



## IMRRA's July 2021 Newsletter

Featuring:

**Vessel PSC Deficiencies Ranked**  
**PSC Deficiencies by Vessel Age & Type**  
**Vessel Age & Detentions Relationship Vessels Offered for Trade by**  
**Type & Agemarinering.com Vessels risk rated in Fleetmon's Casualty**  
**News Service**



During June 2021, 2,062 liquid cargo vessels or 109 109 956 DWT was risk rated by IMRRA's analysts. 545 vessels or 26.4 % of the vessels risk rated were 'Red' or 'Amber' according to IMRRA's traffic light Red/Amber/Green vessel safety warning system. 51 vessels had five-or-more PSC deficiencies and 16 vessel incidents recorded. Six vessel detentions were also recorded.

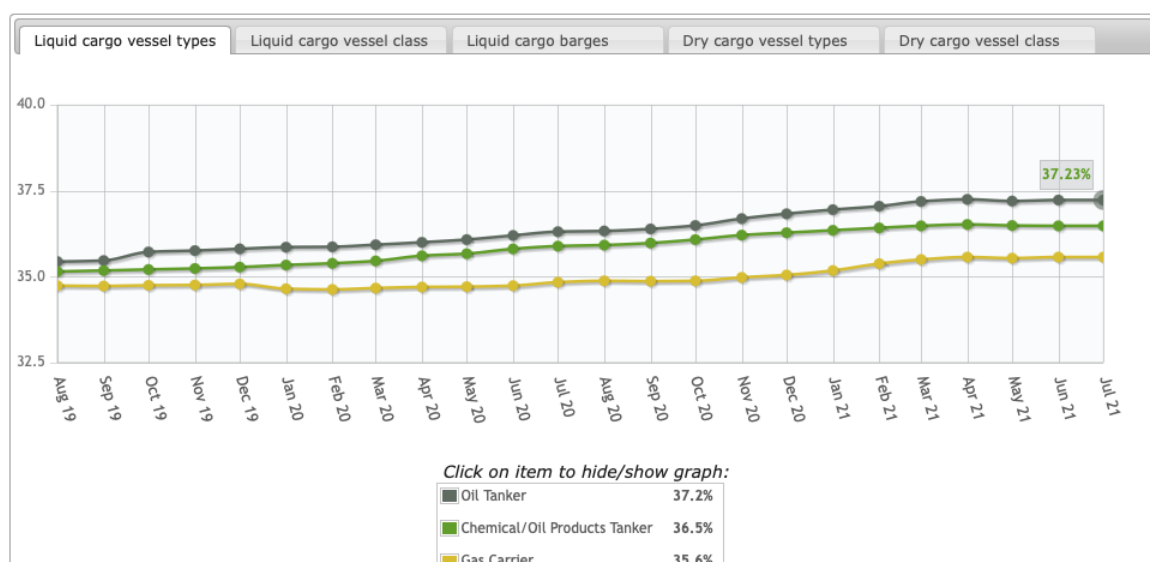
The lowest individual 'Green' and therefore safest rated vessel was 19%. June's Liquid Cargo fleet benchmark average risk rating remained at 36%. The corresponding highest risk rated vessel put forward for charter was benchmarked **Red** at 67, over 31% higher than the fleet bench marked average.

## 1. Liquid Vessel Risk Average Stabilizing: Have benchmarked levels now peaked?

For the past 12-months the average vessel risk has been increasing across all Wet Liquid vessel types (Chemical/Oil Products Tanker and Gas Carriers), resulting in the average vessel risk rating rising from 34% to 36% in April 2021. This was the first significant rise in benchmarked average vessel risk for over seven-years.

