



In Partnership with:  **FleetMon**
Tracking the Seven Seas

INTERNATIONAL MARITIME RISK RATING AGENCY

Vessel Risk Rating Report "SAMPLE" (IMO 1234567)

Vessel Risk Assessed Date: 27 March 2020
Customer: XXXXXX

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Assessment Summary

Risk assessment of m/t "SAMPLE" has been completed and the result is reflected in the International Maritime Risk Rating Agency (IMRRA) database. Please note the vessel Risk Rating Report contains no independently verified physical vessel inspection data, however IMRRA physical inspection is recommended to be conducted to counter threats and mitigate risks.

Risk Rating components:



Static Risk score:	53%
Dynamic Risk score:	67%
Verified Risk score:	N/A

Risk Rating	63%*
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**Risk Rating score (%) calculated by IMRRA is a multiplication of probability and impact through other factors that reflect the severity of a potential risk that may occur due to some unforeseen circumstances. It is not the average value between static, dynamic and verified risk ratios.*

Overall risk rating score: 63% (IMRRA **Red** Zone) for the m/t "SAMPLE", **28%** above the average risk rating for this vessel type (35%).

The **factors** leading to the vessel's 63% risk ratings are as follows:

- Flag change
- Multiple vessel incidents
- Unsatisfactory PSC history
- Exposure to sanctions
- Potential illicit activity
- Negative feedback from terminals
- Crew negative feedback

Tanker SAMPLE XXXX is a 40009 MT DWT XXX–flagged built in 2007 (13 years old) and has been managed by XXXX since 08/03/2015.

Vessel Class: The vessel is classed by ABS classification society.

Flag was changed from XXX (Paris MoU – White; Tokyo MoU – White) to XXX (Paris MoU – Grey; Tokyo MoU – Grey) in 2015.

In the past 12 months the vessel has been involved in:

- **Pollution:** an oil spill during the bunkering operation;
- **Grounding:** ran aground after mechanical breakdown;
- **Collision:** the fishing vessel came in contact with the tanker's starboard, eventually causing damage to it;
- **Incident:** lost portside anchor and 11 shackles.

Casualty history for manager: The number and nature of vessels' incidents of the technical manager over the past year, such as machinery failure and loss of propulsion to relation to the total number of vessels constitutes a quarter of its fleet, which calls into question regularity and adequacy of equipment maintenance.

According to AIS vessel traffic records the following potential risks are identified:

- **Terrorist Threat:** the vessel had ports calls in countries listed in the Global Terrorism Index table - namely, Guinea (Kamsar), Senegal (Dakar), Morocco (Tanger-Mediterranean);
- **Drug smuggling:** the subject vessel navigated in the region with high-intensity drug trafficking (Guayaquil, Ecuador);
- **Illegal immigrants trafficking:** Guinea (Kamsar), Senegal (Dakar), Morocco (Tanger-Mediterranean)

Exposure to sanctions: The vessel was detained due to the US sanctions on Sep 4, 2019 in Beirut at the request of the Interpol Headquarter in France which was investigating a probable involvement of the tanker in calling at a sanctioned terminal in Libya in 2016.

Port State Control: The latest Port State Control inspection in XXXX resulted in 6 observations: Certificate & Documentation - Crew Certificates - Endorsement by flag state; Fire safety - Operation of Fire protection systems; ISM (ISM); Propulsion and auxiliary machinery - UMS - ship; Safety of Navigation - Voyage data recorder (VDR).

Feedback from Marine Terminals: Negative feedback received from terminals concerned mooring lines and readiness for cargo operation.

Social Media Platforms: A complaint from a seaman was found in a social feedback platform concerning inadequate technical management attitude towards the crew and the condition of the vessel, straitened supply.

COVID-19: according to local Rotterdam agents several crew members of the ship have been tested positive for coronavirus and hospitalized. Other crew members were banned from leaving the ship.

Conditions of Class: The vessel had Conditions or Significant Memo related to Class.

ITF Agreement: The vessel is covered by an ITF (International Transport Workers' Federation) agreement.

