

Bulk Carrier Casualty Report

Years 2008 to 2017 and the trends



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Introduction

In 2017, the tragic losses of M/V Stellar Daisy, carrying an iron ore cargo, and M/V Emerald Star, with a nickel ore cargo, raised questions of structural integrity and safety condition of high density cargoes carried on board. These two bulk carrier casualties caused the loss of 32 seafarers, the highest annual loss of lives since 2011. The industry expects that the full investigation reports will provide answers to the questions and highlight the lessons to be learnt.

This edition of the Bulk Carrier Casualty Report covers reports bulk carrier casualties from 2008 to 2017 and provides an analysis on statistics and trends over the last 10 years. Fifty three (53) bulk carriers over 10,000 dwt have been identified as total losses over the years 2008 to 2017. Cargo shift and liquefaction continue to be a great concern for the life of seafarers and the safe carriage of dry bulk cargoes over this period. Those 9 casualties of suspected cargo failure consisted of 6 bulk carriers carrying nickel ore from Indonesia, 2 vessels with laterite (clay) iron ore from India and 1 with bauxite from Malaysia, and there were 101 lives lost associated with the 9 casualties of cargo failure against a total of 202 lives for all the 53 casualties.

In 2017, the INTERCARGO database recorded 337 bulk carrier incidents, including the 2 casualties of M/V Stellar Daisy and M/V Emerald Star. Serious concerns arose on the safe carriage of ammonium nitrate based fertiliser, following the incident of the high temperatures in the cargo holds and the release of gases from the cargo on the 57,000 dwt supramax MV Cheshire in August 2017. Bulk carrier owners are confused with the existing individual schedule for AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) in the IMSBC Code which covers a wide range of different fertilizers with the safety requirements varying depending on their specific properties, types and compositions. The shipping industry welcomed the issuance of the IMO circular CCC.1/Circ.4 on “Carriage of AMMONIUM NITRATE BASED FERTILIZER (non-hazardous)” on 22 Sept 2017; however bulk carrier owners and

masters are expecting a prompt legislation process to develop adequate mandatory safety requirements to avoid recurrence of the M/V Cheshire and M/V Purple Beach incidents.

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. The importance of flag States’ timely submission of casualty investigation reports to IMO should be stressed, as a means for identifying the cause of incidents and enabling corrective actions to be taken. The IMO GISIS database showed by end January 2018 that 29 investigation reports of 53 losses had not been submitted to IMO by their flag States. Some details further highlight the issue of slow reporting:

- The highest loss of life has been attributed to cargo failure (liquefaction), totalling 101 lives lost from the 9 casualties during 2012 and 2015. Three (3) investigation reports of those 9 cases have not been submitted to IMO.
- The most common reported cause of ship losses has been grounding, totalling 22 losses among the 53 cases. Ten (10) investigation reports of those 22 cases have not been submitted to IMO.
- Six (6) ships lost with unknown causes claimed 61 lives. Five (5) investigation reports of those 6 cases have not been submitted to IMO.
- Reported flooding led to losses of 8 ships and 14 lives. Five (5) investigation reports of those 8 cases have not been submitted to IMO.

INTERCARGO stresses the importance of timely submission of the casualty investigation reports to IMO from relevant flag States, as a means of identifying the causes of the incidents and enabling corrective actions.

February, 2018

Summary

- 53 bulk carriers over 10,000 dwt have been identified as total losses¹ for the years from 2008 to 2017.

