



# Bulk Carrier Casualty Report

Years 2011 to 2020 and trends

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# **Bulk Carrier Casualty Report**

**Years 2011 to 2020 and trends**

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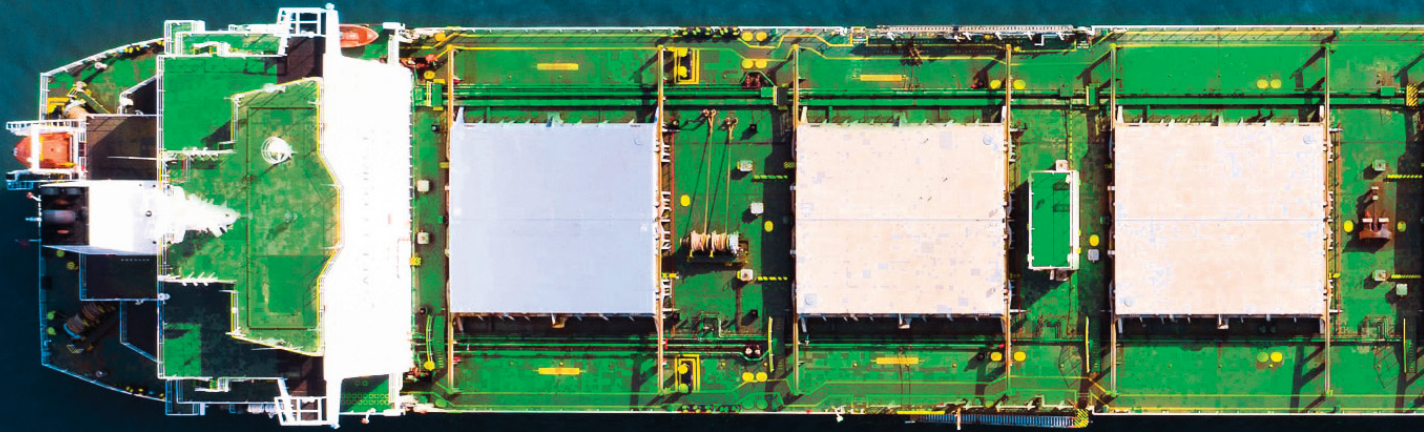
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Cover Photo: IMO helping to mitigate the impacts of MV Wakashio oil spill in Mauritius

Credits: International Maritime Organization

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# Introduction

The global COVID-19 pandemic resulted in 2020 being a challenging and difficult year for the bulk carrier sector. It was also a year when seafarers of all nationalities faced extended time on board due to crew change problems, resulting in the danger of fatigue and mental stress. Despite these difficulties, crews continued to serve the world's needs by ensuring the smooth running of the global bulk carrier fleet transporting vital goods across the world.

## No room for complacency

Unfortunately, 2020 was not without casualties. The bulk carrier WAKASHIO ran aground on a reef off the coast of Mauritius on 25 July and broke in two on 12 August. More than 1,000 tonnes of fuel seeped from a crack in the hull. The unsafe behaviour that contributed to her grounding once again reminds the shipping industry that there is no room for complacency. Complacency is a result of over-confidence and a lack of safety awareness, increasing the potential for serious casualties in the sector.

## Grounding

Grounding was the most common reported cause of bulk carrier losses from 2011 to 2020. In February 2020, the 2016-built very large ore carrier (VLOC) STELLAR BANNER ran aground off the coast of Brazil while carrying iron ore. After refloating, condition assessment led to her being scuttled about 150 kilometers from the coast of Maranhão, due to the extent of hull damage suffered as a result of the incident.

Among a total of 34 bulk carrier losses of over 10,000 dwt, 17 of these were due to grounding. Of these 17 losses, 13 investigations were carried out by the respective flag States, with full investigation reports available in the IMO GISIS database.

## Human error

An initial review of those reports found that human error both operationally and in navigation contributed to 9 of the casualties. Among the four casualties without investigation reports available, evidence has shown that two of them, including the WAKASHIO, also seem to have been caused by operational and navigational human error. This leads us to believe that at least 11 of the 17 grounding incidents recorded were due to human error by the crew on board.

**[This] unsafe behaviour  
...once again reminds  
the shipping industry  
that there is no room for  
complacency.**

## **Cargo failure and liquefaction**

Moisture related failure mechanisms such as liquefaction and dynamic separation remain a major concern of dry bulk shipping. On 17 December 2020, a general cargo ship was reported missing off Phu Quy island, southern Vietnam, due to suspected problems with the 7,800 tons of clay cargo carried. Among the total 34 losses covered by this report, there were five casualties with suspected cargo failure, resulting in the loss of 61 seafarer lives. These consisted of three bulk carriers carrying nickel ore from Indonesia, one vessel with iron ore fines (assumed to be laterite) loaded from Malaysia, with high moisture content, and one vessel with bauxite from Malaysia.

