ISM	5(2.7%)	Company responsibility & authority; Resources & Personnel
161	ISPS	3(1.5%)	Fire Alarm

Table 11 A: Break up of deficiencies

Code	Type	Number (%age of total)	Typical deficiencies
011	Certificates & Documentation- Ship Certificates	12(6.3%)	MSMD; CSR
012	Certificates & Documentation- Crew Certificates	6(.1%)	Evidence of basic training; Certificate for Master & Officers.
013	Certificates & Documentation- Documentation	9(4.7%)	Fire Control Plan; Oil Record Book; Cargo Gear Record Book
021	Structural Conditions	9(4.7%)	Permanent means of access; Decks-Corrosion
031	Water/Weathertight Conditions	11(5.8%)	M/S Openings; Ventilators, Pipes & Casings; Freeboard Marks.
041	Emergency Systems	9(4.7%)	Emergency Lighting, Batteries & Switches; Abandon Ship Drill;
051	Radio Communications	5(2.6%)	VHF Radio installation; MF/HF Radio Installation.
061	Fire Safety	5(2.6%)	Cargo transfer-tanks; Cargo openings.
071	Alarms	26(13.7%)	Fire detection and alarm system;
091	Working & Living Conditions: Living Conditions	6(3.1%)	Sanitary Facilities; Drainage
092	Working & Living Conditions: Working Conditions	27(14.4%)	Electrical; Obstruction/Slipping; Lighting; Safe Means of Access-Ships; Protection-MC Parts

Table 11 B: Break up of deficiencies

C. Port State Inspections of Indian Flag Vessels



Regional MOU/PSC Regime	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
All total	13	1	3.3	0.54
Abuja	NA	NA	NA	NA
Black Sea MOU	1	0	0	1
IOMOU	2	1	14	0
MED-MOU	NA	NA	NA	NA
Paris	NA	NA	NA	NA
Riyadh	1	0	2	0
Tokyo	7	0	1.42	0.71
USCG	NA	NA	NA	NA
Vina-Del-Mar	2	0	1.5	0.5

Table 12: Performance under various PSC regimes

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Index	Nil Deficiency Index
Bulk Carrier	8	0	2.6	0.825
0-5 Years	1	0	0	1.0
5-15 Years	6	0	1.0	0.66
➤ 15 Years	1	0	15	0
Oil Tanker	3	1	4.33	0.66
5-15 Years	1	0	0	1.0
>= 15 Years	2	1	6.5	0.5
Chemical Tanker	1	0	2	0
>=15 Years	1	0	2	0
Off-shore Service	NA	NA	NA	NA
>30 Years				
Container Ship	1	0	7	0
>=15 Years	1	0	7	0
Other Cargo	NA	NA	NA	NA
5-15 Years				

Table 13: Performance based upon ship type and age

Name of Company	Number of Inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
ASP Ship Management(India) Pvt. Ltd.	2 Paris: 2	0	0	1
Bernhard Schulte Shipping(India) Ltd.	1 IOMOU:1	0	15	0
Dawn Ship Management	1 IOMOU: 1	1	13	0
Pacific International Lines	1 Tokyo:1	0	7	0
Shipping Corporation of India Ltd.	2 TOKYO:2	0	1.5	0.5
Synergy Oceanic Services India Pvt. Ltd.	1 Riyadh:1	0	2	0
GESCO Ltd.	3 Tokyo:1 Black Sea:1 Vina-Del-Mar:1	0	0	1
Tolani Shipping	2 Vina-Del-Mar:1 Black Sea:1	0	1.5	0.5

Table 14: Performance of Indian Ship Operators

Recognized Organization	Number of inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
IRS/BV	1	0	0	1
IRS/DNV, GL, DNV-	1	0	0	1
IRS/LR	2	0	5	0
IRS/NK	1	0	2	0
IRS	8	1	3.9	0.625

Table 15: Performance of Recognized Organizations

Code	Type	Number (%age of total)	Typical deficiencies
011	Certificates and Documents: Ships Certificate	1(2.3%)	
021	Structural Conditions	3(7%)	Deck condition
031	Water/Weathertight Conditions	8(18.6%)	Cargo and other Hatchways
041	Emergency Systems	2(4.7%)	Emergency Fire Pumps and its pipes.
051	Radio Communication	1(2.3%)	INMARSAT not working
061	Cargo Operations including equipment	1(2.3%)	Lashing Material
071	Fire Safety	4(9.3%)	Dirty Engine Room; Lashings
081	Alarms	1(2.3%)	Hold water detection system
092	Working and Living Conditions: Working Conditions	3(7%)	Crew Protection.
101	Safety of Navigation	2(4.7%)	Charts
111	Life Saving Appliances	2(4.7%)	Oil leakage from lifeboat ramp
131	Propulsion and Auxiliary Machinery	6(13.9%)	Propulsion Machinery; Non-operational Aux Engine, Main Air Compressor, SW Pump
141	Pollution Prevention- MARPOL Annex I	2(4.7%)	Oil filtering equipment.
145	Pollution Prevention- MARPOL Annex V	3(7%)	Garbage Management Plan
146	Pollution Prevention- MARPOL Annex V	2(4.7%)	Non-operational Incinerator
151	ISM	1(2.3%)	
184	Labour Condition – Health Protection, Medical Care, Welfare & Social Security	1(2.3%)	
171	Others		Safety in general

