



## IMRRA's Social Media & Oil Terminals Feedback - Informal confirmation of Vessel Risk Ratings? MAY 2021

*Are crew members just disgruntled employees?*

*Does the vessel risk rating justify their complaints?*

*Find out more how informal crew and terminal feedback really can be indicative of a vessel's safety risk rating!*

### Report Summary:

- Terminal Feedback: Two liquid cargo vessel terminal feedback statements
- Vessel Social Media Feedback: 15 negative and 8 social crew media comments – including the vessel & Technical manager risk rating strategy
- Recommended risk strategy for every vessel

### Vessels & Risk Rating Status Featured



Vessel Type	Red	Amber	Green
Bulk Carrier		4	1
Container Ship		8	
General Cargo		4	5
Crude Oil Tanker		1	
Gas Carrier		1	1

### Vessel information includes:

- Social media comments
- Red/Amber/Green traffic light risk warning system
- IMRRA's Analyst feedback on comments
- Recommended vessel risk management strategy

### 1.3 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 35-49% Strategy: A planned approach to vessel risk management, apply temporary risk management as required.

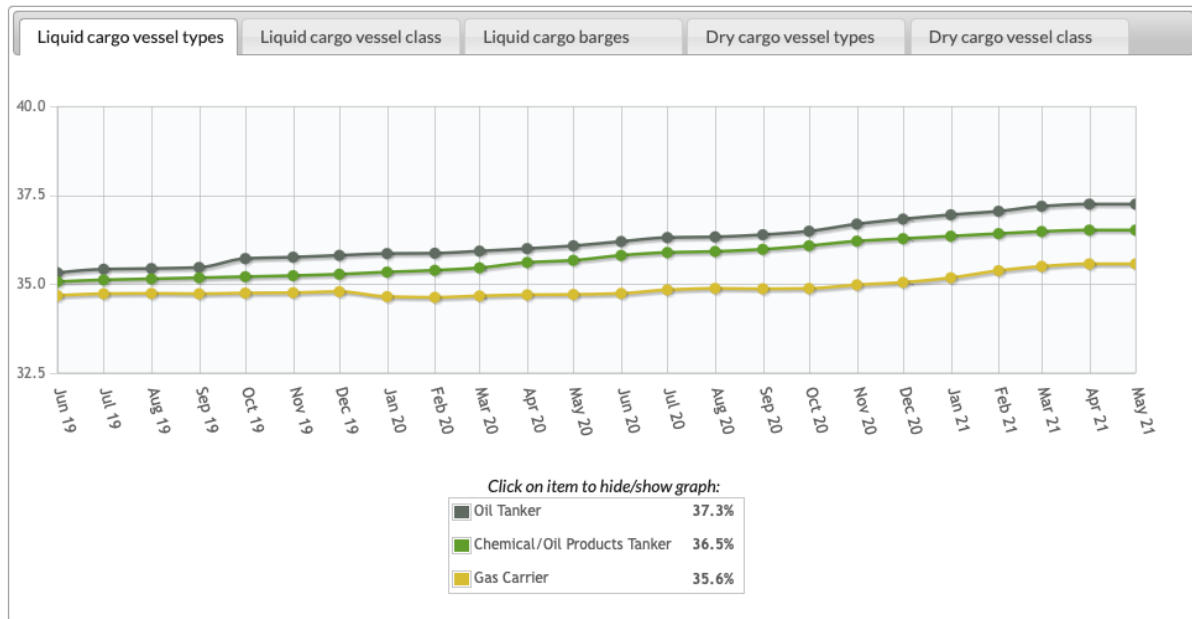
**Green:** Vessel Risk Rating <34%: Acceptable risk – no further action required due to high standard of vessel operation.

