



INTERCARGO

INTERNATIONAL ASSOCIATION
OF DRY CARGO SHIPOWNERS



Bulk Carrier Casualty Report

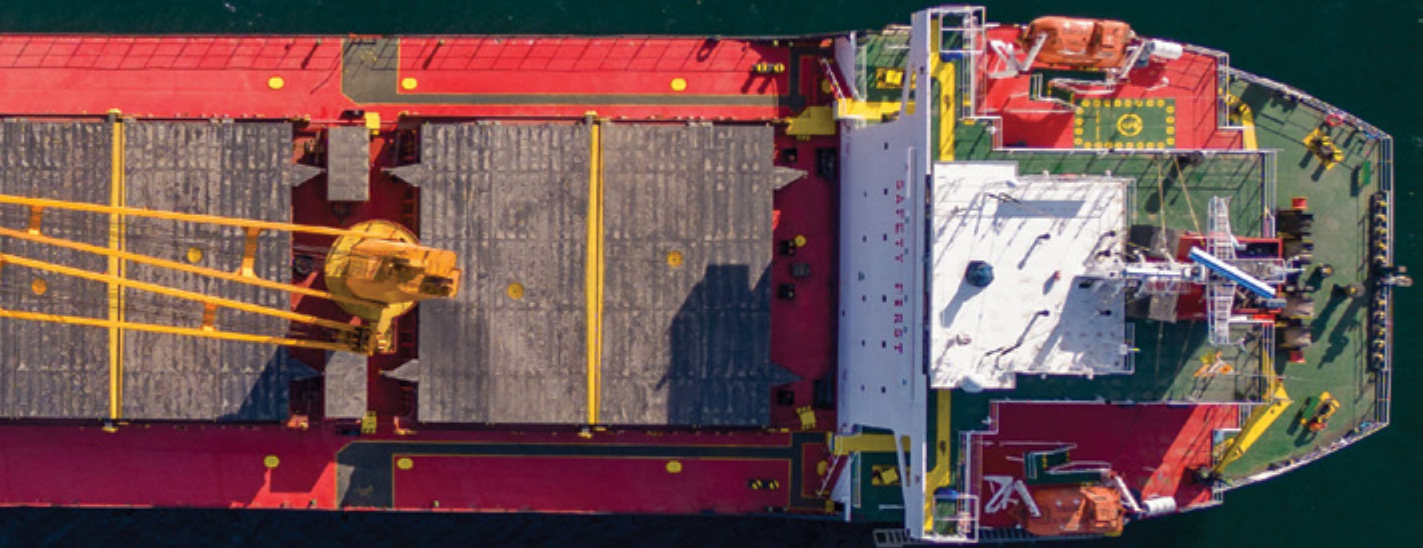
2026

Years 2016 to 2025 and trends



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Introduction

At the beginning of 2026, the bulk carrier industry was saddened by the loss of the 56,000 dwt, 2013-built bulk carrier Devon Bay (IMO No. 9622849). Two seafarers lost their lives, and as of 22 January 2026, four seafarers remained missing. The vessel was carrying a cargo of nickel ore at the time of the incident.

INTERCARGO's annual Bulk Carrier Casualty Report examines the safety performance of bulk carriers over a rolling 10-year period in order to identify risks and improve safety for seafarers and vessel operations. The new edition of the Bulk Carrier Casualty Report (2026) reveals that between 2016 and 2025, 17 bulk carriers¹ of more than 10,000 deadweight tonnes (dwt) were reported lost, with the tragic loss of 71 seafarers' lives,

In 2024, three (3) bulk carriers were lost in the in the Red Sea and Gulf of Aden (GOA) and in 2025 two (2) more were lost together with the loss of 8 seafarers and many injuries, as the direct consequence of missile, drone and drone boat attacks by the Houthis. INTERCARGO strongly condemns all attacks on bulk carriers in the Red Sea and Gulf of Aden (GOA) regions which directly contravene the fundamental principle of freedom of navigation.

Initial analysis of the statistics of the 10-year bulk carrier casualty data reveals some potential safety gaps, such as:

- Cargo liquefaction remains the greatest contributor to loss of life, accounting for 37 lives or 52.1% of the total loss of life in the past ten years.
- Groundings remain the greatest cause of ship losses, with seven (7) losses or 41.1% of the total.
- Four (4) flooding casualties (23.5% of the total) cost 34 lives - a significant 47.9% of the total number of lives lost.