## **Lessons to be learned**

Learning lessons from incidents of this kind, and sharing of experience have proven to be effective approaches to raise safety awareness and to deepen the understanding and knowledge of the existing rules, regulations and skills. Focused training will prepare the crew with adequate knowledge and skills to handle a specific cargo and voyage type and enhance effective teamwork on board. Continued focus on safety awareness and understanding of safety measures helps to close gaps in understanding and reduces the potential for similar very serious marine casualties involving bulk and ore carriers. The industry should not shy away from making bold changes to ship design in order to further improve the safety and survivability of dry bulk vessels. Flag state reports of casualties must question and strive to alter existing SOLAS, MARPOL, LOADLINE and other conventions if crew lives are to be saved.

## **Sources of information**

There are many sources of case studies, incident analysis and knowledge bases, including P&I clubs, classification societies and Port State Control (PSC) regimes. The IMO has built up and maintained the GISIS module on maritime casualties and incidents at <https://gisis.imo.org/Public/MCI/Default.aspx>, which holds incident investigation reports with analysis and lessons learned submitted by IMO Member States (flag States). Other rich sources of casualty analysis are the outcomes of deliberation at IMO's Sub-committee on Implementation of IMO Instruments (III). Every year IMO III issues a list of incident analysis developed by an expert group. In June 2020, IMO III released findings of the analysis of 39 marine safety investigation reports, related to 38 marine casualties.

Shipowners and managers are encouraged to take full advantage of the comprehensive knowledge that those sources and platforms contain in order to help their crew and their superintendents prepare to achieve the highest safety standards and levels of performance.

February, 2021

# Summary

- **34 bulk carriers (of over 10,000 dwt) have been identified as total losses<sup>1</sup> for the years 2011 to 2020.**

Year	10k-34,999 dwt	35k-49,999 dwt	50k-59,999 dwt	60k-79,999 dwt	80k+ dwt	Total
2011	6	2	1	1	1	11
2012	1	0	1	1	0	3
2013	1	2	2	0	1	6
2014	1	1	0	0	0	2
2015	2	0	1	2	0	5
2016	0	1	0	0	2	3
2017	0	0	1	0	1	2
2018	0	0	0	0	0	0
2019	0	0	1	0	0	1
2020	0	0	0	0	1	1
Total	11	6	7	4	6	34

Total losses - Bulk carriers by size<sup>2</sup> and year

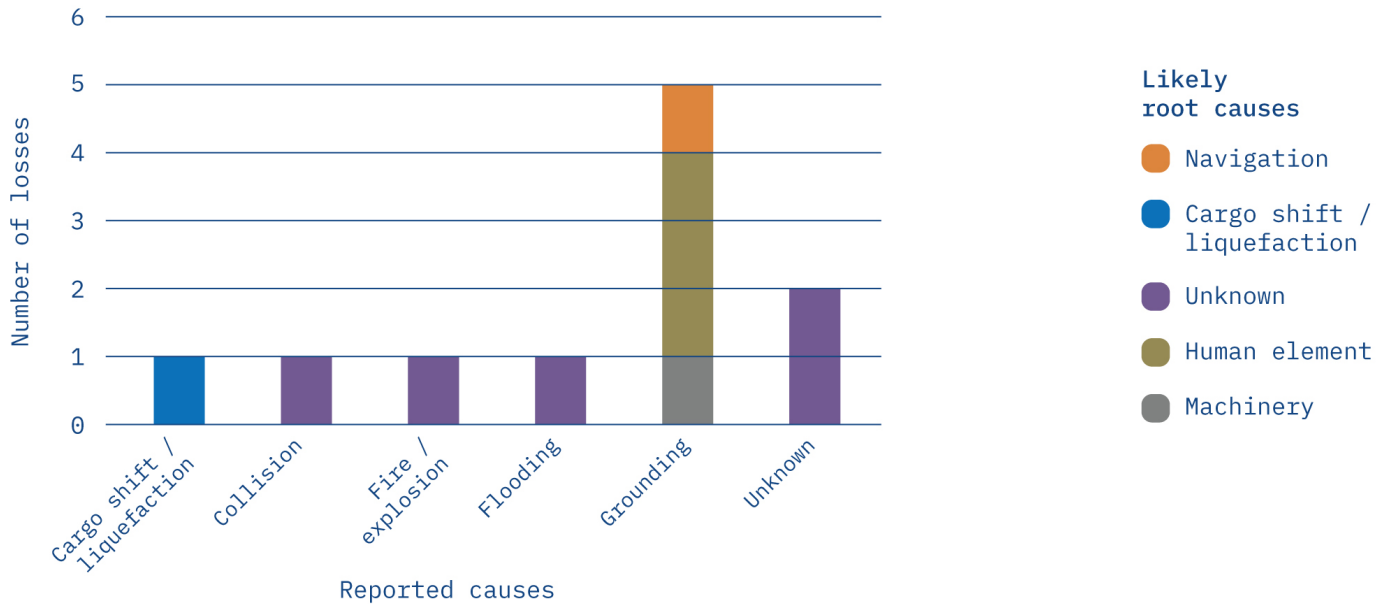
- **Significant findings**
  - **10,000-34,999 dwt:** 11 bulk carriers were lost, representing 32.4% of the total 34 casualties reported, with one loss related to suspected cargo failure (liquefaction) and the consequential loss of six lives.
  - **35,000-49,999 dwt:** six bulk carriers were lost, representing 17.6% of the total, with one loss related to suspected cargo failure (liquefaction) and the consequential loss of 15 lives.
  - **50,000-59,999 dwt:** seven vessels were lost, representing 20.6% of the total, with three losses related to suspected cargo failure (liquefaction) and the consequential loss of 40 lives.
  - **80,000+ dwt:** four vessels were lost, or 17.6% of the total.
  - The lowest number of casualties were in the **60,000-79,999 dwt** range, representing 11.8% of the total.
  - In terms of annual ship losses, after peaking in 2011, a reduction of ship losses was observed thereafter.