### A Quick Introduction to 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.

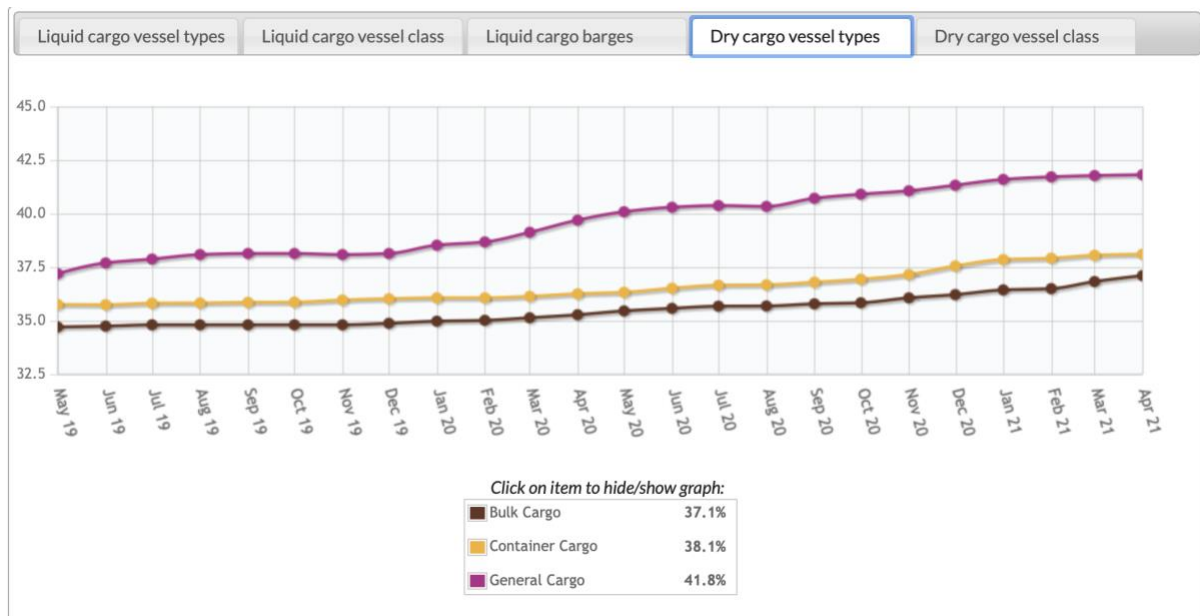
### 1. Liquid Vessels Risk Rating Table: May 2019 to April 2021

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



### 1.2 Dry Cargo Vessel Type Risk Rating Table: May 2019 to April 2021

Vessels types featured: Bulk, Container and General Cargo



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

It has to be noted all crew comments are classed as subjective by IMRRA's Analysts.

Vessel's risk rated Amber and above the average fleet type risk should have a physical verification of the risk rating.

**Vessel data includes:**

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

**2.1 Negative Crew Feedback Examples**

**2.1.1. PETREL BULKDER IMO 9441398**



Risk Rated: **Amber** 42%  
Fleet Type Average: 37%  
Vessel Type: Bulk Carrier

Operator Risk Rating: **Amber** 36%  
Operator: Eagle Ship Management LLC  
45 ships risk rated

Flag: MARSHALL ISLANDS  
Class: LR  
Vessel Age: 12-years  
Date of Comments: 5-May-2021  
Report Written: 13-May-2021

**Crew Feedback:** 'No spare parts. The ship is in poor condition'.

**IMRRA Analyst Feedback:** Ship manning practices poor. Unsafe working practices – creates issues for safety management – indicative of poorly run vessel. To be further evaluated with the technical manager. Physical verification inspection is recommended to prove the actual risk rating status.