Summary:

The completed RISK assessment of m/t "SAMPLE" resulted in a risk rating score of 63% (IMRRA **Red** Zone) shows that the vessel has a high-risk probability for accidents and casualties. Appropriate actions to control the potential hazard are required.

Section 1. Vessel general data and risk rating information

Vessel Name	SAMPLE
IMO No	1234567
Call sign/MMSI	1V2345 / 123456789
Vessel Type	Chemical/Products Tanker
Delivery Date	31 Jan 2007
Previous vessel name(s)	XXXXX
Flag	XXX
Flag performance	Paris MoU – Grey; Tokyo MoU – Grey
Flag changes	YES
Previous flag	XXX
Risk Rating	63%
Fleet Type Average Risk Rating	35%
IMRRA Traffic Light Color ^[Sec 16- 1]	Red

Section 2. Intelligence

Casualty History for the vessel	12.06.2019, XXX anchorage, Lost portside anchor and 11 shackles
The vessel has been involved in a pollution accident in the past 12 months	According to preliminary information, during the bunkering operation, an oil spill reportedly occurred, in the waters of the Port of St. Petersburg, Russia. Professional Emergency Response Team (PASF) LLC Kontur SPb eliminated the spill. The work was conducted under the instructions of the marine rescue coordination centre. PASF forces placed booms and the oil spill was localized. According to the port authorities, the oil spill was estimated at between 10 and 12 square meters.
The vessel has been involved in a grounding in the past 12 months	En route from San Lorenzo, Argentina, the tanker ran aground on the right-side bank of Parana river, while moving downstream from Puerto Parana, in Parana estuary, reportedly after mechanical breakdown. The vessel refloated,

same day, and was anchored upstream from the grounding site.

The vessel has been involved in a collision incident in the past 12 months

En route from Yokosuka, Japan, the tanker was involved in a collision with a 14-tonne fishing vessel, south of Cape Irago Lighthouse, Honshu, while entering Ise Bay. According to reports, the fishing vessel came in contact with the tanker's starboard, eventually causing damage to it. The tanker was ordered to sail to Toba anchorage for investigation.

Potential Drug trafficking

The subject vessel operated in the region with high-intensity drug trafficking:

GUAYAQUIL, ECUADOR

2019-10-30 23:36 - 2019-11-03 04:46 (3 d)

Subject to potential terrorist threats and activities

18 Mar 2020, Kamsar (Guinea)

14 Mar 2020, Dakar (Senegal)

25 Dec 2019, Tanger-Mediterranean (Morocco)

Potential trafficking of illegal immigrants

18 Mar 2020, Kamsar (Guinea)

14 Mar 2020, Dakar (Senegal)

25 Dec 2019, Tanger-Mediterranean (Morocco)

Exposure to Sanctions

YES (The vessel was detained on Sep 4, 2019, in Beirut at the request of the Interpol Headquarter in France, which was investigating a probable involvement of the tanker in calling at a sanctioned terminal in Libya in 2016. The vessel was allowed to depart Beirut on Sep 25, 2019)

Radioactive contamination

Unknown. Can be verified by IMRRA inspection carried out with the use of sophisticated detection equipment.

CO2 emissions

Kamsar (20 Mar 2020, 03:06) - Algeciras (27 Mar 2020, 21:45) **623.68 t**

Kamsar (19 Mar 2020, 05:17) - Kamsar (19 Mar 2020, 06:44) **1.57 t**

Dakar (17 Mar 2020, 11:34) - Kamsar (19 Mar 2020, 01:29) **180.23 t**

Barcelona (6 Mar 2020, 21:46) - Dakar (14 Mar 2020, 07:18) **847.61 t**

Monrovia (21 Feb 2020, 19:42) - Barcelona (4 Mar 2020, 02:55) **872.04 t**

**Energy Efficiency Design Index
(EEDI) rating number** ^[Sec.16-2]

3.55 (g-CO/ton NM)

Social Networks data

- A complaint from a seaman on a social feedback platform: "Inadequate supply and very poor condition of the vessel. I underwent training there in 2016. The technical management's attitude to the ship and crew was disgusting in that period."
- COVID-19 - according to local Rotterdam agents several crew members of the ship have been tested positive for coronavirus and hospitalized. Other crew members were banned from leaving the ship.

