



In Partnership with:  **FleetMon**
Tracking the Seven Seas

INTERNATIONAL MARITIME RISK RATING AGENCY

Vessel Risk Rating Report “ARESSA” (IMO 7612498)

Vessel Risk Assessed Date: 19 Feb 2020
Customer: IMRRA

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Description of the completed assessment

The RISK assessment of general cargo vessel "ARESSA" has been completed and the result is reflected in the International Maritime Risk Rating Agency (IMRRA) database. Please note the vessel Risk Rating Report contains no independently verified physical vessel inspection data however IMRRA physical inspection is recommended to be conducted to counter threats and mitigate risks.

Risk Rating components:

Static Risk score:	78%
Dynamic Risk score:	69%
Verified Risk score:	N/A

Risk Rating	74%*
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**Risk Rating score (%) provided by IMRRA is calculated by multiplying probability and impact through other factors that reflect the severity of a potential risk that may occur due to some unforeseen circumstances. It is not the average value between static, dynamic and verified risk ratios.*

Overall risk rating score: 74% (IMRRA Red Zone) for the vessel "ARESSA", 34.5% above the average risk rating for this vessel type (39.5%).

General cargo ARESSA IMO 7612498 is a 2,649 MT DWT Cameroon-flagged that was built in 1978 (42 years old). Current technical management is unknown.



The **factors** leading to the vessel's 74% risk ratings are as follows:

- Multiple Flag changes
- Unsatisfactory PSC history and detentions
- Potential illicit activity
- Crew negative feedback
- Unknown P&I Club
- Non-IACS class

All the listed factors show that the vessel is substandard and requires immediate action to control the potential hazard. The vessel is a high-risk probability for severe accidents and casualties, and therefore a high risk for chartering; also, the vessel represents potential high risk of illicit activity including:

- **Drug smuggling** - the subject vessel was recently operating in the region with high-intensity drug trafficking:

Venezuela, Guaranao	2020-02-17 15:08		
Brazil, Fortaleza	2020-01-15 16:40	2020-01-23 20:04	8 days
Brazil, Fortaleza	2020-01-14 07:22	2020-01-14 11:24	4hrs 2min
Brazil, Recife	2020-01-02 06:08	2020-01-10 23:51	8 days

- **Terrorist threats & activities, and illegal immigrant trafficking:**

Senegal, Dakar	2019-12-17	2019-12-17	9hrs 20min
Senegal (Kaolack)	2019-12-15	2019-12-16	1 day 38min

Deficiencies History:

1. Denmark: The "Aressa" has been seized after the Danish Maritime Authority found no less than 37 faults and deficiencies on board the ship during a port state control at the Prøvestenen in Copenhagen on Sep 11, 2019. The living conditions on board were poor. Crew members have not been paid, and there was absolutely clutter in the salary accounts with doubts about what they have been given and whether they have been paid. Nine of the crew were from Russia and two from Belarus. There was no heat and the supply - which is deficient - did not meet the requirement for a healthy and varied cooking. As far as security was concerned, there were 33 faults and shortcomings including faulty fire equipment and charts that were more than two years old among others. It was the third time in the past year that the ship has been detained, and it is thus faced with prohibited access to ports in Europe.

2. Russia: In November 2018, the "Aressa" spent four days detained in Azov for defects in lifeboats and fire extinguishing equipment among others. The ship was released by the Russian authorities on condition that it sailed to a shipyard for repairs. It was, however, uncertain whether this did take place.

3. United Kingdom: On Jan 23, 2019, Port State inspectors at Goole found 24 failures and defects. 13 of the deficiencies were so severe that they each provided reasons for detention. Here too, the inspectors found defects and deficiencies in rescue equipment, missing certificates and defective contracts among others. The 'Aressa' was detained in Goole for 1.5 months and was allowed on March 12 to sail after the presentation of a documented agreement with a shipyard for repair work.

4. Denmark: When the Danish Maritime Authority now found several violations of the Maritime Labor Convention, ITF Denmark was informed. ITF Inspector Morten Bach on Sep 12 offered the crew his assistance in connection with the salary payments, etc. but was thrown off the ship by the Russian captain, who in no case needed help. It was his clear impression that the crew was suppressed and afraid of the consequences of contacting someone. The captain maintained that the shipping company had ordered supplies and that it would come on board soon. The ITF followed up

and checked that supplies and water were coming on board. With the prospect of a likely long-term detention of the ship, its condition taken-into-account, there is a risk that the shipping company will just abandon ship and crew.

