



भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

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## PSC/FSI Inspection Report for January 2018

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

- a) With effect from 1<sup>st</sup> January 2018, the targeting mechanism of IOMOU has undergone a change. The risk calculation methodology has changed and also time period between inspections. Now, ships are assigned inspection priority (Priority I & II) based on its calculated risk (which is based on a number of factors) and time period since last inspection.
- b) About 50% of the vessels inspected in January 18, visited IOMOU region for the first time, while about 44.6% vessels inspected were assigned Priority I, that is, highest priority for inspection.
- c) In January there was 1 detention constituting 2.1% detention ration and a deficiency index of 4.8 and a nil-deficiency index of nearly 0.15.
- d) There was a total of 47 PSC inspections in January 2018 with Mumbai district conducting the maximum number of 16 inspections constituting about 34% of total inspections.
- e) Priority based performance: Vessels visiting first time in IOMOU region demonstrated better performance compared to other categories (Priority I & II and No Priority) with about 23 inspections and a deficiency index of 3.8 and a nil-deficiency index of 0.3.

- f) Type based performance: Among all ship type inspected the General Cargo/OCV vessels inspected registered the only detention in January; however, the Chemical tanker with 7 and RO-RO Vessels with 17 had the highest deficiency index among all ship types..
- g) Recognized Organizations: The only vessel detained is VR Classed. VR Class vessel inspected in January also registered a high deficiency index of 11. Among all class vessels inspected, DNV-GL-AS had the least deficiency index of 1.14 with 7 inspections.
- h) Flags performance: Though the only vessel detained in January was Vietnam Flag, the Tuvalu, Italy and Vietnam Flag vessels inspected registered the highest deficiency index of 14, 12 and 11 respectively.
- i) Seafarers working conditions continue to be an area of concern with 18.8% of the total deficiencies.
- j) Detained Vessel

Name of Vessels	IMO No.	Flag	RO	Type/Age
TAN BINH 89	9562960	VIETNAM	VR	General Cargo/8 Years

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

- a) There were 34 Flag state inspections in January with Kolkata district conducting the maximum 13 number inspections, that is, about 38% of all inspections, followed by Mumbai and Kandla district with 9 and 5 inspections respectively.
- b) There were nil detentions in January 18 compared to 2 in December 2017. The deficiency index increased to 8.64 from 8.3 and the nil-deficiency ration reduced from 0.02 to 0.0.
- c) **Performance based on type:** Among all ship type, irrespective of size and age, Passenger ships with 3 inspections had a deficiency index of 19. The tug boats and off-shore vessels with 9 and 3 inspections respectively and a

less than average deficiency index of 5.77 and 5.75 respectively performed better than other types.

- d) **Performance based on age:** Among all age categories inspected, the highest deficiency index was registered for vessels more than 25 years of age. In this age category, the passenger vessel and oil tankers inspected registered the highest deficiency index of 19 and 18 respectively. The least deficiency index of 6.18 was registered by vessels between 5-15 years of age.
- e) **Performance based on size:** Highest deficiency index of 10.46 was registered by inspected vessels above 3000gt. Among this size category Passenger vessels and Oil tankers inspected registered the highest deficiency index of 20.5 and 18 respectively.
- f) **Recognized Organizations:** IRS/LR dual class vessels registered highest deficiency index of 12.33 while IRS-BV dual class vessels registered the least deficiency index of 6.
- g) **Owners/Managers:** One vessel managed by Integrity ships registered the highest deficiency index of 18, while one vessel each inspected of Amba Shipping and Chandra Ship Management had a deficiency index of 3 each.
- 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 20 Indian Flag vessels inspected in January 2018 in 6 regional MOU/ PSC regimes.
- b) There was 1 detention, an average deficiency index of 2.5 and a nil-deficiency index of 0.45 in January 2018.
- c) Among all the PSC regime, the best performance was that of vessels inspected in Abuja MOU with 3 inspections and all with nil deficiencies. The worst performance was that in Paris MOU with one detention out of 2 inspections and a deficiency index of 2.5 The nil-deficiency index of 0.5 in Paris MOU is an indicator that the detained vessel was responsible for poor performance in Paris MOU.
- d) The vessel detained was an Off-shore vessel more than 30-year-old. Oil tankers with 6 inspections and a deficiency index of 0.83 and a nil-deficiency index of 0.83 was the best performing vessel type among all ship types.

