

Bulk Carrier Casualty Report

Years 2005 to 2015 and the trends



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Introduction

The need for continued vigilance and awareness of the potential cargo risks that may be involved when carrying solid bulk cargoes was again highlighted by the sinking of the bulk carrier “Bulk Jupiter” on 2 Jan 2015, with the tragic loss of 18 of her 19 crew members. The Bahamian flag State investigation has determined liquefaction of the Bauxite cargo as the most probable cause of this unfortunate casualty, with both the inclusion of a higher quantity of fine materials in the cargo to that described in the IMSBC Code schedule, together with a higher moisture content, due to the exceptionally high rainfall experienced prior to shipping, as the most likely contributory factors. Addressing those safety concerns, IMO issued a circular CCC.1/Circ.2 in October 2015 calling for increased scrutiny for the potential dangers of Bauxite cargoes prior to shipping.

Indeed, cargo “liquefaction” has become one of the greatest concerns for the safe carriage of dry bulk over the past 10 years; the transport of the potentially high risk Nickel Ore cargoes remains one of the major concerns of the industry. Many in the bulk carrier industry still have not recovered from the shock of losing 7 bulk carriers and 82 seafarers as a consequence of suspected cargo liquefaction in the years 2010, 2011 and 2013. Following the Vinalines Queen tragedy in 2011, Intercargo released its ***Guide for the Safe Loading of Nickel Ore*** – which warns shippers of the hazards and provides a go/no go guidance chart for the loading of Nickel Ore cargo to supplement the IMO guidance.

In contrast, ship losses due to structural failure have decreased over the same period, and even if still unacceptable, this analysis shows the positive effect of enhanced design standards and monitoring.



Intercargo closely monitors, participates in, and contributes to the work of IMO and IACS on bulk carrier matters to ensure that the safety of bulk carriers and their cargoes is appropriately considered and continually enhanced. The introduction of the mandatory provisions of the IMSBC Code in 2011 and the IACS CSR has undoubtedly raised safety levels for the operation of bulk carriers. However, there remain issues with the implementation of safety provisions for cargoes and further efforts by some port States to implement effective Competent Authorities in their areas of control could do much to address this unfortunate situation.

Lessons learnt from past incidents can play an important role in determining where additional safety improvement is necessary. In this regards it is both disappointing and unacceptable to note the slow response of many flag States in carrying out incident investigation for serious bulk carrier casualties and in providing a report to IMO. It is to be noted that only 24 of the 71 bulk carrier losses in this analysis have had investigation reports made available to IMO with an average time from incident to a report becoming available of 20 months.

Intercargo appreciates and thanks all parties in the chain that contribute to the safe transport of dry bulk cargoes for their continued vigilance and support.

January, 2016

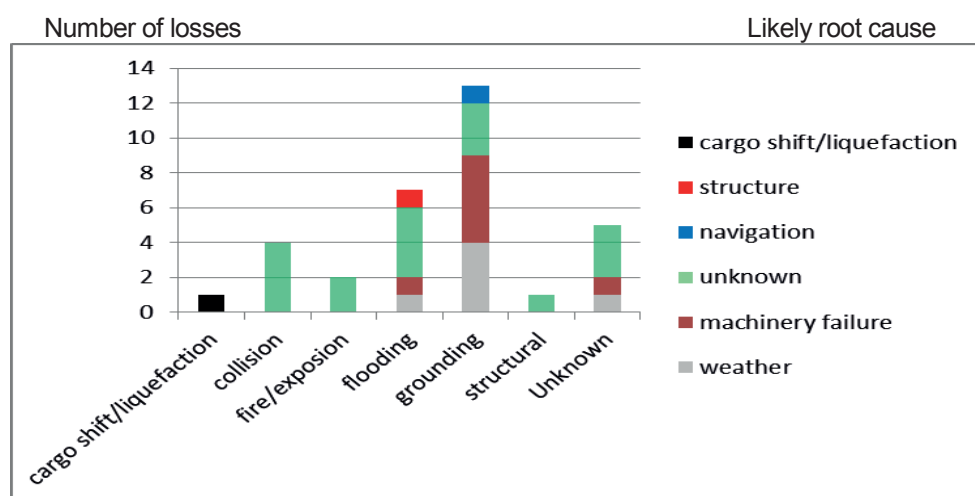
Summary

- 71 bulk carriers over 10,000 dwt have been identified as total losses¹ for the years from 2005 to 2015.

Year	Handysize 10k-34999 dwt	Handymax 35k-49999 dwt	Supramax 50k-59999 dwt	Panamax 60k-79999 dwt	Capesize 80k+ dwt	Total
2005	5	1	0	0	0	6
2006	2	0	0	2	3	7
2007	5	3	0	1	0	9
2008	4	0	0	1	0	5
2009	5	3	0	1	0	9
2010	1	1	2	0	2	6
2011	6	2	1	1	1	11
2012	1	0	1	1	0	3
2013	1	3	2	0	1	7
2014	1	1	0	0	0	2
2015	2	0	3	1	0	6
Total	33	14	9	8	7	71

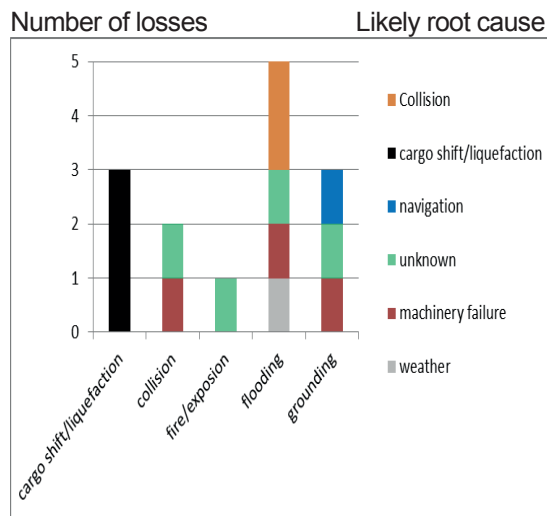
Total losses - Bulk carriers in size and year

