

How ArcNautical scores a vessel

Every verdict on this site is computed from named, citable sources with disclosed thresholds. No black box: the sources, the exact cut-offs, the weights, and what we will *not* claim are all on this page.

Every figure carries an “as of” date · the live [/check](#) tool re-screens in real time

Data sources

ArcNautical does not publish its own sanctions designations or detention records. It screens against, and cites, the authoritative public sources below — each lookup carries the source name and the date it was read.

SOURCE	USED FOR	REFRESH
OFAC SDN List U.S. Treasury, Office of Foreign Assets Control	Sanctions screening	Daily · search
EU Consolidated Financial Sanctions	Sanctions screening	Daily · map
UN Security Council Consolidated List	Sanctions screening	Daily · list
UK HMT / OFSI Consolidated List	Sanctions screening	Daily
OpenSanctions	Consolidated + vessel datasets	Daily · site
GLEIF Global LEI Index	Ownership chain & beneficial owner	24h cache · search

SOURCE	USED FOR	REFRESH
Paris MoU	Flag-state PSC performance (White/Grey/Black)	Annual list, WGB 2021–2023 · site
Tokyo MoU	Flag-state PSC performance	Annual list, 2023 · site
PSC regimes (THETIS, APCIS + 6 regional MoUs)	PSC inspection & detention history — Paris, Tokyo, Abuja, Mediterranean, Indian Ocean, Black Sea, Viña del Mar, Caribbean	Daily to monthly by regime, archived permanently
AIS	Position & port-call history	Continuous

Paris and Tokyo MoU White/Grey/Black placements were last reconciled against the published annual lists on **2026-05-30**.

The sanctions verdict — RED / AMBER / INCOMPLETE / GREEN

The headline status answers one question: does this hull match a current sanctions listing?

RED

Confirmed match. The vessel's IMO or MMSI exactly matches a sanctions-list entry, or another high-confidence identifier match is present. The matched list and entry are shown.

AMBER

Potential match — low confidence. At least one name or fuzzy match exists that is *not* identity-confirmed. AMBER is a prompt to verify, never a conclusion.

INCOMPLETE

Could not be attested as clear. A core sanctions source was unreachable, the screen itself failed, or the vessel's identity could not be resolved from the IMO. The engine fails *closed*: rather than show a reassuring GREEN it cannot defend, it reports INCOMPLETE. This is not a clearance — re-screen before acting.

GREEN

No matches across the comprehensive sanctions sources, which all loaded at the time of screening. We name only the lists actually reached — if one was unavailable the verdict is INCOMPLETE (or, for a supplementary source, GREEN with the gap disclosed), never a GREEN that attests a check that did not run.

Match confidence is ranked **exact IMO** → **exact MMSI** → **name + flag** → **fuzzy name**. Only an exact identifier (or otherwise high-confidence) match produces RED; everything weaker is AMBER and flagged for human review.

Ownership opacity — 0 to 100

Opacity measures how hard it is to see who actually controls a vessel. **0 is fully transparent; 100 is opaque**. The score is driven by how far the corporate chain resolves in the GLEIF LEI index, whether the registered owner sits in a shell-company jurisdiction, and whether a beneficial owner is disclosed.

LOW

0–30. Registered entity and parent chain resolvable in GLEIF.

MEDIUM

31–60. Partial resolution — some chain or owner detail missing.

HIGH

61–100. No GLEIF record and/or registration in a shell-company jurisdiction with no beneficial-owner disclosure.

Shell-company jurisdictions weighted toward opacity

MH • PA • LR • VG • KY • BM • GI • IM • JE • GG • BS • SC • MU • CW • AG • WS •
VU • KM • TO

The vetting grade — A to E

The vetting grade is a single weighted composite (0–100, where **lower is better**) mapped to a letter. It blends five independent risk signals:



Three things we do deliberately, and disclose:

- A **confirmed sanctions match floors the grade to E**, regardless of the underlying feature scores. A sanctioned hull is never graded "moderate".
- When Port-State-Control data is unavailable, the detention weight is **redistributed** to the remaining signals — we do not invent a detention score to fill the gap.
- Only signals backed by real data contribute to the average (active-signal weighting). A missing signal is excluded, not silently scored zero.

Freshness

Sanctions and inspection data change constantly. Every baked figure on a vessel, flag, or entity page carries the **snapshot date** it was read. For a current answer, the free [/check](#) tool re-screens the vessel against the live lists at the moment you query it.

Limitations & responsible use

- ArcNautical is a **decision-support tool, not legal advice**, and not a substitute for OFAC's own SDN search or a licensed compliance / KYC programme.
- An **AMBER / "potential" match is not a confirmation**. Verify the underlying identity before taking or refusing any action.
- Sanctions lists change **daily**; PSC and ownership data change frequently. Always confirm against the primary source on the date of your decision.
- When an upstream source is temporarily unreachable, ArcNautical shows what it has plus the as-of date — a missing signal is **disclosed, never fabricated**.

Cite this methodology

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Who builds this

ArcNautical is independent maritime intelligence, not affiliated with any sanctions authority, flag registry, or classification society. Questions about a specific result or the methodology are welcome at admin@arcnautical.com.