



भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI



Merchant Shipping Notice No. 02 of 2024

File No. 13-28/1/2024-ENGG - DGS

Date: 30.01.2024

Subject: Port State Control (PSC) inspections of Foreign flag vessels visiting Indian Ports - reg.

1. Background & Purpose:

1.1. Whereas, the United Nations Convention on the Law of the Sea 1982 (UNCLOS'82), inter-alia Articles 73, 218, 219 and 226 permits Coastal / Port state authorities to undertake physical inspection of a foreign flag vessel voluntarily visiting its ports, anchorages or off-shore installations to verify the compliance of the applicable international rules and standards established through the competent international organization or general diplomatic conference and, to take appropriate administrative measures, including detention of the vessel as per the laws of the respective coastal/ port state.

1.2. Further, various international conventions, such as, Regulation 19 of chapter I, regulation 6.2 of chapter IX, regulation 4 of chapter XI-1 and regulation 9 of chapter XI-2 of SOLAS, as modified by the SOLAS Protocol 1988; article 21 of Load Lines, as modified by the Load Lines Protocol 1988; articles 5 and 6, regulation 11 of Annex I, regulation 16.9 of Annex II, regulation 8 of Annex III, regulation 13 of Annex IV, regulation 8 of Annex V and regulation 10 of Annex VI of MARPOL; article X of STCW; article 12 of Tonnage; article 11 of AFS and regulation 5.2 of MLC provide for control procedures to be followed by a Party to a relevant convention with regard to foreign ships visiting their ports.

1.3. Whereas, Indian Administration has legislated the international requirements vide Merchant Shipping Act, 1958 (M.S Act) as amended and also provides statutory powers

for inspection and detention of foreign flag ships while in Indian port, as if it were an Indian ship vide section 342 (read along with section 336) and section 356 H.

1.4. Whereas, Port State Control (PSC) is a harmonized regime of such inspections for foreign ships in other national ports, implemented through regional Memoranda of Understanding (MOUs), for the purpose of verifying the condition of the ship and its equipment comply with the requirements of the above referred international conventions and the vessel is manned and operated in compliance with applicable international law.

1.5. Whereas, India is member of Indian Ocean Memorandum of Understanding (IOMOU) and obligated to implement the prescribed Port State Control regime.

1.6. Recognizing also the need to effectively implement latest developments in Port State Control regime by continuous updation so as to increase maritime safety and the protection of the marine environment, to improve living and working conditions on board ships, and also to ensure the ships continue to operate with approved design and energy efficient methods.

2. Purpose and Policy:

2.1. The International Maritime Organization (IMO), has adopted various resolutions to provide basic guidance on the conduct of port State control and afford consistency in the conduct of these inspections, the recognition of deficiencies of a ship, its equipment, or its crew, and the application of control procedures, the latest being the **IMO Resolution A.1155 (32) - Procedures for Port State Control, 2021**.

2.2. Various regional Memoranda of Understanding (MOUs), inter-alia the Indian Ocean Memorandum of Understanding (IOMOU), in which India is a member, has also promulgated detailed procedures for the implementation of the Port State Control regime.

The purpose of this Merchant Shipping Notice is to introduce a comprehensive procedure for the conduct of Port State Control inspections by the Indian Administration with a clear policy to effectively implement relevant international guidelines and practices while also ensuring the reviews are carried out at periodic (annual /biennial) basis by the Competent Authority for the smooth achievement of targets set by IOMOU / Indian Administration.

3. Applicability:

- 3.1. This procedure applies to all foreign flag vessels voluntarily visiting ports, anchorages and off-shore installations in India and includes ships below non-convention size and belonging to non-parties to the conventions, subject to the extent of application as mentioned in **IMO Resolution A.1155 (32)** or any subsequent Resolution by the IMO addressing the issue of Procedures for Port State Control.
- 3.2. This notice supersedes M.S Notice 09 of 2013 and all the circulars / notices on the subject to the extent expressly provided in this notice.