- Analysis of causes in terms of ship sizes

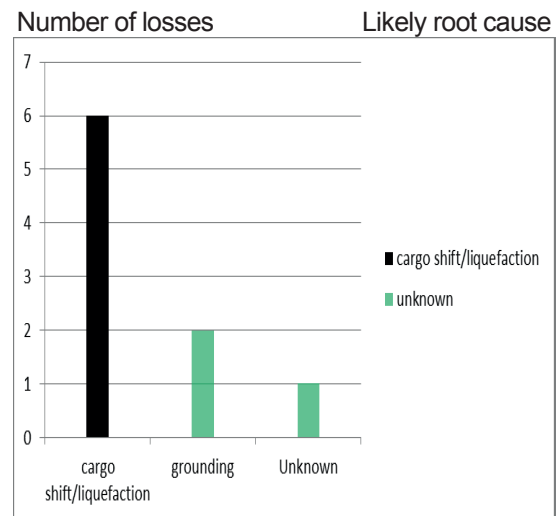


Handysize - Reported causes

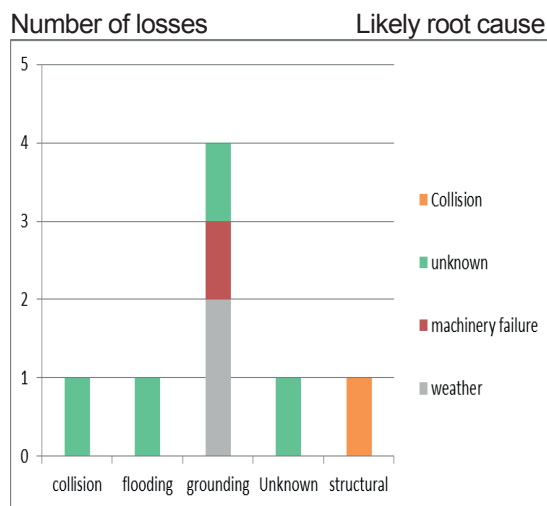
¹ This document provides information on casualty data related to bulk carriers above 10,000 dwt. Intercargo's classification of ship casualties follows the same principles used in IMO's classification on GISIS.



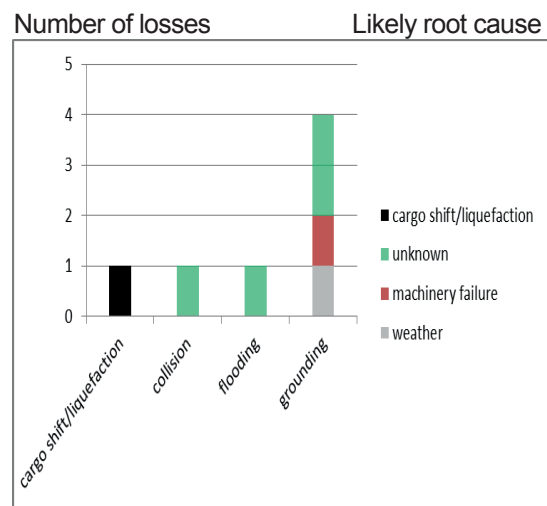
Handymax - Reported causes



Supramax - Reported causes



Panamax - Reported causes



Capesize - Reported causes

❑ Significant findings

- 33 ship losses, representing 46.5% of the total number, were handysize bulk carriers.
- Capesize and above showed least number of total losses, representing 9.9% of the total number.
- The Supramax range suffered 9 ship losses, representing 12.7% of the total.

Analysis of total losses for years 2005 to 2015

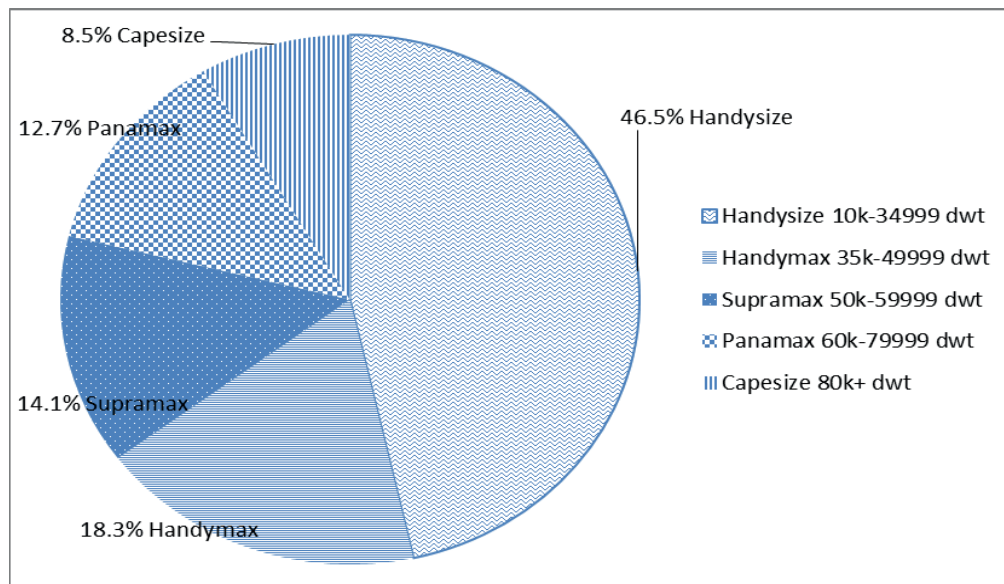
- ❑ 71 bulk carriers over 10,000 dwt have been identified as lost, or on average 6.5 ships per year.
- ❑ 255 crewmembers have lost their lives as consequence, or on average 23.2 lives lost per year.
- ❑ 21.0 years was the average age of the bulk carriers lost.
- ❑ 3.63 m dwt has been lost, or on average 51,146 dwt per year.