Covered by an ITF agreement

YES

Section 3. Vessel Operator Risk Profile

Owner or Bareboat Charterer

XXXXXXX

Registered Owner

XXXXXXX

Technical Manager/Operator

XXXXXXX

Commercial operator

XXXXXXX

US Qualified individual (QI)

XXXXXXX Marine Management Service
2 Aquarium Drive, Suite 300 Camden, NJ 08103
Tel: XXXXXXXX
Fax: XXXXXXXX
Email: XXXXXXXX
Web: XXXXXXXX

Operator Risk Profile

The operator fleet consists of 23 vessels.
6 PSC inspections were conducted in the current year, no detentions;
35 PSC inspections were conducted in 2019, no detentions;
and 40 PSC inspections were conducted in 2018 year, no detentions.

Casualty History for Manager

XXXXX – 18 Oct 2019, Bosphorus straits, outbound North,
Loss of propulsion

XXXXX – 20 Sep 2019, Agioi Theodoroi, Piraeus, Machinery Failure - Deck/Cargo
 XXXXX – 15 Aug 2019, GALE CBM terminal, Mooring breakout
 XXXXX – 30 Jul 2019, Yosu port, OPL, Machinery Failure - Deck/Cargo
 XXXXX - 13 Apr 2019, Before Dover straits, Loss of propulsion
 XXXXX - 12 Mar 2019, Amsterdam roads, Machinery Failure - Deck/Cargo
 XXXXX - 23 Aug 2018, before approaching Rotterdam roads, Loss of propulsion

Section 4. Class

Class Assigned	XXX (IACS)
Last renewal survey	17 Feb 2017
Next renewal survey	30 Jan 2022
Condition of Class / Significant Memo	No conditions
Ice Class	None
Class Notation ^[Sec.16-3]	✕A1, Chemical Carrier, Oil Carrier, ESP, E, ✕AMS, ✕ACCU, SH, SHCM, PMP+, CRC, VEC, ES2020
Classification Society changed	NO
Previous Classification Society	Not specified
Statutory surveys	
	Due date
Annual Ballast Water Management Survey 4	30 Jan 2021
Annual Chemical Code Survey (IBC/BCH) 4	30 Jan 2021
Annual IAPP Annex VI Survey 4	30 Jan 2021
Annual IOPP Annex I Survey 4	30 Jan 2021
Annual Load Line Survey 4	30 Jan 2021
Annual Safety Construction Survey 4	30 Jan 2021
Annual Safety Equipment Survey 4	30 Jan 2021
Periodical Safety Radio Survey 4	30 Jan 2021
Renewal Ballast Water Management Survey 3	30 Jan 2022
Renewal Chemical Code Survey (IBC/BCH) 3	30 Jan 2022
Renewal IAPP Annex VI Survey 3	30 Jan 2022
Renewal IOPP Annex I Survey 3	30 Jan 2022
Renewal ISPP Annex IV Survey 3	30 Jan 2022
Renewal Load Line Survey 3	30 Jan 2022

	Renewal Safety Construction Survey 3	30 Jan 2022
	Renewal Safety Equipment Survey 5	30 Jan 2022
	Renewal Safety Radio Survey 5	30 Jan 2022
Conditions related to class	No conditions	
Conditions related to statutory certificates	No conditions	
Surveys of Machinery Items	Annual Machinery Survey 4	30 Jan 2021
	Special Continuous Survey – Machinery 3	30 Jan 2022
Hull Items	Annual Hull Survey 4	30 Jan 2021
	Special Periodical Survey - Hull 3	30 Jan 2022