- e) **Performance of Shipping Companies:** The detained vessel is being managed by IGOPL Off-shore Ltd. Tolani Shipping with one inspection and a deficiency index of 10 performed poorly compared to previous months.
- f) **Recognized Organizations:** The only vessel detained was IRS-DNV-GL(AS) Classed. ABS Class vessels with 3 inspections and nil deficiencies were best performing vessels in January 2018.
- g) Areas with highest deficiencies: Fire Safety Measures.

**D. Corrective and Preventive Action:**

1. The vessels detained in PSC in November 2017:

Name of Vessel	IMO No.	Age/Type	GT	RO/Class
Wilchief 1	8304799	35/Off-shore	3700	IRS/DNV-GL(AS)
Date of detention	Last Survey	Detainable Deficiencies		
21.12.2017	20.01.2018	Hyber-baric Lifeboat could not be started; False alarm in VDR.		

**Corrective and Preventive Action:** The vessel came into Indian Flag in December 2016 and since then was in hot lay-up. The Owner decided to re-activate the vessel and re-activation survey was conducted on 21-12-2017. The nature of defects and that too within one month of survey and interim SMC audit such as SEEMP not available; ORB not filled up properly, leaking fire line is an indicator of poor maintenance regime. This vessel after detention was made to get general examination done by a RO other than DNV-GL(AS) and IRS and it is now decided after review of lesson learned/corrective and preventive action to call Master and Chief Engineer for a face to face interaction.

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

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

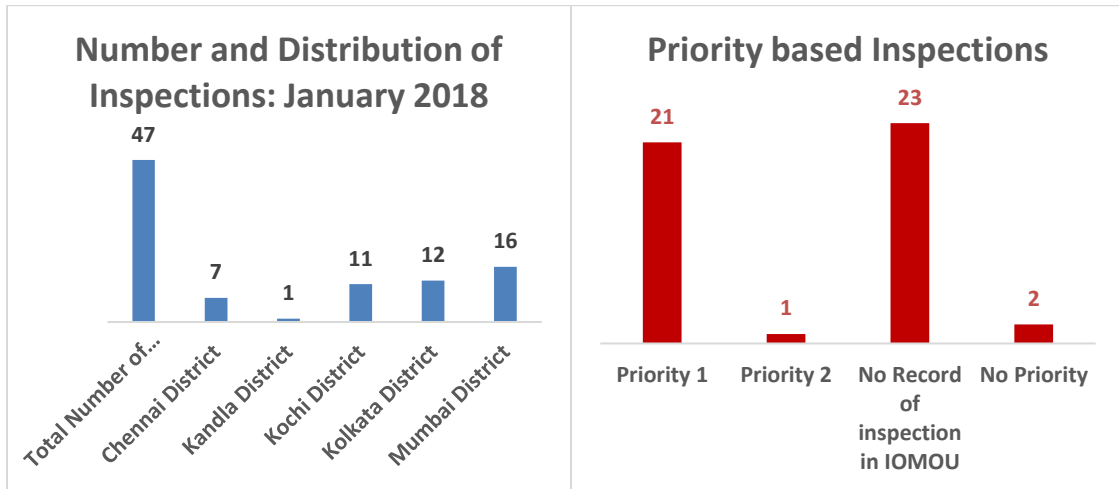


Figure 1: Number and Distribution of Inspections and Priority based Inspection

Risk Type	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
All Vessels	47	1	4.3	0.148
Priority I Vessels	21	0	4.33	0
Priority II Vessels	1	0	17	0
Vessels with no inspection record in IOMOU	23	1	3.8	0.3
No Priority Vessels	2	0	3	0