Losses by cause

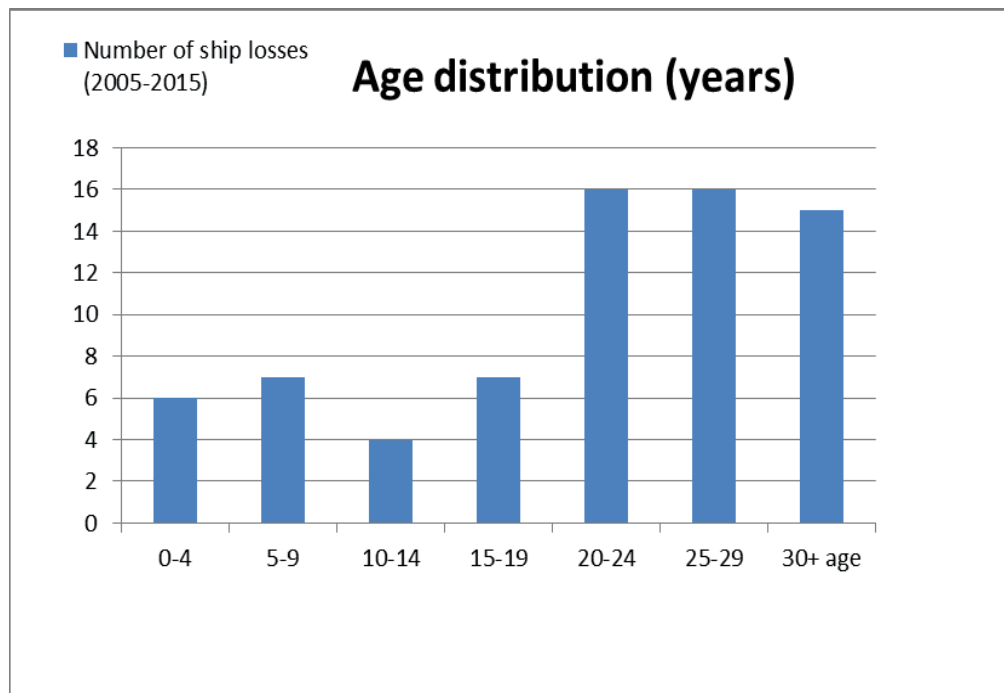
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo shift/liquefaction	102	11	Cargo failure	11
Collision	1	8	Machinery failure	1
			Unknown	7
Fire/explosion	16	3	Unknown	3
Flooding	54	14	Unknown	7
			Collision	2
			Machinery failure	2
			Weather	2
			Structural	1
Grounding	21	26	Machinery failure	8
			Navigation	2
			Unknown	9
			Weather	7
Structural	6	2	Unknown	1
			Collision	1
Unknown	55	7	Unknown	5
			Weather	1
			Machinery failure	1
TOTAL	255	71		71

- ❑ The highest loss of life has been attributed to **Cargo failure (liquefaction)**, totaling 102 lives lost or 40.0% of total loss of life.
- ❑ The most common reported cause of ship losses has been **Grounding**, totaling 26 losses or 36.6% of total losses.
- ❑ Losses due to **Flooding** for both ships (19.7%) and lives (21.2%) have been significant.

Losses by bulk carrier size

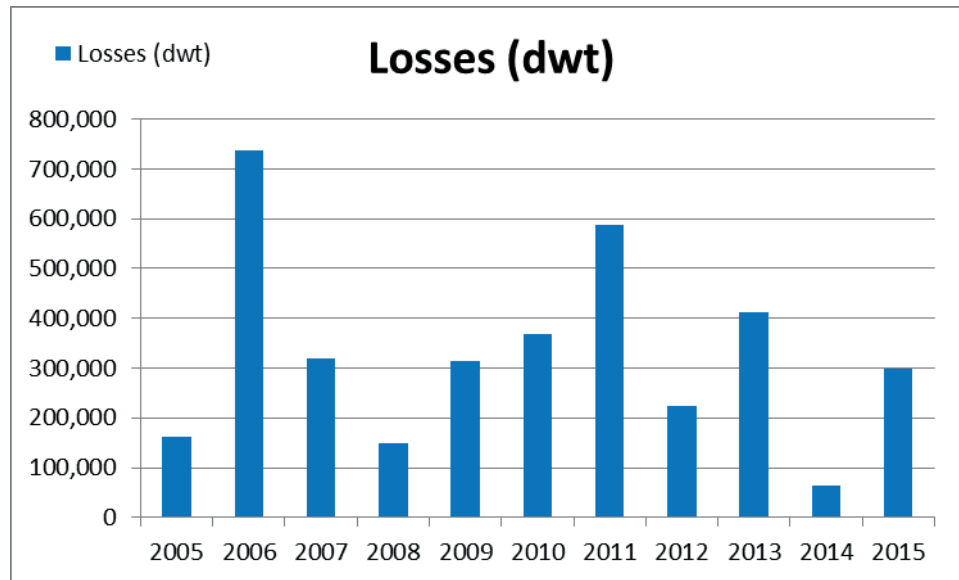


Losses by age



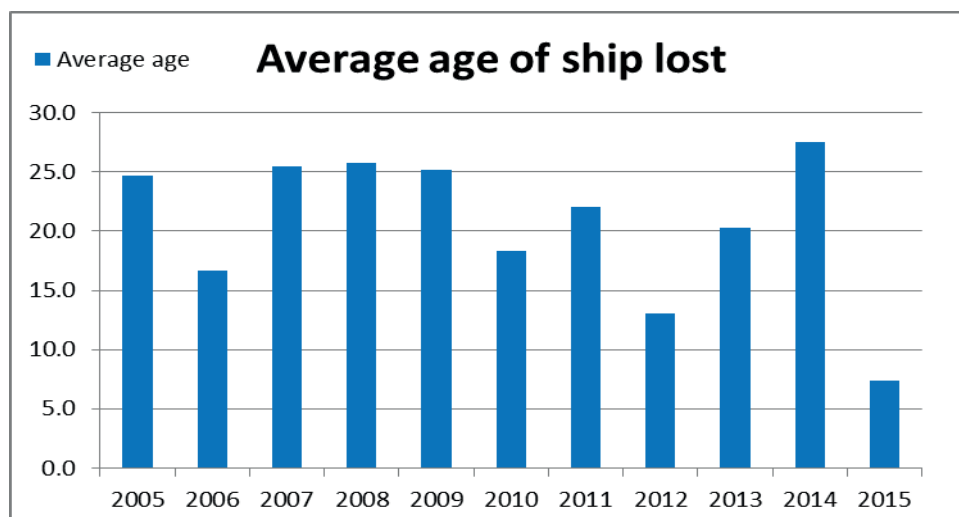
Losses by dwt

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Losses(dwt)	161,279	736,824	318,552	149,550	313,044	367,094	587,595	224,007	411,936	63,580	297,917