Section 5. Ship's certificates

Certificate	Due Date/ Type
Class Certificate	30 Jan 2022 / Full term
Deadweight: 29808 International Load Line Certificate	30 Jan 2022 / Full term
Deadweight: 34816 International Load Line Certificate	30 Jan 2022 / Full term
Deadweight: 39814 International Load Line Certificate	30 Jan 2022 / Full term
Deadweight: 40009 International Load Line Certificate	30 Jan 2022 / Full term
Cargo Ship Safety Construction Certificate	30 Jan 2022 / Full term
Cargo Ship Safety Equipment Certificate	30 Jan 2022 / Full term
Cargo Ship Safety Radio Certificate	30 Jan 2022 / Full term
International Air Pollution Prevention Certificate	30 Jan 2022 / Full term
International Oil Pollution Prevention Certificate (Annex I)	30 Jan 2022 / Full term
International Sewage Pollution Prevention Certificate (Annex IV)	30 Jan 2022 / Full term
Safety Management Certificate	29 Nov 2020 / Full term
International Ship Security Certificate (ISSC)	18 Aug 2020 / Full term
Maritime Labour Certificate	18 Aug 2020 / Full term
Cargo Gear Re-testing Certificate-021	16 Feb 2020 / Due
Condition Evaluation Report	30 Jan 2022 / Full term
International Ballast Water Management Certificate	30 Jan 2022 / Full term
USCG Certificate of Compliance (USCGCOC)	31 Aug 2017 / Due

Section 6. Port State Control History

PSC inspections

- 19 Mar 2020, Abuja MoU (Initial inspection), XXXX – 6 deficiencies (Certificate & Documentation - Crew Certificates - Endorsement by flagstate; Fire safety - Operation of Fire protection systems; ISM (ISM); Propulsion and auxiliary machinery - UMS - ship; Safety of Navigation - Voyage data recorder (VDR));
 - 18 Feb 2020, Abuja MoU (Initial inspection), Monrovia – 4 deficiencies, three of them are high risks (Foam Fire nozzles were damaged. Oldest edition of sea charts. Correction of last NM was not carried out)
 - 18 May 2019, Black Sea MoU (Initial inspection), Yuzhnyi – 6 deficiencies (ISPS - Ship security plan; Radio Communications - Operation / Maintenance; 3 re Safety of Navigation - Nautical Publications; Working and Living Conditions - Working Conditions - Anchoring Devices);
- No detentions by Port State Control

Detentions

Section 7. Feedback from Marine Terminals

Terminal's feedbacks

YES

- 23.03.2019, negative feedback (There was unsatisfactory control of mooring lines while the vessel was alongside and constant presence of watchman near the gangway was not provided)
- 13.12.2018, negative feedback (Vessel is not ready for loading – cargo lines are blocked with solidified remains of the previous cargo)
- 16.06.2018, negative feedback (no adequate control of the position of tanker, during loading ullage pipes of several cargo tanks on cargo deck were kept open, system for measuring cargo tanks atmosphere pressure was not operational, Inert gas system of the tanker is not in operational condition)
- 10.07.2017, negative feedback (There was unsatisfactory control of mooring lines while the vessel was alongside.

The vessel shifted alongside about 1,5 meters during cargo operation.)

- 30.01.2017, negative feedback (Water from snow melting was drained from deck through scuppers without terminal's agreement and visual control from watch AB)

Section 8. P&I Information

Valid International P&I insurance	Yes, international
Current P&I Club	Assuranceforeningen Skuld - Norway
Date of last P&I inspection	05 Mar 2020

Section 9. Crew

Up-to-date information	09 Dec 2019
Total crew	20
Nationalities	Filipino, Polish, Russian
Manning agency name	Intership Navigation CO-MAI

Section 10. Dry Dock

Date / place of last dry-dock	17 Feb 2017 / Besiktas, Yalova, Turkey
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Section 11. Condition Assessment Program (CAP)

CAP rating ^[Sec 16- 4]	For hull: not applicable (Age<15 years)
Other info 1	Age – 13 years
Unscheduled repairs	YES, 05 Jun 2019
Enhanced Survey Programme (ESP) ^[Sec 16-3]	Date of issue - 25 Dec 2002