<sup>1</sup> 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.

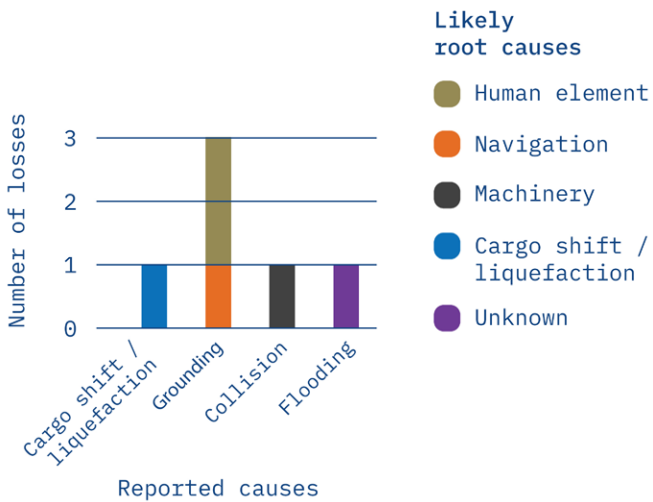
<sup>2</sup> These arbitrary size ranges are used for easy comparison with past reports.

## ► Analysis of causes by ship size

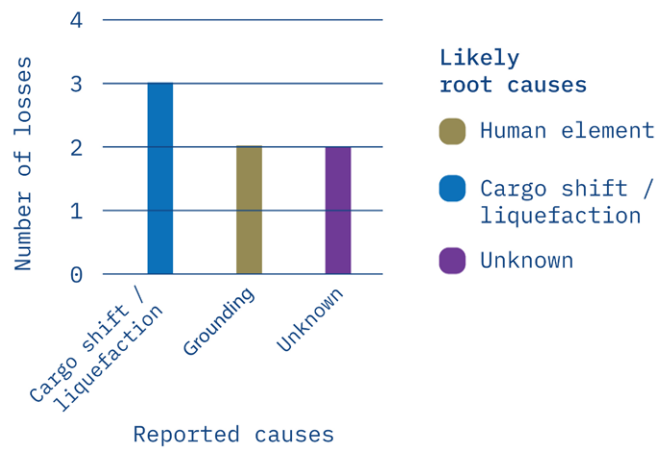
### Casualties of 10,000-34,999 dwt bulk carriers



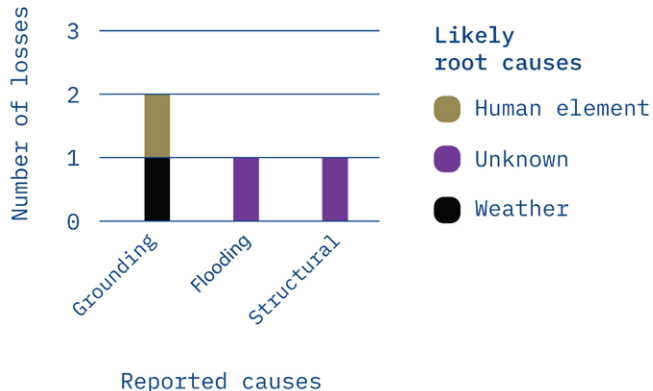
### Casualties of 35,000-49,999 dwt bulk carriers