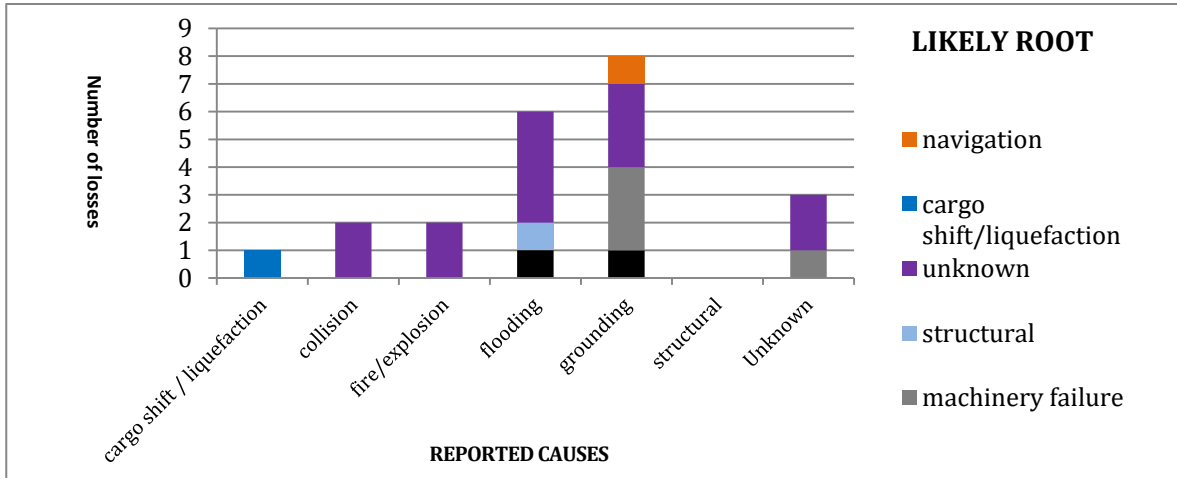
Year	Handysize 10k-34999 dwt	Handymax 35k-49999 dwt	Supramax 50k-59999 dwt	Panamax 60k-79999 dwt	Capesize 80k+ dwt	Total
2008	4	0	0	1	0	5
2009	6	3	0	1	0	10
2010	1	1	2	0	2	6
2011	6	2	1	1	1	11
2012	1	0	1	1	0	3
2013	1	3	2	0	1	7
2014	1	1	0	0	0	2
2015	2	0	1	1	0	4
2016	0	1	0	0	2	3
2017	0	0	1	0	1	2
Total	22	11	8	5	7	53

Total losses - Bulk carriers by size and year

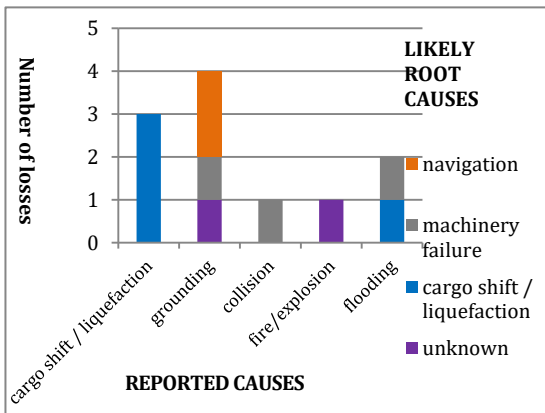
- Significant findings
 - 22 Handysize bulk carriers were lost, representing 41.5% of the total 53 casualties reported, while most cases happened before 2011 and remarkable improvement thereafter.
 - 11 Handymax were lost, representing 20.8% of the total without clear pattern of improvement through the years.
 - Supramax suffered 8 ship losses, taking 15.1% of the total, with 5 losses related to suspected cargo failure (liquefaction) and consequential loss of 85 lives.
 - Capesize suffered 7 ship losses, taking 13.2% of the total.
 - Panamax showed least number of total losses, representing 9.4% of the total.
 - In terms of annual ship losses, after peaking in 2011, reduction of ship losses was observed.

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. The assumed definitions of vessel sizes used in this report serve its purposes for continuity and easier comparison with past reports.