4. Port State Control Officers (PSCOs)

- 4.1. PSCOs carrying out inspections need to be appointed as a surveyor under section 9 of the M.S Act 1958 as amended who is duly qualified as a master/chief engineer with appropriate seagoing experience, or Naval Architect with requisite with equivalent level of experience and training. In addition, the said surveyor prior to his qualification as an independent PSCO need to complete one year as a qualified Flag state surveyor and any other requisite training requirements as may be specified from time to time. The authorised PSCO's need to conduct inspections in India under the directions of the Jurisdictional Principal Officer (P.O), Mercantile Marine Department (MMD).
- 4.2. D.G Shipping in-consultation with IOMOU shall strive to provide access to latest requirements for updating the knowledge of PSCO's. In addition to the practical training, theoretical training programs for the PSCO's shall be conducted at periodical intervals (preferably not later than 5 years) by D.G Shipping / IOMOU. However, the primary responsibility for continuous updation of one's knowledge rests with the PSCO's which may be assessed from time to time by the competent authority.
- 4.3. The PSCO may be assisted by other surveyors/ inspectors including the Radio inspectors, but the responsibility for the conduct of inspection and the deficiencies being raised therein shall rest with the concerned PSCO. Further, PSCO's shall strive to achieve

the monthly targets set from time to time by D.G Shipping so as to ensure the commitment to fulfil long-term inspection targets set forth by IOMOU.

- 4.4. In order to facilitate more transparency and professionalism in inspections, PSCOs are encouraged to undertake inspection in teams of at least two inspectors where possible and the senior PSCO in that case shall be responsible for satisfactory conduct of the inspection and the deficiencies raised thereto.
- 4.5. All PSCOs must carry with them appropriate proof of identity clearly mentioning his authority for undertaking PSC inspections and present it to the master, if requested to do so. The identity card should contain information provided in **ANNEX IV**.

5. Inspection Procedure:

- 5.1. The Principal Officers of jurisdictional MMD's are responsible for administering the Port State Control Inspections in their jurisdictions. The P.O, MMD need to ensure that effective communication is established between the PO and the PSCO and accordingly guide the PSCO during its implementation and whenever any doubtful situation arises during the implementation. The Directorate General of Shipping is the Appellate authority for any appeals and clarifications.
- 5.2. The Port State Control Officers (PSCOs) of the Government of India shall adhere to the IMO Resolution A. 1155(32) or any subsequent Resolution by the IMO addressing the issue of Procedures for Port State Control and IOMOU PSC Manual which is updated from time to time for the general principles of inspection, selection of ships, more detailed inspection and detention of ships.
- 5.3. PSCO, inspecting a foreign ship flying the flag of a State not party to a Convention or to a "relevant instrument" as amended for which Indian Administration is a party to such Convention or "relevant instrument", as amended, shall ensure that the treatment given to such ship and its crew is not more favourable than that given to foreign ships flying the flags of Member States that have ratified the Convention.
- 5.4. When exercising Port State Control, PSCO's should only apply those provisions of the convention which are in force and for which India is a party.
- 5.5. On the conclusion of the inspection, Port State Control reports have to be uploaded directly on the online IOCIS module and the Form- A and B to be generated from the module itself, which then needs to be printed, signed and delivered to the vessel by the PSCO and report

uploaded to the module prior departing the vessel. If a Manual report is issued due to technical issues, prior concurrence of the PO has to be taken. If in exceptional cases manual report is issued to the vessel it has to be in the format as specified in the Annexes of this Notice.

- 5.6. PSCOs at their discretion may also take declaration from the Master and Chief Engineer to that effect that vessel's statutory / insurance certificates, ISPS declarations and crew related documents are genuine and vessel is in seaworthy condition to the best of their knowledge.
- 5.7. In case the PSCO is called for the closure of Deficiencies, the PSCO's cannot cause undue delay to the vessels disrupting its schedules citing other engagements. If PSC Inspection is done and vessel is held up due to the presence of Code-17 or Code-30 deficiencies during the inspection, It is the responsibility of the PO to ensure that PSCO's are available for reinspection at short notice as soon as the vessel conveys readiness.
- 5.8. It is reiterated that a PSCO is a representative of the Indian administration and while dealing with foreign flag vessels on its behalf, the reputation of India as a Member state of IMO carrying out Port State Control is at stake. The PSC inspections have to be dealt with in a professional and consistent manner with sensitivity and adhering to applicable Codes of Good Practices while dealing with Foreign Flag vessels and Foreign Crew.
- 5.9. Permission from jurisdictional PO need to be taken for carrying out PSC inspections during public holidays and weekends. Boarding of vessels just prior to the scheduled departure of the vessels should be avoided to prevent undue delay to the ships unless necessitated due to valid reasons. Care should be taken to ensure that the routine operations of the vessel are not affected during the inspection without valid justifications and the concurrence of the PO.

