



IMRRA's November 2020 Newsletter

Featuring:

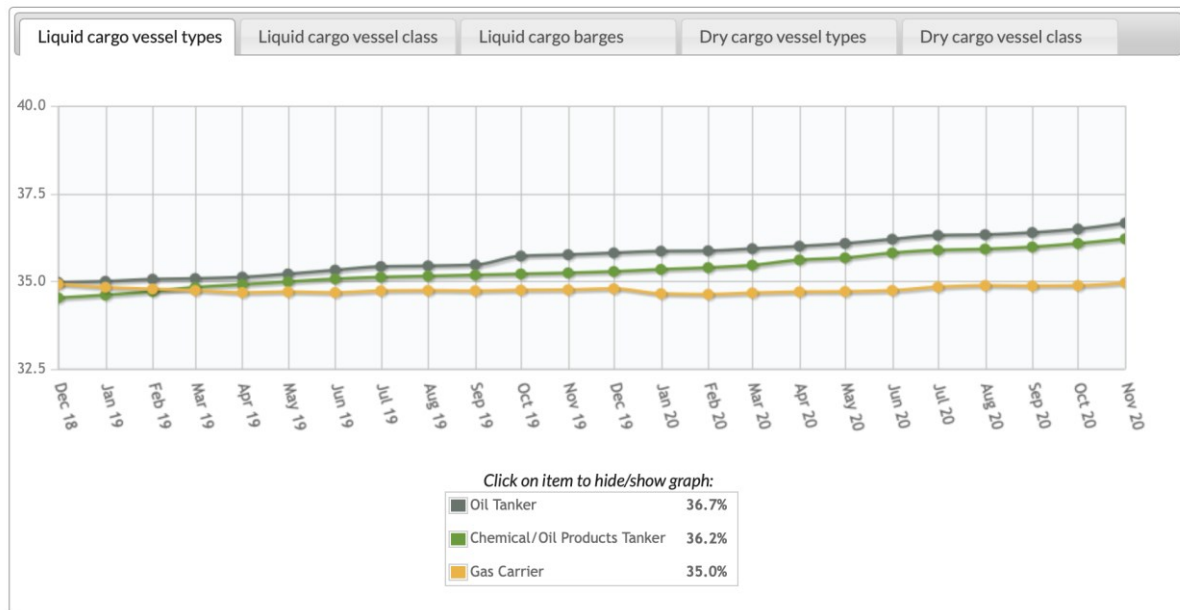
Vessel PSC Deficiencies Ranked
PSC Deficiencies by Vessel Age & Type
Vessel Age & Detentions Relationship
Vessel's Offered for Trade by Type & Age

Dear Reader,

During October 2020, 1,517 Liquid Cargo vessels were assessed and risk rated by IMRRA's analysts. 65-vessels individually had more than five-deficiencies, with a total count of over 584 deficiencies researched. 13-vessels were detained by PSC Authorities, resulting in a higher risk rating awarded by IMRRA's analysts.

IMRRA's Exclusive Vessel Risk Rating Trends Table:

Last: 2 years year



As the risk trend table above demonstrates the, the overall risk ratings for Oil Tankers, and Chemical Oil Products tankers has continued to rise throughout 2020 due to the global Covid-19 Crisis.

1. October (2020) 1,517 Vessel Port State Control Deficiencies Ranked

Many of the International Maritimes Organizations (IMO) most important technical conventions contain provisions for ships to be inspected when they visit foreign ports to ensure that they meet all the IMO's requirements.



Port State Control (PSC) is the inspection of foreign ships in national ports verifying the condition of the ship and its equipment comply with the requirements of international regulations, and the ship is manned and operated in compliance with these rules. (source - <http://www.imo.org/>)

PSC is very important instrument in raising standards of Maritime Safety, as well as it is an important parameter in the safety risk assessment of vessels.

Ranked	Most Common Deficiencies	Oct-20	Percentage
1	Certificate and Documentation	81	14%
2	Safety of Navigation	68	12%
3	Living and Working Conditions	67	11%
4	Pollution Prevention	64	11%
5	Emergency Systems	60	10%
6	Propulsion and Auxiliary Machinery	35	6%
7	Fire Safety	33	6%
8	Radio Communications	28	5%
9	Life Saving Apparatus	25	4%
10	Labour Conditions	23	4%
11	Water/Watertight Conditions	23	4%
12	ISM	21	4%
13	Structural Conditions	19	3%
14	Dangerous Goods	12	2%
15	Other	8	1%
16	Cargo Operations inc. Equipment	8	1%
17	Alarms	6	1%
18	MLC	3	1%
	Total Deficiencies	584	

2. Vessel Age, Deficiencies & Detentions - A Direct Relationship

2.1 Port State Control Deficiencies by Vessel Type - Oil Tankers

Oil Tankers			
Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	2	16	0
5-15 years old	14	129	3
≥ 15 years	10	122	3
Total:	26	267	6

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2.12 Port State Control Deficiencies for Oil Product Tankers

Ranking	Name	Number
1	SAFETY OF NAVIGATION	39
2	CERTIFICATE AND DOCUMENTATION	36
3	Life Saving Apparatus	30
4	FIRE SAFETY	29
5	LABOUR CONDITIONS	21
6	RADIO COMMUNICATIONS	16
7	STRUCTURAL CONDITIONS	15
8	LIVING AND WORKING CONDITIONS	15
9	POLLUTION PREVENTION	12
10	WATER/WEATHERTIGHT CONDITIONS	12
11	EMERGENCY SYSTEMS	11
12	ISM Code	7
13	PROPULSION AND AUXILIARY MACHINERY	6
14	OTHER	6
15	Maritime Labour Convention	5
16	ALARMS	3
17	CARGO OPERATIONS INCLUDING EQUIPMENT	3
18	DANGEROUS GOODS	1
	Total:	267