Table 1: Risk based Performance Parameters: November 17

Type of Vessel	Number of Inspections	Number of detentions	Deficiency Ratio	Nil-deficiency Ratio
<b>All Vessels</b>	<b>47</b>	<b>1</b>	<b>4.3</b>	<b>0.148</b>
Bulk Carrier	19	0	2.58	0.158
Chemical Tanker	4	0	7	0.25
Container Vessels	7	0	5	0
Gas Cargo	2	0	1	0
General Cargo/OCV	13	1	4.92	0.23
Oil Tankers	1	0	7	0
RO-RO Cargo Ships	1	0	17	0

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>47</b>	<b>1</b>	<b>4.3</b>	<b>0.148</b>
ABS	4	0	4.25	0
BV	7	0	4.28	0.142
CCS	1	0	3	0
DNV/GL/DNV-GL(AS)	7	0	1.14	0.57
IRS	1	0	17	0
KRS	1	0	14	0
LR	7	0	2.57	0
NK	12	0	3.16	0.083
RINA	4	0	6	0.25
VR	3	1	11	0

Table 3: Performance of Recognized Organizations

<b>Flag</b>	<b>No. of inspections</b>	<b>No. of detentions</b>	<b>Deficiency Index</b>	<b>Nil-Deficiency Index</b>
<b>All Vessels</b>	<b>47</b>	<b>1</b>	<b>4.3</b>	<b>0.148</b>
<b>Antigua &amp; Bermuda</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>
<b>Bahama</b>	<b>3</b>	<b>0</b>	<b>4.67</b>	<b>0</b>
<b>Barbados</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>
<b>Canada</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Cyprus</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Denmark</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Ethiopia</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>
<b>Germany</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Greece</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>Hong Kong</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Italy</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>
<b>Jordon</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>
<b>Liberia</b>	<b>8</b>	<b>0</b>	<b>2.37</b>	<b>0.25</b>
<b>Malaysia</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Marshall Island</b>	<b>2</b>	<b>0</b>	<b>0.5</b>	<b>0.5</b>
<b>Panama</b>	<b>9</b>	<b>0</b>	<b>5.3</b>	<b>0.11</b>
<b>Philippines</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Singapore</b>	<b>6</b>	<b>0</b>	<b>3.83</b>	<b>0</b>
<b>Tuvalu</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>
<b>Vietnam</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>0</b>

Table 4: Performance of Flag

<b>Code</b>	<b>Type</b>	<b>Number (%age)</b>	<b>Typical deficiencies</b>
011	Certificates & Documentation (Ship Certificates)	2(1%)	
013	Certificates & Documentation- Documents	19(9.4%)	Rest Hours Records; Table of Watch Keeping Arrangements;
021	Structural Conditions	10(5%)	Closing devices (Watertight doors)
031	Water/Weathertight Conditions	8(4%)	Ventilators, airpipes, casings; Machinery Space Openings.
041	Emergency Systems	11(5.5%)	Emergency Batteries, Lighting and Switches;
061	Cargo Operations including equipment's	4(2%)	
071	Fire Safety	21(10.5%)	Fire detection and alarm system; Maintenance of fire protection systems; Fire pumps and its pipes.
091	Working and Living Conditions- Living Conditions	7(3.5%)	Sanitary Facilities; Medical Equipment
092	Working and Living Conditions- Working Conditions	38(18.8%)	Ventilation of working spaces;Winches and Capstans;Obstruction/Slipping; Gangway, Accommodation Ladder
101	Safety of Navigation	23(11.4%)	Lights, Shapes, Signals; Charts; Radar; Magnetic Compass
111	Life Saving Appliances	12(5.9%)	Lifeboats; Rescue Boats; Embarkation Arrangements;
131	Propulsion and Auxiliary Machinery	18(8.9%)	Gauges, Thermometers; Auxiliary Engines
141	Pollution Prevention: Marpol Annex I	13(6.4%)	Retention of oil on board; 15 PPM alarm arrangements.
144	Marpol Annex IV	8(4%)	Sewage Treatment Plant
145	Marpol Annex V	5(2.5%)	Garbage
151	ISM	1(0.5%)	Company verification, review and evaluation
161	ISPS	2(1.0%)	Security related defects

