



## **IMRRA's October 2021 Newsletter**

Featuring:  
Vessel PSC Deficiencies Ranked  
PSC Deficiencies by Vessel Age & Type  
Vessel Age & Detentions Relationship Vessels Offered for Trade by Type & Age  
Two examples of high vessel risk ratings and incidents



Dear Colleague,

During September 2021, 1,904 liquid cargo vessels (an increase of 219 vessels compared to August 2021), or 96 618 362 DWT was risk rated by IMRRA's analysts.

382 vessels or 18% of the vessels risk rated were 'Red' or 'Amber' according to IMRRA's traffic light Red/Amber/Green vessel safety warning system. 58 vessels had five-or-more PSC deficiencies and 28 vessel incidents recorded. Five vessel detentions were also recorded.

The lowest individual 'Green' and therefore safest rated vessel was 18%. September's Liquid Cargo fleet benchmark average vessel risk rating remained at 36%. The corresponding highest risk rated vessel put forward for charter was KPI benchmarked Red at 60%, this is over 34% than the KPI benchmarked fleet average.

*Would like more vessel information?* You are welcome to contact IMRRA with data suggestions.

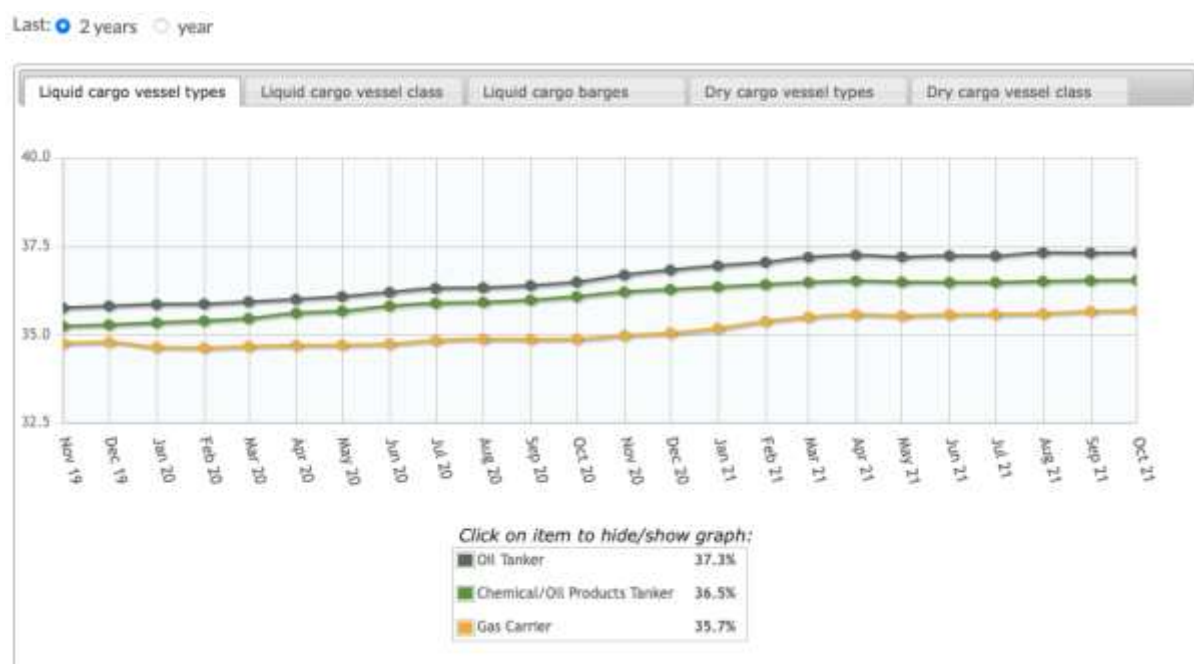
## 1. Liquid Vessel Risk Rating Average

For the past 18-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 average vessel risk has now stabilised. Oil Tanker risk is now constant at 37.32%. Both Chemical/Product Tankers (36.54%) and Gas Carriers (35.68%) have increased by 0.02%.