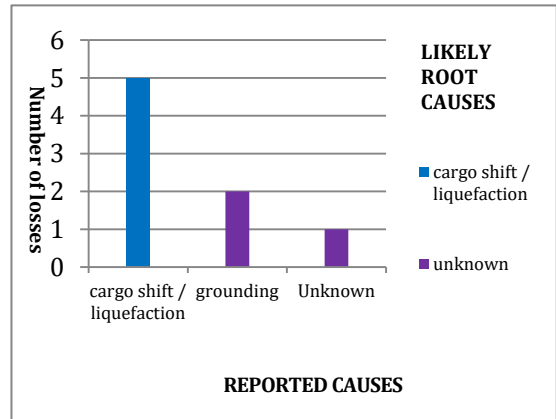
□ Analysis of causes in terms of ship sizes



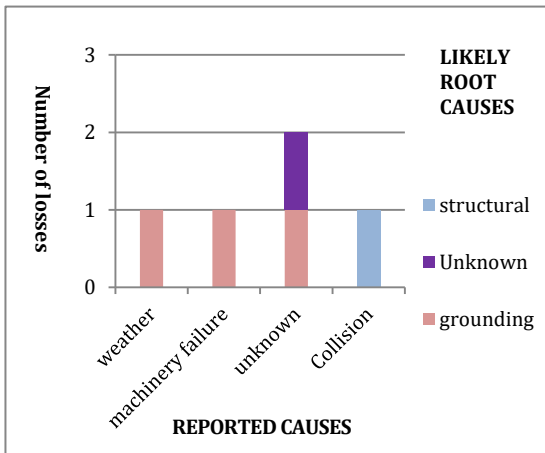
Casualties of Handysize bulk carriers



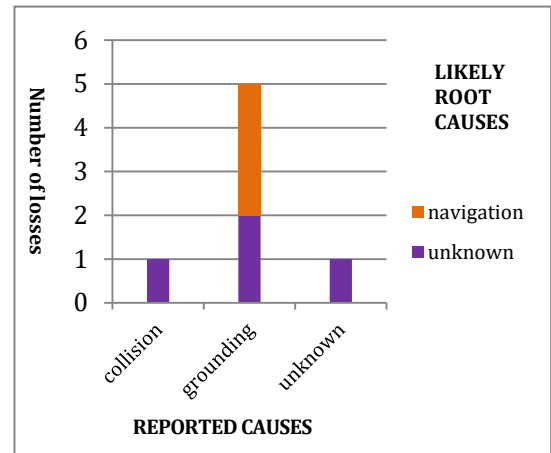
Casualties of Handymax bulk carriers



Casualties of Supramax bulk carriers



Casualties of Panamax bulk carriers



Casualties of Capesize bulk carriers

Analysis of total losses for previous ten years 2008 to 2017

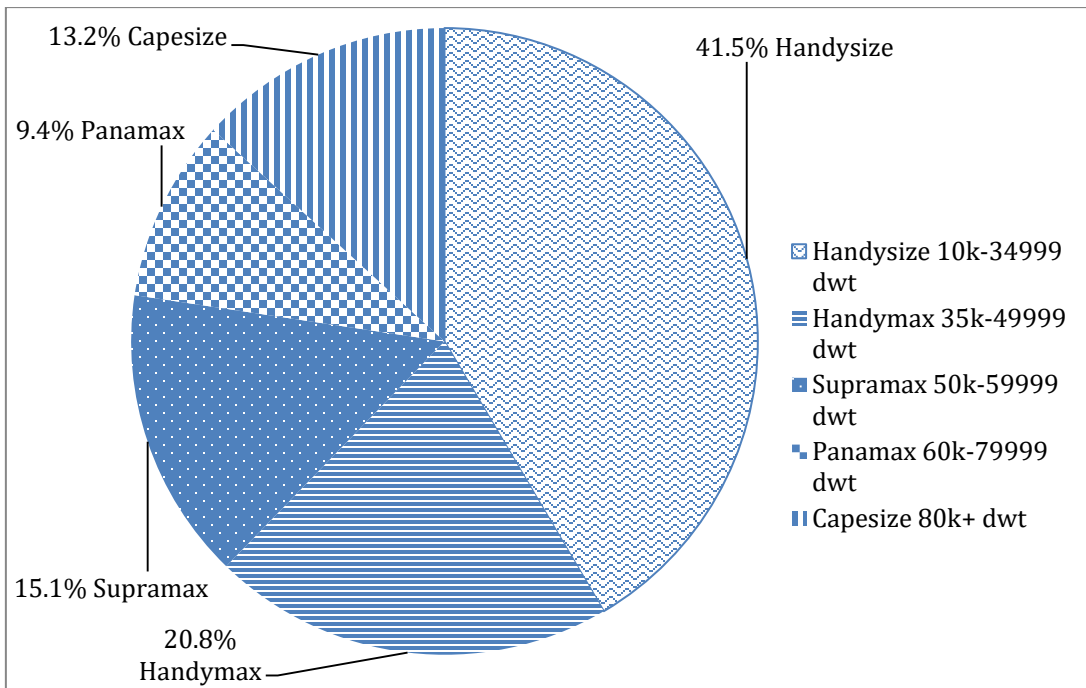
- ❑ 53 bulk carriers over 10,000 dwt have been identified as lost, or on average 5 ships per year.
- ❑ 202 crewmembers have lost their lives as consequence, or on average 20 lives lost per year.
- ❑ 24.2 years was the average age of the bulk carriers lost.
- ❑ 2.77 million dwt have been lost, or on average 276,508 dwt per year.

