



IMRRA's Social Media Vessel Feedback
Is this Informal confirmation and Observations of Vessel Risk Ratings?
July 2021

Report Summary

- Six negative and five positive social crew media comments and associated vessel risk ratings
- Three Terminal Comments
- Traffic light vessel risk management strategy

'Red' Crew Comments

*'I do not recommend engineers to join this vessel. Almost every day there is some kind of breakdown,
'The engine room is a nightmare
'The metal of the ship is in a terrible state
'...salary delay of 2-3 months, food is below the average
'I do not recommend at all...'*

'Amber' Crew Comments

*'There is a big problem in the office with hiring captains...
'The shipowner is unscrupulous
'Shipowners do not provide supplies.'*

'Green' Crew Comments

*'conditions are good, food too
'The crew is superb
'Nice ship, although it was built in 2008, everything is in working condition*

Red Risk Rated Operators

Aston Enterprise Agency Llc
Triton Fuels Ukraine
Eleen Marine JSC
Grs Rohden Shipping Gmbh & Co

Amber Risk Rated Operators

Anglo-Eastern Ship Management
ASM Maritime B.V.
Bernhard Schulte Shipmanagement
Deutschland Gmbh & Co Kg
Blumenthal Jmk Gmbh
Innovative Ukraine Sc
Jens & Waller Reederei Gmbh.

SMT Shipping Poland SP Zoo
V Ships Greece Ltd

Green Risk Rated Operators

ASM Maritime B.V.
Northern Marine Management Ltd
Prime Tanker Management Inc

1. IMRRA's Vessel Traffic Light Risk Rating System Guide

● Red: Vessel Risk Rating >50%: Strategy: Immediate action to control the vessel hazard. High risk for severe incidents/casualties.

● Amber: Vessel Risk Rating 36-49% Strategy: A planned approach to vessel risk management, apply temporary risk management as required.

● Green: Vessel Risk Rating <35%: Acceptable risk – no further action required due to high standard of vessel operation.

Vessel Type	Red	Amber	Green
Bulk Carrier	3	2	
Container Ship	1	2	1
General Cargo	2	1	
Oil Tanker		1	
Gas Carrier			1
Chemical/Oil Product Tanker		1	4

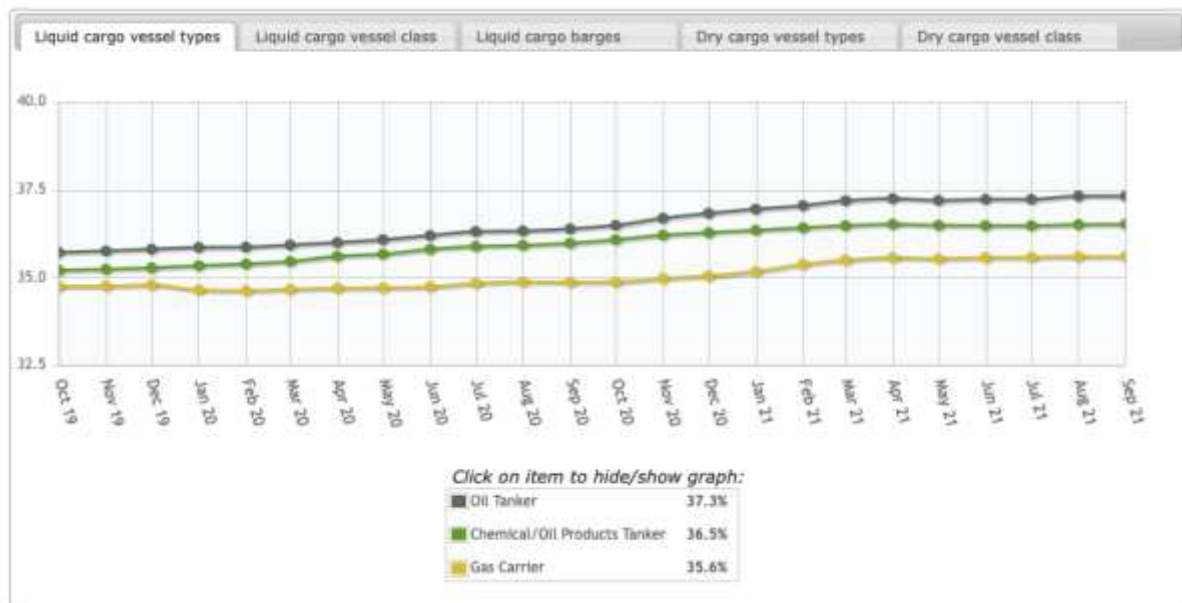
A Quick Recap on IMRRA's Risk Rating Trends

Dry & Liquid cargo vessels are benchmarked by IMRRA against the fleet type average. The two-tables below represent the average risk rating by vessel type. Dry Cargo average vessel risk ratings are consistently higher than Liquid Cargo vessels.