You can review the tables in real time at marinerating.com at [www.marinerating.com/ship-trends](http://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](http://www.marinerating.com)

### 2.1. September 2021 Port State Control Deficiencies Code Ranked

Rank	Name	Number	Percentage
1	Fire Safety	74	15.4%
2	Certificate and Documentation	68	14.1%
3	Safety of Navigation	46	9.6%
4	Life Saving Apparatus	45	9.4%
5	Labour Conditions	44	9.1%
6	Structural Conditions	41	8.5%
7	ISM	32	6.7%

8	Pollution Prevention	32	6.7%
9	Propulsion and Auxiliary Machinery	23	4.8%
10	Emergency Systems	20	4.2%
11	Water/Watertight Conditions	20	4.2%
12	Living and Working Conditions	9	1.9%
13	Other	8	1.7%
14	Dangerous Goods	7	1.5%
15	Alarms	5	1.0%
16	Cargo Operations inc. Equipment	4	0.8%
17	Radio Communications	2	0.4%
18	MLC	1	0.2%
	<b>Total</b>	<b>481</b>	

## **2.2. PSC Deficiencies Table Comparison by Vessel Type September 2021**

<b>PSC Deficiency</b>	<b>Chemical/Product Tankers</b>	<b>Oil Tankers</b>	<b>Gas Carriers</b>	<b>OBO</b>
Fire Safety	36	35	3	0
ISM	18	11	1	2
Pollution Prevention	18	11	2	1
Safety of Navigation	18	17	9	2
Structural Conditions	23	14	4	0
Certificate and Documentation	32	21	8	7
Life Saving Apparatus	26	12	3	4
Emergency Systems	7	12	1	0
Propulsion and Auxiliary Machinery	11	10	2	0
Labour Conditions	30	12	2	0
Living and Working Conditions	9	0	0	0
MLC	0	0	1	0
Radio Communications	0	1	1	0
Water/Watertight Conditions	12	7	1	0
Alarms	2	3	0	0
Other	4	3	1	0
Dangerous Goods	7	0	0	0
Cargo Operations inc. Equipment	2	2	0	0
<b>Total</b>	<b>255</b>	<b>171</b>	<b>39</b>	<b>16</b>

### 2.3 Chemical/Oil Product Tankers Vessel Age, Deficiencies and Detentions - Chemical/Oil Product Tankers September 2021

Vessel's Age	Number	Deficiencies	Detentions
≤ 5 years	3	24	0
5-15 years old	15	98	1
≥ 15 years	18	133	1
<b>Total:</b>	<b>36</b>	<b>255</b>	<b>2</b>

### 2.4 Oil Tankers Vessel Age, Deficiencies and Detentions September 2021

Vessel Age	Vessels	Deficiencies	Detentions
≤ 5 years	1	6	0
5-15 years old	11	97	1
≥ 15 years	7	68	0
<b>Total:</b>	<b>19</b>	<b>171</b>	<b>1</b>

### 2.5 Gas Carriers - Vessel Age, Deficiencies and Detentions September 2021

Vessel Age	Vessels	Deficiencies	Detentions
≤ 5 years	0	0	0
5-15 years old	0	0	0
≥ 15 years	2	39	1
<b>Total:</b>	<b>2</b>	<b>39</b>	<b>1</b>

### 2.6 OBO breakdown by Vessel Age, Deficiencies and Detentions - September 2021

Vessel Age	Vessels	Deficiencies	Detentions
≤ 5 years	1	16	1
5-15 years old	0	0	0
≥ 15 years	0	0	0

<b>Total:</b>	<b>1</b>	<b>16</b>	<b>1</b>
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### **3. Most 'Popular' Wet Liquid Cargo Vessels Offered for Trading by DWT and Age**

<b>Years</b>	<b>&lt;5000</b>	<b>5000-20000</b>	<b>20000-50000</b>	<b>50000-150000</b>	<b>&gt;150000</b>
≥ 25 years	64	3	3	7	0
20-25 years	27	28	12	2	1
15-20 years	40	85	186	92	15
10-15 years	126	164	196	198	47
5-10 years	34	60	120	91	18
≤ 5 years	36	69	57	96	27
<b>Total</b>	<b>327</b>	<b>409</b>	<b>574</b>	<b>486</b>	<b>108</b>

#### **3.1 Top-3 Most Popular Oil & Gas Vessels for Trading**

<b>Ranking</b>	<b>DWT Metric Tonnes</b>	<b>Age</b>
1	50,000-150,000	10-15 years
2	20-50,000	10-15 years
3	20-50,000	15-20 years

#### **4. September 2021 Vessel Detentions, Incidents, Vessels Implicated**

<b>Month</b>	<b>Recorded Incidents</b>	<b>Vessels Implicated</b>	<b>Detentions</b>	<b>Screened Vessels</b>
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
August	21	22	8	1,685
September	28	33	5	1,904
<b>Total</b>	<b>214</b>	<b>239</b>	<b>62</b>	<b>18,048</b>

#### **4.1. Vessels, Deficiencies and Detentions and Age Relationship**

<b>Vessel Age</b>	<b>Number of Vessels</b>	<b>Number of Deficiencies</b>	<b>Detentions</b>	<b>Ave. Deficiencies per Vessel</b>
1976-1981	1	6	5	6.0
1991-1996	5	64	1	12.8
1997-2002	2	26	0	13.0
2003-2008	30	235	3	7.8
2009-2014	14	97	0	6.9
2015-2020	6	53	1	8.8
<b>Total</b>	<b>58</b>	<b>481</b>	<b>5</b>	<b>8.3</b>

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

First, a quick reminder regarding [marinerating.com](http://www.marinerating.com)'s traffic-light safety risk ratings: Red = Poor safety risk; Amber = Average fleet risk; Green = Good.