Losses by cause

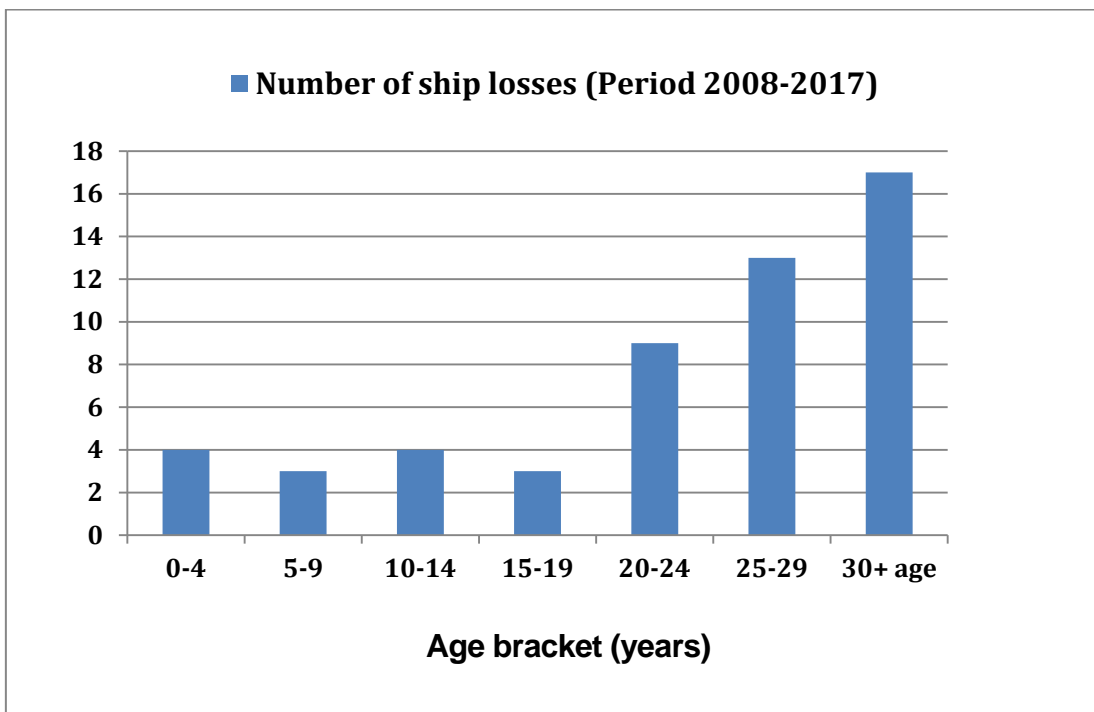
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo shift/liquefaction	101	9	Cargo failure	9
Collision	0	4	Machinery failure	1
			Unknown	3
Fire/explosion	16	3	Unknown	3
Flooding	14	8	Unknown	5
			Collision	0
			Machinery failure	1
			Weather	1
			Structural	1
Grounding	10	22	Machinery failure	5
			Navigation	6
			Unknown	9
			Weather	2
Structural	0	1	Unknown	0
			Collision	1
Unknown	61	6	Unknown	5
			Weather	0
			Machinery failure	1
TOTAL	202	53		53