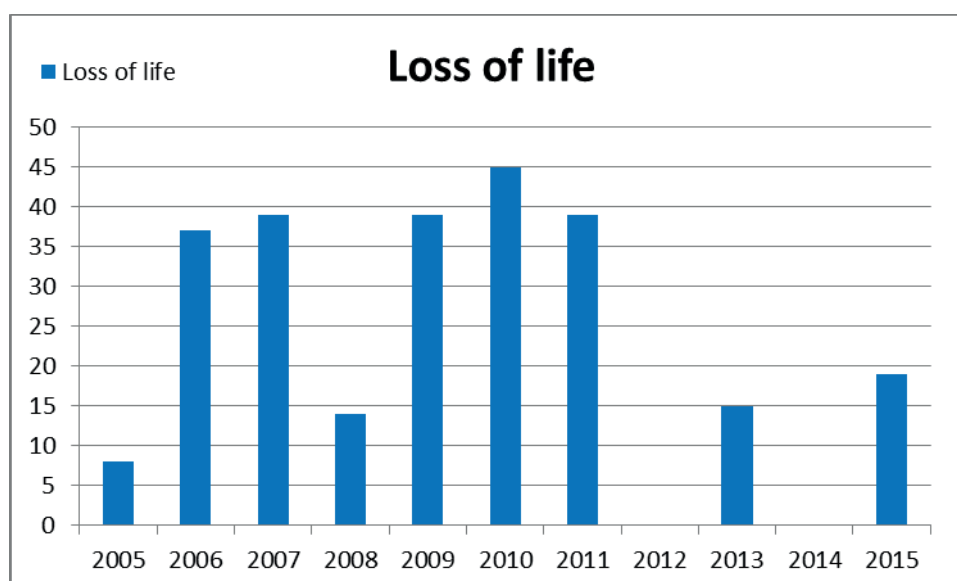
Losses by average age

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Average age	24.7	16.7	25.4	25.8	25.2	18.3	22.0	13.0	20.3	27.5	7.3



Losses of life

Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Loss of life	8	37	39	14	39	45	39	0	15	0	19



Flag State Performance - Report of Investigation submitted to IMO's Global Integrated Shipping Information System (GISIS)

For the 71 bulk carrier casualties identified between 2005 and 2015, 24 investigation reports of those casualties were recorded on IMO GISIS (<https://gisis.imo.org/Public/Default.aspx>) by the end of 2015. They presented only 33.8% of the casualties identified in this report. The GISIS system showed the average time period between the date of the incident and the date of posting the casualty report being 20 months.

Casualty list

Between January 2005 and December 2015, 71 bulk carrier casualties have been identified and are listed in the following pages of this report.

The Equasis website, IMO GISIS and other public sources were used to compile the data contained within this report. Due to the limited information available it is likely that errors exist, and consequently readers and users of this report, seeking confirmation regarding the accuracy and/or updates of the compiled data, are recommended to contact the relevant shipowners and flag States.

2005

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Aurelia	7909889	02-Feb-05	34170	1980	Malta	RS	6
	Reported cause: <u>Structural</u> (Likely root cause: Unknown) - The ship was carrying copper & zinc concentrates when the incident happened. The immediate reason of her sinking was believed to be a hull failure.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bright Sun	8318697	18-Nov-05	37574	1985	Korea	KR	1
	Reported cause: <u>Flooding</u> (Likely root cause: Collision) - in collision with cargo ship M/V Jonny K (G/T 91,651) 130 miles southwest off Hong Bay Canh light house (Vietnam) on 11 November 2005; sailed on with a damaged starboard bow; No. 1 and No. 2 cargo holds flooded with seawater during the passage after the collision and finally sank on 18 November 2005, 25 miles northwest off Mayraira point light house.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Everise Glory	782545	04-Jun-05	22531	1979	Malaysia	NK	1
	Reported cause: <u>Collision</u> (Likely root cause: Unknown) - the ship sank following a collision with the container ship Uni-Concord. The incident occurred 14km north-east of Horsburgh Lighthouse, outside the traffic separation scheme in the Singapore Strait.						
	Investigation report on IMO GISIS: available on GISIS on 2015.10.26 (4 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Golden Dragon	8208361	02-Oct-05	12326	1982	Taiwan, China	CCRS	0
	Reported cause: <u>Grounding</u> (Likely root cause: Weather) - The ropes of the ship were broken as a result of typhoon "Longwang" when berthed in Hualien Harbour and free of cargo. Her main engine stopped and could not be re-started. Subsequently the ship drifted in the outer harbour and finally grounded on the wave breaker and broke in two.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Kiperousa	8407278	07-Jun-05	25370	1984	Malta	RS	0
	Reported cause: <u>Grounding</u> (Likely root cause: Unknown) - The log carrier Kiperousa ran aground off South Africa's Eastern Cape coast, south-west of East London and was declared a total loss by insurers. This was after it became obvious that efforts to pull the ship clear on the spring high tides were not succeeding, despite more than half the cargo having been removed ashore by helicopter. It is understood the damage to the ship's hull was too great to ensure a successful salvage.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Starluck	7396305	24-May-05	29308	1976	Cyprus	ABS	0
	Reported cause: <u>Grounding</u> (Likely root cause: Machinery failure) - While sailing with the assistance of tugs, M/V Starluck lost steering and grounded approximately 800 metres from the coast at lat. 28 35S, long. 58 41W. The vessel was deleted from the Cyprus flag on 14th October 2005. Information indicates that the vessel was broken at Chittagong in Bangladesh on the 29th November 2005.						
	Investigation report on IMO GISIS: no						

2006

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Alexandros T	8907735	03-May-06	171875	1989	St Vincent and G.	LR	26
	Reported cause: <u>Flooding</u> (Likely root cause: unknown) - the vessel, loaded 155,000 tonnes of iron ore at Ponta da Madeira, Brazil, was en route to China when it started taking on water, developed a heavy list and sank.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life