6. Targeting of ships:

The primary objective of the PSC regime is to identify and eradicate substandard ships. Hence, correct targeting of substandard ships forms a major part for the effective implementation of the PSC regime. The IOMOU has developed and implemented an 'online assessment' program for calculating the 'target factor' of each ship based on the history of its previous inspection performance. As per the IOMOU's New Inspection

Regime (NIR), Priority I ship should always be given preference followed by Priority II during selection of the vessel for inspection by PSCO's. Vessels coming under "No Priority" in the NIR should not be inspected unless a clear ground or overriding factor exists and with the concurrence of the jurisdictional PO. The 'clear grounds' warranting the 'more detailed inspection' are detailed for guidance of the PSCOs under sect. 2.4 of the IMO Resolution A.1155 (32).

(Refer latest MOU in IOMOU website for detailed information).

7. Detention/Suspension of Inspection of ships:

7.1. Detention is an intervention action taken by the port State when the condition of the ship or its crew does not correspond substantially with the applicable conventions to ensure that the ship will not sail until it can proceed to sea without presenting a danger to the ship or persons on board, or without presenting an unreasonable threat of harm to the marine environment, whether or not such action will affect the normal schedule of the departure of the ship.

7.2. It is impracticable to define a ship as substandard solely by referring to a list of qualifying defects, as it largely remains within the professional judgment of a PSCO. However, to assist the PSCO for uniform application of this judgment, a list of deficiencies, grouped under relevant conventions and/or codes, which are considered to be of such a serious nature that they may warrant the detention of the ship involved is attached as Appendix- 2 to the **IMO Resolution A.1155 (32)**.

7.3. It is the obligation of the Port State that the Flag State and RO of the vessel are promptly and directly informed in case of a detention and it is the professional responsibility of the PSCO concerned to ensure the same. Applicable contact points of Flag States provided in the Global Integrated Shipping Information System (GISIS) have to be utilised for this purpose.

7.4. The jurisdictional Principal Officer is the only competent authority to enforce detention of a ship and no PSCO can detain a vessel without explicit approval from the PO concerned.

- 7.5. In exceptional circumstances where, as a result of a more detailed inspection, the overall condition of a ship and its equipment, also taking into account the crew conditions, are found to be obviously substandard, the PSCO may suspend an inspection with cogent reasons being recorded and approved by the Principal Officer (PO). Upon consultation and approval of PO, the PSCO may consider for suspension of inspection.
- 7.6. In the case inspection is reported as suspended, it is obvious that the overall condition of the vessel is substandard. The PSCO shall record all the detainable deficiencies observed till the partly carried out inspection and notify the Flag State and RO that the inspection is suspended.
- 7.7. Reinspection remains suspended until the Flag/RO have taken the steps necessary to ensure that the ship complies with all the relevant requirements of the Conventions. Once the Flag/RO confirms to the Port State that the vessel complies with all the relevant requirements of the applicable Conventions and the PO is satisfied, he may reorder reinspection of the vessel which will be a full inspection of the vessel and not limited to the deficiencies mentioned in the initial inspection report.
- 7.8. The vessels arriving in India for seeking port of refuge or have suffered any accidental damage enroute/at berth/at anchorage may be subjected to PSC inspection to reaffirm its fitness to proceed to sea without endangering safety of lives or environment. However, if it is found that the ship has suffered accidental damage due to whatsoever reasons, no detention order may be issued for the defects connected with such accident or damage, provided, prior to entering the port or at the time of occurrence of the damage, the master or company has submitted to the Port State Authority, the details of the circumstances of the accident and the damage suffered and information about the required notification to the Flag State Administration. Further, the vessel may be allowed to proceed to sea once it is found fit in all respects to proceed for the Intended voyage.
- 7.9. The PSCO shall convey to the Master that the PSC inspection is not a full survey and the deficiencies listed may not be exhaustive. In the event of a detention, it may be recommended that a thorough inspection is carried out by the Flag State / Recognised Organization (RO) of the vessel and all deficiencies are rectified before an application for re-inspection is made.

