



In Partnership with:



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

Vessel Name: "LEON DIAS", IMO 9396385

Vessel Risk Assessed Date: 04.07.2019

Client: IMRRA

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IMRRA Risk Report for LEON DIAS

Order Details:

Vessel risk rating date:	04.07.2019
Vessel name:	LEON DIAS
Report created for:	IMRRA
Ordered:	04.07.2019

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1.Vessel Name & Risk Rating

VESSEL'S NAME:	LEON DIAS
IMO No:	9396385
Delivery Date:	15 Oct 2008
Risk Rating:	54%
Fleet Average:	35%
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:	180.000 m
Breadth:	32.240 m
Draught:	11.000 m
Displacement:	50 108 mt
Depth:	16.500 m
Deadweight:	40 416 mt
Type of vessel:	Chemical/Products Tanker
Hull:	Double Hull (Marpol)
Hull Material:	Steel; IMO Chemical Class III
Cargo Handling Gear:	Cargo Pumps 10 @ 500 M3/hr
Tanks:	5 Steel (Unspecified) Port Cargo Tank(s), 5 Steel (Unspecified) Starboard Cargo Tank(s), 1 Steel (Unspecified) Port Slop Tank(s), 1 Steel (Unspecified) Starboard Slop Tank(s), 5 Grades (cargo segregations)
Flag:	Panama
Flag performance:	Paris MoU / Tokyo MoU - White
Ship Builder:	Santierul Naval Constanta S.A. - Constanta
Valid International P&I insurance:	YES
P&I Information:	UK P&I Club
Date of last P&I inspection:	20 Feb 2019

3.PSC History

PSC inspections:	08.05.2019, Paris MoU (Initial), Sines, no deficiencies 06.02.2019, Vina Del Mar MoU (initial), no
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	<p>deficiencies</p> <p>29.05.2018, Black Sea MoU (More detailed), Novorossiisk, 12 deficiencies (1 re Emergency Systems -Emergency source of power - Emergency generator; 1 re ISM - Master Responsibility and Authority; 5 re LSA - Lifeboats(x2), Rescue boat inventory (x2), Rescue Boats; 3 re MLC, 2006 Health protection, medical care, social security – Electrical, Protection Machines / Parts, Steam pipes and pressure pipes; 2 re Safety of Navigation - Voyage data recorder (VDR), Lights, shapes and sound signal)</p>
Detentions:	21.03.2016, AMSA (Initial), Dampier, 2 days, grounds for detention – 1 deficiency (Fire Safety measures - Fire-dampers)

4. Terminal's feedbacks

<u>Terminal's feedbacks:</u>	no information
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5.Class

Class Assigned:	Lloyd's Register (IACS) (24 May 2018)
Surveys:	Special Survey: Assigned 15.10.2018, Lloyd's Register
Ice Class:	none
Class Notation:	<p>Class Notation: Double Hull oil and chemical tanker, Ship Type 3:ESP:LI</p> <p>LR Machinery Class: LMC</p> <p>LR Machinery Notations: UMS (Unmanned Machinery Spaces) , IGS Inert Gas Systems)</p>

6.Dry Dock History

Date of last dry-dock:	24.05.2018, Lloyd's Register
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7.Intelligence

Intelligence:	26.01.2010, Cape Civa, ME failure
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8.Vessel Operator Risk Profile

Operator Risk Profile:	4 vessels (Chemical/Products Tanker) with 2 PSC inspections which have been revealed for the current year without detentions, 6 PSC inspections which have been revealed for the 2018 year, without detentions and 8 PSC inspections which have been revealed for the current year without detentions
Casualty History for Manager:	Neutral
Sanctions Risk:	Direct sanctions for the Registered Owner (Program: VENEZUELA-EO13850 (Linked To: SERENITY MARITIME LIMITED)
Owner or Bareboat Charterer:	Owner/Bareboat is unknown
Registered Owner:	Serenity Maritime Ltd-LIB
Technical Manager/Operator:	Leon Shipping & Trading SA

9.Condition Assessment Program (CAP) Rating/Other/Specialist

CAP rating:	For hull: not applicable (Age<15 years) For Machinery: not applicable (Age<15 years)
Other info 1:	age > 10
Specialist:	COW, IGS, SBT (Protective), Closed Loading, VRS - Vapour Recovery System, Slop Capacity 981, Deck Heat Exchangers, Mild Steel Deck Heat Exchangers, 66 Maximum Temp (Centigrade), SPM Equipped, 1 Tongue Bow Stoppers, 200t SWL, Flash Point Under 60c, 5 Lines (manifolds) per Side, 13.83m Mid Point Manifold Forward (Light), 52.84m Parallel Body Length (Light), 39.01m Mid Point Manifold Aft (Light), 38.75m Mid Point Manifold Forward (Ballast), 89.88m Parallel Body Length (Ballast), 51.13m Mid Point Manifold Aft (Ballast), 43.40m Mid Point Manifold Forward (Laden), 106.75m Parallel Body Length (Laden), 63.35m Mid Point Manifold Aft (Laden), 88.90m Bow to Centre Manifold, 0.305m Manifold Discharge Diameter

10.Trading Areas

Trading Areas Last 12 Months	
July 2019	West Europe
June 2019	West Europe
May 2019	West Africa, West Europe
April 2019	Middle America and Gulf of Mexico
March 2019	Middle America and Gulf of Mexico
February 2019	Middle America and Gulf of Mexico
January 2019	Middle America and Gulf of Mexico, West Europe
December 2018	Middle America and Gulf of Mexico
November 2018	Middle America and Gulf of Mexico
October 2018	Middle America and Gulf of Mexico
September 2018	Middle America and Gulf of Mexico
August 2018	Mediterranean Sea
July 2018	Mediterranean Sea, Middle America and Gulf of Mexico

11. Ship's certificates

Certificate	Due Date/ Type
Cargo Ship Safety Equipment Certificate (Harmonized)	08.06.2019 (Conditional)
International Ballast Water Management Certificate	16.06.2019 (Interim)
Cargo Ship Safety Radio Certificate (Harmonized)	14.10.2023 (Full)
International Load Line Certificate	14.10.2023 (Full)
International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk	14.10.2023 (Full)
Cargo Ship Safety Construction Certificate (Harmonized)	14.10.2023 (Full)
International Oil Pollution Prevention Certificate	14.10.2023 (Full)
International Sewage Pollution Prevention	14.10.2023 (Full)
International Air Pollution Prevention Certificate	14.10.2023 (Full)
International Anti-Fouling System Certificate	Issue date 17.01.2019 (Full)
Record of Construction and Equipment for Oil Tankers (Form B)	Issue date 17.01.2019 (Full)
Record of Conditions of Assignment International Convention on Load Lines, 1966	Issue date 17.01.2019 (Full)
Record of Approved Cargo Ship Safety Equipment	Issue date 17.01.2019 (Full)
Record of Approved GMDSS Radio installation	Issue date 17.01.2019 (Full)
Record of Construction and Equipment - MARPOL Annex VI	Issue date 17.01.2019 (Full)
Record of Equipment for Cargo Ship Safety (Form E)	Issue date 17.01.2019 (Full)
Record of Equipment for Cargo Ship Safety Radio (Form R)	Issue date 17.01.2019 (Full)
Certificate of Test and Thorough Examination of Lifting Appliances (LA2)	Issue date 17.01.2019 (Full)

12. 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.

Contact IMRRA:

International Maritime Risk Rating Agency
15 Stratton Street
London, W1J 8QL
United Kingdom

www.marinerating.com
Phone: + 44(0) 20 7900 2841
Email: risk@marinerating.com

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