California	7404889	24-Mar-06	75720	1979	Panama	Suspended	0
Reported cause: Collision (Likely root cause: Unknown) - the vessel sank after colliding with c.c. Sinokor Seoul (27076 gt, built 1980) 10.5 nautical miles southwest of Pulau Undan, Malaysia.							
Investigation report on IMO GISIS: available on GISIS on 2006.03.31 (1 month from incident date)							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bang Xing I	7029665	13-Mar-06	19816	1070	Panama	unknown	0
Reported cause: Unknown (Likely root cause: Unknown) - Bulk Bang Xing I, H8CB, (ex Bo Xing Hai), cargo logs, sank. All crew were rescued by a vessel in the area.							
Investigation report on IMO GISIS: No							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Giant Step	8309282	06-Oct-06	197060	1985	Panama	NK	10
Reported cause: Grounding (Likely root cause: Machinery failure) - the windlass & engine failure of the vessel led to grounding in stormy weather off the coast of Ibaraki Prefecture in eastern Japan. Vessel subsequently broke in two.							
Investigation report on IMO GISIS: Available on GISIS on 2008.02.11 (16 months from incident date)							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Ocean Seraya	9233375	30-May-06	73652	2001	Panama	NK	1
Reported cause: Grounding (Likely root cause: weather) - At the time of the incident the vessel was in ballast and anchored 2.5 miles from Karwar harbour. A severe storm on May 30 caused it to break free, hit the Oyster Rock lighthouse and founder on the nearby coastline and broke in two.							
Investigation report on IMO GISIS: No							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Ocean Victory	9339193	27-Dec-06	175000	2005	Hong Kong	BV	0
Reported cause: Grounding (Likely root cause: Weather) - the vessel went aground on 24 October 2006 in Kashima, Japan; it was shifting to outer anchorage of Kashima with about 26,000 mt of iron ore onboard. At time of the incident the weather was heavy with strong wind prevailing. There was no report of pollution. Attempt to re-float the vessel was carried out for 10 weeks including lightening of its cargo. On 27 December 2006, it broke in two and was declared total loss.							
Investigation report on IMO GISIS: available on GISIS on 2009.12.21 (36 months from incident date)							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Twin Star	9171711	27-Jan-06	23701	1998	Panama	NK	0
Reported cause: Collision (Likely root cause: Unknown) - loaded with steel coil, Twin Star split in two as result of a collision with bulk/container carrier Pintail (17,949 dwt, built 1983) as the ships passed each other in heavy fog off the Peruvian port of Callao near Lima.							
Investigation report on IMO GISIS: No							

2007

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Amul	7110098	19-Sep-07	19711	1971	Comoros	unknown	0
Reported cause: Flooding (Likely root cause: Unknown) - The vessel had been subsequently arrested and possibly cleared for a final voyage to a recycling yard in India but had suffered an ingress of water to her engine room in addition to a shifting of cargo.							
Investigation report on IMO GISIS: No							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Clinker Carrier	7625081	04-Jul-07	61415	1980	Panama	BV	0
Reported cause: Flooding (Likely root cause: Unknown) - Flooding onboard in heavy weather during the monsoon.							
Investigation report on IMO GISIS: No							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Ever Winner	7720714	20-Nov-07	19399	1978	Panama	RS	0

	Reported cause: Flooding (Likely root cause: Machinery failure) - Vessel drifted indicating engine malfunction, but there was sufficient time to complete the orderly evacuation of the vessel.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Golden Sky	8405373	15-Jan-07	26530	1985	Cyprus	NK	0
	Reported cause: Grounding (Likely root cause: Machinery failure) - Ship had been stopped with engine problems on 11 January. Low sulphur fuels mentioned in the Latvian accident report. Atrocious weather conditions meant the ship dragged anchor and grounded on a sandbank. Limited pollution. Perceived to be a "Constructive Total Loss" situation.						
	Investigation report on IMO GISIS: available on 2010.07.16 (42 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Mezzanine	7396317	27-Nov-07	27265	1975	Panama	unknown	26
	Reported cause: Unknown (Likely root cause: Weather) - Vessel was caught in Typhoon Mitag. One crew was rescued by an helicopter from Taiwan, China but the remaining crew perished when they tried to evacuate the vessel in the heavy weather conditions.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
New Flame	9077393	17-Aug-07	43815	1994	Panama	CCS	0
	Reported cause: Flooding (Likely root cause: Collision) - Vessel collided with tanker Torm Gertrud. Vessel suffered flooding in No 1 and No 2 holds and sank, bow first onto a reef.						
	Investigation report on IMO GISIS: available on 2008.12.03 (16 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Orchid Sun	8507547	12-Jul-07	43611	1985	Korea	KR	13
	Reported cause: Flooding (Likely root cause: Weather) - Crews acknowledged that the Ship's No.1 Cargo Hold was flooded at around 18:00 on 10 July 2007 because the water ingress alarm of that hold was operated. And the vessel capsized at around 08:20 on 12 July 2007 due to the rough sea voyage.						
	Investigation report on IMO GISIS: available on 2010.03.01 (32 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Server	8307117	12-Jan-07	33333	1985	Cyprus	BV	0
	Reported cause: Grounding (Likely root cause: Weather) - Grounded in heavy weather and the vessel broke in two. Pollution from escaping bunker oil. Pilot reported to have left the vessel a short time before the incident occurred.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Zhong Chang 118	8913552	20-Dec-07	43473	1991	China	CCS	0
	Reported cause: Collision (Likely root cause: Unknown) - Collided with other bulk carrier, Fu Zhou, sinking in an upright position, to the bottom of the river. Intention is to salvage the vessel. No reported pollution.						
	Investigation report on IMO GISIS: No						

2008

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Da Ji	7526182	13-Jan-08	27036	1997	Panama	CCS	12
	Reported cause: Flooding (Likely root cause: Weather) - with about 24,470 MT of granite powder. Due to strong NE monsoon and/or storm, water filled into fore peak tank, cargo hold No.1, No.2, so on. ...and water flooding over all decks and ship sank.						
	Investigation report on IMO GISIS: available on 2009.05.08 (16 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Jinshan	7501273	18-Feb-08	18694	1976	Panama	NK	2
	Reported cause: Flooding (Likely root cause: Structural) - a breach in the hull was identified and water was found to be entering the 4th hatch and sank.						