Table 5: Deficiencies Break-up



## B. Flag State Inspections

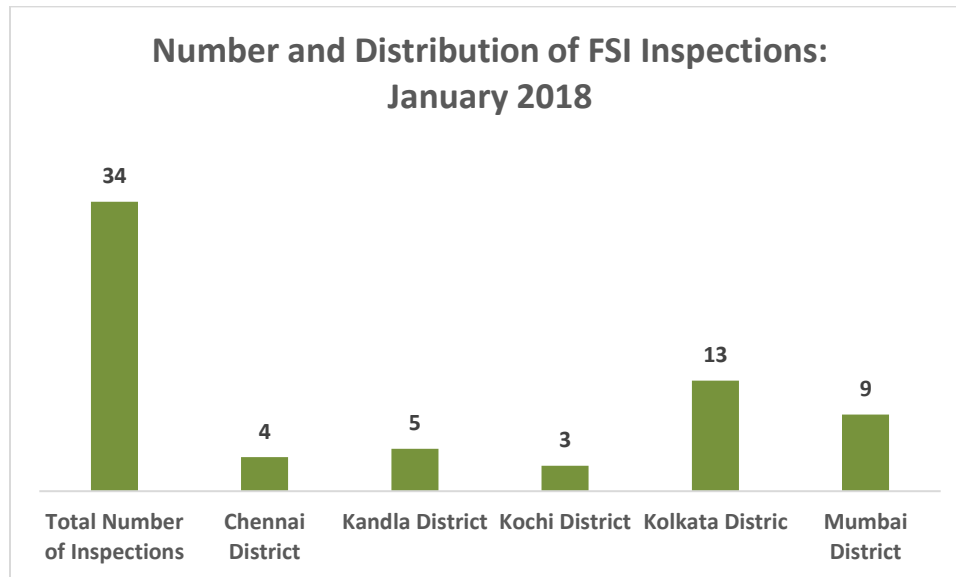


Figure 2: FSI Inspections in December 17: Break-up

Type of vessel	Number of inspections	Number of detentions	Deficiency Ratio	Nil-Deficiency Ratio
All Vessels	34	0	8.64	0
Bulk Carrier	1	0	10	0
General Cargo/Multi-purpose Ship/OCV	11	0	8.63	0
Gas Carriers	3	0	7	0
Off-shore vessels	4	0	5.75	0
Oil Tankers	1	0	18	0
Container	2	0	9	0
Passenger Ships	3	0	19	0
Tug Boat	9	0	5.77	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	7.5	0	11	0	6.18	0
Bulk Carrier	NA	NA	NA	NA	NA	NA	NA	NA
General Cargo/Multi-Purpose Vessels/OCV	NA	NA	NA	NA	1	0	5	0
Gas Carriers	NA	NA	NA	NA	NA	NA	NA	NA
Off shore service vessels	1	0	6	0	2	0	7	0
Oil Tankers	NA	NA	NA	NA	NA	NA	NA	NA
Container Vessels	NA	NA	NA	NA	2	0	9	0
Passenger Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Tug Boats	1	0	9	0	6	0	5.16	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	5	0	6.8	0	16	0	11.06	0
Bulk Carrier	1	0	10	0	NA	NA	NA	NA
General Cargo/Multi-Purpose Vessels/OCV	NA	NA	NA	NA	10	0	9	0
Gas Carriers	1	0	9	0	2	0	6	0
Off shore service vessels	1	0	3	0	NA	NA	NA	NA
Oil Tankers	NA	NA	NA	NA	1	0	18	0
Container Vessels	NA	NA	NA	NA	NA	NA	NA	NA
Passenger Vessels	NA	NA	NA	NA	3	0	19	0
Tug Boats	2	0	6	0	NA	NA	NA	NA

