



## **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



## April 2021 PSC Newsletter Summary

During April 2021, 2,491 liquid cargo vessels or 1,2874,8078 DWT was risk rated by IMRRA's analysts. 517 vessels or 20.8% of the vessels risk rated were 'Red' or 'Amber' according to IMRRA's traffic light Red/Amber/Green vessel safety warning system. 44 vessels had five-or-more Deficiencies and 29 Vessel Incidents recorded.

The lowest individual 'Green' and therefore safest rated vessel was 18%. April's new fleet benchmark average risk rating is 36%. The corresponding highest risk rated vessel put forward for charter was benchmarked Red at 68%.

### 1. IMRRA's Exclusive Risk Trends Data Table\*

For the past 12-months Average vessel risk is increasing across all Wet Liquid vessel types - Chemical/Oil Products Tanker and Gas Carriers.



\*Free 12-months trials available at [www.marinerating.com](http://www.marinerating.com)

#### 1.1 Benchmarked Average Vessel Risk Trend by Type Q1 2021

Average risk ratings have increased to a new vessel fleet average benchmark of 36%. It should be noted Gas Carriers average risk ratings are rising faster compared to other Wet cargo vessel types

Rank	Vessel Type	January	February	March	April	2021 Q1 Increase
1	Gas Carrier	35.18	35.38	35.5	35.6	0.42
2	Oil Tanker	36.95	37.05	37.19	37.3	0.35
3	Chemical/Product Tanker	36.35	36.42	36.42	36.5	0.15

## 1.2 Red/Amber/Green Risk Rated Vessels

Month	> 36% Red & Amber Rated	<36% Green Rated Vessels	Lowest Risk Rated Vessel	Highest Risk Rated Vessel
April	517 Vessels	1,974 Vessels	18%	68%

## 2. Port State Control Deficiencies Codes Breakdown:

### 2.1 All Liquid Cargo Vessels Combined

Ranking	Deficiency Code	Number	Percentage
1	Labour Conditions	47	13.3%
2	Certificate and Documentation	45	12.7%
3	Fire Safety	44	12.4%
4	Life Saving Apparatus	40	11.3%
5	Safety of Navigation	39	11%
6	Propulsion and Auxiliary Machinery	22	6.2%
7	Pollution Prevention	21	5.9%
8	Water/Watertight Conditions	20	5.6%
9	Emergency Systems	17	4.8%
10	Living and Working Conditions	14	4.0%
11	ISM Code	13	3.7%
12	Radio Communications	13	3.7%
13	Structural Conditions	9	2.5%
14	Other	5	1.4%
15	Alarms	2	0.6%
16	Cargo Operations inc. Equipment	2	0.6%
17	Dangerous Goods	1	0.3%
18	Maritime Labour Convention	0	0%
	<b>Total</b>	<b>354</b>	

## 2.2 Chemical & Oil Product Tankers Port State Control Deficiencies by Type - April 2021

Ranking	PSC Deficiency	Number	Percentage
1	Safety of Navigation	28	12.4%
2	Fire Safety	27	12.0%
3	Certificate and Documentation	27	12.0%
4	Life Saving Apparatus	26	11.6%
5	Labour Conditions	24	10.7%
6	Propulsion and Auxiliary Machinery	17	7.6%
7	Water/Watertight Conditions	15	6.7%
8	Pollution Prevention	12	5.3%
9	Radio Communications	11	4.9%
10	Emergency Systems	10	4.4%
11	Living and Working Conditions	10	4.4%
12	ISM Code	7	3.1%
13	Structural Conditions	6	2.7%
14	Other	3	1.3%
15	Alarms	1	0.4%
16	Cargo Operations inc. Equipment	1	0.4%
17	Maritime Labour Convention	0	0.0%
18	Dangerous Goods	0	0.0%
	<b>Total:</b>	<b>225</b>	

