



International Maritime Risk Rating Agency

Sample Ship Risk Assessment Report

Vessel Risk Questionnaire for General, Bulk Carrier and Container vessels.

Sample Report

2018 Edition Revision One
December 2018

Index:

Section	Title	Page
One	Statistical Risk Factors	3
Two	Vessel's Dynamic Risk Information	6
Three	Verified Risk Factors	12
Four	Example IMRRA Information Sources	13

Sample Report

Section One: Statistical Risk Factors

Definition: Vessel criteria that does not significantly vary over time, and are associated with long-term vessel risks.

VESSEL'S GENERAL INFORMATION	
Vessel name:	
IMO number:	
Date of delivery:	
Flag:	
Port of registry:	

KEY CRITERIA FOR RISK CALCULATION

1. VESSEL TYPE	
1.1 Type	

2. FLAG	
2.1 Country	
2.2 Is it the flag of convenience?	
2.3 Flag color MOU list (white, gray, black)	

3. SIZE	
3.1 DWT	
3.2 Displacement / TEU	
3.3 Length Overall	
3.4 Breadth Extreme	

4. SHIPBUILDER	
4.1 Shipbuilder name	
4.2 Shipbuilder (profile)	
4.3 Building period	

5. REGION OF OPERATION	
5.1 Area of operation	

6. CLASSIFICATION SOCIETY	
6.1 Classification society (name)	
6.2 IACS members or not	
6.3 Class condition	
6.4 Class notation	
6.5 Class recommendation/memoranda	
6.6 Dual class	
6.7 Ice class	
6.8 History of Class changes	

7. VESSEL LIFE TIME	
7.1 Age > 15 Years	
7.2 Laid up vessel	
7.3 History of technical management	
7.4 Last Annual Survey	
7.5 Last Intermediate survey	
7.6 Last special survey	
7.7 Unscheduled repairs	
7.8 Last Dry Dock	
7.9 Thickness measurement report	
7.10 Ballast tank coating condition	

8. CHARTERING	
8.1 Charterer name	
8.2 Type of contract	

9. THE TECHNICAL OPERATOR OF THE VESSEL (profile)	
9.1 Vessel Technical Operator	
9.2 Number of years under current management	
9.3 Number pollution incidents under current management	
9.4 Number of groundings under current management	
9.5 Number of collisions under current management	
9.6 Feedback on the management fleet	

9.7	Feedbacks concerning current management	
9.8	The operator's fleet incident/ accident history within last three years	
9.9	Seafarers social network information	

10. THE BENEFICIAL OWNER (Profile)		
10.1	The Beneficial Owner (name)	
10.2	Number of years this ship has been operated by this Operator	
10.3	Feedbacks on the management fleet	
10.4	Feedback reports concerning current management	
10.5	Operators social network data	

11. COMMERCIAL MANAGER (Profile)		
11.1	Commercial Manager (name)	
11.2	Number of years this ship has been under current management	
11.3	Feedback on the management fleet	
11.4	Feedback concerning the current management	
11.5	Operators social network data	

12. HULL		
12.1	Type of hull	
12.2	Major hull changes	

13. Insurance (P&I Club)		
13.1	Valid International P&I insurance	
13.2	P&I information	

Section Two: Vessel's Dynamic Risk Information

Definition: From changes in the frequency or severity of data collected: E.g. PSC and USCG, Safety Inspections, Terminal feedback and Inspection reports.

1. PORT STATE CONTROL (result of inspection)	
1.1 U.S. Coast Guard	
1.2 Tokyo MoU	
1.3 Paris MoU	
1.4 Black Sea MoU	
1.5 IOMOU on PSC	
1.6 Indian Ocean MoU	
1.7 Med MoU	
1.8 Caribbean MOU	
1.9 Maritime and Port Authority of Singapore (MPA)	
1.10 Australian Maritime Safety Authority	
1.11 Transport Canada, Port State Control	
1.12 Panama Canal Authority	
1.13 Latin American Agreement on Port State Control	
1.14 Abuja MoU	
1.15 Riyadh MoU	
1.16 Detentions (if any)	

2. FLAG STATE CONTROL	
2.1 The vessel inspection result	
2.2 Detentions if any	
2.3 Noted deficiencies if any	

3. THE VESSEL'S INTELLIGENCE	
3.1 Pollution incidents within the last 24 months.	
3.2 Grounding incidents within the last 24 months.	
3.3 Collision incidents within the last 24 month.	
3.4 Incidents related to violation of drug and alcohol policy within the last 24 month.	
3.5 Incident/ accident history within the last 3 years	
3.6 Feedback from seafarers	