The IMO International Maritime Solid Bulk Cargoes (IMSBC) Code was developed to improve safe transport of dry bulk cargoes. INTERCARGO and its members have been making efforts to raise safety awareness among all stakeholders including local authorities, shippers and terminals, to jointly strengthen both the technical provisions and the practical implementation of the IMSBC Code.

Equally important is improving compliance through stronger enforcement by flag and port States, targeted inspections of high-risk cargoes, and mandatory training for ship and shore personnel involved in cargo handling.

Greater transparency, data sharing, and feedback from casualty investigations should also be used to continuously refine the Code, ensuring that lessons learned from bulk carrier incidents are translated into practical risk-reduction measures across the industry.

Reducing grounding incidents of bulk carriers requires a combination of improved navigational practices, enhanced voyage planning, and effective operational oversight. The effective use of navigational aids such as ECDIS and timely navigational warnings, can significantly improve situational awareness on the bridge. Equally important are well-trained bridge teams, strong bridge resource management, and clear procedures for monitoring the vessel's position and progress, especially during port approaches and coastal navigation. In addition, proactive involvement by shore management, including passage plan reviews and lessons learned from previous incidents, can help ensure that navigational risks are identified and controlled before they lead to grounding accidents.

INTERCARGO believes that improved safety is to be largely attributed to constant learning, better crew training, improved ship design, new technology and stronger regulatory compliance. It is essential that all stakeholders work together in order to improve bulk carrier safety and ultimately to strive for zero loss of seafarers' lives and zero loss of dry bulk ships every year.

The INTERCARGO Secretariat,
March 2026

Cargo liquefaction has been **the greatest contributor** to loss of life, as **shown by** the 12 reported liquefaction cases **since 2009**:

- 2 casualties **involving iron ore fines from India**, with the loss of one (1) life
 - 8 casualties **involving nickel ore from Indonesia**, with the loss of 119 lives
 - 1 casualty **involving bauxite from Malaysia**, with the loss of 18 lives
 - 1 casualty in 2026, **involving nickel ore from the Philippines**, with the loss of six (6) lives
-

Learning from incidents, the industry has continued to raise concerns in order to achieve more frequent and responsive updating of cargo schedules to reflect emerging commodities and changing cargo characteristics, as well as clearer, more prescriptive requirements on moisture testing, sampling procedures, and declaration of cargo properties by shippers.

¹ excluding the loss of five (5) bulk carriers in the Red Sea and Gulf of Aden

Summary

- 17 bulk carriers (of over 10,000 dwt¹) have been identified as total losses² for the years 2016 to 2025 with 71 lives lost as consequence.
- Five (5) bulk carrier casualties, with eight lives lost, in the Red Sea and Gulf of Aden as a direct consequence of missile, drone and drone boat attacks during the period, were not included in the statistics, with details of them at the end of the section Casualty list of the Report.

Total losses - bulk carriers by size³ and year

| Year | dwt 10,000-34,999 | dwt 35,000-49,999 | dwt 50,000-59,999 | dwt 60,000-79,999 | dwt 80,000+ | Total |
|--------------|----------------------|----------------------|----------------------|----------------------|----------------|-----------|
| 2016 | | 1 | | | 2 | 3 |
| 2017 | | | 1 | | 1 | 2 |
| 2018 | | | 1 | | | 1 |
| 2019 | | | 1 | | | 1 |
| 2020 | | | | | 2 | 2 |
| 2021 | 1 | 1 | | | | 2 |
| 2022 | 2 | | | | | 2 |
| 2023 | 1 | | | | | 1 |
| 2024 | | | | 1 | | 1 |
| 2025 | | 1 | 1 | | | 2 |
| Total | 4 | 3 | 4 | 1 | 5 | 17 |

Significant findings

- **10,000-34,999 dwt:** four (4) ships were lost, accounting for 23.5% of the total 17 casualties reported. These casualties cost 12 lives, or 16.9% of the total.
- **50,000-59,999 dwt:** four (4) vessels lost in this range accounted for the most loss of life, with 37 seafarers losing their lives, accounting for 52.1% of the total of 71 lives during the period.
- **80,000+ dwt:** five (5) ships were lost accounting for 29.4% of the total 17 casualties, with 22 seafarers losing their lives, or 31.0% of the total.
 - In 2020, one Capesize and one VLOC vessel (Wakashio and Stellar Banner) were lost drawing attention on large bulk carrier safety.
- The lowest number of one (1) casualty occurred in the **60,000-79,999 dwt**, and three (3) casualties in the **35,000-49,999 dwt** ranges. There was no life lost as a consequence of those ship losses.