### 2.21 Chemical & Oil Product Tanker Port State Control Deficiencies - April 2021

Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	1	7	0
5-15 years old	15	144	1
≥ 15 years	9	74	1
<b>Total:</b>	<b>25</b>	<b>225</b>	<b>2</b>

### 2.3 Oil Tanker Port State Control Deficiencies by Type - April 2021

Ranking	Name	Number	Percentage
1	Labour Conditions	21	19.6%
2	Fire Safety	16	15%
3	Certificate and Documentation	16	15%
4	Safety of Navigation	10	9.3%

5	Life Saving Apparatus	10	9.3%
6	Pollution Prevention	6	5.6%
7	Emergency Systems	5	4.7%
8	ISM Code	4	3.7%
9	Living and Working Conditions	4	3.7%
10	Water/Watertight Conditions	4	3.7%
11	Structural Conditions	3	2.8%
12	Propulsion and Auxiliary Machinery	2	1.9%
13	Radio Communications	2	1.9%
14	Other	2	1.9%
15	Dangerous Goods	1	0.9%
16	Cargo Operations inc. Equipment	1	0.9%
17	Maritime Labour Convention	0	0%
18	Alarms	0	0%
	<b>Total:</b>	<b>107</b>	

### **2.31 Oil Tanker Carrier Port State Control Deficiencies - April 2021**

<b>Vessel's age</b>	<b>Number of vessels</b>	<b>Number of deficiencies</b>	<b>Detentions</b>
≤ 5 years	1	9	0
5-15 years old	9	61	1
≥ 15 years	6	37	1
<b>Total:</b>	<b>16</b>	<b>107</b>	<b>2</b>

### **2.4 Gas Carrier Port State Control Deficiencies - April 2021**

<b>Ranking</b>	<b>Name</b>	<b>Number</b>	<b>Percentage</b>
1	Life Saving Apparatus	4	18.2%
2	Pollution Prevention	3	13.6%
3	Propulsion and Auxiliary Machinery	3	13.6%
4	ISM Code	2	9.1%
5	Certificate and Documentation	2	9.1%
6	Emergency Systems	2	9.1%
7	Labour Conditions	2	9.1%
8	Fire Safety	1	4.5%
9	Safety of Navigation	1	4.5%
10	Water/Watertight Conditions	1	4.5%
11	Alarms	1	4.5%
12	Structural Conditions	0	0.0%
13	Living and Working Conditions	0	0.0%
14	Maritime Labour Convention	0	0.0%
15	Radio Communications	0	0.0%
16	Other	0	0.0%

17	Dangerous Goods	0	0.0%
18	Cargo Operations Including Equipment	0	0.0%
	<b>Total:</b>	<b>22</b>	

#### 2.41 Gas Carrier Age, Deficiencies and Detentions

Vessel Age	Number of Vessels	Number of Deficiencies	Detentions
5-15 years old	1	6	0
≥ 15 years	1	7	0
<b>Total:</b>	<b>2</b>	<b>13</b>	<b>0</b>

#### 3. Vessel Age, Deficiencies & Detentions Relationship

Delivery Date	Number of Vessels	Number of Deficiencies	Detentions	Ave. Deficiencies per Vessel
1984-1989	2	10	0	5
1990-1995	2	16	0	8
1996-2001	4	29	1	7.3
2002-2007	11	81	1	7.4
2008-2013	16	142	2	8.9
2014-2019	7	60	0	8.6
2020-2021	2	16	0	8
<b>Total</b>	<b>44</b>	<b>354</b>	<b>4</b>	<b>8</b>

#### 4. IMRRA's Most Risk Rated Vessels - April 2021

##### 4.1. Top-three Most Popular Vessels Offered for Trading:

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

##### 4.2 Vessel Age Breakdown of Vessels for Trading

Years	<5,000 dwt	5-20,000 dwt	20-50,000 dwt	50-150,000 dwt	>150,000 dwt
≥ 25 years	76	22	4	3	1
20-25 years	45	40	19	11	6
15-20 years	57	102	207	110	27
10-15 years	162	234	283	199	63
5-10 years	64	108	134	101	58
≤ 5 years	34	85	100	107	29