Section 1. Vessel general data and risk rating information

Vessel Name	ARESSA
IMO No	7612498
Call sign/MMSI:	TJMC15 / 613003556
Vessel Type	General Cargo Ship
Delivery Date	17 Oct 1978
Previous vessel name(s)	BALTIYSKIY-103
Flag	Cameroon
Flag performance	No information
Flag changes	YES
Previous flags	2017-05 Togo 2009-09 Russian Federation 2009-01 Saint Vincent and the Grenadines 1992-00 Russian Federation
Risk Rating	74%
Fleet Type Average Risk Rating	39.5%
IMRRA Traffic Light Color ^[Sec 16- 1]	Red

Section 2. Intelligence

Casualty History for vessel 16 Jul 2014, Volga river, involved in a stranding incident (under previous technical operator)

The vessel has been involved in a pollution during the past 12 months NO

The vessel has been involved in a grounding during the past 12 months	NO
The vessel has been involved in a collision incident during the past 12 months	NO
Potential for Drug trafficking	<p>Venezuela, Guaranao 2020-02-17 15:08</p> <p>Brazil, Fortaleza 2020-01-15 16:40</p> <p>2020-01-23 20:04 - 8 days</p> <p>Fortaleza 2020-01-14 07:22</p> <p>2020-01-14 11:24 - 4hrs 2min</p> <p>Recife 2020-01-02 06:08</p> <p>2020-01-10 23:51 - 8 days</p>
Potential terrorist threats and activities	<p>Senegal, Dakar 2019-12-17 2019-12-17 - 9hrs 20min</p> <p>Senegal, Kaolack 2019-12-15 2019-12-16 - 1day 38min</p>
Potential illegal immigrants trafficking	<p>Senegal, Dakar 2019-12-17 2019-12-17 - 9hrs 20min</p> <p>Senegal, Kaolack 2019-12-15 2019-12-16 - 1day 38min</p>
Exposure to Sanctions	Neither the vessel, nor operator is not under sanction
Radioactive contamination	Could be verified by IMRRA inspection using sophisticated detection equipment
CO2 Voyage Emissions*	<p>Venezuela, Palúa, 10 Feb 2020, 12:39</p> <p>Venezuela, Guaranao 17 Feb 2020, 21:22 - n/a</p> <p>Suriname, Paramaribo, 3 Feb 2020, 01:58</p> <p>Venezuela, Palúa 7 Feb 2020, 21:58 - n/a</p> <p>Brazil, Fortaleza 16 Jan 2020, 08:02</p> <p>Suriname, Paramaribo 2 Feb 2020, 04:34 - n/a</p> <p>Brazil, Recife 2 Jan 2020, 19:51</p> <p>Brazil, Fortaleza 14 Jan 2020, 12:47 - n/a</p>

*Data supplied from partner fleetmon.com

Social Networks data	There is a complaint from a seaman on a social feedback platform: "Very poor food supply. The ship manager is awful. There is a delay with a salary."
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Covered by an ITF agreement

National rules apply

Section 3. Vessel Operator Risk Profile

Owner or Bareboat Charterer	Aressa Shipping Ltd
Registered Owner	Aressa Shipping Ltd
Technical Manager/Operator	Unknown
Commercial operator	INGRIA SHIPPING LTD
US Qualified individual (QI)	No information
Operator Risk Profile	Unsatisfactory
Casualty History for Manager	No information

Section 4. Class

Class Assigned	Dromon Bureau of Shipping (Non-IACS)
Last renewal survey	30 Aug 2018
Next renewal survey	29 Aug 2023
Condition of Class / Significant Memo	No information
Ice Class	Strengthened
Class Notation ^[Sec.16-3]	No information
Classification Society changed	No information
Previous Classification Society	No information
Statutory surveys	No information
Conditions related to class	No information
Conditions related to statutory certificates	No information
Surveys of Machinery Items	No information
Hull Items	No information