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	12	0	6.83	0
Passenger Vessels	1	0	16	0
Tug Boats	9	0	5.77	0
General Cargo/Multi-Purpose Vessels/OCV	2	0	7	0

Vessels >= 500GT &< 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >=500GT &< 3000GT	9	0	8.44	0
General Cargo/Multi-Purpose Vessels/OCV	6	0	9.66	0
Off-shore Service Vessels	3	0	6	0

Vessels >= 3000gt	No. of insps.	No. of detns.	Def. ratio	Nil def. ratio
All Vessels inspected >= 3000GT	13	0	10.46	0
Bulk Carrier	1	0	10	0
Container	2	0	9	0
Gas Carriers	3	0	7	0
General Cargo/Multi-purpose Vessels/OCV	3	0	7.66	0
Passenger Ships	2	0	20.5	0
Oil Tanker	1	0	18	0
Offshore Service Vessels	1	0	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	34	0	8.64	0
IRS-BV	1	0	6	0
IRS/DNV/GL/DNV-GL(AS)	1	0	10	0
IRS/LR	3	0	12.33	0
IRS/NK	3	0	7.33	0
IRS	26	0	8.42	0

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	3	0
ABS Marine Services Pvt. Ltd.	1	0	5	0
Ambuja Cements	1	0	3	0
Apeejay Shipping	1	0	10	0
Can Offshore Pvt. Ltd.	1	0	8	0
Chandra Ship Management Pvt. Ltd.	1	0	3	0
DCI Ltd.	1	0	10	0
Hind Offshore	1	0	8	0
Hoger Offshore Marine Pvt. Ltd.	1	0	9	0
Integrity Ships Pvt. Ltd.	1	0	18	0
K-Steamship	1	0	12	0

Table 10A: Performance of Indian Ship Operators

<b>Name of Company</b>	<b>Number of Inspections</b>	<b>Number of Detentions</b>	<b>Deficiency Index</b>	<b>Nil-Deficiency Index</b>
SR Offshore Pvt. Ltd.	1	0	11	0
MAK Logistics Ltd.	1	0	14	0
Ocean Sparkle Ltd.	4	0	4	0
Pelagia Marine Services	1	0	8	0
Polestar Maritime Ltd.	1	0	9	0
Proactive Ship Management	1	0	16	0
Reliance Industries Pvt. Ltd.	1	0	5	0
Shipping Corporation	6	0	11.17	0
Seamec Ltd.	1	0	10	0
Sushe Marine Services	2	0	11.5	0
Synergy Oceanic Services India Pvt. Ltd.	3	0	7	0
V-Ships Ship Management	1	0	5	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)	7(2.4%)	Tonnage Certificate; MSMD
012	Certificates & Documentation (Crew Certificates)	3(1%)	Evidence of basic training.
013	Certificates & Documentation- Documents	26(8.8%)	Rest hour records/SOPEP/Oil Record Book/Table of Watch Keeping Arrangements/Log Books- Compulsory Entries/SOPEP
021	Structural Conditions	15(5.1%)	Deck corrosion; Closing devices, watertight doors
031	Water/Weathertight Conditions	15(5.1%)	Ventilators, air pipes, casings/Freeboard Marks/Doors
041	Emergency Systems	12(4.1%)	Emergency Fire Pump/Emergency Steering Position Compass Reading; Emergency Lighting, Batteries and Switches
051	Radio Communications	3(1%)	Radio Log
071	Fire Safety	28(9.5%)	Fire detection and alarm system/Fixed Fire Fighting Installations
081	Alarms	2(0.7%)	
091	Working and Living Conditions- Living Conditions	28(9.5%)	Drainage/Sanitary Facilities/Ventilation(Accommodation)/Record of Inspections
092	Working and Living Conditions- Working Conditions	56(19%)	Safe Means of Access/Electrical/Machinery/Protection of Machinery/Cleanliness of Engine Room
101	Safety of Navigation	28(9.5%)	Nautical publications/Magnetic Compass/Lights, Shapes and sound signals
111	Life Saving Appliances	24(8.2%)	Launching Arrangements/On board training and instructions/Stowage and Provisions of Life-rafts