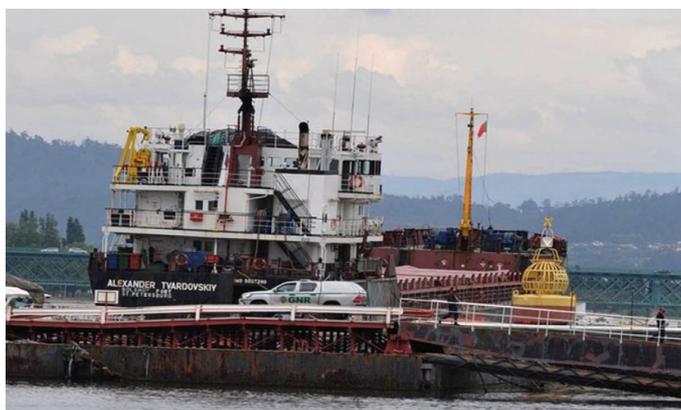
## 5. IMRRA's Vessel Risk Ratings in Fleetmon's Casualty Newsletter

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 April's March's 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 ALEXANDER TVARDOVSKIY (IMO 9057290) boarded, searched by police, Portugal - Apr 24, 2021



- **ALEXANDER TVARDOVSKIY** – Risk Rated 54% **RED**, Fleet Type Average 42% - Report 12 FEB 2020
- **Harvest Ltd Operator Risk Rating:** 54% **Red** – one vessel 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.

Russian general cargo ship ALEXANDER TVARDOVSKIY was searched by Portuguese police on a tip from “one foreign agency”, on Apr 23, at Viana do Castelo port, northern Portugal. The ship arrived at

Viana do Castelo on Apr 20 from Turkey via Gibraltar, reportedly with cargo of blast furnace slag. Not clear what is it exactly they've been looking for – some news agencies name drugs, others are mentioning arms trafficking.

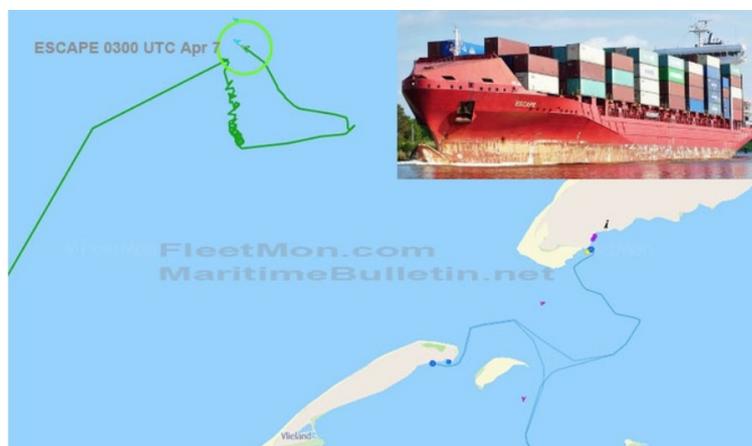
## **5.2. General cargo ship RIVER ELBE (IMO 8602945) disabled in Bosphorus - April 1 2021**



- **RIVER ELBE Risk Rated 53% AMBER**, Fleet Type Average 42% - Report 02 OCT 20
- **Wakashima Kaiun Operator Risk Rating: AMBER 53%** - one vessel risk rated
- **IMRRA Expert Analysis:** A planned approach to vessel risk management, apply temporary risk management as required.

General cargo ship RIVER ELBE suffered engine failure in the morning Apr 1 while transiting Bosphorus in southern direction, en route from Novorossiysk Russia to UK, and emergency anchored in the Strait, to stop drifting. Tugs responded, the ship completed transit, understood under tow, and was anchored at Ahirkapi anchorage, Istanbul, Marmara Sea, later same day.

