



IMRRA's 2021 Newsletter

Featuring:

Vessel PSC Deficiencies Ranked
PSC Deficiencies by Vessel Age & Type
Vessel Age & Detentions Relationship Vessel's Offered for Trade by
Type & Age



May's 2021 PSC Newsletter Data Summary

During May 2021, 2,050 liquid cargo vessels or 1,639,7289 DWT was risk rated by IMRRA's analysts. 476 vessels (23.2%) of the vessels risk rated were either 'Red' or 'Amber' according to IMRRA's traffic light Red/Amber/Green vessel safety warning system. 53 vessels had five-or-more PSC Deficiencies and 24 vessel incidents recorded. Nine vessel detentions were also analysed.

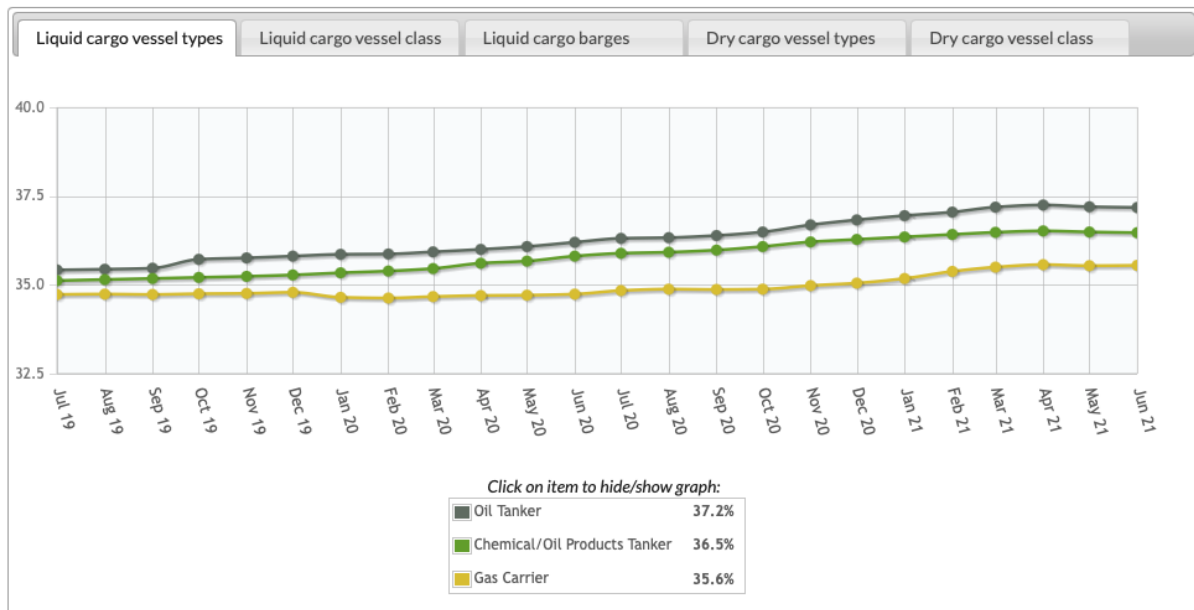
The lowest individual 'Green' and therefore safest rated vessel was rated at 20%. The corresponding highest risk rated vessel put forward for charter was benchmarked as Red, 33% over the benchmarked fleet type average.

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

For the past 12-months Average vessel risk is 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.

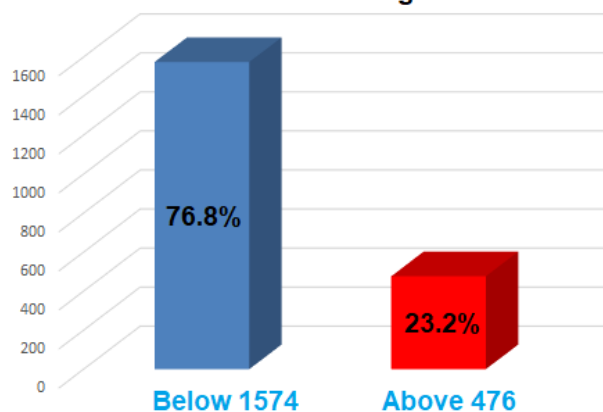
During May 2021, the month-on-month increase in average risk has stabilised, with a small positive adjustment of 0.02%. You can review the Risk Trends Graph for free at www.marinerating.com/ship-trends