Section 5. Port State Control History

PSC inspections

- 23 Jan 2020, Vina Del Mar MoU (follow-up inspection), Fortaleza Ce - no deficiencies;
- 10 Jan 2020, Vina Del Mar MoU (follow-up inspection), Recife Pe - no deficiencies;
- 07 Jan 2020, Vina Del Mar MoU (follow-up inspection), Recife Pe - no deficiencies;
- 02 Jan 2020, Vina Del Mar MoU (Initial inspection), Recife Pe - 2 deficiencies (Propulsion & aux. - Auxiliary engines; Ship's certificates and documents - Other certificates)
- 13 Nov 2019, Paris MoU (More detailed), Bilbao - 11 deficiencies (ISM, related deficiencies (Not as required); Life Saving Appliances - Stowage of life rafts (Not properly maintained); MLC, 2006 Conditions of employment - Wages (Interval monthly account, Missing) (x2); MLC, 2006 Health protection, medical care, social security - Cleanliness of engine room (Not as required); MLC, 2006 Health protection, medical care, social security - Lighting - working spaces (Damaged); Propulsion and auxiliary machinery - Auxiliary engines (Not as required); Propulsion and auxiliary machinery - Other propulsion and auxiliary machinery; Radio Communications - VHF radio installation (Not as required); Safety of Navigation - Automatic identification system (AIS) (Not as required); Safety of Navigation – Echo sounder (Inoperative))

Detentions

- 11 Sep 2019, Paris MoU (More detailed), Copenhagen - 21 days, grounds for detention - 10 deficiencies (Fire safety - Ready availability of firefighting equipment (Inoperative); Fire safety - Ready availability of firefighting equipment (Inoperative); Life Saving Appliances - Distress flares (Expired); Life Saving

Appliances - Line throwing apparatus (Expired); MLC, 2006 Accommodation, recreational facilities, food and catering - Provisions quantity (Insufficient); MLC, 2006 Accommodation, recreational facilities, food and catering - Sanitary Facilities (Not as required); MLC, 2006 Conditions of employment - Calculation and payment of wages (Non-payment of wages); MLC, 2006 Health protection, medical care, social security - Cleanliness of engine room (Not as required); Safety of Navigation - Charts (Missing); Safety of Navigation - Lights, shapes and sound signal (Inoperative))

- 23 Jan 2019, Paris MoU (More detailed), Goole - 48 days, grounds for detention - 13 deficiencies (Certificate & Documentation - Crew Certificates - Seafarers' employment agreement (SEA) (Not as required); Certificate & Documentation - Documents - Certificate or documentary evidence of financial security for repatriation (Missing); Certificate & Documentation - Documents - Certificate or documentary evidence of financial security relating to shipowners liability (Missing); Certificate & Documentation - Documents - Procedure for complaint under MLC,2006 (Missing); Certificate and Documentation - Ship Certificates - Certificate for Bunker oil pollution damage (Invalid); Certificate and Documentation - Ship Certificates - Continuous synopsis record (Missing); Certificate and Documentation - Ship Certificates - Declaration of Maritime Labour Compliance (Part I) (Missing); Certificate and Documentation - Ship Certificates - Document of compliance (ISM code) (Entries missing); Certificate and Documentation - Ship Certificates - Safety manning document (Invalid); ISM, related deficiencies - Not as required; Life Saving Appliances - Maintenance of Life Saving Appliances (Not as required); Life Saving Appliances - Stowage of life rafts (HRU Expired); Water/Weathertight conditions - Ventilators air pipes ceasing (Corroded))
- 21 Nov 2018, Paris MoU (Expanded inspection), Azov - 3 days, grounds for detention - 6 deficiencies (Certificate & Documentation - Documents - Ship

specific plans for the recovery of persons from the water (Missing); Emergency Systems - Emergency source of power - Emergency generator (Inoperative); Emergency Systems - Enclosed space entry and rescue drills (Lack of training); Fire safety - Fire fighting equipment and appliances (Inoperative); Life Saving Appliances - Lifeboat inventory (Not as required); Pollution prevention - MARPOL Annex I - Oil filtering equipment (Not properly maintained))

Section 6. Feedback from Marine Terminals

Terminal's feedbacks No information

Section 7. P&I Information

Valid International P&I insurance Unknown
 Current P&I Club Unknown
 Date of last P&I inspection Unknown