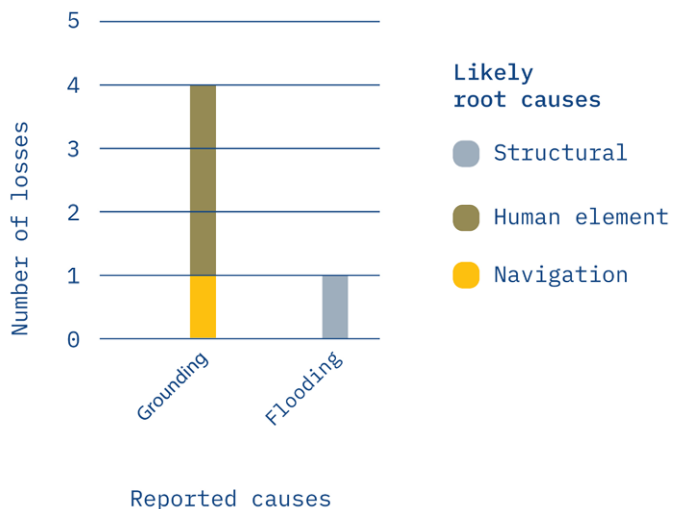
### Casualties of 50,000-59,999 dwt bulk



### Casualties of 60,000-79,999 dwt bulk carriers



### Casualties of 80,000+ dwt bulk carriers



# Analysis of total losses for 2011 to 2020

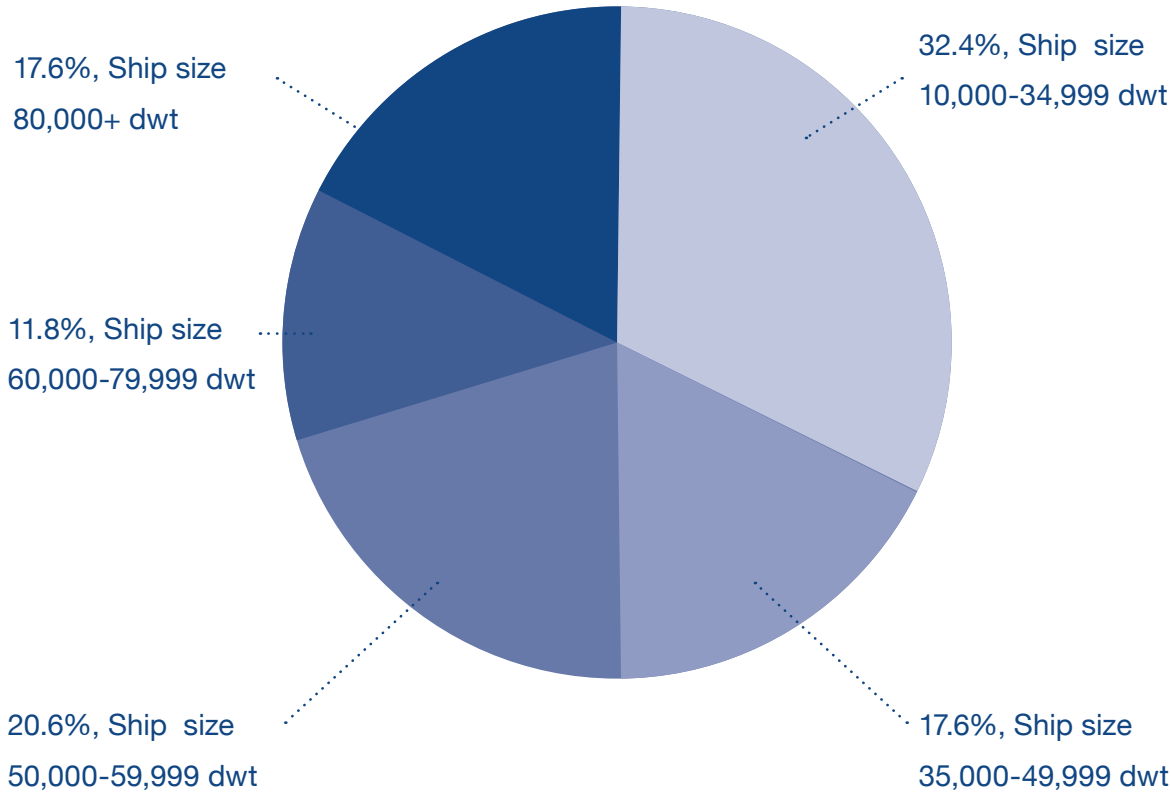
- 34 bulk carriers over 10,000 dwt have been identified as lost, or on average four ships per year.
- 128 crewmembers have lost their lives as consequence, or on average 13 lives lost per year.
- The average age of the bulk carriers lost was 20.9 years.
- Vessels amounting to a total of 2.33 million dwt have been lost, which amounts to an average 233 thousand dwt per year.

Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo shift/liquefaction	61	5	Cargo failure	5
Collision	0	2	Human element	1
			Machinery failure	1
			Unknown	1
Fire/explosion	0	1	Unknown	1
Flooding	22	4	Structural	1
			Unknown	3
Grounding	10	17	Human element	12
			Machinery failure	1
			Navigation	3
			Unknown	1
			Weather	1
Structural	0	1	Unknown	1
Unknown	35	4	Unknown	4
TOTAL	128	34		34

## Losses by cause

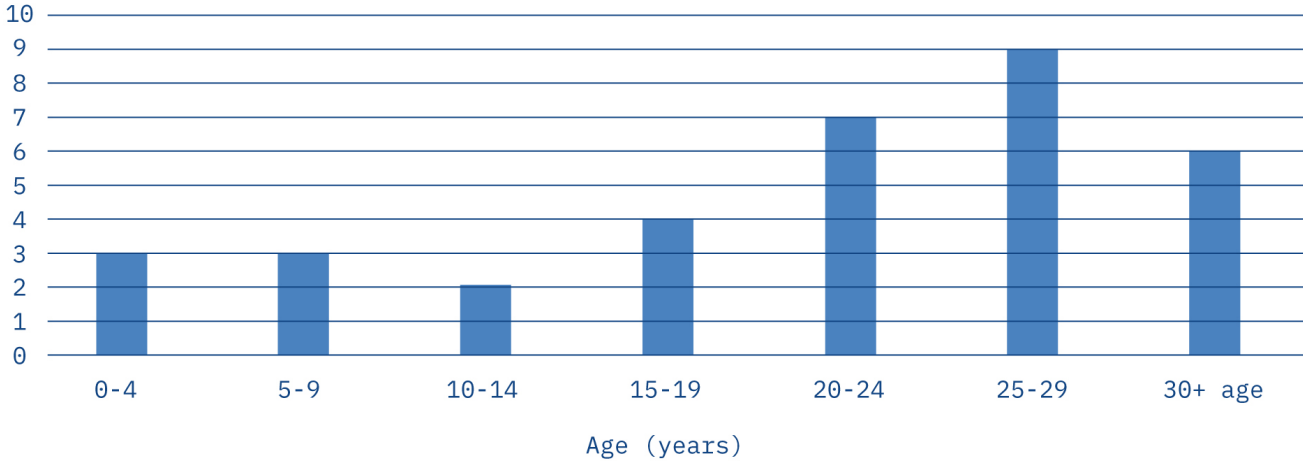
- **Cargo failure (liquefaction)** accounts for the highest loss of life with five casualties resulting in 61 lives lost or 47.7% of the total loss of life in the past ten years.
- The most common reported cause of ship losses has been **grounding**, with 17 losses or 50.0 % of total losses.
- Losses due to **flooding** for four ships (11.8%) have been significant.
- Loss of lives resulting from four ships lost with **unknown** causes accounted for 35 lives, or 27.3% of total lives lost.

# Losses by bulk carrier size



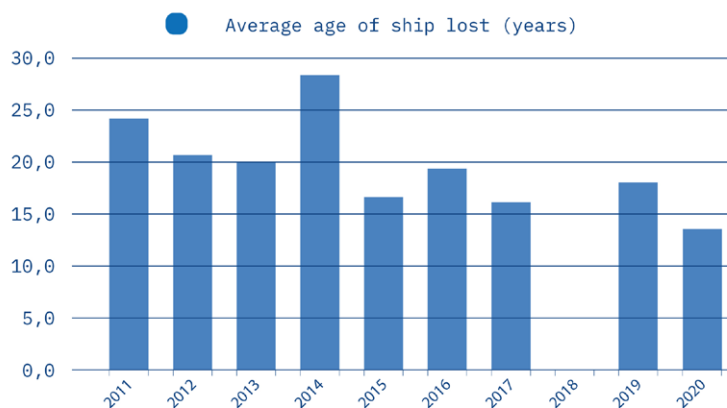
# Number of losses by age

● Number of ship losses by age (period 2011-2020)



## Average age of ships lost

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Average age (years)	24.0	20.7	20.0	28.5	16.8	19.7	16.5	0	18	14



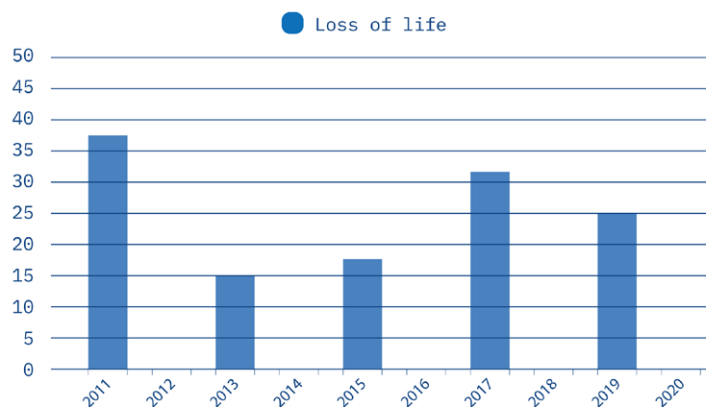
## Total losses (dwt)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Losses (dwt)	528,009	154,526	376,478	63,580	254,308	375,386	323,508	0	52,378	203,130



## Loss of life

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Loss of life	38	0	15	0	18	0	32	0	25	0



# Flag state performance - report of investigation submitted to IMO's GISIS

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. At the end of Jan 2021, 20 of the 34 bulk carrier losses in this analysis have had investigation reports made available on IMO's GISIS database, representing 58.8% of the total. The average time from incident to a report becoming available has been 16 months for these investigations.