**2.1.2. MSC SANTHYA IMO 8913411**

Risk Rated: **Amber** 45%



Fleet Type Average: 38%  
 Vessel Type: Container Ship

Operator Risk Rating: **Amber** 39%  
 Operator: MSC Shipmanagement Ltd  
 49 Vessels Risk Rated

Flag: Panama  
 Class: DNV GL  
 Vessel Age: 20-years  
 Date of Comments: 7-Apr-2021  
 Report Written: 13-May 2021

Crew Feedback: *I do not advise working as a motorman here.*

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the subjective information from crewmembers. No further details are given. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.1.3. STAMATIS B IMO 9280811**



Risk Rated: **Amber** 44%  
 Fleet Type Average: Amber 38%  
 Vessel Type: Container Ship

Operator Risk Rating: **Amber** 42%  
 Operator: Technomar Shipping Inc  
 60 Ship Risk Rated

Flag: Liberia  
 Class: DNV GL

Vessel Age: 17-years  
 Date of Comments: 8-APR-2021  
 Report Written: 13-May-2021

Crew Feedback: *'Sadly, the vessel turns into trash'.*

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the crew comments. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.1.4. FS IPANEMA IMO 9433145**



Risk Rated: **Amber** 42%  
 Fleet Type Average: 38%  
 Vessel Type: Container Ship

Operator Risk Rating: **Amber** 37%  
 Operator: Nordic Hamburg Shipmgmt Gmbh

Flag: Liberia  
 Class: KR  
 Vessel Age: 12-Years  
 Date of Comments: 09-APR-2021  
 Report Written: 13-APR-2021

**Crew Feedback:** ‘Very poor condition of cargo crane. Some problem with supply of spares, not totally bad but hard ship.’

**IMRRA Analyst Feedback:** There are no details in the crewmember feedback. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.1.5. TESORO IMO 9346160**

No photo

Risk Rated: **Amber** 42%  
 Fleet Type Average: 37%  
 Vessel Type: Bulk Carrier

Operator Risk Rating: **Amber** 37%  
 Operator: Am Nomikos Transworld Maritime

Flag: MARSHALL ISLANDS  
 Class: LR  
 Vessel Age: 14-years  
 Date of Comments: 9-APR-2021  
 Report Written: 13-MAY-2021

**Crew Feedback:** ‘It is a rusty Chinese-built vessel with much worn machinery mechanisms and equipment. On the way to the United States, the main engine stopped 5 times, and it was arrested, not a single crane and grab is working. The deck is rotten. The vessel was urgently put up for sale.’

**IMRRA Analyst Feedback:** Ship manning practices poor. Unsafe working practices – creates issues for safety management – indicative of poorly run vessel. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.1.6. RIVER PRIDE IMO 8861034**

No photo

Risk Rated: **Red** 57%  
 Fleet Type Average: 42%  
 Vessel Type: General Cargo

Operator Risk Rating: **Red** 57%  
 Operator: Senemar Denizcilik Ve Tic SA

Flag: Vanuatu  
 Class: Non-IACS  
 Vessel Age: 30-years  
 Date of Comments: 12-APR-2021  
 Report Written: 13-MAY-21

**Crew Feedback:** *‘The condition of the vessel is terrible. No supplies. Incompetent officers.’*

**IMRRA Analyst Feedback:** To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.1.7. CHIQUITA DREAM IMO 9399777**



Risk Rated: **Red** 54%  
 Fleet Type Average: 38%  
 Vessel Type: Container Ship

Operator Risk Rating: **Red** 54%  
 Operator: Interunity Management GmbH

Flag: Liberia  
 Class: DNV GL  
 Vessel Age: 13 years old  
 Date of Comments: 13 APR 2021  
 Report Written: 13-MAY-21

**Crew Feedback:** *‘The vessel had repairs recently, very low-quality repairs, spills often occur in the engine room, the ship accidentally run aground, a bullet hit because the engine did not start, and as a result, a fire in the engine room in the middle of the ocean.’*

**IMRRA Analyst Feedback:** Ship manning practices are poor. Unsafe working practices – creates issues for safety management – indicative of poorly run vessel. Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

### 2.1.8. SONGA CALABRIA IMO 9477309



Risk Rated: **Amber** 44%  
 Fleet Type: 38%  
 Average:  
 Vessel Type: Container Ship

Operator: **Amber** 35%  
 Risk Rating:  
 Operator: Sunship  
 Schifffahrtskontor  
 Kg  
 12-vessels risk  
 rated

Flag: Liberia  
 Class: KR  
 Vessel Age: 11-Years  
 Date of: 13-APR-2021  
 Comments:  
 Report: 13-MAY-21  
 Written:

**Crew Feedback:** 'Vessel is ok. Maersk charterer. Not so much problems on deck but engine need some improvement. Good standard of social life. Route Africa-Europe is not so bad but African ports like always too much authorities coming. Internet on board (250mb weekly for free).'

