



IMRRA's October 2020 Liquid Cargo Newsletter

Featuring:

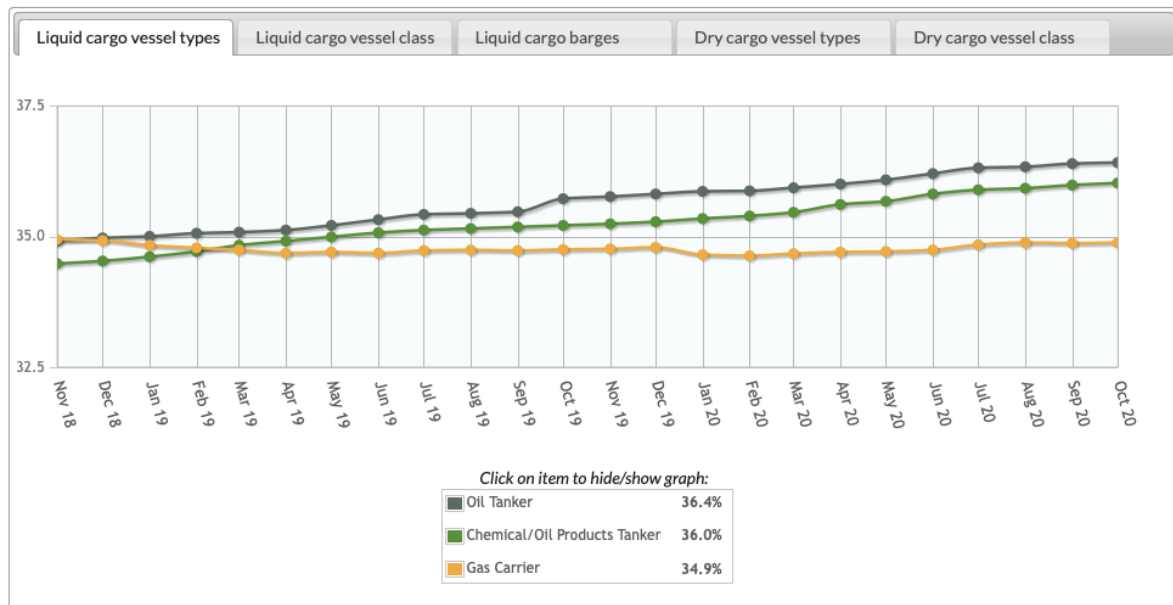
- Liquid Cargo Vessel Risk Trends Table
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Dear Reader,

During September 2020, 1,115 Liquid Cargo vessels were assessed and risk rated by IMRRA's analysts. Overall risk ratings for Oil & Chemical vessels continued their 2020 upwards movement to a higher risk profile.

56-vessels had individually more than five-deficiencies, with a total count of over 512 deficiencies researched. Seven-vessels were detained by PSC Authorities, resulting in a higher risk rating. These vessels will be closely monitored by IMRRA's analysts to see if their operating performance improves by the next PSC inspection.

Liquid Cargo Vessel Risk Trends Table



* Place cursor over graph for actual vessel risk rating.

Liquid Cargo Vessels risk is rising: Data taken exclusively from marinerating.com's Risk Trend Tables shows Liquid Vessel risk trends are rising faster during the past six-months than the previous 18-months, which is likely to be attributed to the on-going Covid-19 pandemic



1. IMRRA's September 2020 Vessels Risk Rated Summary

Data Summary	Aug-20
Vessels Safety Risk Rated	1,043
DWT Safety Risk Rated	54,375,164
Vessels Higher Risk Amber & Red Safety Rated	232
Vessels 'Green' Safety Risk Rated	811
Benchmarked 'Average Vessel' Risk Rating	34%
Risk Lowest Green Rated Vessels	24%
Risk Highest Red Rated Vessel	64%
Percentage of Fleet Below Average Risk Rating	77.8%
Percentage of Fleet Above Average Risk Rating	22.20%
Vessel Casualty Incidents Analyzed	23
Vessels Risk Assessed with poor PSC (five or more deficiencies)	40
Total Deficiencies	341
Detentions Assessed	7