1.1. Liquid Vessels Risk Rating Table: October 2019 to September 2021

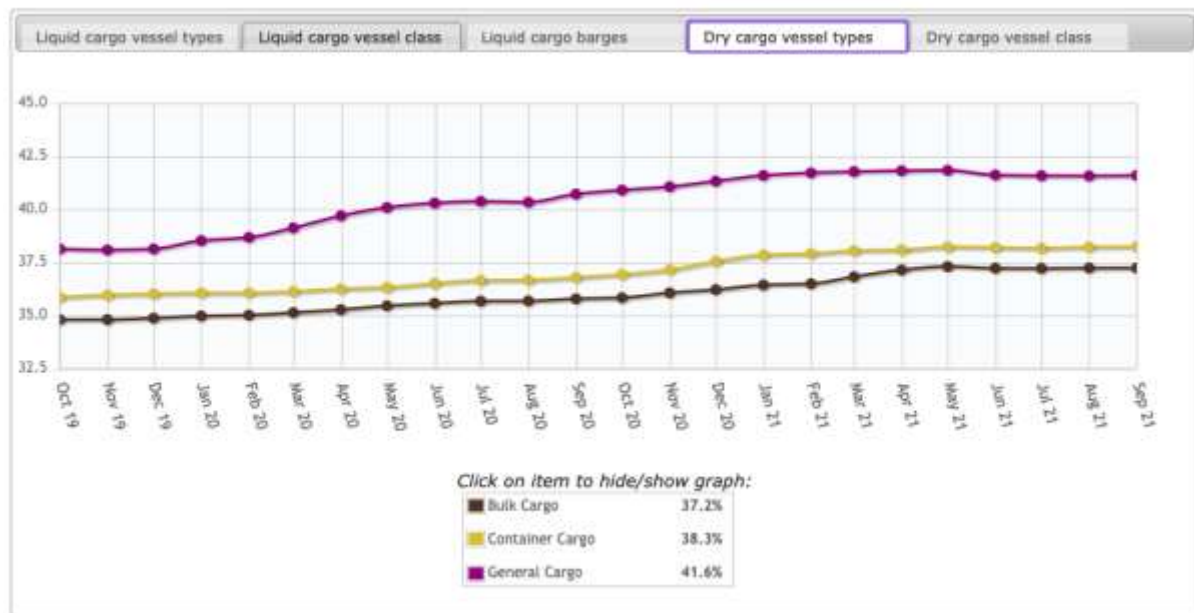
Vessels types featured: Oil Tankers/Chemical & Oil Products Tankers/Gas Carriers

Last: 2 years year



1.2 Dry Cargo Vessel Type Risk Rating Table: October 2019 to September 2021

Last: 2 years year



2. Social Media Comments and IMRRA's Vessel Risk Ratings

All crew comments in this report are considered to be 'subjective' by IMRRA's Analysts. However, the personal opinions and vessels observations do have a validity highlighting possible safety issues. For example late payment of salaries and the effect this can have on crew morale and vessel operation is a statement of fact.

Social media comments are collated because it can be an important indicator the performance of the vessels' technical manager and the company's culture for the safe operation of ship. When vessel budgets are tight, vessel maintenance is less likely to be of the standard required for safe operation.

Vessel's risk rated Red or Amber (above the average fleet type risk) are always recommended to have a physical verification of the vessel's risk rating.

Every crew comment can be related to the following vessel and technical data and includes:

- Vessel Type
- Delivery Date
- Date of Comments
- Date of Vessel Risk Rating
- Number of fleet vessels risk rated
- Risk Rating
- Operator Risk
- Flag
- Class

2. 6 (Six) ● (Red) Risk Rated Negative Crew Feedback Comments

2.1 KAVKAZ III IMO 9122289 ● Risk Rating 58%

Crew Feedback: *'I do not recommend engineers to join this vessel. Almost every day there is some kind of breakdown, no spare parts, you work for 18 hours a day, when it is a rush in the engine room. Food and salary is so so. The condition of the vessel is below the average.'*

IMRRA Analyst Feedback: Unsafe working conditions, over timing. Vessel Risk Rating is degraded based on the subjective information from a crewmember.