8. Detaining authorities:

- 8.1. Detention of a ship is a serious intervention measure from the port state, affecting several entities, particularly, the foreign Flag State. Hence, officers duly authorized by the Central Government as 'Detaining officers' under Sect.336 of MS Act 1958 as amended, shall only order for the detention of a foreign ship, while in India.
- 8.2. Government of India had notified Principal Officers and few Surveyors-In-Charge as 'Detaining officers' for the purpose of Sect.336 of MS Act 1958 as amended. However, in order to streamline the process of detention, hereinafter, the principal Officers of Mumbai, Kolkata, Chennai, Kandla and Kochi or officers duly authorized by them shall only exercise the authority for the detention or subsequent release of a ship under PSC, while in Indian ports, under their respective jurisdiction.
- 8.3. All the PSCOs, including SIC's are advised to obtain prior approval of the Principal Officer under whose jurisdiction the port of inspection falls, before ordering detention or release of a ship under PSC. The PSCOs may obtain this approval over telephone, but shall regularize the same at the earliest as per the applicable GOI procedures. Principal officers giving verbal instructions must ensure that the SICs adhere to this regularization.
- 8.4. All the PSCOs are reminded that the Central Government, under Sect.337 of MS Act 1958 as amended, is liable to pay compensation in case a ship is wrongly detained. Hence, the PSCOs shall reaffirm that the deficiency reported falls within the meaning of the 'detainable deficiency' clarified under paragraph 7.2 of this notice, before a vessel is recommended for detention.
- 8.5. Since the onus of ensuring the merit of any detention or release of a ship lies with the Principal Officers, they are advised to personally verify the merit of each deficiency under which a vessel is considered for detention, to ensure that no ship is unduly detained or delayed under PSC.

9. Reporting of Detention;

9.1. In case of detention, the Master of the ship shall be formally served upon with a 'Detention order' in the prescribed format as attached (ANNEXURE II), along with the Form A & Form B of the inspection report (ANNEXURE I), detailing the nature of deficiencies and the action required to be taken by the Master for the release of the ship. The provisions of para. 5.5 need to be adhered to in all such cases.

9.2. As referred to in Para 7.3 The detention order and the subsequent release order along with the Forms A & B shall be promptly communicated to the Flag State and/or its consulate office in India, the Recognised Organization (RO) which had issued the statutory certificates to the vessel and the PSC cell of the Directorate General of Shipping.

9.3. The detention and subsequent release order shall also be communicated to all the agencies duly empowered for the 'enforcement of the detention', inter-alia the Indian Coast Guard, the Port Officer / Dy. Conservator of the ports and the Collector of Customs and / or as mentioned in Section.444 of the MS Act, if applicable.

9.4. In addition to the requirement as specified in Para 5.5, The PSCOs may be needed to upload the report of inspection/Detention Orders/Release Orders on the portals of other stakeholders like Ports etc. the requirements of which may be specified by the DGS from time to time. The PSC reports are retained in the website of the IOMOU for a period of at least 10 years before it is archived.

10. Code of Good Practice of PSCOs:

10.1. **PSCOs**, being in direct contact with the stakeholders, are the most representative faces of a maritime administration and are central to achieving the objectives of the PSC regime. Hence, PSCOs are expected to undertake their PSC inspections in the highest professional level, acting strictly within the law, within the rules of their Government and in a fair, open, impartial and consistent manner.

10.2. IMO vide **MSC-MEPC.4/Circ.2** and vide Appendix 1 of **IMO Resolution A.1155 (32)** has issued the 'Code of good practice' encompassing three fundamental principles against which all actions of PSCOs are judged, viz. integrity, professionalism and

transparency. All PSCOs are advised to strictly abide by this 'Code of good practice' while undertaking PSC inspections in India.

10.3. The PSCO should not include any operational tests or impose physical demands which, in the judgement of the master, could jeopardize the safety of the ship, crew, passengers, control officers or cargo. All PSCOs are advised to abide by the Appendix 7 of **IMO Resolution A.1155 (32) related to guidelines for control of operational requirements including inspection of drills for assessing emergency response.**

10.4. Boarding of vessels outside working hours just prior to the scheduled departure of the vessels should be avoided to prevent undue delay to the ships unless necessitated due to valid reasons. Care should be taken to ensure that the routine operations of the vessel are not affected during the inspection without valid justifications and the concurrence of the PO.

10.5. PSCOs undertaking inspections are to bear in mind that if a vessel has been detained at his behest, it becomes his bounden duty to ensure that he is readily contactable, even beyond office hours and on holidays, so that no ship is delayed on account of want of prompt inspection, subsequent to rectification of deficiencies, if and as applicable.