The month-on-month average vessel risk rating stabilised in June, with no increase in risk for any of the vessel types. You can review the tables in real time at [www.marinerating.com/ship-trends](http://www.marinerating.com/ship-trends)

### 1.1. IMRRA's Exclusive Chemical/Oil Products Tanker and Gas Carriers Risk Trends Data Table



\*Free 12-months trials available at [www.marinerating.com](http://www.marinerating.com)

### 2.1. June 2021 Port State Control Deficiencies Code Ranking

<u>Ranking</u>	<u>PSC Deficiency Code</u>	<u>July</u>
1	Fire Safety	53
2	Safety of Navigation	39
3	Life Saving Apparatus	39
4	Labour Conditions	39
5	Certificate and Documentation	37

6	Structural Conditions	28
7	Pollution Prevention	27
8	ISM Code	22
9	Emergency Systems	21
10	Propulsion & Auxiliary Machinery	17
11	Water/Watertight Conditions	15
12	Living and Working Conditions	13
13	Radio Communications	12
14	Other	8
15	MLC	3
16	Dangerous Goods	3
17	Cargo Operations inc. Equipment	2
18	<u>Alarms</u>	<u>1</u>
	<b>Total</b>	<b>379</b>

## **2.2. PSC Deficiencies Table Comparison by Vessel Type June 2021**

<b><u>Name</u></b>	<b><u>Chemical/Oil Product Tankers</u></b>	<b><u>Oil Tankers</u></b>	<b><u>Gas Carriers</u></b>
Fire Safety	32	20	1
ISM Code	11	10	1
Pollution Prevention	14	11	2
Safety of Navigation	22	12	5
Structural Conditions	15	13	0
Certificate and Documentation	27	9	1
Life Saving Apparatus	24	11	4
Emergency Systems	11	10	0
Propulsion and Auxiliary Machinery	7	9	1
Labour Conditions	23	16	0
Living and Working Conditions	7	6	0
Maritime Labour Convention	3	0	0
Radio Communications	4	7	1
Water/Watertight Conditions	6	9	0
Alarms	1	0	0

Other	7	1	0
Dangerous Goods	2	1	0
<u>Cargo Operations inc. Equipment</u>	<u>2</u>	<u>0</u>	<u>0</u>
<b>Total:</b>	<b>218</b>	<b>145</b>	<b>16</b>

### 2.3. Vessel Age, Deficiencies and Detentions - Chemical/Oil Product Tankers

<u>Vessel's Age</u>	<u>Number of vessels</u>	<u>Number of deficiencies</u>	<u>Detentions</u>
≤ 5 years	1	6	1
5-15 years old	16	107	2
<u>≥ 15 years</u>	<u>13</u>	<u>105</u>	<u>1</u>
<b>Total:</b>	<b>30</b>	<b>218</b>	<b>4</b>

### 2.4. Vessel Age, Deficiencies and Detentions - Oil Tankers

<u>Vessel's age</u>	<u>Number of vessels</u>	<u>Number of deficiencies</u>	<u>Detentions</u>
≤ 5 years	3	16	0
5-15 years old	8	58	0
<u>≥ 15 years</u>	<u>9</u>	<u>71</u>	<u>1</u>
<b>Total:</b>	<b>20</b>	<b>145</b>	<b>1</b>

### 2.5 Vessel Age, Deficiencies and Detentions - Gas Carriers

<u>Vessel's age</u>	<u>Number of vessels</u>	<u>Number of deficiencies</u>	<u>Detentions</u>
≤ 5 years	0	0	0
5-15 years old	0	0	0
<u>≥ 15 years</u>	<u>1</u>	<u>16</u>	<u>1</u>
<b>Total:</b>	<b>1</b>	<b>16</b>	<b>1</b>

### **3. June 2021s Vessel Age & Tonnage Breakdown table of most popular vessels offered for trading**

<u>Years</u>	<u>Deadweight</u>				
	<u>&lt;5,000</u>	<u>5,000-20,000</u>	<u>20,000-50,000</u>	<u>50,000-150,000</u>	<u>&gt;150,000</u>
≥ 25 years	79	26	4	4	2
20-25 years	46	32	14	6	14
15-20 years	52	84	163	78	36
10-15 years	152	211	227	164	48
5-10 years	33	72	103	83	33
≤ 5 years	34	64	69	90	39

### **3.1. Most 'Popular' Wet Liquid Cargo Vessels Offered for Trading by Deadweight and Age**

<u>Ranking</u>	<u>Deadweight Metric Tonnes</u>	<u>Vessel Age</u>
1	20-50,000 MT	10-15 years
2	5-20,000 MT	10-15 years
3	50,000-150,000 MT	10-15 years