Vessel Risk Rating: ● 58%
Fleet Type Average: 37%
Date of comments: 01/07/21
Report Written: 10/08/21
Vessel Type: Bulk Carrier
Vessel Age: 24 years old
Operator Risk Rating: ● 58% - one vessel risk rated
Operator: Aston Enterprise Agency Llc

2.2 W KLAIPEDA IMO 9211482 Risk Rating ● 52%

Crew Feedback: *'The engine room is a nightmare. Don't even think about to go here.'*

IMRRA Analyst Feedback: Vessel Risk Rating is degraded based on the subjective information from a crewmember. No details given. To be further evaluated with the technical manager.

Vessel Risk Rating: 52% ●
Fleet Type Average: 38%
Date of comments: 15/07/2021
Report Written: 01/09/21
Vessel Type: Container ship
Vessel Age: 19-years
Operator Risk Rating: 38% ● Amber - 9 vessels risk rated
Operator: Bernhard Schulte Shipmanagement Deutschland Gmbh & Co Kg

2.3 LIVERPOOL IMO 8965165 Risk Rating ● 57%

Crew Feedback: *'On watch 6/6, always at the helm, no autopilot, very difficult, the superstructure is in good condition. The metal of the ship is in a terrible state, at your own peril and risk to work on such a ship.'*

IMRRA Analyst Feedback: Risk Rating is degraded based on the subjective information from a crewmember. Unsafe working conditions. To be further evaluated with the technical manager.

Vessel Risk Rating: 57% ●
Fleet Type Average: 42%
Date of comments: 16/07/21

Report Written: 16/08/21
Vessel Type: General cargo vessel
Vessel Age: 58 years old
Operator Risk Rating: 57% 🟡 - one vessel risk rated
Operator: Triton Fuels Ukraine

2.4 ELEEN EVA IMO 9527415 Risk Rating 53% 🟡

Crew Feedback: *'Now the situation on the ship is poor, so far we have only worked for a month, but the previous crew complained about a salary delay of 2-3 months, food is below the average, there are no advances, and the crew is reduced to a minimum. The company owes salary for half a year for some crew.'*

IMRRA Analyst Feedback: Vessel Risk Rating is degraded based on the subjective information from a crewmember. Late payers or not being paid – poor for crew morale and ship safety.

Vessel Risk Rating: 53% 🟡
Fleet Type Average: 37%
Date of comments: 06/07/21
Report Written: 16/08/21
Vessel Type: Bulk Carrier
Vessel Age: **9 years old**
Operator Risk Rating: 53% 🟡
Operator: Eleen Marine JSC

2.5 MANISA SOLE IMO 9306304 Risk Rating 55% 🟡

Crew Feedback: *'A Chinese-built vessel - and that says a lot. The repairs carried out in Turkey are of poor quality. The owners do not allocate money for spare parts, the technical management also considers applications for 4-6 months. Salary is on time.'*



IMRRA Analyst Feedback: Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager.

Vessel Risk Rating: 55% 🟡
Fleet Type Average: 42%
Date of comments: 15/07/2021
Report Written: 17/08/21
Vessel Type: General Cargo
Vessel Age: 15 years old
Operator Risk Rating: 59% 🟡
Operator: Grs Rohden Shipping GmbH & Co

2.6 CHRISTINA B IMO 9304162 Risk Rating 54% 🟡

Crew Feedback: *'I will be rude. The company is sh*t, I do not recommend at all, and even as a start at the career it is also not worth it, the food is disgusting, the company saves on everything, the conditions are terrible. When the contract was over, the money was not returned in one month, in general, they deceive and treat the crew like non-humans. Even if you sign a contract, the company does not fulfill everything.'*

IMRRA Analyst Feedback: Late payers or not being paid – poor for crew morale and ship safety. To be further evaluated with the technical manager.



Vessel Risk Rating: RR 54% 
Fleet Type Average: 37%
Date of comments: 24/07/21
Report Written: 17/08/21
Vessel Type: Bulk Carrier
Vessel Age: 14 years old
Operator Risk Rating: 43%  - 7 vessels risk rated
Operator: Blumenthal Jmk Gmbh

3. 5 (five) Amber Risk Rated Vessels

3.1 FERERAL SUTTON IMO 9595917 Risk Rating 42%

Crew Feedback: *‘Very poor condition. In 2022 will be dry dock. I hope something will be changed.’*



IMRRA Analyst Feedback: To be further evaluated with the technical manager.

