



IMRRA's August 2021 Newsletter

Featuring:

**Vessel PSC Deficiencies Ranked
PSC Deficiencies by Vessel Age & Type
Vessel Age & Detentions Relationship Vessels Offered for Trade
by Type & Age**



Dear Colleague,

During last July (2021), 1,823 liquid cargo vessels or 90 431 962 DWT was risk rated by IMRRA's analysts. 393 vessels or 21.6 % of the vessels risk rated were 'Red' or 'Amber' according to IMRRA's traffic light Red/Amber/Green vessel safety warning system. 42 vessels had five-or-more PSC deficiencies and 16 vessel incidents recorded. Ten vessel detentions were also recorded.

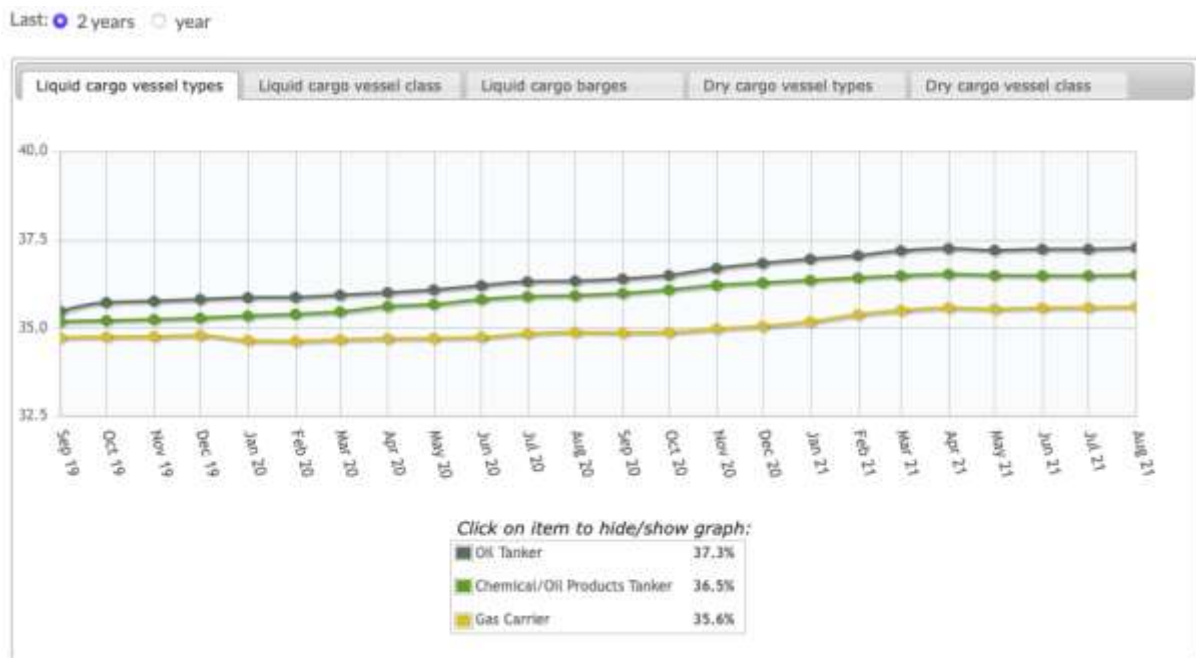
The lowest individual 'Green' and therefore safest rated vessel was 19%. July's Liquid Cargo fleet benchmark average risk rating remained at 36%. The corresponding highest risk rated vessel put forward for charter was benchmarked Red at 72%, this is over 36% than the KPI benchmarked fleet average.

1. Liquid Vessel Risk Average Stabilizing: Has it now peaked?

For the past 12-months the average vessel risk has been increasing across all Wet Liquid vessel types (Chemical/Oil Products Tanker and Gas Carriers), resulting in the average vessel risk rating rising from 34% to 36% in April 2021. This was the first significant rise in benchmarked average vessel risk for over seven-years.

The month-on-month average vessel risk rating stabilised in July, with a 0.02% for all vessel types. You can review the tables in real time at marinerating.com at www.marinerating.com/ship-trends

1.1 IMRRA's Exclusive Chemical/Oil Products Tanker and Gas Carriers Risk Trends Data Table



*Free 12-months trials available at www.marinerating.com

2.1. July 2021 Port State Control Deficiencies Code Ranking

Ranking	Name	Deficiencies	Percentage
1	Certificate and Documentation	81	24%
2	Fire Safety	50	15%
3	Life Saving Apparatus	28	8.4%
4	Maritime Labor Condition	27	8%

5	Safety of Navigation	21	6.3%
6	Pollution Prevention	20	6%
7	Emergency Systems	20	6%
8	Structural Conditions	18	5%
9	ISM	15	4%
10	Propulsion and Auxiliary Machinery	15	4%
11	Living and Working Conditions	13	3.9%
12	Water/Watertight Conditions	10	3%
13	Radio Communications	6	2%
14	Alarms	4	1.2%
15	Other	3	0.9%
16	Cargo Operations inc. Equipment	2	0.6%
17	Dangerous Goods	1	0.3%
18	Labour Conditions	0	0
	Total	334	

2.2. PSC Deficiencies Table Comparison by Vessel Type July 2021

PSC deficiencies by Type - July 2021	Gas Carriers	Chemical/ Product Tankers	Oil Tankers
Fire Safety	5	31	8
ISM	1	10	3
Pollution Prevention	4	13	3
Safety of Navigation	3	10	6
Structural Conditions	0	13	5
Certificate and Documentation	2	42	36
Life Saving Apparatus	3	18	7
Emergency Systems	0	14	5