The following analysis shows those casualties that have been reported by flag States and appear on the the IMO GISIS database.

Flag	No. of cases	GISIS with reports	Average months*	GISIS without report
Bahamas	1	1	7	-
Belize	1	-	-	1
China	1	-	-	1
Cyprus	2	1	42	1
Hong Kong, China	3	2	21	1
Indonesia	1	-	-	1
Korea	2	1	72	1
Liberia	2	2	53	-
Malta	3	3	43	-
Marshall Islands	1	1	25	-
Mexico	1	1	38	-
Panama	15	8	16	7
Vietnam	1	-	-	1
Total	34	20	16	14

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

# Casualty list

Between January 2011 and December 2020, 34 bulk carrier casualties were 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.

## 2011

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: not following company SMS)</b> - 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)						
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
	<b>Reported cause: <u>Unknown</u> (Likely root cause: Unknown)</b> - disabled, with flooded engine room.						
	Investigation report on IMO GISIS: No						
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: not following company SMS)</b> - 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)						
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	DNV GL	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: navigational error)</b> - grounded off Indonesia with damage to hull while carrying a bauxite cargo.						
	Investigation report on IMO GISIS: No						
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
	<b>Reported cause: <u>Collision</u> (Likely root cause: Unknown)</b> - sank due to collision with another ship.						
	Investigation report on IMO GISIS: No						
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
	<b>Reported cause: <u>Collision</u> (Likely root cause: Machinery failure)</b> - 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 <a href="https://mti.gov.mt/en/Pages/Main%20en.aspx">https://mti.gov.mt/en/Pages/Main%20en.aspx</a>						
	Investigation report on IMO GISIS: available on 2017.01.3 (65 months)						

## 2011 (continuing)

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
	<b>Reported cause: Flooding (Likely root cause: Unknown)</b> 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						
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
	<b>Reported cause: Grounding (Likely root cause: Machinery failure)</b> - 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						
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
	<b>Reported cause: Grounding (Likely root cause: Diminished human performance)</b> - 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)						
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	6
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - With 16,992 tons of fine iron ore loaded with high moisture content at Penang, Malaysia, it started to heel rapidly, capsized and sank about 350 miles south of Hong Kong.						
	Investigation report on IMO GISIS: available on 2017.11.15 (72 months from incident date)						
Vinalines Queen	9290907	25-Dec-11	56040	2005	Vietnam	NK	22
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - 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
	<b>Reported cause: Grounding (Likely root cause: failure to adopt safety measures)</b> - 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)						
Thermopylae Sierra	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0
	<b>Reported cause: Unknown (Likely root cause: Unknown)</b> - Sank while in lay-up anchorage.						
	Investigation report on IMO GISIS: No						
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
	<b>Reported cause: Structural (Likely root cause: unknown)</b> - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea.						
	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: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction from Indonesia with 47,450 metric tons of nickel ore.						
	Investigation report on IMO GISIS: available on 2015.08.17 (30 months from incident date)						
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
	Reported cause: <b>Fire/explosion (Likely root cause: unknown)</b> - Sank after suffering engine room fire and taking on water during unmanned watch-keeping.						
	Investigation report on IMO GISIS: available on 2019.3.31 (72 months)						
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
	Reported cause: <b>Grounding (Likely root cause: Navigation)</b> - laden with 35,200 MT of cement clinker, ran aground on hard rock off South East Preparis Island. <b>Investigation Report by Transport Malta available</b> at <a href="https://mti.gov.mt/en/Pages/Main%20en.aspx">https://mti.gov.mt/en/Pages/Main%20en.aspx</a>						
	Investigation report on IMO GISIS: available on 2017.01.27 (43 months)						
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
	Reported cause: <b>Grounding (Likely root cause: Human error)</b> - 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 (10 months from incident date)						
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
	Reported cause: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - 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)						
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
	Reported cause: <b>Grounding (Likely root cause: human error)</b> - Sank after running aground.						
	Investigation report on IMO GISIS: available on 2014.07.08 (11 months from incident date)						

