



In Partnership with:



**International Maritime Risk Rating Agency
Vessel Risk Rating Report**

Vessel Name: "BLUE APRIL", IMO 8323551

Vessel Risk Assessed Date: 12.12.2018

Client: IMRRA

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IMRRA Risk Report for BLUE APRIL

Order Details:

Vessel risk rating date:	12.12.2018
Vessel name:	BLUE APRIL
Report created for:	IMRRA
Ordered:	12.12.2018

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1.Vessel Name & Risk Rating

VESSEL'S NAME:	BLUE APRIL
IMO No:	8323551
Delivery Date:	18 Dec 1984
Risk Rating:	67%
Fleet Average:	35%
Traffic Light Colour	Red
Description of the completed assessment:	Risk Rating is above the limits of the current average risk rating

2.Vessel Particulars

LOA:	113.320 m
Breadth:	18.010 m
Draught:	6.318 m
Displacement:	8 247 mt
Depth:	8.010 m
Deadweight:	6 556 mt
Type of vessel:	Chemical/Products Tanker
Hull:	Double Bottom Entire Compartment
Hull Material:	Steel
Cargo Handling Gear:	Cargo Pumps 4
Tanks:	15 Steel (Unspecified) Centre Or Only Cargo Tank(s)
Flag:	Panama
Flag performance:	Paris MoU / Tokyo MoU - White
Ship Builder:	Kochi Jyuko K.K. - Kochi
Valid International P&I insurance:	NO
P&I Information:	Unknown; Previous - SKULD
Date of last P&I inspection:	No information; Previous – 25.10.2010

3.PSC History

PSC inspections:	04.09.2018, Indian Ocean MoU, Bushehr (follow-up), no new deficiencies 07.08.2018, Indian Ocean MoU, Bushehr (initial), 11 deficiencies (3 re Fire Safety - Fixed fire extinguishing installation, Oil and
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	<p>Dirty Mixtures from Machinery Spaces, Other (fire safety); 2 re Life saving appliances (LSA) - Launching arrangements for survival craft, Bunker delivery notes; 1 re Propulsion and auxiliary machinery - Propulsion main engine; 3 re Ship's certificates and documents - Continuous synopsis record, Marpol – SOPEP, Oil pollution prevention (IOPP); 1 re Working spaces and accident prevention)</p> <p>25.02.2017, Indian Ocean MoU, Bushehr (initial), 7 deficiencies (1 re Alarm - Other alarm – signals; 1 Crew certificates - Endorsement by flagstate; 2 re MARPOL (annex I and IV) - Other (Marpol annex I), Sewage treatment plant; 1 re Radiocommunications - VHF radio installation; 1 re safety of navigation - Gyro compass; 1 re Structural Safety - Decks corrosion)</p>
Detentions:	07.06.2016, Indian Ocean MoU, Bushehr, 4 days- grounds for detention – 3 deficiencies (2 re Fire safety - Fire detection, Means of escape, 1 re Safety of navigation - Speed and distance indicator)

4. Terminal's feedbacks

<u>Terminal's feedbacks:</u>	no information
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5.Class

Class Assigned:	Overseas Marine Certification (Non-IACS)
Surveys:	No information
Ice Class:	none
Class Notation:	No information

6.Dry Dock History

Date of last dry-dock:	No information
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7.Intelligence

Intelligence:	neutral
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8.Vessel Operator Risk Profile

Operator Risk Profile:	Operator is unknown
Casualty History for Manager:	Neutral
Owner or Bareboat Charterer:	Owner/Bareboat is unknown
Registered Owner:	Choice Shipping Co Ltd
Technical Manager/Operator:	Operator is unknown

9.Condition Assessment Program (CAP) Rating/Other/Specialist

CAP rating:	For hull: not applicable (Age>15 years, DWT - 6556) For Machinery: not applicable (Age>15 years, DWT - 6556)
Other info 1:	age > 30
Specialist:	SBT, 0.203m Manifold Discharge Diameter

10.Trading Areas

Trading Areas Last 12 Months	
December 2018	South Asia
November 2018	South Asia
October 2018	South Asia
September 2018	South Asia
August 2018	South Asia
July 2018	South Asia
June 2018	South Asia
May 2018	South Asia

April 2018	South Asia
March 2018	South Asia
February 2018	South Asia
January 2018	South Asia
December 2017	South Asia

11. Ship's certificates

Ship's docks	Due Date
Cargo Ship Safety Construction	2019-08-01
Cargo Ship Safety Equipment	2019-08-01
Cargo Ship Safety Radio	2019-08-01
Document of Compliance	2019-01-16
Expired certificate 003	2018-09-08
International Air Pollution Prevention	2019-08-01
International Ballast Water Management	2022-07-12
International Oil Pollution Prevention (IOPP)	2022-07-12
Load Line	2019-08-01
Safety Management Certificate	2018-09-08

12. Rating and Assessment Explanation of IMRRA's Methodology

The following key risk factors are identified, assessed, given a numerical weighting:

1) Statistical Risk Factors: Vessel criteria that does not significantly vary over time, are associated with long-term vessel risks, and can be managed through the application of a statistical trend factor. i.e. factors not affected by business environment.

- Static risk factors are based on the following example information:
- Casualty History & Incidents
- Classification Society Performance
- Company Operator Performance
- Insurance claim history
- Vessel Particulars

2) Dynamic Risk Factors: that rise from changes in their frequency or severity. Not just a desktop survey! Dynamic risk factors are derived from variable information such as:

- Crew proficiency

- Inspection Reports
- Port State Control & US Coast Guard
- Safety inspections & reports from industry databases
- Self-test audit reports
- Terminal's feedback

The ever-increasing importance of these dynamic risks, as they relate to the risk management process, are recognized, and the distinctive demands these risks place on an organization are assessed.

3) Verified Risk Factors: IMRRA's forecasting and prediction tool. The analysis of collected data indicates improvement, or decline, in vessel operation and management. The critical 'Human factor' when assessing risk.

- Verified RA information
- Vessel Operator Verification audits

Regression Analysis is a statistical process for estimating the relationship among variables, and is an established technique widely used for forecasting and prediction.

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