3.7 Feedback from industry participants	
3.8 Port/Terminal feedbacks on the vessel performance	
3.9 The seafarers social network	

4. HULL	
4.1 Damage or excessive wastage of ship's side shell plates	
4.2 Damage or excessive wastage of ship's bulwarks and handrails	
4.3 Damage or excessive wastage of ship's weather decks	
4.4 Damage or excessive wastage of ship's cargo tanks/holds structure	
4.5 Damage or excessive wastage of ship's ballast tanks	
4.6 Condition of hatch cover arrangements including gaskets (if applicable)	
4.7 Condition of weather tight doors and small access hatches	
4.8 Visibility of draft marks, Plimsoll marks, load line	

5. MACHINERY	
5.1 Number of main engines	
5.2 General condition of Electric cable arrangements	
5.3 General condition of light covers	
5.4 General appearance of the Engine room	
5.5 Significant content of oil, rubbish and sediment in bilges	
5.6 Main propulsion system operability	
5.7 Auxiliary engines operability	
5.8 Emergency generator arrangement operability	
5.9 Steering gear operability	
5.10 Condition of insulation of exhaust and vapor pipes	
5.11 Engine alarm arrangements	
5.12 Leakage in the engines or piping systems	
5.13 Sulphur Emission Control Area / Emission Control Area legislation compliance	
5.14 General condition of other machinery equipment	

6. NAVIGATION AND BRIDGE	
6.1 Nautical publications availability and updating	
6.2 Nautical charts availability and updating	
6.3 Violation of international regulations	
6.4 Navigational equipment and instruments operability	
6.5 Lights and sound signals operability	
6.6 Communication systems operability	
6.7 GMDSS operability	
6.8 Antenna systems condition	
6.9 EPIRB operability	
6.10 Radio publications and manuals availability and updating	
6.11 Alarms of fire detection in working order	

7. CARGO SYSTEM, STRUCTURAL MATTERS AND CONDITION	
7.1 Stability problems	
7.2 Ballast monitoring equipment	
7.3 Cargo/ hold venting system	
7.4 General condition of other cargo equipment	
7.5 Shell plating and decks sufficiently maintained	
7.6 All hatch cover arrangements in good order	
7.7 Covers of holds and small hatches closing properly	
7.8 Bulwarks, handrails, cat walks without damage	
7.9 Hydraulic system	
7.10 Shell plating Frames and bracket connections	
7.11 Hatch coaming tops and trackways	
7.12 Deck plating	
7.13 Railings, ramps and bulwarks	
7.14 Hold ladders	
7.15 Drains and non-return valves	
7.16 Plates of hatch coaming	
7.17 Condition of cranes/transporters	
7.18 Coaming drain channels and all gutterings	
7.19 Condition of top and inner part of the hatch panels	
7.20 Condition of self-guides/ lashing bridge	

7.21 Condition of rigging	
---------------------------	--

8. LIFESAVING APPLIANCE	
8.1 Condition of lifeboats	
8.2 Lifeboat inventory	
8.3 Condition of rescue boats	
8.4 Lifeboat/rescue boat engines operability	
8.5 Life rafts and launching arrangements operability	
8.6 Launching arrangements for rescue boats and life rafts	
8.7 Condition of lifebuoys	
8.8 Condition of lifejackets	
8.9 Condition of immersion suits	
8.10 Pyrotechnics	
8.11 General condition of other lifesaving equipment	

9. FIRE FIGHTING APPLIANCE	
9.1 Condition of Fire main piping and hydrants	
9.2 Fire pumps operability	
9.3 Portable fire extinguishers operability	
9.4 Breathing apparatuses operability	
9.5 Fixed firefighting systems operability	
9.6 Firemen outfits and breathing apparatus operability	
9.7 Emergency Escape Breathing Devices operability	
9.8 General condition of other firefighting equipment	

10. POLLUTION PREVENTION	
10.1 Oil Record Book maintenance	
10.2 Oily Water Separator operability	
10.3 Oily Water Separator 15ppm (ppm - parts per million) Bilge Alarm Monitors	
10.4 Garbage collection	
10.5 Crew familiarization with the sewage system and the treatment plan	