## **5.3. Container ship ESCAPE (IMO 9491501), suffered steering failure, on tow, North sea Apr 07, 2021**



- **ESCAPE Risk Rated** 39% **AMBER**, Fleet Type Average 38% - Report 18 MAR 2020
- **Jr Ship Management BV Operator Risk Rating:** **AMBER** – 37% - Fleet of 7 vessels risk rated
- **IMRRA Expert Analysis:** A planned approach to vessel risk management, apply temporary risk management as required.

Container ship ESCAPE suffered steering failure with rudder remaining fixed in one position, and began circling north of Vlieland island, West Frisian Islands, Netherlands, North Sea, at around 0200 UTC Apr 7, being en route from Rotterdam to Helsinki Finland. Dutch CG responded and sent tugs ESCAPE was taken on tow by offshore tug GUARDIAN (IMO 9637363) with etug MULTRATUG nearby.

#### **5.4. Tanker WISDOM (IMO 9182069) explosion, fire during welding works Apr 24, 2021**



- **WISDOM Risk Rated** 49% **AMBER**, Fleet Type Average 37% - Report 12 MAY 2021
- **Pelagos Navigation Ltd Operator Risk Rating:** **AMBER** 49% - One fleet vessel risk rated
- **IMRRA Expert Analysis:** A planned approach to vessel risk management, apply temporary risk management as required.

Product tanker WISDOM, anchored off Baniyas, Syria, suffered explosion followed by fire in one of cargo tanks during welding works on Apr 24. Three people were killed by explosion, including two crew and one worker, according to Syrian authorities. Fire was extinguished same day. Many news agencies so far, believe explosion and fire were the result of Israeli missile or drone attack, but presence of worker on board confirms Syrian official version. WISDOM is understood to be deployed, at least occasionally, as a lighter tanker, to offload crude oil from VLCC tankers, and to deliver it to Baniyas Refinery, with local workers involved in maintenance when need arises.

#### **5.5. Suezmax tanker struck by general cargo ship, Qingdao, Yellow Sea Apr 27, 2021**



- **A SYMPHONY Risk Rated 40% AMBER**, Fleet Type Average 37% - Report 27 APR 2021
- **Goodwood Ship Management Pte Ltd. Operator Risk Rating: Green** 31% - 42 vessels risk rated
- **IMRRA Expert Analysis:** A planned approach to vessel risk management, apply temporary risk management as required.

Suezmax oil tanker A SYMPHONY collided with general cargo ship SEA JUSTICE reportedly at around 0900 LT (UTC +8) Apr 27 in Yellow sea south of Qingdao, China. A SYMPHONY arrived at Rizhao – Qingdao anchorage on Apr 15 from Western Africa via Linggi port, Malaysia. Looks like tanker was anchored at the time of accident, her hull is said to be breached portside in ballast tank area. SEA JUSTICE moved to Qingdao anchorage after collision, and was anchored, no information on her damages.

**5.6. Bulk carrier U GLORY (IMO 9144029), under way collided with anchored bulk carrier - Apr 30, 2021**



- **U GLORY Risk Rated 40% AMBER**, Fleet Type Average 37% - Report 19 MAR 2021
- **Hubei Qin Tai Shipping Co. Ltd. Operator Risk Rating: AMBER** 42% - 10 vessels risk rated.

- **IMRRA Expert Analysis:** A planned approach to vessel risk management, apply temporary risk management as required.

Bulk carrier U GLORY collided with anchored bulk carrier at Kandla Anchorage, Kandla, Gujarat, western India, on Apr 28, according to her track. The ship left Kandla port and understood, went out of control, striking unidentified anchored bulk carrier. Video was taken from what it seems, floating crane, moored alongside bulk carrier. Understood anchored ship didn't suffer serious damages, if any. U GLORY sustained some damages, extent unknown, but probably, not serious. She was anchored at Kandla anchorage.

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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