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

### 2.1.9. FUTURE IMO 9149847

Risk Rated: **Amber** 44  
 Fleet Type: 38%  
 Average:  
 Vessel Type: Container  
 ship



Operator: Danaos Shipping Co Ltd  
 Risk Rating: **Green** 34%  
 Operator: 34%  
 43 vessels risk rated  
 Flag: Panama  
 Class: KR  
 Vessel Age: 24-Years  
 Date of: 16-APR-2021  
 Comments:  
 Report: 03-APR-20  
 Written:

**Crew Feedback:** *'I do not recommend this ship to anyone. In bad condition.'*

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.2.1. POWER M, IMO 9241102**



Risk Rated: **Amber** 46%  
 Fleet Type: 37%  
 Average:  
 Vessel Type: Crude Oil Tanker  
 Operator: **Amber** 46%  
 Risk Rating:  
 Operator: Auriga Shipping Management Pte  
 1-ship risk rated  
 Flag: BELIZE  
 Class: DNV GL  
 Vessel Age: 18-years  
 Date of: 18-APR-2021  
 Comments:  
 Report: 12-MAY-21  
 Written:

**Crew Feedback:** *'Main engine amortization is 90%. Diesel generators keep the load no more than 50%. The general condition of the mechanisms is depressing. The company is not going to repair the ship. The salary is paid regularly though.'*



**IMRRA Analyst Feedback:** To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.2.1. VEERSEBORG IMO 9184653**



Risk Rated: **Amber**  
 48%  
 Fleet Type Average: 42%  
 Vessel Type: General cargo  
 Operator Risk Rating: **Amber**  
 48%  
 Operator: Albros Shipping & Trading Ltd  
 2-vessels risk rated  
 Flag: St Kitts & Nevis  
 Class: BV  
 Vessel Age: 23-years  
 Date of Comments: 27 APR 2021  
 Report Written: 13-MAY-21

**Crew Feedback:** ‘The company is a full bottom. At best, you will receive your salary in seven months for the first month. A friend ran away from them without looking back.’

**IMRRA Analyst Feedback:** Late payers or not being paid – poor for crew morale and ship safety. To be further evaluated with the technical manager. Verification inspection is required to prove the objective risk rating status.

**2.2.2. SPIRIT OF CHENNAI IMO 9813840**

Risk Rated: **Amber** 43%  
 Fleet Type Average: 38%

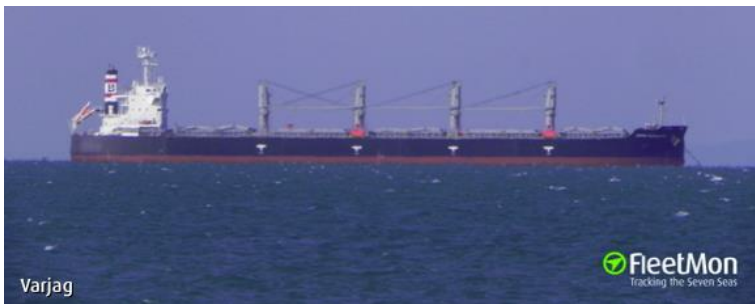


Vessel Type: Container Ship  
 Operator Risk Rating: **Amber** 38%  
 Operator: Columbia Shipmanagement Deutschland  
 15-ships risk rated  
 Flag: Portugal  
 Class: DNV GL  
 Vessel Age: 2-years  
 Date of Report: 27-AP-2021  
 Comments: 13-MAY-21  
 Written:

**Crew Feedback:** ‘The crew reduced to a disgrace (14 people only), problems with replacements, a low level of the crew competency, poor supplies, salary delays, no free fresh water on the ship.’