	Investigation report on IMO GISIS: available on 2008.12.03 (10 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
GOLDEN STAR I	7602845	05-Jul-08	22313	1976	Panama	IRS	0
	Reported cause: Grounding (Likely root cause: Unknown) - ran aground, under pilotage, and broken up						
	Investigation report on IMO GISIS: available on 2009.09.22 (14 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Fedra	8208713	10-Oct-08	63940	1984	Liberia	GL	0
	Reported cause: Grounding (Likely root cause: Machinery failure) - suffered main engine failure at anchorage off Gibraltar; bad weather caused the vessel to crash repeatedly into rocky cliffs, resulting in total destruction.						
	Investigation report on IMO GISIS: No, but available at http://www.safety4sea.com/images/media/pdf/GMA_FEDRA.pdf						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Golden Star	7709629	30-Nov-08	17567	1078	Panama	CCRS	0
	Reported cause: Grounding (Likely root cause: Weather) - Due to dragging of anchor in rough weather continued drifting to Hondat Island and ran aground with severe damages, causing flooding of cargo holds.						
	Investigation report on IMO GISIS: No						

2009

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Te Hsing	7701550	23-Jul-09	27046	1977	Panama	NK	16
	Reported cause: Fire / Explosion (Likely root cause: Unknown) - Coal cargo had fire on board in Sulawesi Sea.						
	Investigation report on IMO GISIS: available on 2011.07.17 (24 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Ioannis N.K.	7700946	23-Jul-09	23791	1977	Panama	NK	0
	Reported cause: Flooding (Likely root cause: Unknown) - Taking on water, carrying a cargo of 22,500 tonnes of sugar.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Chang Ying	7512600	08-Aug-09	61374	1976	Panama	unknown	22
	Reported cause: Unknown (Likely root cause: Unknown) - caught by typhoon Morakot in the south-east of Taiwan and sank.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Lady Belinda	7046261	24-Aug-09	20005	1971	Comoros	KCS	0
	Reported cause: Collision (Likely root cause: Unknown) - sank after colliding with the Muong Chuoi Bridge in Ho Chi Minh City						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Gulser Ana	8418289	26-Aug-09	40835	1985	Turkey	NK	0
	Reported cause: Grounding (Likely root cause: Unknown) - ran aground off the Madagascan coast at Faux Cap.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Seli 1	7814149	09-Sep-09	30529	1980	Turkey	TL	0
	Reported cause: Grounding (Likely root cause: Machinery failure) - suffering engine failure, driven aground off Bloubergstrand near Table Bay by strong westerly winds.						
	Investigation report on IMO GISIS: available on 2010.08.19 (12 months from incident date)						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Black Rose	7602455	09-Sep-09	37657	1977	Mongolia	unknown	1
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Carrying Iron Ore fines from India. Liquefaction. Master "unaware of BC Code".						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Wan Shou Shan	8601197	11-Oct-09	39837	1990	China	CCS	0
	Reported cause: <u>Flooding</u> (Likely root cause: <u>Machinery failure</u>) - taking on water after encountering engine trouble and sank off the coast of the Philippines' Lubang Island.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Asian Forest (It was categorised as General Cargo ship with Equasis)	9369112	17-Jul-09	14434	2007	Hong Kong, China	NK	0
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Liquefaction of iron ore fines; loaded 13,600 tons "iron ore fines" in bulk; it was rainy monsoon season in India at that time of the year.						
	Investigation report on IMO GISIS: No						

2010

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bright Century	9138977	02-May-10	187839	1997	Hong Kong	NK	0
	Reported cause: <u>Collision</u> (Likely root cause: <u>Unknown</u>) - Following collision, took in water and foundered in about 30 minutes with full cargo of iron ore.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) - stranded on reef in the East China Sea off Ieo Islet, South Korea and declared total loss.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Jian Fu Star	8106379	27-Oct-10	45108	1983	Panama	ABS	13
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: available on 2014.5.13 (31 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Jianmao 9	7518915	09-Nov-10	34456	1976	Panama	BKI	0
	Reported cause: <u>Flooding</u> (Likely root cause: <u>Unknown</u>) - took water in holds and sank in the South China Sea, in heavy weather.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: available on 2013.5.13 (30 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: available on 2013.5.13. (29 months from incident date)						

2011

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) – Ran aground with a cargo of soya beans in bulk.						
	Investigation report on IMO GISIS: available on 2012.09.29 (18 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
	Reported cause: <u>Unknown</u> (Likely root cause: <u>Unknown</u>) - disabled, with flooded engine room.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) - stranded and sustained damage to the hull and took water in holds nos. 1, 2,3 and 4.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	Unknown	0
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - grounded off Indonesia following liquefaction of its bauxite cargo.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
	Reported cause: <u>Collision</u> (Likely root cause: <u>Unknown</u>) - sank due to collision with another ship.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
	Reported cause: <u>Collision</u> (Likely root cause: <u>Machinery failure</u>) - suffered a complete black out and eventually collided with another ship, and sustained major damages to the hull following the collision and subsequent foundering in the Malacca Strait, Malaysia. Investigation Report by Transport Malta available at https://mti.gov.mt/en/Pages/Main%20en.aspx						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
	Reported cause: <u>Flooding</u> (Likely root cause: <u>Unknown</u>) took water in her forward holds in heavy weather while carrying 60,000 tonnes of Indonesian coal and sank in the Arabian Sea.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Machinery failure</u>) - Sustained engine failure, drifted and stranded on reef, sustained severe damage to the hull and sank whilst still under tow.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10

	Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.						
	Investigation report on IMO GISIS: available on 2012.03.23 (5 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	7
	Reported cause: <u>Unknown</u> (Likely root cause: <u>Machinery failure</u>) - disabled about 100 miles west of Cape Good Hope, and sank with 24,000 tons of corn in bulk due to machinery problems.						
	Investigation report on IMO GISIS: available on 2012.10.11 (12 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Vinalines Queen	9290907	25-Dec-11	56040	2005	Vietnam	NK	22
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction carrying 54,400 tons of Nickel ore from Indonesia's Morowali.						
	Investigation report on IMO GISIS: No						