10.6. The PSCOs shall also be governed by all the control and monitoring mechanisms of the Government of India applicable to a government official engaged in public service.

11. Follow-up of Detention

Taking note of a few recent reports of abandonment of ships by the owners subsequent to detentions raising several legal, technical and social issues, *Principal Officers are enjoined to be mindful of the following:*

11.1. In the best interests of the administration and the ports, it would be ideal for the PSCO to inspect the targeted ship, have the deficiencies, if any, rectified promptly and clear the vessel for onward sailing so that she does not become a liability to all concerned and particularly to India as a Coastal State.

11.2. However, in case when delinquent ship-owners do not take measures to have the deficiency rectified with any alacrity, the Chairman/ Dy. Conservator of the port must be formally informed on weekly basis of the fact of the detention, progress of rectification of deficiencies and possibly, the realistic prospect of the vessel being cleared for outward movement, in order to enable the Chairman / Dy. Conservator to consider invoking the applicable statutes with which they are empowered, in the interest of India as a Coastal State.

11.3. The port authorities, in case of non-availability of sufficient berth facilities may decide to shift the vessel to anchorages with the concurrence of the local Principal Officer, but in no case beyond the port limits. However, the Dy. Conservator, in such cases may obtain an undertaking from the Master that all the Life Saving Appliances (LSA) and Fire Fighting Appliances (FFA) of the vessel are functional and that the vessel shall be ready for mobilization at all times. The vessel's agents need to be informed that the Master shall ensure that the vessel in such cases remain in regular contact with the respective port communication stations and the nearest Indian Coast Guard stations, so that the rescue support in case of emergencies, are promptly availed.

12. Detention Review Procedures:

12.1. All PSCOs are advised to formally communicate to the Master of the ship that he may make appropriate representation to the local Principal Officer, in case aggrieved by the decisions of the PSCO and is at liberty to appeal against the detention to the appellate authority, if the detention is felt to be unjustified. The appellate authority at national level in India shall be the Chief Surveyor with the GOI, who may be contacted by [email: cs-dgs@nic.in](mailto:cs-dgs@nic.in) or psc-dgs@nic.in.

12.2. The Flag state authorities may appeal against the detention through the 'Detention Review Panel' of the Indian Ocean Memorandum of Understanding (IOMOU).

13. Periodic review of effective implementation of this Notice / Targets:

The Competent Authority of DG Shipping shall review the inspection procedures, key parameters, deficiencies, detentions, targets etc on periodic (annual / biennial) basis so as to ensure continual improvement in the PSC regime and adequate availability of resources for PSC inspections.

This is issued with the approval of the Director-General of Shipping and comes into effect from the date of issue of this notice.



(Aniruddha Chaki)
E&SS-cum-DDG(Tech.)

Encl. as above

To,

1. The Principal Officer/ Mercantile Marine Department, Mumbai/Kolkata/ Chennai/ Kandla/Kochi.
2. The Surveyor-in-charge, Mercantile Marine Department, Goa/Jamnagar/Port Blair /Visakhapatnam /Tuticorin /Noida /Haldia/ Paradip /Mangalore.
3. All Recognised Organizations.
4. CS/NA/Dy.CSS
5. Hindi Cell with request to provide Hindi translation.
6. Computer Cell with request to upload on DGS website



FORM A

ANNEX I

REPORT OF INSPECTION IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING IN PORT STATE CONTROL IN THE INDIAN OCEAN REGION

Name of Authority: Directorate General of Shipping
 Address: 9th Floor, Beta Building, I Think Techno-Campus, Kanjurmarg (E),
 Mumbai- 400 042
 Telephone: 00 91 22 25752040-43
 Facsimile: +91-22-25752029/35
 Email: psc-dgs@nic.in

Copy To: Master
 Head Office PSCO

If Ship is detained, Copy to:
 Flag state
 IMO
 Recognized Organization, if applicable

1. Reporting Authority : **India**
2. Name of Ship :
3. Flag of Ship :
- 5a. Call Sign :
6. IMO Number :
8. Deadweight (where applicable) :
10. Date of Inspection :
12. Recognised Organisation :
13. Date of release from detention** :
- 14b. Particulars of Company :
15. Name and Signature of Master to certify that the information under 14b is correct :
 Name : _____ Signature : _____

4. Type of Ship :
- 5b. MMSI Number :
7. Gross Tonnage :
9. Date Keel Laid :
11. Place of Inspection :
- 14a. IMO Company Number :