¹A 9,999 dwt cement carrier was included as an exceptional case for this report.

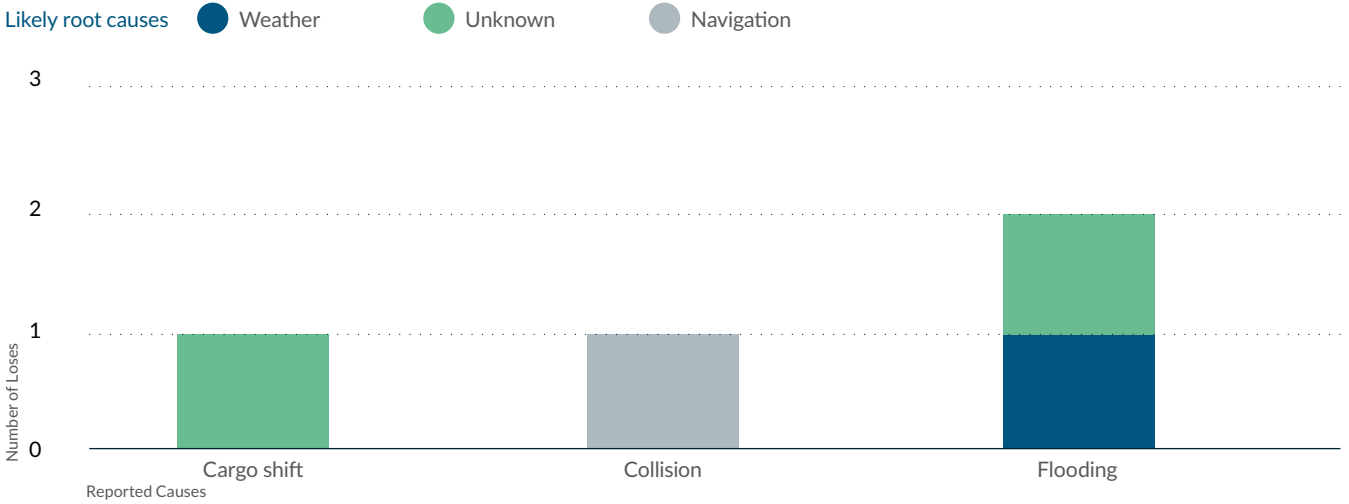
²This document provides information on casualty data related to bulk carriers above 10,000 dwt. INTERCARGO's classification of ship casualties follows the same principles used in IMO's classification on GISIS. The assumed definitions of vessel sizes used in this report are for continuity and easier comparison with past reports.

³These arbitrary size ranges are used for easy comparison with past reports.

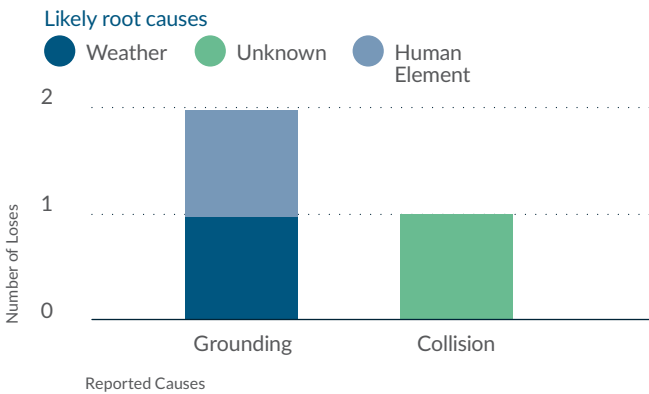


Analysis of causes by ship size

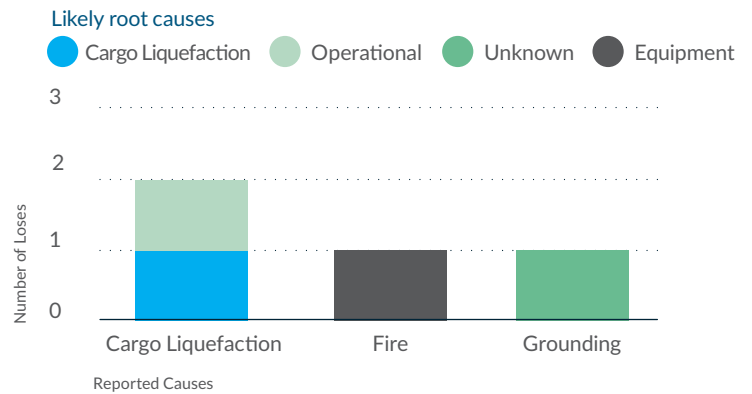
Casualties - 10,000-34,999 dwt bulk carriers