Table 11 A: Break up of deficiencies

Code	Type	Number (%age of total)	Typical deficiencies
131	Propulsion and Auxiliary Machinery	5(1.7%)	Propulsion Mai
141	Pollution Prevention: Marpol Annex I	9(3.1%)	Oil and oily mixture from Engine Room/Pumping, Piping and Discharge Arrangements.
144	Pollution Prevention: Marpol Annex IV	2(0.7%)	Sewage Treatment Plant
145	Pollution Prevention: Marpol Annex V	8(2.7%)	Garbage Management Plan
146	Pollution Prevention: MARPOL Annex VI	2(0.7%)	Ozone Depleting Substances
151	ISM	4(1.4%)	Company Authority and Responsibility.
161	ISPS	8(2.7%)	Access Control to Ships
171	Other Safety in general	9(3.1%)	

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	20	1	2.5	0.45
ABUJA	3	0	0	1
IOMOU	2	0	2.5	0.5
Paris	2	1	5	0.5
Riyadh	2	0	4.5	0
Tokyo	10	0	2.5	0.4
USCG	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
<b>Bulk Carrier</b>	<b>10</b>	<b>0</b>	<b>2.7</b>	<b>0.4</b>
0-5 Years	3	0	0.66	0.33
5-15 Years	6	0	2.5	0.5
<b>Oil Tanker</b>	<b>6</b>	<b>0</b>	<b>0.83</b>	<b>0.83</b>
5-15 Years	5	0	1	0.8
>= 15 Years	1	0	0	1
<b>Chemical Tanker</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>
>=15 Years	1	0	5	0
<b>Off-shore Service</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>0</b>
>30 Years	1	1	10	0
<b>Container Ship</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>
>=15 Years	1	0	1	0
<b>Other Cargo</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>
5-15 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>AZA Shipping</b>	1/ Tokyo:1	0	0	1
<b>GESCO Ltd.</b>	8/IOMOU:1; TOKYO:4; RIYADH:1; PARIS:1; ABUJA:1	0	0.5	0.625
<b>IGOPL Offshore Ltd.</b>	1/Paris:1	1	10	0
<b>SEAVIE Ltd.</b>	2/Abuja:2	0	0	1
<b>Shipping Corporation of India Ltd.</b>	5/Tokyo: 3; Riyadh:1; USCG:1	0	4	0.2
<b>TOLANI Shipping</b>	1/Tokyo:1	0	10	0
<b>TW Ship Management</b>	1/TOKYO:1	0	1	0
<b>ZEN Shipping and Ports Ltd.</b>	1/IOMOU:1	0	5	0

Table 14: Performance of Indian Ship Operators



Recognized Organization	Number of inspections	Number of detentions	Deficiency Ratio	Nil Deficiency Ratio
IRS/ABS	3	0	0	1
IRS/DNV, GL, DNV-GL(AS)	3	1	5	0.33
IRS/LR	7	0	2	0.428
IRS/NK	1	0	1	0
IRS	6	0	3.33	0.33