## 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: <b>Flooding (Likely root cause: Unknown)</b> - Sinking off of Guam from suffered leak and uncontrolled water ingress in the engine room; no life lost.						
	Investigation report on IMO GISIS: No						
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
	Reported cause: <b>Grounding (Likely root cause: seachest suction valve defective or not closed properly)</b> - Suffered a power failure from flooding, drifted with wind and ran aground off Rose Blanche, Canada. Her hull sustained tears, punctures, and dents.						
	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: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Ship sank and 18 crew lost with bauxite cargo onboard loaded in Kuantan, Malaysia, attributed to liquefaction/dynamic separation of the cargo.						
	Investigation report on IMO GISIS: Available on 2015.8.18 (7 months from incident date)						
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	Reported cause: <b>Grounding (Likely root cause: Human error)</b> - driven ashore on Andros, Greece. All crew rescued. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: available on 2018.08.09 (42 months)						
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
	Reported cause: <b>Grounding (Likely root cause: Navigation)</b> - 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						
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	Reported cause: <b>Grounding (Likely root cause: Weather)</b> - 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: available on 2018.12.13 (37 months)						
Panamax Trader	9003108	08-Mar-15	69338	1990	Panama	LR	0
	Reported cause: <b>Water Ingress (Likely root cause: Unknown)</b> - Took water forward and subsequently sank in the red sea northwest of Djibouti.						
	Investigation report on IMO GISIS: no						

## 2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: <b>Grounding and flooding (Likely root cause: human error)</b> - carrying 160,000 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Feb and broke in three parts and sank on 8 May 2016.						
	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
	Suspected cause: <b>Allision, grounding and flooding (Likely root cause: human error)</b> - carrying iron ore cargo, it struck Canal bank and ran aground in Suez Canal with two pilots on board while transiting in southern direction and sustained considerable damage in its fore part with water ingress.						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: <b>Grounding (Likely root cause: human error)</b> - 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: available on 2019.04.22 (33 months)						

## 2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
	Reported cause: <b>Flooding (Likely root cause: catastrophic Structural Failure)</b> - 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 with 22 missing.						
	Investigation report on IMO GISIS: available on 2019.4.20 (25 months)						
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: <b>Unknown (Likely root cause: Unknown)</b> - The vessel, loaded with nickel ore cargo from Buli, Indonesia, sank in the waters East of the Philippines. 16 crew members were rescued with 10 crew members missing.						
	Investigation report on IMO GISIS: No						

## 2018

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
No bulk carrier casualty reported	Investigation report on IMO GISIS:						

## 2019

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nur Allya	9245237	20-Aug-19	52378	2002	Indonesia	NK	25
	Reported cause: <b>Sank (Likely root cause: unknown)</b> - with 25 crew and carrying Nickel Ore from Weda island (North Maluku) to Morosi (southeast Sulawesi), Indonesia, Bulk carrier Nur Allya disappeared near Buru Island in Maluku on 20 Aug 2019. Authorities located the missing bulk carrier Nur Allya - 843 metres beneath the ocean, in the eastern 'spice islands' of Maluku in Oct 2019.						
	Investigation report on IMO GISIS: No						

## 2020

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nur Allya	9337119	25-Jul-20	203130	2007	Panama	NK	0
	Reported cause: <b>grounding (Likely root cause: human element)</b> - on the day of grounding on a reef off Mauritius (July 25), she tried to reduce the distance from the coast from 5 nautical miles to 2 nautical miles to enter an area within the communication range of mobile phones and used a nautical chart without sufficient scale to confirm the accurate distance from the coast and water depth; broke in two on 12 Aug; more than 1,000 tonnes of fuel seeped from a crack in the hull.						
	Investigation report on IMO GISIS: No						

# Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	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
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	6
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
Emerald Star	9449261	04-Jul-17	57367	2010	Hong Kong, China	DNV GL	10
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
New Mykonos	9135688	20-Jan-16	161121	1997	Panama	KRS	0
Nur Allya	9245237	20-Aug-19	52378	2002	Indonesia	NK	25
Ocean Breeze	9309667	16-Aug-12	52289	2006	Hong Kong	NK	0
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
Panama Trader	9003108	08-Mar-15	69338	1990	Panama	LR	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
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
Thermopylae Sierra	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong	BV	0
Vinalines Queen	9290907	25-Dec-11	56040	2005	Vietnam	NK	22
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0



# INTERCARGO – Who we are

## Uniting and Promoting Quality Dry Bulk Shipping

The International Association of Dry Cargo Shipowners (INTERCARGO) is representing the interests of quality dry cargo shipowners. INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the International Maritime Organization (IMO) since 1993.

INTERCARGO provides the forum where 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. The Association takes forward its Members' positions to the IMO, as well as to other shipping and international industry fora, having free and fair competition as a principle.

INTERCARGO is committed to safety and quality in ship operations, with a focus on operational efficiency and the protection of the marine environment.

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# Industry Topics

Although several topics on INTERCARGO’s agenda are of broader concern to international shipping, INTERCARGO always views them from the angle of dry bulk shipping, bringing forward solutions that correspond to the idiosyncrasies of the sector.

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 international fora, industry working and correspondence groups and through INTERCARGO’s consultative status at International Maritime Organization (IMO) deliberations.

