In Partnership with:

International Maritime Risk Rating Agency
Vessel Risk Rating Report

Vessel Name: "**FUTURA**", IMO 9255282

Vessel Risk Assessed Date:

Client: IMRRA

IMRRA Risk Report for FUTURA

Order Details:

Vessel risk rating date:	30.06.2017
Vessel name:	**FUTURA**
Report created for:	FleetMon
Ordered:	30 June

Contents:

1.Vessel Name & Risk Rating

VESSEL'S NAME:	FUTURA
IMO No:	9255282
Delivery Date:	08.10.2004
Risk Rating:	31%
Fleet Average:	35%
Traffic Light Colour	Green
Description of the completed assessment:	Risk Rating is below the limits of the current average risk rating

2.Vessel Particulars

LOA:	170 m
Breadth:	23.780 m
Draught:	8.4 m
Displacement:	33000 tons
Depth:	14.900 m
Deadweight:	25084 t
Type of vessel:	Chemical/Oil Products Tanker
Hull:	Double Hull
	IMO Chemical Class II
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), 14 Grades (cargo segregations), Stainless Steel Heating Coils
Flag:	Finland
Flag performance:	Paris MOU - White
Ship Builder:	Jinling Shipyard, Nanjing, China
P&I Information:	SKULD - Oslo

3.PSC History

PSC inspections:	01.11.2015, Paris MoU, Muuga, no deficiencies
Detentions:	no detentions

4. Terminal's feedbacks

Terminal's feedbacks	neutral

5.Class

Class Assigned:	DNV GL
Surveys:	Special Survey Date: 2014-09-11
Ice Class:	1A Super

6.Dry Dock History

Date of last dry-dock:	11.09.2014

7.Intelligence

Intelligence:	neutral

8.Vessel Operator Risk Profile

Operator Risk Profile:	10 vessels (Combined fleet) with 68 deficiencies have been revealed since 2008
Casualty History for Manager:	neutral
Owner or Bareboat Charterer:	SSC FUTLAIVA OY
Registered Owner:	SSC FUTLAIVA OY
Technical Manager/Operator:	OSM SHIP MANAGEMENT FINLAND OY

9.CAP Rating / Other / Specialist

CAP rating:	For hull: not applicable (Age<15 years)
	For Machinery: not applicable (Age<15 years)
Other info 1:	Age>10 years
Specialist:	IGS, SBT (Protective), Closed Loading, VRS - Vapour Recovery System, Slop Capacity 1,246, Stainless Steel Heating Coils, 66 Maximum Temp (Centigrade), SPM Equipped, Flash Point Over 60c, Flash Point Under 60c, 14 Lines (manifolds) per Side, 30.00m Mid Point Manifold Forward (Ballast), 83.00m Parallel Body Length (Ballast), 53.00m Mid Point Manifold Aft (Ballast), 69.00m Mid Point Manifold Forward (Laden), 137.00m Parallel Body Length (Laden), 68.00m Mid Point Manifold Aft (Laden), 81.90m Bow to Centre Manifold

10.Trading Areas

Trading Areas Last 12 Months	
June 2017	Mediterranean Sea, South Asia / West Europe
May 2017	Mediterranean Sea, South Asia / North Europe, West Europe
April 2017	Mediterranean Sea, South Asia / North Europe, West Europe
March 2017	South Asia
February 2017	Mediterranean Sea, South Asia / North Europe, West Europe
January 2017	Mediterranean Sea, South Asia / North Europe, West Europe
December 2016	Mediterranean Sea, South Asia / North Europe, West Europe
November 2016	Mediterranean Sea, South Asia / North Europe, West Europe
October 2016	Mediterranean Sea, South Asia / West Europe
September 2016	Mediterranean Sea, South Asia / North Europe, West Europe
August 2016	Mediterranean Sea, South Asia, West Europe / North Europe
July 2016	South Asia / North Europe, West Europe

11. Ship's docks

Ship's docks	Due Date/ Type
Classification Certificate	12 Oct 2019
Cargo Ship Safety Equipment Certificate	Statutory

Sewage Pollution Prevention Certificate	Statutory
Certificate for the Carriage of Dangerous Chemicals in Bulk	Statutory
Cargo Ship Safety Construction Certificate	Statutory
Energy Efficiency Certificate	Statutory
International Anti-Fouling System Certificate	Statutory-Full
Air Pollution Prevention Certificate	Statutory
International Oil Pollution Prevention Certificate, Type B	Statutory
Cargo Ship Safety Radio Certificate	Statutory
Load Line Certificate	Statutory

12.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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