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager. Late payers or not being paid – poor for crew morale and ship safety. Verification inspection is required to prove the objective risk rating status.

### 2.2.3. ANNA-ELISABETH IMO 9407471



Risk Rated: **Amber** 43%  
 Fleet Type: 37%  
 Average:  
 Vessel Type: Bulk carrier  
 Operator Risk Rating: **Amber** – 42%  
 Operator: *Blumenthal Jmk Gmbh & Co Kg*  
 Flag: Liberia  
 Class: NK  
 Vessel Age: 13-years  
 Date of Report: 28-APR-2021  
 Comments: 13-MAY-2021  
 Written:

**Crew Feedback:** ‘The crew reduced to a disgrace (14 people only), problems with replacements, a low level of the crew competency, poor supplies, salary delays, no free fresh water on the ship.’

**IMRRA Analyst Feedback:** Risk Rating is degraded based on the subjective information from a crewmember. To be further evaluated with the technical manager. Late payers or not being paid – poor

for crew morale and ship safety. Verification inspection is required to prove the objective risk rating status.

### 3. Positive Comments!

Not all social media feedback is negative. Often positive news can confirm the working conditions and the overall condition of the vessel.

#### 3.1 PACIFIC VICTOR IMO 9458456



Risk Rated:	<b>Green</b> 37%
Fleet Type Average:	42%
Vessel Type:	General cargo
Operator Risk Rating:	Istanbul Denizcilik Ve Deniz
Operator:	<b>Green</b> 34% 8--ships risk rated
Flag:	HONG KONG
Class:	DNV GL
Vessel Age:	7 years
Date of Comments:	2-AP-2021
Report Written:	12-MAY-21

**Crew Feedback:** *'I worked on this ship for 3 contracts. The vessel is ok. Yes, there is a problem with little things, but in general all good. In 2017, there was a different management approach and therefore the condition of the vessel was worse than it is now. Now everything is ok.'*

**IMRRA Analyst Feedback:** Information is subjective. Verification inspection is NOT required.

#### 3.2. NORMA IMO 9306419

Risk Rated:	<b>Green</b> 41%
Fleet Type Average:	42%
Vessel Type:	General cargo
Operator Risk Rating:	<b>Green</b> 41%
Operator:	Platin Shipping & Trading Co
Flag:	Malta
Class:	RINA
Vessel Age:	15-years



Date of Comments: 7-APR-2021  
 Report Written: 12-MAY-21

**Crew Feedback:** ‘Salary is on time, supplies are fine too.’

**IMRRA Analyst Feedback:** Information is subjective. Verification inspection is NOT required.

### 3.3. BBC VESUVIUS IMO 9508471



Risk Rated: **Green** 36%  
 Fleet Type Average: 42%  
 Vessel Type: General Cargo Ship

Operator Risk Rating: **Amber** 40%  
 Operator: Briese Heavylift Gmbh & Co Kg  
 12-vessels rated

Flag: Antigua and Barbuda  
 Class: DNV GL  
 Vessel Age: 9-years  
 Date of Comments: 15-APR-2021  
 Report Written: 13-MAY-21

**Crew Feedback:** ‘Salary is on time, supplies are fine too.’

**IMRRA Analyst Feedback:** Information is subjective. Verification inspection is NOT required.

### 3.4. SILVER ARCTIC IMO 9618173

No Photo

Risk Rated: **Green** 37%  
 Fleet Type Average: 42%  
 Vessel Type: General cargo

Operator Risk Rating: **Amber** 40%  
 Operator: Fjord Shipping AS  
 6-vessels risk rated

Flag:	Norway
Class:	DNV GL
Vessel Age:	1 year
Date of Comments:	18-APR-2021
Report Written:	14-MAY-21

**Crew Feedback:** ‘Wonderfully new vessel, a high quality vessel. Many electronics, cranes work remotely on consoles, winches can work even on consoles, the ship is both for containers and for general cargo. The company plan the work area - the Arctic Circle. The cabins are large, there is a gym. Everything is very good.’