Table 15: Performance of Recognized Organizations

Code	Type	Number (%age of total)	Typical deficiencies
011	Certificates and Documents: Ships Certificate	2(4%)	CSR/MLC Certificate
012	Certificates and Documents: Documents	4(8%)	SSO Certificate
013	Certificates and Documents: Crew Certificate	3(6%)	SEEMP
021	Structural Conditions	2(4%)	Deck Corrosion
031	Water/Weathertight Conditions	2(4%)	Ventilators, Air Pipes
041	Emergency Systems	1(2%)	Emergency Generator
051	Radio Communication	2(4%)	Maintenance and Duplication of Equipment
061	Cargo Operations including equipment	1(2%)	Atmosphere testing equipment
071	Fire Safety	11(22%)	Fire detection and alarm system; Maintenance of Fire Protection Systems; Fire Pumps and its pipes.
092	Working and Living Conditions: Working Conditions	4(8%)	Ropes and Wires; Winches and Capstans
101	Safety of Navigation	4(8%)	Voyage Data Recorder/Old Nautical Publications
111	Life Saving Appliances	5(10%)	Maintenance of Life-Saving Appliances
131	Propulsion and Auxiliary Machinery	2(4%)	Propulsion Machinery
144	Pollution Prevention- MARPOL Annex V	1(2%)	
151	ISM	2(4%)	Maintenance of Ship & Equipment
161	ISPS	1(2%)	Access Control to ship
171	Others	3(6%)	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 January 2018**

<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>January, 2018</u></b>	
					FSI	PSC
			Authorization			
1.	Capt S.K.Das DYNA	Chennai	Yes	Yes	NA	NA
2.	Shri A.K.Choudhury	Chennai	Yes	Yes	0	2
3.	Shri Shirish Kumar	Chennai	Yes	Yes	0	2
4.	Captain Tapesh Ghosh NS	Chennai	Yes	Not yet authorised	2	NA
5.	Shri S.S.Murty E&SS	Vizag	Yes	Yes	2	3
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	5	1
10.	Shri Y Jaisinghania SS	Kochi	Yes	Not yet authorized	1	NA
11.	Shri. P. C. Majhi, E & SS	Mumbai	Yes	Yes	1	2
12.	Shri A.K.Sinha	Port Blair	Yes	Not yet authorised	6	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	3
16.	Shri U.Rehman	Kolkata	Yes	Yes	0	5
17.	Shri. N. Bhaskaran.	Kolkata	Yes	Not yet authorized	1	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
20.	Capt. S. Mukhopadhyia	Haldia	Yes	Not yet authorized	2	NA

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			Authorization		FSI	PSC
21.	Shri R.R.Subbarao E&SS	Paradip	Yes	Not yet authorised	2	NA
22.	Shri Nishant SS	Kolkata	Yes	Not yet authorised	1	NA
23.	Shri L.Natarajan SS	Mumbai	Yes	Yes	0	
24.	Shri P.Nair	Kochi	Yes	Yes	0	
25.	Shri C.S.Kiran E&SS	Kochi	Yes	Yes	1	1
26.	Shri V.V.Paul E&SS	New Mangalore	Yes	Yes	1	10
27.	Captain S.K.Nair NS	Kochi	Not yet authorised	Not yet authorised	NA	NA
28.	Captain A.K.Azad DYNA	Mumbai	Yes	Yes	NA	
29.	Shri J.Mukhopadhaya	Mumbai	Yes	Yes	0	1
30.	Shri S.K.Shrivastava	Mumbai	Yes	Yes	0	2
31.	Shri J.Senthilkumar E&SS	Mumbai	Yes	Yes	2	2
32.	Captain V. Manhas NS	Mumbai	Yes	Not yet authorised	1	NA
33.	Shri A. Srinivasa E&SS	Mumbai	Yes	Not yet authorised	2	NA
34.	Captain Nitin Mukesh NS	Mumbai	Yes	Not yet authorised	2	NA
35.	Shri N.Oommen SS	DGS	Not yet authorised	Not yet authorised	NA	NA
36.	Shri Bodhraj E&SS	Marmugao	Yes	Yes	1	9
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
39.	Shri G.L.Meena E&SS	Delhi	To be authorized	To be authorized	NA	NA

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			Authorization		FSI	PSC
40.	Captain R.Poswal NS	Delhi	<b>To be authorized</b>	<b>To be authorized</b>	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				<b>34</b>	<b>47</b>

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.