



In Partnership with:



**International Maritime Risk Rating Agency  
Vessel Risk Rating Report**

**Vessel Name: "BULGARIA", IMO 9404431**

**Vessel Risk Assessed Date: 01.07.2019**

**Client: IMRRA**

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## IMRRA Risk Report for BULGARIA

### Order Details:

Vessel risk rating date:	01.07.2019
Vessel name:	BULGARIA
Report created for:	IMRRA
Ordered:	01.07.2019

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## 1.Vessel Name & Risk Rating

<b>VESSEL'S NAME:</b>	<b>BULGARIA</b>
<b>IMO No:</b>	<b>9404431</b>
<b>Delivery Date:</b>	<b>18.01.2010</b>
<b>Risk Rating:</b>	<b>47%</b>
<b>Fleet Average:</b>	<b>35%</b>
<b>Traffic Light Colour:</b>	<b>Amber</b>
<b>Description of the completed assessment:</b>	<b>Risk Rating is above the limits of the current average risk rating</b>

## 2.Vessel Particulars

<b>LOA:</b>	189.990 m
<b>Breadth:</b>	28.560 m
<b>Draught:</b>	10.444 m
<b>Displacement:</b>	47 053mt
<b>Depth:</b>	15.100 m
<b>Deadweight:</b>	37 852mt
<b>TEU:</b>	0 TEU
<b>Grain:</b>	48 957mt
<b>Bale:</b>	47 872mt
<b>Type of vessel:</b>	Bulk Carrier-Large Handy Standard design:DOLPHIN 37
<b>Hull Material:</b>	Steel
<b>Hull Connections:</b>	Welded
<b>Cargo Handling Gear:</b>	4 Cranes of 30 tonnes SWL
<b>Flag:</b>	Malta
<b>Flag performance:</b>	Paris MoU / Tokyo MoU - White
<b>Ship Builder:</b>	Jiangsu Eastern Heavy Industry Co Ltd - Jingjiang JS Yard/hull No.: 06C-002
<b>Valid International P&amp;I insurance</b>	YES; International P&I
<b>P&amp;I Information:</b>	The West of England Shipowners
<b>Date of last P&amp;I inspection:</b>	01.06.2019

## 3.PSC History

<b>PSC inspections:</b>	26.07.2018, Paris MoU (More detailed), Saint Petersburg, 3 deficiencies (Water/Weathertight condition - Freeboard marks - Not readable; Safety of Navigation -
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	<p>Navigation records - Not as required; Life saving appliances - On board training and instructions - Not as required)</p> <p>30.10.2017, Black Sea MoU (Initial), Nikolayev, no deficiencies</p> <p>23.08.2017, Paris MoU (More detailed), 2 deficiencies (Certificates &amp; Documentation - Document - Oil record book – Incorrect; Radio communication - Radio log (diary) - Not as required)</p>
<b>Detentions:</b>	03.04.2014, US Coast Guard (Standard Examination), New Orleans, 1 day, grounds for detentions – 1 deficiency (Fire Safety measures -International shore connection)

#### **4.Terminal's feedbacks**

<b>Terminal's feedbacks:</b>	neutral
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#### **5.Class**

<b>Class Assigned:</b>	Lloyd's Register (IACS) (18.01.2010)
<b>Surveys:</b>	Special Survey Date: 18.01.2015
<b>Ice Class:</b>	1C FS
<b>Class Notation:</b>	<p>bulk carrier:BC-A :strengthened for heavy cargoes, Nos. 2 &amp; 4 holds may be empty :all holds strengthened for regular discharge by heavy grabs:ESP :ShipRight (SDA, FDA, CM) :*IWS:LI</p> <p>:Ice Class 1C FS at draught of 10.634m:Max/min draughts fwd 10.634/4.19m:Max/min draughts aft 10.634/6.24m:Required power 6054kw, installed power 7368kw</p> <p>LR Machinery Class: + LMC</p> <p>LR Machinery Notations: UMS (Unmanned Machinery Spaces)</p> <p>Fee Numeral: 7979 LR Hull Notes: 7BH</p>

## 6.Dry Dock History

<b>Date of last dry-dock:</b>	15.01.2017
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## 7.Intelligence

<b>Intelligence:</b>	No information
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## 8.Vessel Operator Risk Profile