IMRRA's Exclusive Risk Trends Data Table



1.1. marinerating.com's Traffic Light Risk Rated Vessels

Number of Vessels Risk Rating Below and Above fleet Risk Rating



2. Port State Control Deficiencies Codes Breakdown:

A very different top-5 ranked deficiencies compared to the previous month! The table below demonstrates the change in PSC deficiencies logged month-on-month.

May 2021	April 2021	Most common deficiencies
1	3	Fire Safety
2	2	Certificate and Documentation
3	5	Safety of Navigation
4	4	Life Saving Apparatus
5	9	Emergency Systems

2.1. May 2021 Port State Control Deficiencies

Ranking	Most Common Deficiencies	May-21	Percentage
1	Fire Safety	60	13.7%
2	Certificate and Documentation	52	11.9%
3	Safety of Navigation	50	11.4%
4	Life Saving Apparatus	38	8.7%
5	Emergency Systems	36	8.2%
6	Labour Conditions	35	8.0%
7	Pollution Prevention	34	7.8%
8	ISM	24	5.5%
9	Propulsion and Auxiliary Machinery	23	5.3%
10	Structural Conditions	19	4.3%
11	Living and Working Conditions	18	4.1%
12	Water/Watertight Conditions	18	4.1%
13	Other	11	2.5%
14	Radio Communications	8	1.8%
15	Cargo Operations inc. Equipment	6	1.4%
16	Alarms	4	0.9%
17	MLC	1	0.2%
18	Dangerous Goods	1	0.2%
	Total	438	

2.1. PSC Deficiencies Table Comparison by Vessel Type

Rank	PSC Deficiency Code	Chemical/Oil Tankers	Oil Tankers	Gas Carrier	OBO	Total
1	Fire Safety	25	25	7	3	60
2	Certificates & Documentation	17	32	3	0	52
3	Safety of Navigation	17	25	8	0	50
4	Life Saving Apparatus	16	13	6	3	38
5	Emergency Systems	13	13	4	6	36
6	Labour Conditions	18	16	0	1	35
7	Pollution Prevention	7	19	4	4	34
8	ISM	9	13	0	2	24
9	Propulsion & Auxiliary Machinery	10	6	2	5	23
10	Structural Conditions	8	9	1	1	19
11	Living & Working Conditions	5	7	4	2	18
12	Water/Watertight Conditions	9	6	1	2	18
13	Other	1	7	3	0	11
14	Radio Communications	3	3	1	1	8
15	Cargo Operations inc. Equipment	3	3	0	0	6
16	Alarms	3	1	0	0	4
17	MLC	0	1	0	0	1
18	Dangerous Goods	0	0	1	0	1
	Total	164	199	45	30	438

2.2. Chemical Oil & Product Tankers Table PSC Deficiencies, Detentions and Vessel Age Relationship

Vessel's age	Number of vessels	PSC Deficiencies	Detentions
≤ 5 years	6	37	0
5-15 years old	8	73	1
≥ 15 years	6	54	1
Total:	20	164	2

2.3. Oil Tankers PSC Table Deficiencies, Detentions and Vessel Age Relationship

Vessel's age	Number of vessels	PSC Deficiencies	Detentions
≤ 5 years	4	32	0
5-15 years old	7	62	2
≥ 15 years	11	105	2
Total:	22	199	4

2.4. Gas Carriers PSC Table Deficiencies, Detentions and Vessel Age Relationship

Vessel's age	Number of vessels	PSC Deficiencies	Detentions
≤ 5 years	0	0	0
5-15 years old	1	5	0
≥ 15 years	6	40	2
Total:	7	45	2

2.4. Oil-Bulk-Ore Carriers PSC Table Deficiencies, Detentions and Vessel Age Relationship

Vessel's age	Number of Vessels	Number of deficiencies	Detentions
≤ 5 years	0	0	0
5-15 years old	3	23	1
≥ 15 years	1	7	0
Total:	4	30	1

3. Most Risk Rated Vessels: 2,050 Vessels Risk Rated in May 2021. Vessel Age & Tonnage Breakdown table of most popular vessels offered for trading.