10.6 General condition of other pollution prevention equipment	
--	--

11. MOORING EQUIPMENT	
11.1 Anchoring equipment operability	
11.2 Mooring winches operability	
11.3 General condition of mooring wires, ropes and tails	
11.4 General condition of other mooring equipment	

12. GENERAL SAFETY	
12.1 SOLAS training manuals onboard	
12.2 Crew familiarization with the steering gear switchover procedures and with the use of emergency steering device	
12.3 Crew familiarization with emergency power arrangements	
12.4 Crew familiarization with starting emergency fire pump	
12.5 Crew familiarization with company's safety and environmental protection policy	

13.1 Crew Qualifications & Officer's Crew Details	
13.11 Officer's Crew Details	
13.12 Vessels in Service	
13.13 Rank:	
13.14 Nationality:	
13.15 Certificate compliance	
13.16 Issuing Country	
13.17 Radio qualification	
13. 18 Vessels in service	
13.19 How long crew member been on board?	
13.111 English proficiency	
13.112 Years on Watch	

13.2 Engineer's Crew Details	
13.21 Crew Details:	

13.22 Vessels in Service	
13.23 Rank:	
13.24 Nationality:	
13.25 Certificate compliance	
13.26 Issuing Country	
13.27 Radio qualification	
13.28 How many years operator works with crewmember	
13.29 Vessels in service	
13.30 How long crew member been on board?	
13.31 English proficiency	
13.32 Years on Watch	

14. CREW	
14.1 Crew on board is in line with the minimum Safe Manning Certificate	
14.2 Crew Certificates of competence availability	
14.3 Medical examination Certificate availability	
14.4 Crew members familiarization with their duties, responsibilities and the safety equipment	
14.5 Crew hours of rest in line with MLC/STCW requirements	
14.6 Master experience in rank	
14.7 Master experience on the vessel type	
14.8 Master month tour	
14.9 Chief mate experience in rank	
14.10 Chief mate experience on the vessel type	
14.11 Chief mate month tour	
14.12 Chief Engineer experience in rank	
14.13 Chief Engineer experience on the vessel type	
14.14 Chief Engineer month tour	
14.15 Chief 2nd Engineer experience in rank	
14.16 2nd Engineer experience on the vessel type	
14.17 2nd Engineer duration on board	

Section Three: Verified Risk Factors

Definition: Verified Information is collected during a physical vessel inspection, and is available for Owners/Managers only - not available for third parties.

This section includes non-compliance / non-conformities with items from parts one and two (if any) and other inspector's comments noted in the process of the verification inspection.

1 NEGATIVE OBSERVATIONS	
Questions: which have been answered "NO" and the comments made by the inspector to supplement the negative answers.	
Number	Observations

2 NOT APPLICABLE ANSWERS	
Definition: Questions marked "N/A" and comments made by the inspector to supplement the answers.	
Number	Questions answered "N/A"

3 NOT SEEN ANSWERS	
Definition: Questions marked "Not Seen" and comments made by the inspector to supplement the answers.	
Number	Questions answered "N/S"

Section Four: Example IMRRA Information Sources

Excludes IMRRA's Commercial Intelligence Network

Number	Company Name	Website
1	China Classification Society	http://www.ccs.org.cn/
2	American Bureau of Shipping	http://www.eagle.org/
3	Equasis	www.equasis.com
4	Fleetmon	https://www.fleetmon.com
5	IACs	http://www.iacs.org.uk
6	Hungarian Register of Ships	http://report.crs.hr/hrbwebreports/
7	IHS	www.ihs.com
8	Korean Register	http://www.krs.co.kr/
9	Marinerating database	www.marinerating.com
10	Marinetraffic.com	www.marinetraffic.com
11	MoU's	Varies
12	Q88	www.q88.com
13	DNV GL	http://vesselregister.dnvgl.com/vesselregister/vesselregister.html
14	VeriSTAR Info	http://www.veristar.com/
15	Vessel Tracker	www.vesseltracker.com

END OF SAMPLE VESSEL RISK ASSESSMENT DOCUMENT

For more vessel assessment information contact:

Wayne Hurley
 Head of Business Development
 15 Stratton Street
 London, W1J 8QL
 United Kingdom
 Phone+44(0) 20 7900 2841
 Emailwayne.hurley@marinerating.com

Title:	IMRRA Sample Vessel Risk Assessment Report
Author:	Wayne Hurley
Version:	1.0
Revision Date:	December 2018

*Data contained herein is subject to change without notification.