Vessel Risk Rating: Risk Rating 42% 
Fleet Type Average: 42%
Date of comments: 03/07/21
Report Written: 10/08/21
Vessel Type: Bulk Carrier
Vessel Age: 9 years old
Operator Risk Rating: 37%  - from 109 vessels risk rated
Operator: Anglo-Eastern Ship Management

3.2 CHEM LYRA IMO 9486178 Risk Rating 37%

Crew Feedback: *‘Incompetent company. There is a big problem in the office with hiring captains, chiefs, and second engineers, as there is a lot of work for them. If professionals come, then they do not return for the second contract.’*

IMRRA Analyst Feedback: Risk Rating is degraded based on the subjective information from crewmembers. To be further evaluated with the technical manager.

Vessel Risk Rating: 37% 
Fleet Type Average: 37%
Date of comments: 05/07/21
Report Written: 01/07/21
Vessel Type: Chemical/Oil tanker
Vessel Age: 12 years old
Operator Risk Rating: 35%  - 25 Vessels Risk Rated
Operator: ASM Maritime B.V.

3.3 SAUGER IMO 9273442 Risk Rating 52% 🟡

Crew Feedback: *'On the positive side - free Internet. The food at the beginning of the contract was ok, after 3 months it is bad. There is some kind of breakdown in the engine room every day. Shipowners do not provide supplies.'*

IMRRA Analyst Feedback: To be further evaluated with the technical manager.

Vessel Risk Rating:	RR 52% 🟡
Fleet Type Average:	37%
Date of comments:	11/07/21
Report Written:	16/08/21
Vessel Type:	Oil tanker
Vessel Age:	17 years old
Operator Risk Rating:	33% 🟢 - 35 vessels risk rated
Operator:	Prime Tanker Management Inc

3.4 UTE IMO 9433339 Risk Rating 44% 🟡

Crew Feedback: *'Rating 7 out of 10. I am almost finished my contract as a cook (Marlow crewing company). The shipowner is unscrupulous, the provisions from the store are all cost 2 euros, they save on food and do not buy it in good countries. There were 3 ABs, one of them signed off due to hard work on the deck and two ABs are now unable to cope with work. Everything that crewing office has promised is a lie. Living conditions in the cabins are good. Engine room – is average. I do not recommend going here as a cook, you'll participate a lot to the deck for a long time.'*

IMRRA Analyst Feedback: To be further evaluated with the technical manager. Over timing creates fatigue.

Vessel Risk Rating:	44% 🟡
Fleet Type Average:	42%
Date of comments:	13/07/21
Report Written:	10/08/21
Vessel Type:	General cargo vessel
Vessel Age:	13 years old
Operator Risk Rating:	40% 🟡 - 7 vessels risk rated
Operator:	Jens & Waller Reederei GmbH.

3.5 MSC ANCHORAGE IMO 9619440 Risk Rating 44% 🟡

Crew Feedback: *'The engine room and the engine itself are in good condition. As elsewhere, there are some peculiarities. The scrubber is not a very successful execution.'*

IMRRA Analyst Feedback: To be further evaluated with the technical manager.

Vessel Risk Rating:	RR 44%
Fleet Type Average:	38%

Date of comments: 22/07/21
Report Written: 10/08/21
Vessel Type: Container ship
Vessel Age: 8 years old
Operator Risk Rating: 42% 🟡 - 4 vessels risk rated
Operator: ASM Maritime B.V.

4. Positive Crew Feedback – 5 (five) Risk Rated Vessels

IMRRA Analyst Feedback: Verification inspection is NOT required for all positive rated vessels.

4.1 YEOMAN BANK IMO 7422881 Risk Rating 43% 🟡

Crew Feedback: *'I worked on this ship and was satisfied - conditions are good, food too.'*

Vessel Risk Rating: 🟡 43%
Fleet Type Average: 37%
Date of comments: 06/07/21
Report Written: 10/08/21
Vessel Type: Bulk Carrier
Vessel Age: 39 years old
Operator Risk Rating: 43% 🟡 - 2 vessels risk rated
Operator: SMT Shipping Poland SP Zoo

4.2 VENUS GLORY IMO 9393682 Risk Rating 30% 🟢

Crew Feedback: *'Nice ship, although it was built in 2008, everything is in working condition. The automation is in perfect order. The ship sails all over the world.'*

Vessel Risk Rating: 30%
Fleet Type Average: RR 30%
Date of comments: 10/07/21
Report Written: 16/08/21
Vessel Type: LPG Tanker
Vessel Age: 13 years old
Operator Risk Rating: 31% 🟢 - 62 Vessels Risk Rated
Operator: Northern Marine Management Ltd