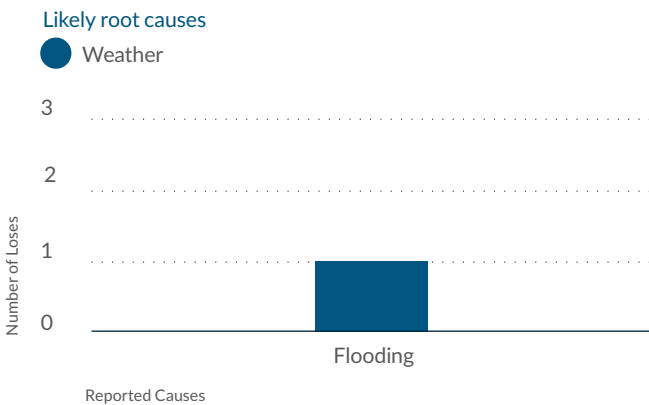
Casualties - 35,000-49,999 dwt bulk carriers



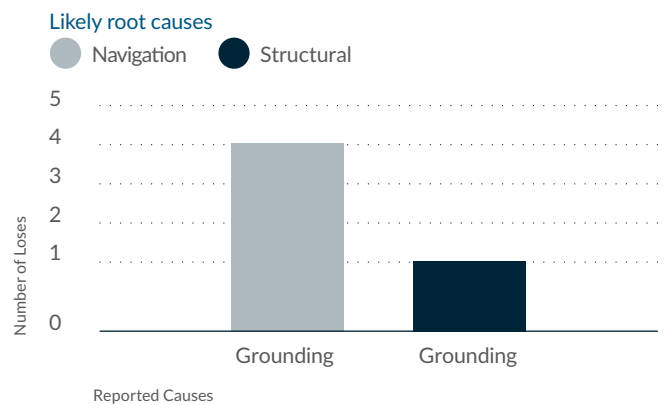
Casualties - 50,000-59,999 dwt bulk carriers



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



Casualties - 80,000+ dwt bulk carriers



Analysis of total losses from 2016 to 2025

- 17 bulk carriers over 10,000 dwt have been identified as lost, an average of 1.7 per year
- 71 crew members lost their lives as consequence, or on average seven (7) fatalities per year
- The average age of the bulk carriers lost was 18.1 years
- Vessels amounting to 1.63 million dwt in total have been lost, an average 163,030 dwt per year

Losses by cause

| Reported cause | Losses of life | Losses of ships | Likely root cause | Losses of ships |
|--------------------|----------------|-----------------|---------------------|-----------------|
| Cargo liquefaction | 37 | 2 | Operational failure | 1 |
| | | | Cargo liquefaction | 1 |
| Cargo shift | 0 | 1 | Unknown | 1 |
| Grounding | 0 | 7 | Navigational error | 4 |
| | | | Human element | 1 |
| | | | Weather | 1 |
| | | | Unknown | 1 |
| Fire | 0 | 1 | Equipment failure | 1 |
| Collision | 0 | 2 | Navigational error | 1 |
| | | | Unknown | 1 |
| Flooding | 34 | 4 | Structural failure | 1 |
| | | | Weather | 2 |
| | | | Unknown | 1 |
| Total | 71 | 17 | | 17 |

- **Cargo liquefaction remains the greatest contributor to loss of life**, accounting for 37 lives or 52.1% of the total loss of life in the past ten years.
- **Groundings remain the greatest cause of ship losses**, with seven (7) losses or 41.1% of the total.
- **Four (4) flooding casualties** (23.5% of the total) cost 34 lives - a significant 47.9% of the total number of lives lost.
- The **average life loss per ship casualty** was 4.18 during the ten-year period between 2016 and 2025, 4.45 between 2015 and 2024, 4.24 between 2014 and 2023, 4.00 between 2013 and 2022, and 3.41 between 2012 and 2021. This compares to 3.56 during 2011 and 2020.



