

Intercargo calls for Stellar Daisy probe

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- by Max Tingyao Lin
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Stellar Daisy: Lessons need to be learnt promptly, says Intercargo.

IMO also expects full investigation as 22 seafarers remain missing

INTERCARGO has called on relevant parties in the *Stellar Daisy* [incident](#) to submit a casualty investigation report to the International Maritime Organization in a timely matter to address industry safety concerns.

The statement came after the IMO secretary-general Kitack Lim said he expected a full probe into the incident and the results and findings to be brought to the UN body to reduce future chances of similar accidents

In the statement, Intercargo said it encouraged the flag state, the class society, the P&I club and other stakeholders involved “to be mobilised swiftly and co-operate fully, in order to submit as quickly as possible to IMO a thorough and quality report investigating its causes”.

The statement adds: "Lessons need to be learnt promptly after maritime casualties."

“Intercargo stresses the importance of timely submission of the casualty investigation report to IMO, as a means to identify the causes of the incident and enable corrective actions to be taken,” according to the statement, adding that the industry group will make full use of such a report when it is available.

Multinational search and rescue operations have failed to find the 22 of 24 crew members who are missing after the 1993-built very large ore carrier reportedly split and sank 2,000 miles off Uruguay late last week.

While the chances of saving the seafarers appear slim, Intercargo and Mr Lim both praised the efforts and called for further reflection.

“In the aftermath, the shipping community should be concerned about the non-availability of sufficient SAR capabilities in the vicinity of busy shipping lanes around the world and revisit this issue,” Intercargo said.

Owned and operated by South Korea’s Polaris Shipping, *Stellar Daisy* was carrying 260,000 tonnes of iron ore from Brazil to China when the incident occurred. Polaris declined to comment on possible causes at this stage. Vale, the reported cargo owner, has not replied to emails from Lloyd’s List.

Some industry officials [have suggested](#) liquefaction of cargo could be behind the accident, while others pointed out that authorities should try to probe into whether the ship’s age, the loading operations and the vessel’s conversion from a tanker to a dry bulk carrier could have had an impact.

In February, the China Port State Control authorities identified six serious deficiencies related to watertight and weathertight doors, indicating potentially leaking hatches or doors. Yet the vessel was allowed to sail without any detentions.

The Marshall Islands-flagged vessel was built as a single-hull very large crude carrier by Mitsubishi Heavy Industries. It had changed hands several times before ending up with Polaris in 2007.

Stellar Daisy was converted to a VLOC at the Cosco (Zhoushan) Shipyard in China in 2009. According to Lloyd's List Intelligence, Korean Register of Shipping has classified the vessel since 2007 and Korea P&I Club has been providing its protection and indemnity cover since 2013.

Article from Lloyd's List

<https://www.lloydslist.com/ll/sector/dry-cargo/article553366.ece>

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