4.3 MERITO IMO 9167942 Risk Rating 38% 🟢

Crew Feedback: *'Worked on this ship - everything is ok. Salary, food, crew replacement are all good and on time. The crew is superb, except for the chief engineer.'*

Vessel Risk Rating: 38% 🟢
Fleet Type Average: 38%
Date of comments: 13/07/21

Report Written: 10/08/21
Vessel Type: Container ship
Vessel Age: 23 years old
Operator Risk Rating: 37% 🟡 - 35 vessels risk rated
Operator: Tom Worden Gmbh & Co Kg

4.4 TETHIS 7 IMO 9251896 Risk Rating 39% 🟡

Crew Feedback: *'Everything is good with the supply. Living and working condition is good too.'*

Vessel Risk Rating: 39% 🟡
Fleet Type Average: 37%
Date of comments: 15/07/21
Report Written: 16/08/21
Vessel Type: Chemical/Oil tanker
Vessel Age: 17 years old
Operator Risk Rating: 40% 🟡 - 7 vessels
Operator: Innovative Ukraine Sc

4.5 ROTTERDAM STAR IMO 9332858 Risk Rating 44% 🟡

Crew Feedback: *A good ship for its age, engine and deck is in good condition, very little electronics and automation. The ship is good to work on.*

Vessel Risk Rating: RR 44% 🟡
Fleet Type Average: 38%
Date of comments: 24/07/21
Report Written: 31/08/21
Vessel Type: Container ship
Vessel Age: 13 years old
Operator Risk Rating: 38% 🟡 - 37 vessels risk rated
Operator: V Ships Greece Ltd

5. Terminal operators' feedback: Why does IMRRA utilise Port Terminal feedback for its vessel risk ratings?

IMRRA's comprehensive vessel risk rating research includes reviewing non-traditional vessel information sources that includes terminal information social media, leaving no stone unturned.

Owing to the more serious nature of discharging & loading liquid cargo at a terminal, with the higher implications for error, IMRRA regards Terminal's feedback as an objective and trusted source of vessel risk rating information. The crew are going about their daily business without knowingly being observed as they would be during a Port State Control or other physical inspection. The feedback gives a true picture of the competency of the crew.

IMRRA's analysts always contact the technical management for their feedback regarding the Terminals comments. When negative comments are known, IMRRA always recommends a physical verification inspection for an objective vessel's risk rating status.

5.1 IMO 9351XXX Risk Rating 32% ●

Terminal Feedback: *'Main loading rate was not in compliance with loading rate declared in the vessel's cargo plan. During the loading of the subject vessel on 15/07/2021 several times at 07:30 and at 07:50 pressure in the terminal cargo line increased suddenly up to 3-4 kg/cm2. Such vessel's unsafe act could lead to shore equipment failure.'*

Vessel Risk Rating: 32% ●
Fleet Type Average: 37%
Date of comments: 15/07/21
Vessel Type: Chemical/Oil Products Tanker
Vessel Age: 15 years old

Analyst Feedback: This info is confirmed by the vessel's technical manager.

5.2 IMO 9274XXX Risk Rating 34% ●

Terminal Feedback: *'As per the loading master, the condition of the vessel's manifold reducer #3 was not so good due to significant corrosion and inadequate thickness of flange.'*

Vessel Risk Rating: 34% ●
Fleet Type Average: 37%
Date of comments: 19/07/21
Vessel Type: Chemical/Oil Products Tanker
Vessel Age: 17 years old

Analyst Feedback: This info is confirmed by the vessel's technical manager.

5.3 IMO 9855XXX Risk Rating 30% ●

Terminal Feedback: *'The drain lines were not ready for use, approximately 3 hours were spend for draining rest of cargo. Poor cooperation from the crew side was noted.'*

Analyst Feedback: This info is NOT confirmed by the vessel's technical manager. To be further evaluated with the technical manager.

Vessel Risk Rating: 30% ●
Fleet Type Average: 36.5
Date of comments: 30/07/21
Vessel Type: Chemical/Oil Products Tanker
Vessel Age: 2 years old

Summary:

If you have any questions regarding July's social media comments, and these social media comments can affect a vessel's risk ratings, do not hesitate to contact me directly.

Regards,

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* Disclaimer: All the comments above were translated into English, and are the crewmembers' uncensored comments previously published on-line social media. The comments listed in this summary are not the views of IMRRA who always offer the vessels Technical Operator the right of reply.

** Technical Operator always has a right of reply regarding their vessel risk rating.