INTERCARGO serves as an information and experience-sharing hub for its Members across all of the topics in its work programme. Members also use INTERCARGO’s internal reporting on specific operational aspects to assess problems related to terminals and loading/unloading at anchorage on an ongoing basis.

INTERCARGO’s activities are also directed towards challenges and issues of interest to its membership that go beyond specific items of its work programme, such as the development of DryBMS, a quality self-assessment scheme for the dry bulk sector.

INTERCARGO’s working programme is outlined below:

## SAFETY – SECURITY

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

## ENVIRONMENT – QUALITY

Ballast Water
Coatings
Emissions
Green House Gas - CO <sub>2</sub> Emissions
Sulphur Cap, SO <sub>x</sub> and Particulate Matter (PM) Emissions
Other Emissions (NO <sub>x</sub> , Black Carbon)
Ports & Terminals
Reception Facilities
Port State Control and Transparency
Corruption, Criminalisation
Training, Manpower and Human Element

## REGULATION

International Maritime Organisation (IMO)
Other Legislation
Miscellaneous Issues

# INTERCARGO – Membership

- There are three categories of membership within INTERCARGO Full, Associate and Consociate:

## Full Member

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

## Consociate Member

Any company that owns, operates or manages dry bulk carriers below 10,000 dwt

## Associate Member

Any entity that provides goods or services to the dry cargo shipping industry.

## Benefits to All Members



- **Being part of an Association dedicated to quality, safety and the environment.**
- Unique access to INTERCARGO **circulars with expert insight** into the dry bulk shipping industry.
- **Opportunities to meet** fellow Members at the Association's meetings in Europe and Asia.
- **Special invitations/discounted access** to industry events. Please visit [intercargoo.org/news/category/member-news](http://intercargoo.org/news/category/member-news) for more information.
- **A free hard copy of the latest Bulk Carrier Benchmarking report** is offered to each Member. For information on publications, please visit [intercargoo.org/news/publications](http://intercargoo.org/news/publications)
- **Advertising opportunities** in some of the Association's publications and on its website at reduced rates. Please visit [intercargoo.org/advertising-in-tercargoo-website](http://intercargoo.org/advertising-in-tercargoo-website)
- **Opportunities to present** at the Association's events (subject to invitation).
- **Special access to the Association's website:** [www.intercargoo.org](http://www.intercargoo.org) (some sections are reserved for Full Members).

# Benefits to Full Members

Visit [intercargoo.org/join](http://intercargoo.org/join) for all the available info regarding the benefits of Membership for Full Members.



- Companies and Ships registered with INTERCARGO arguably enjoy a **Quality badge** widely recognised by the industry as a marker of excellence. Along with a **Company Certificate** and a **Membership logo**, a **Vessel Certificate** is provided for each registered vessel. Entered ships are tagged on **Equasis** as registered with INTERCARGO. Vessel membership with INTERCARGO is displayed on the vessel dashboard of **RightShip** Safety Score.
- INTERCARGO and RightShip are founding partners of **DryBMS**, a quality standard for the dry bulk sector. Safety, environmental and operational excellence are promoted through company self-assessment. Please visit <https://drybms.org/>
- Members are invited to appoint a representative to INTERCARGO's **Executive Committee** and are eligible to put forward a representative to the **Technical Committee** (conditions apply). Details can be found in our Constitution under "Management" at [www.intercargoo.org/constitution](http://www.intercargoo.org/constitution)
- The Secretariat represents the Association at IMO, the Round Table of Shipping Associations, IACS, the Tripartite Forum and other **international shipping fora**.
- Members are invited to **INTERCARGO hosted events** (two semi-annual Committee meetings, seminars, etc). Please visit [intercargoo.org/about/meetings](http://intercargoo.org/about/meetings) for more information.
- For INTERCARGO's **feedback and reporting schemes**, please see [intercargoo.org/members-reporting-surveys](http://intercargoo.org/members-reporting-surveys)
- **Ad-hoc Circulars** via email give information on issues such as cargo updates, as well as alerts on any new developments in the industry.
- **Experience sharing**/(anonymous) consultation within our Membership, when appropriate on reported issues of concern (cargoes, ports, etc) in order to provide informed feedback.
- Full access to the Association's **website** [www.intercargoo.org](http://www.intercargoo.org)

## Annual Fees for 2021

### Full Member

GBP 4,500 for 1 to 5 ships and GBP 350 for each 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 1,250

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

For the latest updates about joining INTERCARGO, please visit [www.intercargoo.org/join/](http://www.intercargoo.org/join/)  
Enquiries regarding joining should be sent to the Secretariat at [info@intercargoo.org](mailto:info@intercargoo.org)

**INTERNATIONAL ASSOCIATION  
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# Bulk Carrier Casualty Report

Years 2011 to 2020 and trends