<b>Operator Risk Profile:</b>	34 vessels with 43 PSC inspections which have been revealed for the current year, without detentions;111 PSC inspections which have been revealed for the 2018 year, including 4 detentions and 113 PSC inspections which have been revealed for the 2017 year, including 4 detentions
<b>Casualty History for Manager (for the last three years):</b>	18.05.2019, Sea of Marmara, collision; 06.12.2018, San Lorenzo, involved in a hull/machinery incident; 28.10.2018, Varna, fire/explosion; 21.04.2018, Sorel, involved in a hull/machinery incident 09.03.2018, Black Sea, fire/explosion; 26.03.2017, Barents Sea, , involved in a hull/machinery incident; 15.09.2016, Kavkaz, allision; 16.06.2016, Kavkaz, allision;
<b>Sanctions Risk:</b>	Indirect sanctions through supply from VELA-MARINE LTD (Program: CYBER 2 (Linked To: DIVETECHNOSERVICES)). Company name: Navigation Maritime Bulgare, ordered - Full provision supply for the m/v "BULGARIA".
<b>Owner or Bareboat Charterer:</b>	Navigation Maritime Bulgare
<b>Registered Owner:</b>	Sofia Maritime Ltd
<b>Technical Manager/Operator:</b>	Navigation Maritime Bulgare

## 9.Trading Areas

<b>Trading Areas Last 12 Months</b>	
June 2019	Middle America and Gulf of Mexico

May 2019	North America East Coast, North Europe, West Europe
April 2019	North Europe, West Europe
March 2019	North Europe, West Europe
February 2019	North Europe, West Europe
January 2019	North Europe, West Europe
December 2018	North Europe, West Europe
November 2018	North Europe, West Europe
October 2018	North Europe
September 2018	North Europe, West Europe
August 2018	North Europe, West Europe
July 2018	North Europe, West Europe
June 2018	North Europe, West Europe

## 10. Ship's docks

<b>Certificate</b>	<b>Cert. Type</b>
Document of Compliance (reg.II-2/19) Special Requirements for Ships Carrying Dangerous Goods-1599A-L	Full (Expiry date: 17.01.2020)
IHM Statement of Compliance – IMO Hong Kong Convention-1661-LR	Full(Expiry date: 17.01.2020)
Cargo Ship Safety Radio Certificate-2206-LR	Full(Expiry date: 17.01.2020)
Cargo Ship Safety Equipment Certificate (Harmonized)	Full(Expiry date: 17.01.2020)
International Load Line Certificate-2210-LR	Full(Expiry date: 17.01.2020)
Cargo Ship Safety Construction Certificate-2221-LR	Full(Expiry date: 17.01.2020)
International Oil Pollution Prevention Certificate-2222-LR	Full(Expiry date: 17.01.2020)
International Air Pollution Prevention Certificate-2228-LR	Full(Expiry date: 17.01.2020)
International Sewage Pollution Prevention Certificate-2608-LR	Full(Expiry date: 17.01.2020)
Carriage of Solid Bulk Cargoes Certificate/Document/Statement of Compliance-3650-LR	Full(Expiry date: 17.01.2020)
International Ballast Water Management Certificate-2903-LR	Full(Expiry date: 17.01.2020)

## **11. Rating and Assessment Explanation of IMRRA's Methodology**

The following key risk factors are identified, assessed, given a numerical weighting:

**1) Statistical Risk Factors:** Vessel criteria that does not significantly vary over time, are associated with long-term vessel risks, and can be managed through the application of a statistical trend factor. i.e. factors not affected by business environment.

- Static risk factors are based on the following example information:
- Casualty History & Incidents
- Classification Society Performance
- Company Operator Performance
- Insurance claim history
- Vessel Particulars

**2) Dynamic Risk Factors:** that rise from changes in their frequency or severity. Not just a desktop survey! Dynamic risk factors are derived from variable information such as:

- Crew proficiency
- Inspection Reports
- Port State Control & US Coast Guard
- Safety inspections & reports from industry databases
- Self-test audit reports
- Terminal's feedback

The ever-increasing importance of these dynamic risks, as they relate to the risk management process, are recognized, and the distinctive demands these risks place on an organization are assessed.

**3) Verified Risk Factors:** IMRRA's forecasting and prediction tool. The analysis of collected data indicates improvement, or decline, in vessel operation and management. The critical 'Human factor' when assessing risk.

- Verified RA information
- Vessel Operator Verification audits

Regression Analysis is a statistical process for estimating the relationship among variables, and is an established technique widely used for forecasting and prediction.

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