Table 16: Break up of deficiencies

Prepared by: Shri Vikrant Rai, Engineer & Ship Surveyor

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

List of Authorized Surveyors February 2018

<u>Sr.No</u>	<u>Name of the PSCO</u>	<u>MMD</u>	<u>FSI</u>	<u>PSC</u>	<u>February, 2018</u>	
					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	1	2
4.	Captain Tapesh Ghosh NS	Chennai	Yes	Not yet authorised	1	NA
5.	Shri S.S.Murty E&SS	Vizag	Yes	Yes	4	5
6.	Shri Gopikrishna C E&SS	Tuticorin	Yes	Yes	0	0
7.	Shri Ravi Moka SS	Chennai	Yes	Not yet authorised	1	NA
8.	Shri Sajendra Oraon E&SS	Jamnagar	Yes	Yes	NA	NA
9.	Captain A.K.Patel	Kandla	Yes	Yes	2	1
10.	Shri Y Jaisinghanias SS	Kochi	Yes	Not yet authorized	1	NA
11.	Shri. P. C. Majhi, E & SS	Mumbai	Yes	Yes	1	1
12.	Shri A.K.Sinha	Port Blair	Yes	Not yet authorised	1	NA
13.	Captain R.Sagar, DYNA	Kolkata	Yes	Not yet authorized	0	NA
14.	Shri K.M.Rao E&SS	Kolkata	Yes	Yes	0	4
15.	Shri S.K.Das, E&SS	Kolkata	Yes	Yes	0	4
16.	Shri U.Rehman	Kolkata	Yes	Yes	0	4
17.	Shri. N. Bhaskaran.	Kolkata	Yes	Not yet authorized	2	NA
18.	Captain N.Mandal	Paradip	Not yet authorized	Not yet authorized	NA	NA
19.	Shri A.Chaki E&SS	Haldia	Yes	Yes	NA	NA

<u>Sr.No</u>	<u>Name of the PSCO</u>	<u>MMD</u>	<u>FSI</u>	<u>PSC</u>	<u>February, 2018</u>	
			Authorization		FSI	PSC
20.	Capt. S. Mukhopadhyaya	Haldia	Yes	Not yet authorized	2	NA
21.	Shri R.R.Subbarao E&SS	Paradip	Yes	Not yet authorised	3	NA
22.	Shri Nishant SS	Kolkata	Yes	Not yet authorized	0	NA
23.	Shri L.Natarajan SS	Mumbai	Yes	Yes	0	0
24.	Shri P.Nair	Kochi	Yes	Yes	0	2
25.	Shri C.S.Kiran E&SS	Kochi	Yes	Yes	1	1
26.	Shri V.V.Paul E&SS	New Mangalore	Yes	Yes	0	6
27.	Captain S.K.Nair NS	Kochi	Not yet authorized	Not yet authorized	NA	NA
28.	Captain A.K.Azad DYNA	Mumbai	Yes	Yes	NA	0
29.	Shri J.Mukhopadhaya E&SS	Mumbai	Yes	Yes	1	1
30.	Shri S.K.Shrivastava E&SS	Mumbai	Yes	Yes	2	0
31.	Shri J.Senthilkumar E&SS	Mumbai	Yes	Yes	1	1
32.	Captain V. Manhas NS	Mumbai	Yes	Not yet authorised	3	NA
33.	Shri A. Srinivasa E&SS	Mumbai	Yes	Not yet authorised	1	NA
34.	Captain Nitin Mukesh NS	Mumbai	Yes	Not yet authorized	0	NA
35.	Shri N.Oommen SS	DGS	Not yet authorised	Not yet authorised	NA	NA
36.	Shri Bodhraj E&SS	Marmugao	Yes	Yes	0	6
37.	Shri S.S.Gadkar DYCS	Delhi	Yes	Yes	NA	NA
38.	Captain K.R.Sundaram NS	Delhi	To be re-authorized	To be re-authorized	NA	NA

<u>Sr.No</u>	<u>Name of the PSCO</u>	<u>MMD</u>	<u>FSI/PSC</u>		<u>February, 2018</u>	
			Authorization		FSI	PSC
39.	Shri G.L.Meena E&SS	Delhi	To be authorized	To be authorized	NA	NA
40.	Captain R.Poswal NS	Delhi	To be authorized	To be authorized	NA	NA
41.	Captain Jayakumar DYNA	DGS	Yes		NA	NA
42.	Captain Muduli DYNA	DGS	Yes		NA	NA
43.	Captain Darokar NS	DGS	To be re-authorized		NA	NA
44.	Shri A.B.Dutta E&SS	DGS	To be re-authorized		NA	NA
45.	Shri S.Kamath E&SS	DGS	To be re-authorized		NA	NA
46.	Shri A.Wankhade E&SS	DGS	To be re-authorized		NA	NA
47.	Shri Gopinandan E&SS	DGS	To be authorized		NA	NA
48.	Shri Vikrant Rai E&SS	DGS	To be re-authorized		NA	NA
49.	Captain Mohit Behl NS	DGS	To be authorized		NA	NA
50.	Captain A.Joseph NS	DGS	To be authorized		NA	NA
51.	Captain P.C.Meena NS	DGS	To be authorized		NA	NA
52.	Captain D.Joseph NS	DGS	To be authorized		NA	NA
53.	Shri S. Pradeep SS	DGS	To be authorized		NA	NA
	Total				29	40

Remarks:

1. *Shri. Sajendra Oraon and Shri Anirudha Chaki on study tour.*
2. *Shri. K. M. Rao authorized as PSCO on 23.11.2017.*
3. *Shri . N. Bhaskaran authorized as PSCO on 03.11.2017.*
4. *Capt. S. Mukhopadhyaya authorized as PSCO on 03.01.2018.*