Section 12. Vessel Construction and Equipment Details

Length overall (LOA)	181.78 m		
Length between perpendiculars (LBP)	173.00 m		
Extreme breadth	27.42 m		
Draught	12.00 m		
Displacement	48 323 mt		
Moulded depth	16.90 m		
Deadweight	40 009 mt		
Hull	Double Hull (Marpol)		
Major Hull change / repair	YES		
Tanks	6 Steel (Unspecified) Port Cargo Tank(s), 6 Steel (Unspecified) Starboard Cargo Tank(s), 1 Steel (Unspecified) Port Slop Tank(s), 1 Steel (Unspecified) Starboard Slop Tank(s), 6 Grades (cargo segregations)		
Additional information	COW, IGS, SBT (Protective), Closed Loading, VRS - Vapour Recovery System, Slop Capacity 1,257, Deck Heat Exchangers, Stainless Steel Deck Heat Exchangers, 66 Maximum Temp (Centigrade), Stern Loading Facility, Stern Discharge Facility, SPM Equipped, 1 Bar Bow Stoppers, 200t SWL, Flash Point Under 60c, 6 Lines (manifolds) per Side, 39.60m Mid-Point Manifold Forward (Light), 65.70m Parallel Body Length (Light), 26.10m Mid-Point Manifold Aft (Light), 42.22m Mid-Point Manifold Forward (Ballast), 78.00m Parallel Body Length (Ballast), 35.78m Mid-Point Manifold Aft (Ballast), 42.22m Mid-Point Manifold Forward (Laden), 91.42m Parallel Body Length (Laden), 49.20m Mid-Point Manifold Aft (Laden), 90.28m Bow to Centre Manifold, 0.400m Manifold Discharge Diameter		
Stability restrictions	YES		
Maneuvering details	Bow Thruster - YES; Controllable pitch propeller - None		
Means of navigation	ECDIS		
Ship Builder	Saiki Heavy Industries Co Ltd - Saiki OT Yard/hull No.: 1157		
Keel to masthead (KTM)/ Keel to masthead (KTM) in collapsed condition, if applicable	46.250 m		
Distance bridge front to center of manifold	59.000 m		
Bow to center manifold (BCM)/Stern to center manifold (SCM)	90.88 m / 90.90 m		
Parallel body distances	Lightship	Normal Ballast	Summer Dwt
Forward to mid-point manifold	39.60 m	42.22 m	42.22 m
Aft to mid-point manifold	26.10 m	35.78 m	43.10 m
Parallel body length	65.70 m	78 m	85.32 m

Net Tonnage	1131400		
Loadline	Freeboard	Draft	Deadweight
Summer	4.96 m	11.97 m	40009.00 MT
Winter	5.21 m	11.72 m	38902.00 MT
Tropical	4.71 m	12.22 m	41120.00 MT
Lightship	14.59 m	2.34 m	0.00 MT
What is the max height of mast above waterline (air draft)	Full Mast	Collapsed Mast	
Summer deadweight	34.281 m	0 m	
Normal ballast	38.03 m	0 m	
Lightship	43.91 m	0 m	

Section 13. Movement data

Latest Position received	25 Mar 2020, 1422 UTC
Navigation status	Underway using Engine
Speed	10.2 kn
Course	44
Draught	6.7 m
Current Port	-
Area	WAFR - West Africa
From	Kamsar, GN
Destination	Algeciras, ES
ETA	27 Mar 2020, 2200 UTC
Cargo	UNLEADED GASOLINE RON 95
Last three cargoes/charterers/voyages	GO/VITOL/BARCELONA TO DAKAR + KAMSAR UMS + NAP/PTSTV/ANTWERP TO MONROVIA NAPTHA/REPSOL/NSPAIN TO UKC

Section 14. Recent Port Calls

Port	Actual Time of Arrival	Actual Time of Departure
Kamsar	2020-03-18 23:29 GMT	2020-03-19 02:41 GMT
Dakar	2020-03-14 10:27 GMT	2020-03-17 09:34 GMT
Dakar	2020-03-14 05:18 GMT	2020-03-14 09:27 GMT
Barcelona	2020-03-04 00:55 GMT	2020-03-06 19:46 GMT