Delivery Date (0-5 years)	Number of Vessels	Number of Deficiencies	Detentions	Average Deficiencies per Vessel
1986-1991	2	13	0	6.5
1992-1997	6	62	2	10.3
1998-2003	10	89	2	8.9
2004-2009	19	168	5	8.8
2010-2015	6	37	0	6.2
2016-2021	10	69	0	6.9
Total	53	438	9	8.3

3.1. Most 'Popular' Vessels Offered for Trading:

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

4. 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
Total	126	143	33	10,574

5. New – Most Searched Pages on marinerating.com April-June 2021

Table of the most visited marinerating.com* webpages for the previous three-months. Includes the traffic light risk rating and the number of vessel assessments for every company.

Rank	Most Searched Companies	Risk Rating	No. Vessel Assessments
1	Safe Seas Ship Management	Amber	9
2	Shoei Kisen Kaisha Ltd.	Green	29
3	Shoei kisen	Ditto	Ditto
4	Melody Ship Management	Amber	5
5	Safe Seas Ship Management FZE	Amber	9
6	Medship Denizcilik Ve Ticaret Anonim Sirketi	Amber	5
7	Shoei Kisen Kaisha Ltd.	Green	29
8	Sisalana Technik Fleet	Amber	1
9	Melody Shipmanagement	Amber	5
10	Glory International	Amber	46

*For more Technical fleet listing details take a free, no financial obligations trial to [marinerating.com/register](https://www.marinerating.com/register)

6. 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 May 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.

6.1 Tanker destroyed oil pier at Misrata, Libya



- **ARIN** – Risk Rated 50% - Fleet Type Average 37% - Report 05-MAY-21
- **Technical Manager/Operator:** Aegean Shipping Enterprises Co – Risk rated 50% - five ships risk rated
- **IMRRA Expert Analysis:** Immediate action to control the vessel hazard. As shown, there is a continuing risk for vessel arrest, or severe incidents/casualties.

Tanker ARIN struck the Buraïqa oil pier at Misrata port, Libya, in the evening Apr 29, while berthing. Pier was severely damaged and partially destroyed, tanker seemingly, sustained dents, probably a gash. She arrived from Tobruk Libya, and as of May 1, remained berthed in port. Photos Ministry of Communications, Libya

6.2. Ro-ro sank after collision with tanker, 3 crew including Captain missing, Japan



- **ULSAN PIONEER** - Risk Rated 56% **RED** - Fleet Type Average 36% -Report 28-MAY-21
- **Technical Manager/Operator:** Pts Co Ltd Amber 38% - Seven vessels risk rated
- **IMRRA Expert Analysis:** Immediate action to control the vessel hazard. As shown, there is a continuing risk for vessel arrest, or severe incidents/casualties.

Product tanker ULSAN PIONEER collided with ro-ro ship BYAKKO at around 2355 Tokyo time May 27 in Inner Japan sea northwest of Imabari, Shikoku island. BYAKKO sank some 3 hours later, after reportedly, capsizing – obviously, stability loss after cargo deck flooding. Of 12 crew on board, 9 were rescued, 3 are missing, including Captain, Chief Engineer and Second Engineer. SAR is underway for missing crew as of 1400 Tokyo time May 28, tanker ULSAN PIONEER is anchored nearby. BYAKKO was en route from Kobe to Kanda in Fukuoka Prefecture, ULSAN PIONEER is en route from China to Osaka. Tanker suffered heavy damages in starboard side bow area.

If you have any questions regarding the newsletter data, casualty information, or other vessel safety information, do not hesitate to get in touch with me.

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

Regards,
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