2012

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Ocean Breeze	9309667	16-Aug-12	52289	2006	Hong Kong	NK	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) - dragged anchor due to the storm and heavy sea and ran aground on a sandbank of the Llo-Lleo beach.						
	Investigation report on IMO GISIS: available on 2013.10.14 (14 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Thermopylae Sierra	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0
	Reported cause: <u>Unknown</u> (Likely root cause: <u>Unknown</u>) – Sank while in lay-up anchorage.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
	Reported cause: <u>Structural</u> (Likely root cause: <u>Collision</u>) - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea. Vessel was in a lay-up after her collision on Dec 14 2011.						
	Investigation report on IMO GISIS: No						

2013

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction from Indonesia with 47,450 metric tons of nickel ore.						
	Investigation report on IMO GISIS: available on 2015.08.17 (29 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
	Reported cause: <u>Fire/explosion</u> (Likely root cause: <u>Unknown</u>) - Sank after suffering engine room fire and taking on water during unmanned watch-keeping						
	Investigation report on IMO GISIS: available on 2014.05.15 (26 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Navigation</u>) - laden with 35,200 MT of cement clinker, ran						

	aground on hard rock off South East Preparis Island. Investigation Report by Transport Malta available at https://mti.gov.mt/en/Pages/Main%20en.aspx						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
	Reported cause: Grounding (Likely root cause: Unknown) – ran aground on rocks of Saeng-Do (Island) off Yong of Busan and broken in two in way of No.4 cargo hold.						
	Investigation report on IMO GISIS: available on 2014.05.15 (22 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong	BV	0
	Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Due to Nickel Ore liquefaction, capsized and sank carrying 57,000 tons of nickel ore from Indonesia.						
	Investigation report on IMO GISIS: No, but Report at http://www.mardep.gov.hk/en/publication/pdf/mai130814_f.pdf						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
	Reported cause: Grounding (Likely root cause: Unknown) - Sank after running aground						
	Investigation report on IMO GISIS: available on 2014.04.08 (12 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Achilleas	8308070	02-Dec-13	35458	1985	Panama	BV	0
	Reported cause: Fire/explosion (Likely root cause: Unknown) – Caught on fire after explosion, towed to Aliaga, Turkey for breaking up.						
	Investigation report on IMO GISIS: No						

2014

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
	Reported cause: Flooding (Likely root cause: Unknown) - Sinking off of Guam from suffered leak and uncontrolled water ingress in the engine room; no life lost.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
	Reported cause: Grounding (Likely root cause: Machinery failure) - Suffered a power failure, drifted with wind and ran aground off Rose Blanche, Canada. Her hull sustained tears, punctures, and dents. Equasis reports "total loss". No life lost.						
	Investigation report on IMO GISIS: No, but available at http://www.tsb.gc.ca/eng/index.asp						

2015

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
	Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Ship sank and 18 crew lost with a cargo of 46,400 tons of bauxite on board						
	Investigation report on IMO GISIS: Available on 2015.8.18 (7 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	Reported cause: Grounding (Likely root cause: Unknown) - driven ashore on Andros, Greece. All crew						

	rescued. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Alam Manis	9397834	17-Jul-15	55652	2007	Singapore	NK	1
	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) – Loss of stability until vessel listed and eventually grounded. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Focomar	9445681	07-Aug-15	57295	2011	Panama	PRC	0
	Reported cause: <u>Unknown</u> (Likely root cause: <u>Unknown</u>) - sank near Socotra Island, Gulf of Aden, all crew survived and managed to reach Samha Island located southwest of the accident site. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Navigation</u>) - hit a reef near Zhoushan while trying to avoid a collision with a fishing vessel. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	Reported cause: <u>Grounding</u> (Likely root cause: <u>Weather</u>) - being victim to the Hurricane Patricia which hit the Mexico's Pacific coast, the ship ran aground on the rocks and sustained considerable damage. The ship's hull was cracked in the middle.						
	Investigation report on IMO GISIS: No						

Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Achilleas	8308070	02-Dec-13	35458	1985	Panama	BV	0
Alam Manis	9397834	17-Jul-15	55652	2007	Singapore	NK	1
Alexandros T	8907735	03-May-06	171875	1989	St Vincent and G.	LR	26
Amul	7110098	19-Sep-07	19711	1971	Comoros	unknown	0
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
Asian Forest	9369112	17-Jul-09	14434	2007	Hong Kong, China	NK	0
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
Aurelia	7909889	02-Feb-05	34170	1980	Malta	RS	6
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
Bang Xing I	7029665	13-Mar-06	19816	1070	Panama	unknown	0
Black Rose	7602455	09-Sep-09	37657	1977	Mongolia	unknown	1
Bright Century	9138977	02-May-10	187839	1997	Hong Kong	NK	0
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	7

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Bright Sun	8318697	18-Nov-05	37574	1985	Korea	KR	1
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
California	7404889	24-Mar-06	75720	1979	Panama	Suspended	0
Chang Ying	7512600	08-Aug-09	61374	1976	Panama	unknown	22
Clinker Carrier	7625081	04-Jul-07	61415	1980	Panama	BV	0
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
Da Ji	7526182	13-Jan-08	27036	1997	Panama	CCS	12
Ever Winner	7720714	20-Nov-07	19399	1978	Panama	RS	0
Everise Glory	782545	04-Jun-05	22531	1979	Malaysia	NK	1
Fedra	8208713	10-Oct-08	63940	1984	Liberia	GL	0
Focomar	9445681	07-Aug-15	57295	2011	Panama	PRC	0
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
Giant Step	8309282	06-Oct-06	197060	1985	Panama	NK	10
Golden Dragon	8208361	02-Oct-05	12326	1982	Taiwan, China	CCRS	0
Golden Sky	8405373	15-Jan-07	26530	1985	Cyprus	NK	0
Golden Star	7709629	30-Nov-08	17567	1078	Panama	CCRS	0
GOLDEN STAR I	7602845	05-Jul-08	22313	1976	Panama	IRS	0
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
Gulser Ana	8418289	26-Aug-09	40835	1985	Turkey	NK	0
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
Ioannis N.K.	7700946	23-Jul-09	23791	1977	Panama	NK	0
Jian Fu Star	8106379	27-Oct-10	45108	1983	Panama	ABS	13
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
Jianmao 9	7518915	09-Nov-10	34456	1976	Panama	BKI	0
Jinshan	7501273	18-Feb-08	18694	1976	Panama	NK	2
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
Kiperousa	8407278	07-Jun-05	25370	1984	Malta	RS	0
Lady Belinda	7046261	24-Aug-09	20005	1971	Comoros	KCS	0
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
Mezzanine	7396317	27-Nov-07	27265	1975	Panama	unknown	26
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
New Flame	9077393	17-Aug-07	43815	1994	Panama	CCS	0
Ocean Breeze	9309667	16-Aug-12	52289	2006	Hong Kong	NK	0
Ocean Seraya	9233375	30-May-06	73652	2001	Panama	NK	1
Ocean Victory	9339193	27-Dec-06	175000	2005	Hong Kong	BV	0
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
Orchid Sun	8507547	12-Jul-07	43611	1985	Korea	KR	13
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	0