Propulsion and Auxiliary Machinery	5	9	1
Labour Conditions	0	0	0
Living and Working Conditions	0	6	7
Maritime Labour Convention	2	22	3
Radio Communications	1	4	1
Water/Watertight Conditions	1	7	2
Alarms	0	4	0
Other	0	3	0
Dangerous Goods	0	1	0
Cargo Operations inc. Equipment	0	2	0
Total	27	209	87

2.3 Vessel Age, Deficiencies and Detentions - Chemical/Oil Product Tankers

Vessel's age	Vessels	Deficiencies	Detentions
≤ 5 years	1	5	1
5-15 years old	12	80	2
≥ 15 years	14	124	3
Total:	27	209	6

2.4 Vessel Age, Deficiencies and Detentions - Oil Tankers

Vessel's age	Vessels	Deficiencies	Detentions
≤ 5 years	2	12	1
5-15 years old	1	7	0
≥ 15 years	7	68	3
Total:	10	87	4

2.5 Vessel Age, Deficiencies and Detentions - Gas Carriers

Vessel's age	Number	Deficiencies	Detentions
≤ 5 years	0	0	0
5-15 years old	1	10	0
≥ 15 years	2	17	0
Total:	3	27	0

3. Most Popular Vessels Offered for Trading by Age & Tonnage Breakdown

Years	Deadweight				
	<5,000	5,000-20,000	20,000-50,000	50,000-150,000	>150,000
≥ 25 years	79	26	4	4	2
20-25 years	46	32	14	6	14
15-20 years	52	84	163	78	36
10-15 years	152	211	227	164	48
5-10 years	33	72	103	83	33
≤ 5 years	34	64	69	90	39

3. Most 'Popular' Wet Liquid Cargo Vessels Offered for Trading by Deadweight and Age

3.1 Top-3 Most Popular Oil and Gas Vessels for Trading

Ranking	DWT Metric Tonnes	Vessel Age
1	20-50,000	10-15 years
2	5-20,000	10-15 years
3	50,000-150,000	10-15 years

3.2 Breakdown of Vessels Risk Rated by IMRRA during July 2021

Years	Deadweight Metric Tonnes				
	<5000	5000-20000	20000-50000	50000-150000	>150000
≥ 25 years	48	10	3	0	0
20-25 years	35	34	14	5	4
15-20 years	31	79	177	89	12
10-15 years	80	192	220	189	40
5-10 years	32	76	102	72	13
≤ 5 years	31	57	44	117	17

4.1 July 2021 Vessel Detentions, Incidents, Implications from Monthly Screened Vessels

Month	Recorded Incidents	Vessels Implicated	Detentions	Screened Vessels
January	25	28	5	1,854
February	16	18	7	1,571
March	32	36	8	2,608
April	29	35	4	2,491
May	24	26	9	2,050
June	16	16	6	2,062
July	23	25	10	1,823
Total	165	184	49	14,459

4.2. Vessels, Deficiencies and Detentions and Age Relationship

Delivery Date (0-5 years)	Number of Vessels	Number of Deficiencies	Detentions	Average Deficiencies per Vessel Analysed
1980-1985	1	23	1	23
1986-1991	1	30	1	30

1992-1997	4	26	1	6.5
1998-2003	13	102	3	7.8
2004-2009	14	97	2	6.9
2010-2015	4	26	0	6.5
2016-2021	5	30	2	6.0
Total	42	334	10	8.0

5. IMRRA's Vessel Risk Ratings in Fleetmon's Casualty Newsletter

First, a quick reminder regarding marinerating.com's traffic-light safety risk ratings: Red = Poor safety risk; Amber = Average fleet risk; Green = Good.

Vessel safety is traditionally measured by the absence of negative events. IMRRA's analysts define the frequency and severity of events as 'Dynamic Risk Factors'. A vessel's risk rating will rapidly increase when a vessel is reported in a casualty or incident situation.

The following recorded excerpts were highlighted and reported during July 2021 by Fleetmon's Casualty News Service. It should be noted associated with either casualty or incidents reports, IMRRA's analysts automatically review the vessel's safety risk accordingly, and increase the risk if required.

5.1 General cargo ship damaged after contacting embankment, Kiel Canal

- AMBER TRADER IMO 9180853
- Amber Risk Rating at 49%
- Risk Rating Report 10-JUN-20
- Technical Manager/Operator: Amberseas Maritime Ltd

IMRRA Expert Analysis: An example of an 'Amber' risk rating demoting a higher risk for all parties. A planned approach to vessel risk management, apply temporary risk management as required.



Incident Update: General cargo ship AMBER TRADER ran onto embankment in the evening Jul 8 in Rendsburg area while transiting Kiel Canal in southern direction, en route from Kaliningrad to Hamburg. The reportedly, sustained damages, and had to be berthed for check and repairs. As of 1420 UTC Jul 9, she remained in the same position. Mechanical failure said to be the cause of an accident. Understood the ship dropped anchor trying to avoid or mitigate contact.

If you have any questions regarding the information in this newsletter, do not hesitate to contact me. No question is too small!

Remember, free 12-month trials, with no financial details taken are available [here](#):

Regards,
Wayne Hurley
Head of Business Development
e: Wayne.Hurley@marinerating.com
www.marinerating.com

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