16. Details of Ship Certificates

Sl. No.	a. Title	b. Issuing Authority	c. Date of Issue	d. Date of Expiry	e. Information on last intermediate or annual survey		
					Date	Surveying Authority	Place

17. Deficiencies :
18. Ship Detained :
19. Supporting Documentation :
20. PSC inspection action taken :

Issuing Office : _____ Name : _____
 (duly authorized PSCO of reporting authority)

Telephone : _____ Signature : _____

Facsimile : _____

This report must be retained on board for period two years and must be available for consultation by Port State Control Officers at all times

* This inspection report has been issued solely for the purposes of informing the master and the port States that an inspection by the port State, mentioned in the heading, has taken place. This inspection report cannot be construed as a seaworthiness certificate in excess of the certificate the ship is required to carry.

** To be completed in the event of a detention as per section 9.4 of the PSC Manual; Guidelines of the responsibility assessment of the Recognized Organization(RO).

*** Masters, shipowners and/or operators are advised that detailed information on a detention may be subject to future publication.



FORM B

Name of Authority: Directorate General of Shipping
Address: 9th Floor, Beta Building, I Think Techno-Campus,
Kanjurmarg (E), Mumbai- 400 042
Telephone: 00 91 22 25752040-43
Facsimile: +91-22-25752029/35
Email: psc-dgs@nic.in

Copy To: Master
Head Office PSCO

If Ship is detained, Copt to:
Flag state
IMO
Recognized Organization, if applicable

2. Name of Ship :

6. IMO Number :

10. Date of Inspection :

11. Place of Inspection :

20.No.	21.Code	Nature of Deficiency*	Deficiency Description	Convention Reference **	22.Action Taken ***	23.Responsible RO**

Issuing Office :

Name :
(duly authorized PSCO of reporting authority)

Telephone :

Facsimile :

Signature :

This report must be retained on board for period two years and must be available for consultation by Port State Control Officers at all times

* This inspection was not a full survey and deficiencies listed may not be exhaustive. In the event of a detention. It is recommended that full survey is carried out and all deficiencies are rectified before an application for re-inspection is made.

** To be completed in the event of a detention as per section 9.4 of the PSC Manual; Guidelines of the responsibility assessment of the Recognized Organization(RO).

*** Codes for action taken include i.e.: ship detained/released, flag State informed, Recognized Organization informed, next port informed, competent security informed, ship expelled on security grounds, investigation of contravention of discharge provisions.

Reverse Side of Form B

Codes For Action Taken

Sr. No.	Deficiency Action Code	Deficiency Action Name
1	10	Deficiency Rectified.
2	15	Rectify Deficiency at next port.
3	16	Rectify Deficiency within 14 days.
4	17	Rectify Deficiency before departure.
5	18	Rectify Deficiency within 3 months.
6	21	Corrective action taken on the ISM system by the Company is required within 3 months
7	30	Detainable deficiency.
8	46	Rectify detainable deficiency at agreed repair port
9	48	As in the agreed flag state condition
10	49	As in the agreed Rectification Action Plan
11	99	Other (Specify)

PSC Inspection Action Codes

Sr. No.	Inspection Action Code	Inspection Action Name
1	10	Deficiency Rectified.
2	15	Rectify Deficiency at next port.
3	16	Rectify Deficiency within 14 days.
4	17	Rectify Deficiency before departure.
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7	30	Detainable deficiency.
8	46	Rectify detainable deficiency at agreed repair port
9	48	As in the agreed flag state condition
10	49	As in the agreed Rectification Action Plan
11	99	Other (Specify)



भारत सरकार/Government of India

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय/Ministry of Ports, Shipping and Waterways

नौवहन महानिदेशालय/ Directorate General of Shipping

समुद्री वाणिज्य विभाग, कंडला/Mercantile Marine Department, ___ (Name of MMD)

संख्या/No.:

दिनांक/Date:

DETENTION ORDER

Reporting Officer: _____ Mercantile Marine Department, _____ _____ _____ _____ India.	Head Office: Directorate General of Shipping, Beta Building, 9 th Floor, I Think Techno Campus, Kanjurmarg (East), Mumbai 400 042, India Website: www.dgshipping.gov.in
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Detention Order No. - - / 20XX

Date:

Name of Ship	IMO Number	Port of Registry	Present Location	Name of Master

Above mentioned vessel was inspected in accordance with IMO Port State Inspection Procedures adopted by Resolution "A 1155(32)" by the surveyor from this department on ___ (date) at ___ (name of port). The inspection team has reported deficiencies rendering the vessel to be categorized as 'Un-seaworthy' within the meaning of Sect.334 of Indian Merchant Shipping Act 1958, as amended.