### **4. 2021 Vessel Detentions, Incidents, Implications from Monthly Screened Vessels**

<u>Month</u>	<u>Recorded Incidents</u>	<u>Vessels Implicated</u>	<u>Detentions</u>	<u>Screened vessels</u>
January	25	28	5	1,854
February	16	18	7	1,571
March	32	36	8	2,608
April	29	35	4	2,491
May	24	26	9	2,050
<u>June</u>	<u>16</u>	<u>16</u>	<u>6</u>	<u>2,062</u>
<b>Total</b>	<b>126</b>	<b>143</b>	<b>33</b>	<b>12,636</b>

#### 4.1. Vessels, Deficiencies and Detentions and Age Relationship

<u>Delivery Date 0-5 years</u>	<u>Number of Vessels</u>	<u>Number of Deficiencies</u>	<u>Detentions</u>	<u>Average Deficiencies per vessel</u>
1976-1981	2	12	0	6.0
1982-1987	3	38	2	12.7
1988-1993	1	12	0	12.0
1994-1999	3	27	0	9.0
2000-2005	11	83	1	7.5
2006-2011	23	159	2	6.9
2012-2017	6	38	1	6.3
<u>2018-2021</u>	<u>2</u>	<u>10</u>	<u>0</u>	<u>5.0</u>
<b>Total</b>	<b>51</b>	<b>379</b>	<b>6</b>	<b>7.4</b>

#### 5. IMRRA's Vessel Risk Ratings in Fleetmon's Maritime News Service

First, a quick reminder regarding [marinerating.com](http://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 in a casualty or incident situation.

The following recorded excerpts were highlighted and reported during June 2021 by Fleetmon's Maritime News Service. It should be noted associated with either casualty or incidents reports, IMRRA's analysts automatically review the vessel's safety risk accordingly, and increase the risk if required.

##### 5.1 Navigator Neptune IMO 9177583 **Amber** Risk Rating LPG tanker reported drifting in North Pacific - June 11 2022



- Navigator Neptune IMO 9177583 - Risk Rated **Amber** 40% - Report 11-JUN-21
- Technical Manager/Operator: Thome Ship Management Pte Ltd - Amber fleet risk rating 36% - 89 Vessels Risk Rated
- IMRRA Expert Analysis: A planned approach to vessel risk management, apply temporary risk management as required

June 11: LPG tanker NAVIGATOR NEPTUNE on June 11 is reported abandoned, adrift in the Pacific 615 nm NW of Honolulu, information requires confirmation, more details. The ship's en route from Houston USA to Kaohsiung Taiwan, ETA Jun 26.

## **5.2. MT FREYA IMO 9219874 **Red** Vessel Risk Rating for illegal oil transfers with MT Horse IMO 9362061 - 1 June 2021**



- MT FREYA - Risk Red 54% **Amber** - Fleet type average 37% - Report 11-June-20121
- Technical Manager/Operator - Moonlight Energy Company - Red 54%
- IMRRA Expert Analysis: Immediate action to control the vessel hazard. High risk for severe incidents/casualties.

The Panamanian-flagged vessel-MT FREYA was detained alongside the MT Horse by Indonesia Authorities over illegal oil transfer allegations. The tanker MT Horse has just been released after four-months detention.

## **5.3. MOL CHARISMA IMO 9321249 **Amber** Risk Rating Adrift after grounding, South China Sea July 5 2021**



- MOL CHARISMA – Risk Rated 39% **AMBER** - Fleet Type 38% - Report 14-SEP-20
- Technical Manager/Operator - Mol Ship Management Singapore – Fleet Risk Rating 35% - 20 Vessels Risk Rated
- IMRRA Expert Analysis: A planned approach to vessel risk management, apply temporary risk management as required.

Container ship MOL CHARISMA ran aground at around 1800 LT (UTC +7) Jul 5 after leaving Cai Mep - Vung Tau Vietnam, some 180 nm south of Vung Tau. Re-floated 9-10 hours after grounding, probably by own means, and as of 1300 LT Jul 7, was adrift or moving at slow speed northeast of grounding site. She's en route from Vung Tau to Singapore ETA July 8.

If you have any questions regarding the newsletter data, casualty information, or other vessel safety information, do not hesitate to get in touch with me.

Remember, free 12-month trials, with no financial details taken are available [here](#):

Regards,  
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