IJmuiden	2020-02-04 06:54 GMT	2020-02-04 06:54 GMT
Amsterdam	2020-02-01 22:39 GMT	2020-02-04 04:17 GMT
IJmuiden	2020-02-01 20:39 GMT	2020-02-01 20:39 GMT
Antwerp	2020-01-30 21:07 GMT	2020-01-31 14:12 GMT
Antwerp	2020-01-30 04:39 GMT	2020-01-30 20:07 GMT
Antwerp	2020-01-30 02:05 GMT	2020-01-30 03:37 GMT

Section 15. Trading Areas

Last 10 Months	Country Port
March 2020	Spain (Algeciras) Guinea (Kamsar) Senegal (Dakar) Spain (Barcelona)
February 2020	Netherlands (IJmuiden, Amsterdam, Ijmuiden)
January 2020	Belgium (Antwerp) Spain (La Coruña) Portugal (Sines) Gibraltar (Europa Point, Gibraltar)
December 2019	Morocco (Tanger-Mediterranean) Spain (Ceuta) Spain (La Coruña) United Kingdom (London)
November 2019	Ecuador (Guayaquil) Brazil (Suape) Belgium (Antwerp) United Kingdom (London) Russia (Primorsk) Germany (Kiel, Brunsbüttel) United Kingdom (Thamesport (Isle of Grain))
October 2019	United Kingdom (Portbury) Gibraltar (Europa Point, Gibraltar) Egypt (El Dekheila) Ecuador (Guayaquil)
September 2019	Lebanon (Beirut)

	Latvia (Ventspils) Russia (Ust Luga) Netherlands (IJmuiden)
August 2019	Netherlands (Amsterdam, IJmuiden) Spain (Barcelona) Italy (Marghera) Slovenia (Koper) Italy (Melilli Oil Terminal)
July 2019	Slovenia (Koper) Tunisia (Skhira) Russia (Novorossiysk) Turkey (Istanbul)
June 2019	Turkey (Istanbul) Georgia (Kulevi Oil Terminal)
May 2019	Bulgaria (Varna) Ukraine (Yuzhny) Turkey (Istanbul) Greece (Elefsis)

Section 16 Additional Information

(1) IMRRA Traffic Light Ratings Explanation:

Red: >50% Risk Rating

Immediate action to control the vessel hazard is recommended. High risk for severe incidents/casualties.

Amber: 35-50% Risk Rating

A planned approach to vessel risk management, apply temporary risk management as required.

Green: <35% Risk Rating

Acceptable risk – no further action is recommended due to the high standard of vessel operation. Green risk rated vessels are less likely to harm your company's reputation.

(2) The EEDI provides a specific figure for an individual ship design, expressed in grams of carbon dioxide (CO₂) per ship's capacity-mile (the smaller the EEDI the more energy efficient ship design) and is calculated by a formula based on the technical design parameters for a given ship.

- (3) A1 is a classification symbol that, together with the Maltese Cross ☒ symbol, indicates compliance with the Hull requirements of the XXX Rules or their equivalent for unrestricted ocean service and survey by XXX during construction of the vessel. The Maltese Cross symbol will be omitted for vessels that have not been built under survey by XXX.

Enhanced Survey Program (ESP) – is a guideline for shipping companies and owners to prepare their ships for special surveys to maintain the safety of the vessel while at sea or at a port. A survey programme (a Planning document for surveying and paperwork) is to be developed by the owner and is to be submitted to the recognized authorities such as classification societies, 6 months before the survey. This notation is assigned to Oil Carriers, Bulk Carriers, Ore Carriers, Combination Carriers or Chemical Carriers, all in salt-water services, that are in compliance with the specified survey requirements for the ESP notation in the XXX Rules for Survey After Construction.

Circle E, is a classification symbol that signifies that the equipment of anchors and chain cables of the vessel is in compliance with the requirements of the Rules, or with the requirements corresponding to the service limitations noted in the vessel's classification which have been specifically approved for the particular service. Compliance with E requirements is a condition of classification for vessels, for which the equipment number (EN) calculated in accordance with 3-5-1/3.1 of the XXX Rules for Building and Classing Marine Vessels is equal to or greater than 205.