- ❑ The highest loss of life has been attributed to **Cargo failure (liquefaction)**, totalling 101 lives lost or 50.0% of total loss of life resulted from the 9 casualties.
- ❑ The most common reported cause of ship losses has been **Grounding**, totalling 22 losses or 41.5 % of total losses.
- ❑ Losses due to **Flooding** for 8 ships (15.1%) and 14 lives (6.9%) have been significant.
- ❑ Losses of lives resulted from 6 ships lost with **Unknown** causes accounted 61 lives, or 30.2% of total life losses, among them the 2 casualties in 2017 (Stellar Daisy and Emerald Star) causing 32 lives lost.

Losses by bulk carrier size

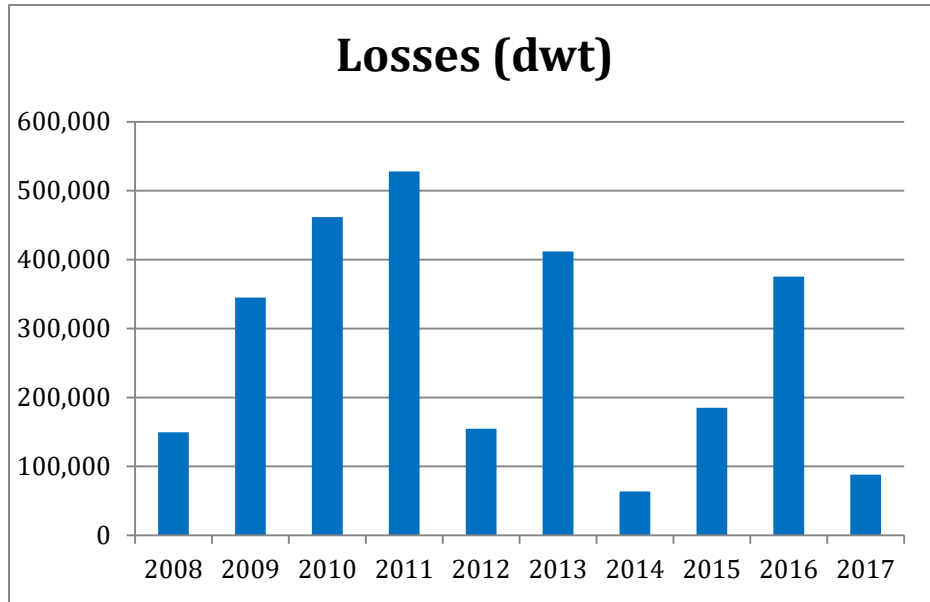


Losses by age



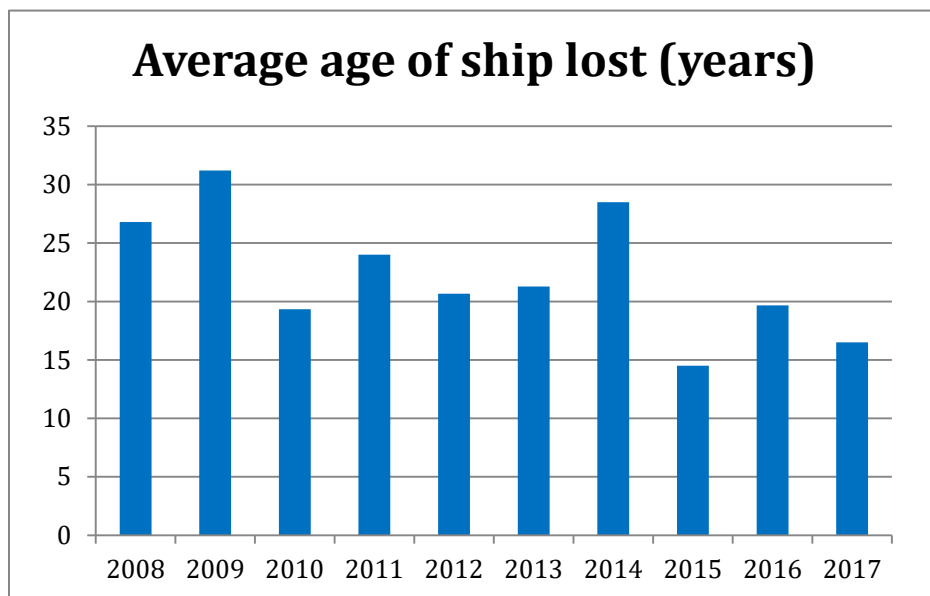
Losses by dwt

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Losses (dwt)	149,550	347,500	461,666	528,009	154,526	411,936	63,580	184,970	375,386	87,963



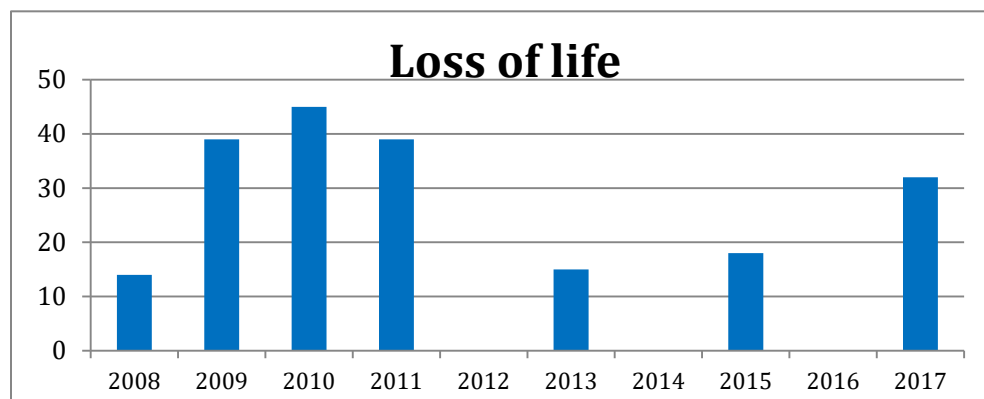
Losses by average age

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Average age	26.8	34.3	19.3	24.0	20.7	21.3	28.5	14.5	19.7	16.5



Losses of life

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Loss of life	14	39	45	39	0	15	0	18	0	32



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

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. At the end of Jan 2018, 24 of the 53 bulk carrier losses in this analysis have had investigation reports made available on IMO GISIS (<https://gisis.imo.org/Public/Default.aspx>), representing 45.3%. The average time from incident to a report becoming available has been 21.8 months for these investigations. The following is an analysis of flag State reporting on the casualties identified that have been made available on the IMO GISIS database.

Flag	No. of cases	GISIS with Reports	Average Months*	GISIS without report
Bahamas	1	1	7	
Belize	1			1
China	2			2
Comoros	1			1
Cyprus	2			2
Hong Kong, China	5	2	20.5	3
Korea	3	1	12	2
Liberia	3	1	26	2
Malta	3	3	42	
Marshall Islands	1			1
Mexico	1			1
Mongolia	1			1