You can access the vessel risk rating information via a free, no financial details trial taken at: [www.marinerating.com](http://www.marinerating.com)

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 September 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 Bulk carrier JOHNNY CASH Amber Risk Rated Disabled in Suez Canal**

JOHNNY CASH suffered engine failure in the morning Sep 1 at 151.5 kilometer mark, Suez Canal, while proceeding in northbound convoy. She was towed back to Suez anchorage and anchored same day. As of 1620 UTC Sep 2, she remained in the same position. The ship is en route from Saudi Arabia to Constanta Romania.

## JOHNNY CASH, Bulk carrier, IMO 9386421

### Ship Information

Name	JOHNNY CASH *	Overall Risk Rating	46 %
IMO/VIN	9386421	Fleet Type Average	37%
Vessel Type	Bulk carrier	Analysis Date	15-JAN-21
Operator	Dexter Navigation Ltd	Delivery Date	25-OCT-07
Flag	MARSHALL ISLANDS	Deadweight	75149
Class	NK	TEU	

### 5.12 Technical Manager/Operator: Dexter Navigation Ltd - Amber Risk Rated

Technical Manager/Operator	Date Of Last Assessment	Number Of Vessel Assessments	Risk Rating	
Dexter Navigation Ltd	15-JAN-21	1	46% 	<a href="#">Details</a>

### 5.2 Product tanker VF TANKER-7 Amber Risk Rated ran aground Caspian Sea

'VF TANKER-7 aground on 158 kilometre mark in Volga-Caspian Sea Channel in the afternoon Sep 3, Moscow time (according to Emergency Agency report), while en-route from Astrakhan, Volga River, Russia, to Baku, Azerbaijan. Hull wasn't breached, no leak reported or spotted in the area. As of 1730 Moscow time Sep 3, ship's status unclear, she's probably still aground, no AIS during last 14 hours, probably she ran aground at around 0000 UTC Sep 3. Channel traffic said to be uninterrupted, but there are clusters of cargo ships anchored S and N of grounded tanker, bound for Astrakhan and for southern Caspian sea ports, so maybe traffic is restricted, after all.'

## VF TANKER-7, Oil Tanker, IMO 9640554

### Ship Information

Name	VF TANKER-7	Overall Risk Rating	41 %
IMO/VIN	9640554	Fleet Type Average	37%
Vessel Type	Oil Tanker	Analysis Date	13-SEP-21
Operator	Volga Shipping Jsc	Delivery Date	21-SEP-12
Flag	Russia	Deadweight	7036
Class	RMRS		

### 5.21 Technical Manager/Operator: Volga Shipping JSC.

Technical Manager/Operator	Date Of Last Assessment	Number Of Vessel Assessments	Risk Rating
Volga Shipping Jsc	04-OCT-21	32	39% 








[Details](#)

F.Y.I. 32 Volga Shipping JSC vessel risk ratings available via [free trial](#).

## 6. NEW, The Good, The Average and the Bad Operator Risk Rating Tables!

New this month, a Top-10 of Good, Average and Ugly Operators.

Table demonstrates the different vessel risk ratings within an Operator's fleet.

Vessel Name	IMO Number	Vessel Type	Analysis Date	Risk Rating	Fleet Type Avg.
SAMURAI	9378876	Oil Tanker	05-MAR-21	 32 %	37%
ARMADA EXPLORER	9377042	Chemical/Oil Products Tanker	02-MAR-21	 52 %	37%
KURA RIVER	9435337	Chemical/Oil Products Tanker	22-DEC-20	 44 %	37%
AGSU	9503304	Oil Tanker	24-NOV-20	 43 %	37%
BROTHERS-7	9035383	Oil Tanker	24-NOV-20	 55 %	37%
AZERI KARABAKH	9352705	Chemical/Oil Products Tanker	24-NOV-20	 54 %	37%
ARMADA LEADER	9260483	Chemical/Oil Products Tanker	24-NOV-20	 54 %	37%

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Find out which Operator with a fleet of 30 vessels had the lowest risk rating score by visiting IMRRA's LinkedIn page [here](#).

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](#):

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