



In Partnership with:



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

Vessel Name: "PTOLEMEOS", IMO 9104081

**Vessel Risk Assessed Date: 12.12.2018
Client: IMRRA**

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IMRRA Risk Report for PTOLEMEOS

Order Details:

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

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1.Vessel Name & Risk Rating

VESSEL'S NAME:	PTOLEMEOS
IMO No:	9104081
Delivery Date:	28.03.1995
Risk Rating:	52%
Fleet Average:	34%
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:	186.000 m
Breadth:	30.430 m
Draught:	11.620 m
Displacement:	53 181 mt
Depth:	16.500 m
Deadweight:	45 712 mt
TEU:	0 TEU
Grain:	57 180 mt
Bale:	55 565 mt
Type of vessel:	Bulk Carrier-Handymax Standard design:Tess-45
Hull Material:	Steel
Hull Connections:	Welded
Cargo Handling Gear:	4 Cranes of 30 tonnes SWL
Flag:	Liberia
Flag performance:	Paris MoU / Tokyo MoU - White
Ship Builder:	Hashihama Shipbuilding Co Ltd - Tadotsu KG
Valid International P&I insurance	YES; International P&I
P&I Information:	The West of England Shipowners
Date of last P&I inspection:	01.12.2018

3.PSC History

PSC inspections:	02.10.2018, Tokyo MoU, Gresik (initial), 1 deficiency (Working and Living Conditions - Provisions quality) 09.04.2018, Indian Ocean MoU, Bandar
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	<p>Khomeini (initial), 4 deficiencies (3 re Propulsion and auxiliary machinery - Auxiliary engines, Other (machinery), Propulsion main engine; 1 re Ship's certificates and documents - Cargo ship safety equipment)</p> <p>01.01.2018, , Indian Ocean MoU, Bandar Khomeini (initial), 11 deficiencies (1 re Fire safety - Oil and Dirty Mixtures from Machinery Spaces; 3 re Life saving appliances – Lifeboats, Public address system, Water level indicator; 1 re MARPOL (annex VI) – Incinerator; 1 re Other - Other (Solas operational); 2 re Radiocommunications - Inmarsat ship earth station, MH/HF radio installation; 2 re Safety of navigation - Nautical publications, Voyage data recorder (VDR); and 1 re Ship's certificates and documents - Thickness measurement report)</p>
Detentions:	<p>09.04.2018, Indian Ocean MoU, Bandar Khomeini (initial), 2 days, grounds for detention – 2 deficiencies (Propulsion main engine; Cargo ship safety equipment)</p>

4. Terminal's feedbacks

Terminal's feedbacks:	neutral
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5.Class

Class Assigned:	Korean Register of Shipping (IACS) (2005-06-00)
Surveys:	Special Survey Date: 2015-04-28
Ice Class:	None
Class Notation:	KRS1 BULK CARRIER 'ESP' HC/E(Hold Nos.2 and 4 may be empty) CLEAN1 LG LI BWE

6.Dry Dock History

Date of last dry-dock:	2018-09-03
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7.Intelligence

Intelligence:	11.08.2017, Chittagong Anchorage, collision with m/v “Venture Spirit” 19.07.2017, Bay of Bengal, sustained engine breakdown
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8.Vessel Operator Risk Profile

Operator Risk Profile:	3 vessels (Bulk Carrier Vessels) with 10 PSC inspections which have been revealed for the current year, including 1 detention and 13 PSC inspections which have been revealed for the 2017 year, without detentions
Casualty History for Manager (for the last three years):	30.07.2018, Khawr Katib, Wrecked/Stranded 08.11.2017, South China Sea, Collision 11.08.2017, Chittagong Anchorage, collision with m/v “Venture Spirit” 19.07.2017, Bay of Bengal, sustained engine breakdown
Owner or Bareboat Charterer:	Titan Marine Ltd
Registered Owner:	Titan Marine Ltd
Technical Manager/Operator:	Probulk Shipping & Trading SA

9.Trading Areas

Trading Areas Last 12 Months	
December 2018	South Asia
November 2018	Singapore Strait
October 2018	South East Asia, South Asia
September 2018	Java Sea, East Asia, South East Asia, West Europe
August 2018	East Asia, West Europe
July 2018	East Asia
June 2018	Malacca Strait, Singapore Strait, South China Sea, East Asia,

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

10. Ship's docks

Convention Survey	Cert. Type
SC	Full
SE	Full
SR	Full
ILL	Full
IOPP	Full
ISPP	Full
IAPP	Full
IMSBC	Full
IBWM	Full
ILO	Full
IAFS	Full
IEE	Full
Class Surveys	
Class Survey	Due Date
Special	2020-03-30
Intermediate	Last: 2018-09-03
Annual	2019-03-30
Docking	2020-03-30
No. 1 Propeller Shaft	2020-02-28
No. 1 Aux. Boiler	2020-03-30

11. 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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