Panama	25	15	20	10
Turkey	3	1	12	2
Vietnam	1			1
Total	53	24	21.83	29

*Average months: from the incident date to the date of the reports shown with GISIS

Casualty list

Between January 2008 and December 2017, fifty three (53) bulk carrier casualties have been identified as total losses 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.

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)						
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)						
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)						
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						
Golden Star	7709629	30-Nov-08	17567	1978	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)						
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: <u>Unknown</u> (Likely root cause: <u>Unknown</u>) - 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: <u>Collision</u> (Likely root cause: <u>Unknown</u>) - 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: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) – 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: <u>Grounding</u> (Likely root cause: <u>Machinery failure</u>) - suffering engine failure, driven aground off Bloubergstrand near Table Bay by strong westerly winds.						
	Investigation report on IMO GISIS: <i>available on 2010.08.19 (12 months from incident date)</i>						
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 Indian Iron Ore Fines (laterite/clay ore).						
	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>) – loaded with 13,600 tons of Indian Iron Ore Fines (laterite/clay ore); it was rainy monsoon season in India at that time of the year.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Algoport	7810844	05-Sep-09	31970	1979	Turkey	unknown	0
	Reported cause: <u>Flooding</u> (Likely root cause: <u>Unknown</u>) - the vessel broke in half and sank in heavy seas while under tow for conversion. There were no injuries or loss of life in the accident.						
	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, China	NK	0