2.2 Port State Control Deficiencies by Vessel Type - Chemical/Oil Product Tankers

2.21 Chemical/Oil Tankers

Chemical/Oil Tankers			
Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	2	13	0
5-15 years old	17	156	4
≥ 15 years	11	91	2
Total:	30	260	6

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2.22 Port State Control Deficiencies for Chemical & Oil Product Tankers

Ranking	Deficiency	Number
1	LABOUR CONDITIONS	43
2	FIRE SAFETY	41
3	Life Saving Apparatus	30
4	EMERGENCY SYSTEMS	23
5	SAFETY OF NAVIGATION	21
6	CERTIFICATE AND DOCUMENTATION	18
7	ISM CODE	15
8	WATER/WEATHERTIGHT CONDITIONS	15
9	POLLUTION PREVENTION	12
10	PROPULSION AND AUXILIARY MACHINERY	12
11	STRUCTURAL CONDITIONS	8
12	CARGO OPERATIONS INCLUDING EQUIPMENT	8
13	LIVING AND WORKING CONDITIONS	6
14	RADIO COMMUNICATIONS	3
15	ALARMS	3
16	OTHER	1
17	DANGEROUS GOODS	1
18	Maritime Labour Convention	0
	Total:	260

2.3 Port State Control Deficiencies by Vessel Type – Gas Carriers

Gas Carrier			
Vessel's age	Number of vessels	Number of deficiencies	Detentions
≤ 5 years	0	0	0
5-15 years old	5	30	0
≥ 15 years	2	12	1
Total:	7	42	1

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2.31 Port State Control Deficiencies for Gas Carrier

Rank	Deficiency	Number
1	SAFETY OF NAVIGATION	7
2	FIRE SAFETY	6
3	POLLUTION PREVENTION	6
4	CERTIFICATE AND DOCUMENTATION	5
5	ISM Code	3
6	Maritime Labour Convention	3
7	Life Saving Apparatus	2
8	LABOUR CONDITIONS	2
9	LIVING AND WORKING CONDITIONS	2
10	RADIO COMMUNICATIONS	2
11	WATER/WEATHER TIGHT CONDITIONS	1
12	OTHER	1
13	DANGEROUS GOODS	1
14	CARGO OPERATIONS INCLUDING EQUIPMENT	1
15	STRUCTURAL CONDITIONS	0
16	EMERGENCY SYSTEMS	0
17	PROPULSION AND AUXILIARY MACHINERY	0
18	ALARMS	0
	Total:	42

3. Vessel's Offered for Trade by Type & Age for Trading

The table below is a breakdown of the relationship between vessel age and tonnage from vessel risk rating requests by clients. The table demonstrates the vessels being offered for charter, and then subsequently safety risk rated by IMRRA.

Number of Evaluated Vessels October 2020

Vessel Age	Deadweight				
	<5,000	5-20,000	20-50,000	50-150,000	>150,000
≥ 25 years	72	10	1	1	0
20-25 years	44	22	11	4	4
15-20 years	60	50	101	57	23
10-15 years	130	142	170	118	23
5-10 years	59	59	75	58	22
≤ 5 years	23	36	48	80	14



Below is October's top three vessels risked rated by both age and deadweight.

1. 20,000 to 50,000 dwt, 10-15 years
2. 5,000 to 20,000 dwt, 0-15 years
3. <5,000 dwt, 10-15 years

Highest Traded Vessels during October 2020: As in September, vessels aged 10-15 years in the 20,000 to 50,000 bracket, remains the most common vessel chartered. The only notable difference is vessels aged 10-15 years with a deadweight of 50,000-150,000 has dropped out of the top three.

4. 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.

Tanker STAR BALBOA (IMO 9186730) - undergoing drugs search since last August

Product tanker STAR BALBOA IMO 9186730, currently impounded at the Port of Spain anchorage, Trinidad and Tobago since Aug 29, 2020. The tanker was detained shortly after arrival, on suspicions of drug trafficking. Local law enforcement, tipped off by the US DEA, is undertaking continual drug searches, with no success.

Star Balboa was risk rated as 'Amber' by IMRRA (9 August 2018), and as such required a clear planned approach to its vessel management, with increased risk management strategies. The high vessel risk rating of 46%, is 12% above the fleet type average, and only 4% below the 'Red' warning trigger.

Did you know IMRRA can assist charterers and owners in preventing ship arrest and seizures?

You may not be aware IMRRA now offers physical vessel drug inspections. The inspections can be conducted alongside radioactive vessel contamination inspections, as part of an overall physical verification inspection when there have been any suspicious activities.

Possible reasons for clients to request physical inspections can include voyage history & trading patterns. The time a vessel spends in port is widely recognised as being the highest risk time for smuggling.

If you have any questions regarding the newsletter data, or about the new drugs inspections service offered by IMRRA, please do not hesitate to get in touch with me.

Regards,

Wayne Hurley
Head of Business Development
e: Wayne.Hurley@marinerating.com
www.marinerating.com

P.S. 12-month free trials of marinerating.com available [here](#).