2. September's (2020) PSC Deficiencies Ranked

Ranked	Most Common Deficiencies	Sep-20	Percentage
1	Certificate and Documentation	71	13.9
2	Life Saving Apparatus	67	13.1
3	Fire Safety	62	12.1
4	Safety of Navigation	48	9.4
5	Labour Conditions	45	8.8
6	Emergency Systems	37	7.2
7	Pollution Prevention	36	7.0
8	Propulsion and Auxiliary Machinery	26	5.1
9	Structural Conditions	21	4.1
10	Living and Working Conditions	21	4.1
11	Water/Watertight Conditions	19	3.7
12	Other	17	3.3
13	ISM	15	2.9
14	Radio Communications	12	2.3
15	Alarms	7	1.4
16	Cargo Operations & Equipment	6	1.2
17	MLC	2	0.4
18	Dangerous Goods	0	0.0
Total Deficiencies		512	



3. Vessel Age, Deficiencies & Detentions Relationship

Delivery date (0-5yrs)	No. of vessels	No. of deficiencies	Detentions	Vessel to Deficiencies Ave.
1976-1981	2	14	0	7
1982-1987	4	26	0	6.5
1988-1993	4	40	1	10
1994-1999	3	82	3	27.3
2000-2005	11	89	0	8.1
2006-2011	22	196	3	8.9
2012-2017	8	54	0	6.8
2018-2020	2	11	0	5.5
Total	56	512	7	9.1

4. Vessel's Offered for Trades by Type & Age for Trading

Number of evaluated vessels in September 2020.

Years	Deadweight				
	<5,000	5000-20000	20000-50000	50000-150000	>150000
≥ 25 years	15	5	0	1	0
20-25 years	20	13	6	4	6
15-20 years	22	45	88	60	23
10-15 years	44	108	171	120	22
5-10 years	17	50	55	52	11
≤ 5 years	19	35	37	53	13

Ranking of most requested vessels risk rated for possible chartering:

1. 20,000-50,000 MT 10-15 years
2. 50,000 to 150,000 10-15 years
3. 5,000 to 20,000 MT 10-15 years



5. IMRRA's Risk Rated Vessel's 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 to of been in a casualty or incident situation.

The following recorded excerpts were highlighted and reported during September 2020 by [FleetMon's Maritime News Service](#).

Below are vessels reported in Fleetmon's Maritime News with an upwards adjusted risk rating.

5.1. Tanker accident in Falmouth - Sep 1, 2020

Product tanker ELSE MARIE THERESA understood to come out of control while unmooring at Falmouth Docks in the morning Sep 1, and reportedly, ran aground by her bow, contacting nearby training boat SMIT YARE (IMO 9266621). According to official statements, tanker was quickly returned to berth, with minimal damages to all involved.

New Overall Risk Rating	46% = Amber
Fleet Type Average	36%
New Analysis Date	11-SEP-20

5.2. Tanker hit by devastating explosion, Vietnam - Sep 7, 2020

Product tanker TRUNG THAO 36 BLC suffered a devastating explosion in portside cargo tanks midship area in the morning Sep 7, while waiting for permission to enter Dung Quat port, Quang Ngai, central Vietnam. Some of 12 crew were thrown overboard by the blast. 1 crew went missing, 11 were rescued. Fire after explosion was extinguished by SAR and tug boats in about an hour. Tanker is in ballast, so no doubt fumes from cargo tanks residues exploded.

Overall Risk Rating	53% = Red
Fleet Type Average	36%
New Analysis Date	08-SEP-20

5.3. Panamax hull breached, water ingress, San Lorenzo - Sep 24, 2020

Bulk carrier MAJESTIC SKY suffered hull breach in bow area during, reportedly, anchorage manoeuvring, after unmooring off COFCO terminal, San Lorenzo, Argentina, Parana river, in the morning Sep 24. the ship has just completed loading of 42,000 tons of soy meal and was about to set sail for Las Palmas. Forepeak ballast tank was breached in ensuing water ingress. Not yet clear if the



ship was breached as a result of contact during unmooring, or somehow, managed to breach underwater hull when anchoring, probably because of low water. As of 1300 UTC Sep 24, she was still at anchor, in front of San Lorenzo.

New Overall Risk Rating 40% = Amber

Fleet Type Average 36%

New Analysis Date 25-SEP-20

If you have any questions regarding the newsletter data, or about the Dynamic Risk factors, please don't hesitate to get in touch.

Regards,

Wayne Hurley
Head of Business Development

e: Wayne.Hurley@marinerating.com

d: +44(0) 20 7900 2841

m: +44(0) 7824 367535

www.marinerating.com

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