	Reported cause: Collision (Likely root cause: Unknown) - 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: Grounding (Likely root cause: Unknown) - 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: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: <i>available on 2014.5.13 (31 months from incident date)</i>						
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: Flooding (Likely root cause: Unknown) - 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: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: <i>available on 2013.5.13 (30 months from incident date)</i>						
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: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: <i>available on 2013.5.13. (29 months from incident date)</i>						

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: Grounding (Likely root cause: Unknown) – Ran aground with a cargo of soya beans in bulk.						
	Investigation report on IMO GISIS: <i>available on 2012.09.29 (18 months from incident date)</i>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
	Reported cause: Unknown (Likely root cause: Unknown) - 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: Grounding (Likely root cause: Unknown) - stranded and sustained damage to the hull and took water in holds Nos. 1, 2,3 and 4.						
	Investigation report on IMO GISIS: available on 2012.02.29 (11 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	DNV GL	0
	Reported cause: Grounding (Likely root cause: navigational error) - grounded off Indonesia with damage to						

	hull while carrying a 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: Unknown) - 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: Machinery failure) - 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: available on 2017.01.3 (65 months)						
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: Unknown) 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: Machinery failure) - 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: Unknown) - 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: Machinery failure) - 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: Cargo shift/liquefaction) - 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, China	NK	0
	Reported cause: <u>Grounding</u> (Likely root cause: Unknown) - 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: Unknown (Likely root cause: Unknown) – 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: Structural (Likely root cause: Collision) - 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: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - 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: Fire/explosion (Likely root cause: Unknown) - 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: Grounding (Likely root cause: Navigation) - 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: available on 2017.01.27 (43 months)							
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, China	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: available on 2015.11.30 (27 months)							
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: available on 2016.6.27 (28 months)						

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 loaded in Kuantan, Malaysia.						
	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
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
	Reported cause: Grounding (Likely root cause: Navigation) - 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: Grounding (Likely root cause: Weather) - 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						

2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Mykonos	9135688	20-Jan-16	161121	1997	Panama	KRS	0
	Suspected cause: Grounding (Likely root cause: unknown) - carrying 160,000 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Jan and broke into two and sank on 16 May 2016.						

	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
	Suspected cause: Grounding (Likely root cause: unknown) - carrying iron ore cargo, it ran aground in Suez Canal while transiting in southern direction and sustained considerable damage in its fore part with water ingress. Equasis records indicate her "total loss".						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: Grounding (Likely root cause: unknown) - not carrying any cargo, it ran aground off Mahebourg on 17 Jun and sank under tow on 30 Jul approximately 93.5 nautical miles from Mauritius.						
	Investigation report on IMO GISIS: no						

2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9038725	1-Apr-17	266141	1993	Marshall Islands	KR	22
	Reported cause: Flooding (Likely root cause: Unknown) - The vessel, loaded with a cargo of iron ore from Brazil, sank in South Atlantic shortly after issuing a distress signal. 2 crew members were rescued and 22 missing.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
	Reported cause: Capsized (Likely root cause: Unknown) – The vessel, loaded with nickel ore cargo from Buli, Indonesia, sank in the waters East of the Philippines. 16 crew members were rescued and 10 crew members missing.						
	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
Algoport	7810844	05-Sep-09	31970	1979	Turkey	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
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Black Rose	7602455	09-Sep-09	37657	1977	Mongolia	unknown	1
Bright Century	9138977	02-May-10	187839	1997	Hong Kong, China	NK	0
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	7
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
Chang Ying	7512600	08-Aug-09	61374	1976	Panama	unknown	22
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
Da Ji	7526182	13-Jan-08	27036	1997	Panama	CCS	12