In exercise of powers vested under section 342 (read along with section 336) or under section 356 H or section ___ of Merchant Shipping Act 1958 as amended, the Principal Officer, Mercantile Marine Department, - - - (name of MMD) hereby sanctions provisional DETENTION order of vessel ___ (name), IMO No. ___ under Port State Control, subject to the following "Note".

Note:-

___ (name of the ship), ___ IMO No ___ is thus detained and not allowed to sail out of the port limits of ___ (name of the port) ___ without permission from this office. Unless otherwise informed explicitly the vessel has to carry out all necessary repairs in consultation with the classification / Flag state, comply with the rule requirements as per the applicable International Standards and presented for re-inspection to a surveyor from this department, or as intimated otherwise.

Enc:- PSC Report (Form A & B)

Name

Signature.....

Date.....

Copy to- (where applicable)

1. The Master (to also ensure that owners / Agent / RO is informed forth with)
2. The Directorate General of Shipping, Mumbai. (PSC Cell)
3. Owners / Agent
4. Flag State Administration.
5. The Dy. Conservator DPA.
6. The Commissioner of Customs.
7. The Commander, Indian Coast Guard
8. Classification Society (RO)
9. Embassy/ Consulate
10. Agents

NOTE: - The Master of the vessel has the right of appeal against this order.

APPELLATE AUTHORITY contact email id: cs-dgs@nic.in / psc-dgs@nic.in



भारत सरकार/Government of India

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय/Ministry of Ports, Shipping and Waterways

नौवहन महानिदेशालय/ Directorate General of Shipping

समुद्री वाणिज्य विभाग, कंडला/Mercantile Marine Department, __Name of MMD

संख्या/No.:

,Computer No:

दिनांक/Date:

RELEASE ORDER

Reporting Officer: _____
Mercantile Marine Department, _____

India.

Head Office:
Directorate General of Shipping, Beta Building,
9th Floor, I Think Techno Campus,
Kanjurmarg (East),
Mumbai 400 042, India
Website: www.dgshipping.gov.in

Release Order No. --/ 20XX,

Ref: Detention Order No ----

Date:

Name of Ship	IMO Number	Port of Registry	Present Location	Name of Master

----(name of the ship), IMO no---- of ---- (Flag), was detained by this office on ----- (date) in view of serious deficiencies observed on the vessel and was advised to carry out all necessary repairs in consultation with Flag State / Recognized Organization (RO) of the vessel.

This is to confirm that subsequent to the re-inspection of the vessel by this department on _____ Principal Officer, MMD, ----(name of MMD)---- in exercise of power vested under section 342 read along with section 336 or section 356 H or section ___ of Merchant Shipping Act 1958, as amended, hereby Orders the release of ----name of ship and IMO no----,

Thus ----name of ship and IMO no---- is permitted to sail out subject to the following conditions if any (if no conditions apply, please state NIL) from the ----name of the port----.

1.
2.
3.

Name

Signature.....

Date.....

Copy to- (where applicable)

1. The Master (to also ensure that owners / Agent / RO is informed forth with)
2. The Directorate General of Shipping, Mumbai. (PSC Cell)
3. Owners / Agent
4. Flag State Administration.
5. The Dy. Conservator DPA.
6. The Commissioner of Customs.
7. The Commander, Indian Coast Guard
8. Classification Society (RO)
9. Embassy/ Consulate
10. Agents

NOTE: - The Master of the vessel has the right of appeal against this order.

APPELLATE AUTHORITY contact email id: cs-dgs@nic.in / psc-dgs@nic.in

REQUIREMENTS FOR THE IDENTITY CARD
FOR PORT STATE CONTROL OFFICERS

The identity card shall contain at least the following information:

- a) name of issuing Authority;
- b) full name of the holder of the identity card;
- c) an up-to-date picture of the holder of the identity card;
- d) the signature of the holder of the identity card;
- e) a statement to the effect that the holder of the identity card is authorised to carry out inspections in accordance with national legislation.

If the main language used on the identity card is not English, it must include a translation into that language.

The format of the identity card is left to the discretion of the jurisdictional P.O,MMD.