Vessels intended for towing operation or vessels for which EN is less than 205 are not required to have E as a condition of classification.

AMS is a classification notation that, together with the Maltese Cross ☒ symbol, indicates that a vessel's machinery, boilers and systems have been constructed and installed under XXX survey in accordance with the requirements of the XXX Rules. The ☒ AMS notation is intended for all new construction of XXX classed self-propelled vessels and offshore units.

Automatic Centralized Control Unmanned (ACCU) – This notation is assigned to a vessel having the means to control and monitor the propulsion-machinery space from the navigation bridge and from a centralized control and monitoring station installed within or adjacent to, the propulsion machinery space. The Maltese Cross ☒ symbol signifies that the pertinent automatic or remote control and monitoring systems have been assembled, tested and installed under XXX survey

SafeHull (SH) – The SafeHull notation is assigned to Oil or Fuel Oil Carriers, Bulk or Ore Carriers, Combination Carriers and Container Carriers designed to Part 5C, Chapters 1, 3 and 5 of the XXX Rules for Building and Classing Marine Vessels, respectively.

SafeHull Construction Monitoring (SHCM) – This notation is assigned to vessels that have been found in compliance with Part 5C, Appendix 1, "SafeHull Construction Monitoring Program" of

the XXX Rules for Building and Classing Marine Vessels and assigned the SafeHull notation SH. This notation is required for Oil or Fuel Oil Carriers designed to Part 5C, Chapters 1, 3 and 5 of XXX Rules for Building and Classing Marine Vessels, respectively. The notations SH and SHCM are always used in association with each other.

PMP or PMP+ – This notation is assigned to vessels with a Preventative Maintenance Program that consists of planned maintenance and/or condition-monitoring activities. Maintenance intervals and tasks follow OEM recommendations or documented operator experience.

Crane Register Certificate (CRC) – This notation signifies that an XXX Register of Lifting Appliances is issued under the provisions of the XXX Guide for Certification of Lifting Appliances. The following notations (effective 1 July 2016) indicate the type of crane or lifting appliance installed on board the vessel that is designed, constructed and tested in accordance with the respective requirements of the XXX Guide for Certification of Lifting Appliances:

Vapor Emission Control (VEC) – The notation VEC is assigned to indicate that an oil carrier is fitted with a vapor emission control system; and that the system is in accordance with the applicable requirements of 5C-1-7/21 of the XXX Rules for Building and Classing Marine Vessels for this notation.

ES2020 notations for vessels contracted for construction after the effective date of the XXX Guide for the Environmental Protection Notation for Vessels.

- (4) The Condition Assessment Programme (CAP) is an expertise on the technical ship's condition independent from the classification.

The CAP is applicable to oil tankers and bulk carriers of 15 years of age and above, and may well be used for ships at other ages and for other types of ships.

CAP consists of two modules, one is CAP for hull structures (HCAP) and the other is CAP for machinery/cargo systems (MCAP).

HCAP is to include check of documents and records, overall, internal and close-up surveys, thickness measurements and analysis, as well as strength assessment including longitudinal strength calculations, re-assessment of scantlings and fatigue strength assessment.

MCAP includes a check of documents and records, an overall survey of machinery/cargo systems, function test, oil sample analysis and vibration measurement.

IMRRA Disclaimer

IMRRA's vessel risk rating report is created purely as a tool that can be used for marine safety and security improvements and is not intended to be the sole source or as a basis for any commercial, legal or other decision.

We do not warrant, represent or guarantee:

- ❖ The accuracy and completeness of the statistical information published in this report;*
- ❖ That the information published on this Vessel Risk Rating Report is up-to-date;*
- ❖ That the information in this Vessel Risk Rating Report can be applied to achieve any particular result.*

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About FleetMon:

FleetMon empowers Shipping Companies, Captains and maritime enthusiasts by allowing them to track and analyze their business via AIS. For more information go to www.fleetmon.com