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
Fedra	8208713	10-Oct-08	63940	1984	Liberia	GL	0
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	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
Lady Belinda	7046261	24-Aug-09	20005	1971	Comoros	KCS	0
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
New Mykonos	9135688	20-Jan-16	161121	1997	Panama	KRS	0
Ocean Breeze	9309667	16-Aug-12	52289	2006	Hong Kong, China	NK	0
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	0
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
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
Stellar Daisy	9038725	01-Apr-17	266141	1993	Marshall Islands	KR	22
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, China	BV	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



Uniting and Promoting Quality Dry Bulk Shipping

INTERCARGO – Who we are

The International Association of Dry Cargo Shipowners (INTERCARGO) is a voluntary non-profit association representing the interests of dry cargo vessel owners. Its first General Meeting took place in 1980 in London and it has had NGO consultative status at the International Maritime Organization (IMO) since 1993. INTERCARGO provides the forum where quality dry bulk shipowners, managers and operators are informed about, discuss and share

concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence. INTERCARGO promotes best practices in shipping and represents dry cargo shipping interests at IMO, other industry fora and the broader business context, basing its strategies on the principle of free and fair competition. INTERCARGO is committed to safety and quality in ship operations, with a focus on operational efficiency and the protection of the marine environment.

Benefits to Members

- **Being part of an Association dedicated to quality, safety and the environment**
- **Receiving circulars** of dry bulk shipping specific information.
- **Opportunities to meet** fellow Members at the Association's meetings in Europe and Asia.
- **Access to the Association's website:** www.intercargo.org (some sections are reserved for Full/Consociate Members).
- **Free copies** of INTERCARGO publications.
- **Priority advertising opportunities** in the Association's publications and on its website, at reduced rates
(see "Advertising on INTERCARGO website" under: <https://www.intercargo.org/membership/>).
- **Opportunities to present** at the Association's events (subject to invitation).

Benefits exclusive to Full and Consociate Members

- Participation in the **INTERCARGO Technical and Executive Committees** is open to Full members only; Consociate Members can participate in these Committees but have no voting rights.
- Entered ships are **tagged on Equasis** as registered with INTERCARGO. Equasis statistics show that INTERCARGO-entered vessels outperform other dry bulk vessels/the industry averages.
- The **vetting scheme of RightShip** will credit extra (five) points per entered vessel with INTERCARGO.
- **Full access** to the Association's website: (www.intercargo.org).

Industry Topics

Members gain access to cross-industry sources of knowledge and engage in drafting strategy for both the dry bulk and the wider shipping industry via INTERCARGO's participation in industry working and correspondence groups and the IMO deliberations. INTERCARGO's working programme is outlined below:

Safety – Security

- Cargoes, Liquefaction
- Design and Construction, Machinery and Operations
 - Class and Statutory Rules
 - Cargo Gear
 - Hatch Covers
 - Loading Rates
- Incidents and Casualties
- Life Saving
- Piracy
- Cyber Risks

Environment – Quality

- Ballast Water
- Coatings
- Emissions
 - Greenhouse Gas – CO2 Emissions
 - Sulphur Cap – SOx and Particulate Matter (PM) Emissions
 - Other Emissions (NOx, Black Carbon)
- Ports and Terminals
 - Reception Facilities
 - Port State Control and Transparency
 - Corruption, Criminalisation
- Training, Manpower and the Human Element

Regulation

- International Maritime Organization (IMO)
- Other Legislation
- Miscellaneous Issues

Becoming a Member

The INTERCARGO membership categories are:

Full Member – Any company that owns, operates or manages dry bulk carriers of 10,000 dwt and above.

Consociate Member – As above for below 10,000 dwt.

Associate Member – Any entity that 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 2018:

Full Member – GBP 4,270 for 1 to 5 ships and GBP 391 for each sixth and subsequent ship up to a capped maximum of GBP 21,000;

Consociate Member – half the fees that would be paid as a Full Member;

Associate Member – GBP 1,075.

Members joining after the start of the membership year (1 January) are entitled to an initial pro-rata membership fee.