**IMRRA Analyst Feedback:** Verification inspection is NOT required.

### 3.6. TRANSBALTIC IMO 9248552



Risk Rated:	<b>Green</b> 33%
Fleet Type Average:	42%
Vessel Type:	General cargo ship
Operator Risk Rating:	<b>Amber</b> 45%
Operator:	Rix Shipmanagement Sia 17-vessels risk rated
Flag:	Malta
Class:	LR
Vessel Age:	17-years
Date of Comments:	21-JAN-2021
Report Written:	13-MAY-21

**Crew Feedback:** ‘Just a wonderful vessel!!!’

**IMRRA Analyst Feedback:** Verification inspection is NOT required.

### 3.7. ECO TIDE IMO 9576739

Risk Rated:	<b>Green</b> 31%
Fleet Type Average:	37%
Vessel Type:	Bulk carrier



Operator Risk Rating: La Prora Sas  
 Operator: **Green** 31%  
 Flag: Portugal  
 Class: BV  
 Vessel Age: 10-years  
 Date of Comments: 26-May-2021  
 Report Written: 13-MAY-2021

**Crew Feedback:** ‘Good work and accommodation conditions. Good and adequate master. Best vessel what I had.’

**IMRRA Analyst Feedback:** Verification inspection is NOT required.

### 3.8. ALBY STORY IMO 9104603



Risk Rated: **Amber** 41%  
 Fleet Type Average: 37%  
 Vessel Type: Bulk carrier  
 Operator Risk Rating: **Amber** 43%  
 Operator: DCT Shipping Ltd  
 Flag: Panama  
 Class: NK  
 Vessel Age: 26-years  
 Date of Comments: 01-APR-2021  
 Report Written: 14-MAY-21

**Crew Feedback:** ‘The ship is old, but the working condition is ok. The food is good. Salary arrives on time.’

**IMRRA Analyst Feedback:** Information is subjective. Verification inspection is required. There were PSC detention in 2019.

## 4. Terminal operator feedback on Liquid Vessels Discharging & Loading

Two exclusive Oil Terminal feedback statements on vessels discharging at Ports.

### **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 PSC or other physical inspection. The feedback gives a true picture of the competency of the crew.

IMRRA working with the vessel technical managers: As you will review from the five examples listed, vessels with lower vessels risk ratings compared to the fleet type average also have terminal safety performance challenges. IMRRA's analysts always contact the technical management for their feedback regarding the comments. When negative comments are known, IMRRA always recommends a physical verification inspection for an objective vessel's risk rating status.

Vessel	Date	Vessel	Commentary
1	04/04/2021	IMO 977XXXX Gas Carrier Tanker 4 years old Risk Rating <b>Amber</b> 37% Fleet Type Avg. 35%	<i>'The vessel conditions, discharge performance and personnel quality above the standard.'</i>
		<b>Terminal &amp; Analyst Feedback</b>	Terminal's feedback is objective information. Verification inspection is NOT required. RR 37%** - IMRRA Amber zone due to PSC detention in Jan 2021
2	06/04/2021	IMO 973XXXX Gas Carrier Tanker 5 years old <b>Risk Rating Green</b> 31% Fleet Type Avg. 36%	<i>'The vessel discharge condition is very good. Vessel deck and accommodation very clean. No any bad item.'</i>
		<b>Terminal &amp; Analyst Feedback</b>	Terminal's feedback is objective information. Verification inspection is NOT required.

### Summary:

If you have any questions regarding the vessel risk ratings, or how the 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 has a right of reply regarding their vessel type.

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