Section 8. Crew

Up-to-date information 10 Sep 2019
 Total crew 11
 Nationalities Belarus, Russian
 Manning agency name Aressa Shipping Ltd

Section 9. Dry Dock

Date / place of last dry-dock No information

Section 10. Vessel Construction and Equipment Details

Length overall (LOA)	95.00 m
Length between perpendiculars (LBP)	90.20 m
Extreme breadth	13.21 m
Draught	4.10 m
Displacement	3 935 MT
Moulded depth	--
Deadweight	2 649 MT
Hull	Hull Material: Steel; Hull Connections: Welded Decks: One; Ice strengthened
Major Hull change / repair	YES
Compartments	3 STEEL (UNSPECIFIED) Centre Or Only Dry Cargo Hold(s)
Additional information	1 Centre Or Only Normal Hatch 16.50m long by 8.40m breadth, 2 Centre Or Only Normal Hatch 16.50m long by 10.20m breadth, 1 Centre Or Only Engine Room Bale - 3,475 t; TEU – 83
Maneuvering details	Bow thruster
Ship Builder	Oy Laivateollisuus Ab - Turku Yard/hull No.: 322

Section 11. Movement data

Latest Position received	17 Feb 2020, 2053 UTC
Navigation status	Stopped
Speed	0 kn
Course	--
Draught	4.3 m
Current Port	GUARANAO
Area	South Atlantic Ocean
From	GUARANAO
Destination	THESSALONIKI

Section 12. Recent Port Calls*

Port	Actual Time of Arrival	Actual Time of Departure
Guaranao	2020-02-17 19:08 GMT	
Fortaleza	2020-01-15 20:30 GMT	2020-01-16 03:54 GMT
Recife	2020-01-02 09:42 GMT	2020-01-02 17:51 GMT
Dakar	2019-12-17 08:25 GMT	2019-12-17 15:53 GMT
Puerto De Bilbao	2019-10-30 23:48 GMT	2019-11-14 01:31 GMT
Terneuzen	2019-10-23 18:47 BST	2019-10-23 18:47 BST
Terneuzen	2019-10-18 17:36 BST	2019-10-18 17:36 BST
Sankt-Petersburg	2019-10-09 23:47 BST	2019-10-10 18:54 BST
Sankt-Petersburg	2019-10-06 13:55 BST	2019-10-09 22:44 BST

*Data supplied by Fleetmon

Section 13. Trading Areas

Last 10 Months	Country	Port
February 2020	Venezuela	Guaranao
January 2020	Brazil	Fortaleza
	Brazil	Recife
December 2019	Senegal	Dakar
November 2019	-----	
October 2019	Spain	Puerto De Bilbao
	Netherlands	Terneuzen
	Russia	Saint-Petersburg
September 2019	Denmark	København
	Denmark	Horsens
	Germany	Kiel
	Germany	Brunsbüttel

August 2019	Portugal	Leixoes
	Spain	Las Palmas
July 2019	Côte d'Ivoire	Abidjan
June 2019	Ghana	Tema
	Spain	Las Palmas
May 2019	Sweden	Göteborg
	Germany	Sassnitz
	U.K.	Belfast
	U.K.	Grimsby
	Germany	Brunsbüttel
	Germany	Kiel

Section 14. Additional Information

(1) IMRRA Traffic Light Ratings Explanation:

Red: >54% Risk Rating

Immediate action to control the vessel hazard. High risk for severe incidents/casualties.

Amber: 39-54% Risk Rating

A planned approach to vessel risk management, apply temporary risk management as required.

Green: <39% Risk Rating

Acceptable risk – no further action is recommended due to the high standard of vessel operation. Green risk rated vessels are less likely to harm your company's reputation.

IMRRA Disclaimer

IMRRA's vessel risk rating report is created purely as a tool that can be used for marine safety and security improvements and is not intended to be the sole source or as a basis for any commercial, legal or other decision.

We do not warrant, represent or guarantee:

- ❖ The accuracy and completeness of the statistical information published in this report;*
- ❖ That the information published on this Vessel Risk Rating Report is up-to-date;*
- ❖ That the information in this Vessel Risk Rating Report can be applied to achieve any particular result.*

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About FleetMon:

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