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
Seli 1	7814149	09-Sep-09	30529	1980	Turkey	TL	0
Server	8307117	12-Jan-07	33333	1985	Cyprus	BV	0
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
Starluck	8907735	24-May-05	29308	1976	Cyprus	ABS	0
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	Unknown	0
Te Hsing	7701550	23-Jul-09	27046	1977	Panama	NK	16
Thermopylae Sierra	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong	BV	0
Twin Star	9171711	27-Jan-06	23701	1998	Panama	NK	0
Vinalines Queen	9290907	25-Dec-11	56040	2005	Vietnam	NK	22
Wan Shou Shan	8601197	11-Oct-09	39837	1990	China	CCS	0
Zhong Chang 118	8913552	20-Dec-07	43473	1991	China	CCS	0

Introduction to Intercargo



Intercargo – Who we are

The International Association of Dry Cargo Shipowners (“Intercargo”) is a voluntary, non-profit association representing the interests of dry cargo vessels’ owners. Intercargo was the brain child of the late Antony J. Chandris who realized that there was a need for an international forum for individual dry cargo shipowners where they could meet to discuss matters of mutual interest and promote their interests and vision for the dry bulk shipping.

The first General Meeting of the Association took place on 23rd April, 1980 in London.

With Non-Government Organization status at the International Maritime Organization and participation in

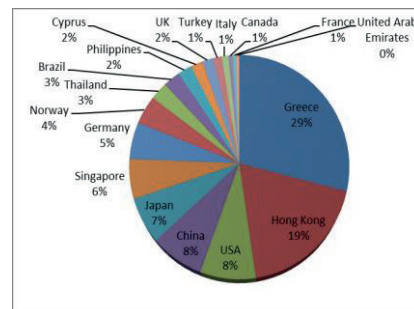
shipping events, Intercargo’s objective is the creation of a safe, efficient, high quality and environmentally friendly dry cargo shipping industry. The prime principle of a free and fair competition in the dry cargo industry, serves the objective to create strategies which enhance the interests of the members for the benefit not only of the dry cargo shipping but also of the whole shipping industry.

To join Intercargo, interested entities must agree to the conditions of membership as laid out in Intercargo’s Constitution which can be found at <http://www.intercargo.org/en/membership/constitution.html>

Our members and Intercargo ships by Country of ownership

Although a full list of members can be found on the Website, our participating members include many of the industry heavyweights such as NYK, Mitsui OSK, K Line, COSCO, China Shipping, LDA, INC, Anangel, Thome Shipmanagement, Fafalios, Aegean Bulk, Oldendorff, Oak Maritime, Pacific Basin, Vale, Rio Tinto, Liberty Maritime, Valles and many more.

Helping us with advice and guidance, our Associate Members include all of the major IACS Classification Societies, most of the International Group of P&I members and other companies providing goods and services.



Becoming a member

The Intercargo membership categories are:

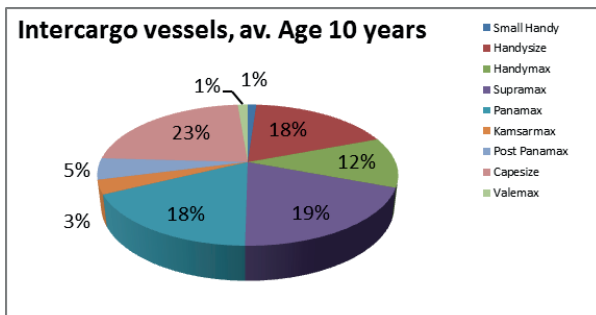
Full Member – Any company which owns, operates or manages dry cargo ships in excess of 10,000 dwt

Associate Member – Any company which provides goods or services to the dry cargo shipping industry

Applications or questions about joining should be sent to the Secretariat at info@intercargo.org Annual fees for 2016 are: Full members – GBP 4,270 for 1-5 ships and GBP 391 for each sixth and subsequent ship up to a capped maximum of GBP 21,000. Associate members are charged GBP 1,075.

Benefit to members

1. Participate in the drafting strategy for the dry bulk and the wider shipping industry.
2. Be part of an association dedicated to quality and safety, with a proven better than average performance in Port State Control inspections.
3. Vessels entered with Intercargo are awarded quality bonus points in RightShip’s online Ship Vetting Information System.
4. Be part of the Round Table’s effort in creating a united voice for shipping.
5. Associate Members may advertise their services in the Hard Copy Bulletin which is sent to most of the world’s 1200 bulk carrier companies.
6. Receive gratis copies of Intercargo publications, including the Benchmarking Report and Bulk Carrier Casualty Report, guidance on Port State Control matters and other reports covering terminals and operational matters. Take advantage of Members’ area information services on our website.



7. Use the output of Intercargo’s Technical Committee (TechCom) and Executive Committee (ExCom) meetings and deliberations. Gain access to wider cross industry sources of knowledge and influence via Intercargo’s participation in various of IMO and industry working groups.
8. Meet fellow Members twice a year at meetings in Asia and Europe.

www.intercargo.org

INTERCARGO and its Members commit themselves to a safe, efficient, high quality and environmentally-friendly dry cargo shipping industry