Safety performance of bulk carriers

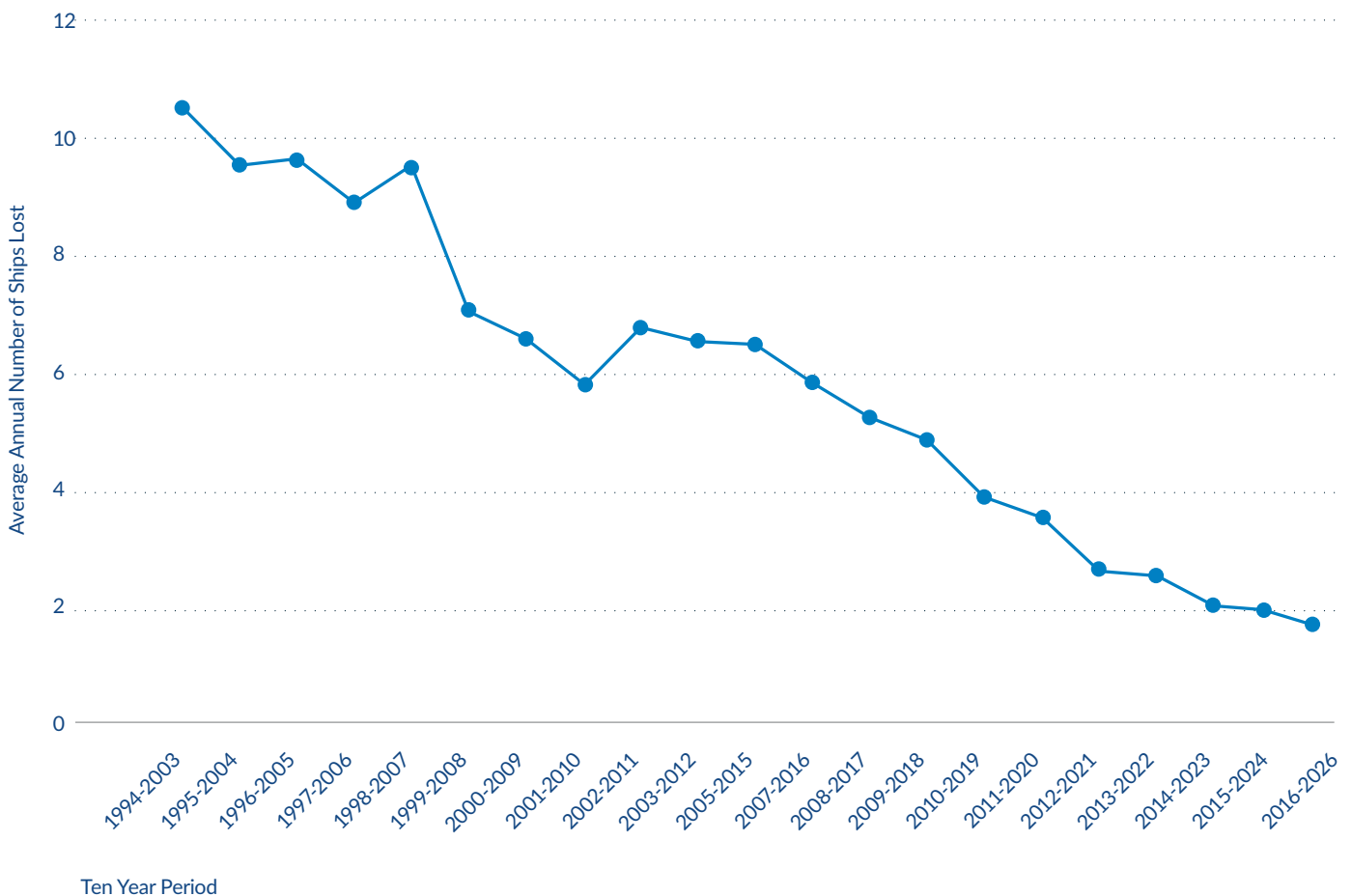
Analysis of data from 2016 to 2025 demonstrates a consistent decline in the rolling 10-year average of vessel casualties. This downward trend in bulk carrier losses indicates sustained improvement in maritime safety performance.

A growing fleet

These statistics and trends can also be set against a backdrop of a significant growth in the global bulk carrier fleet 2016-2025.

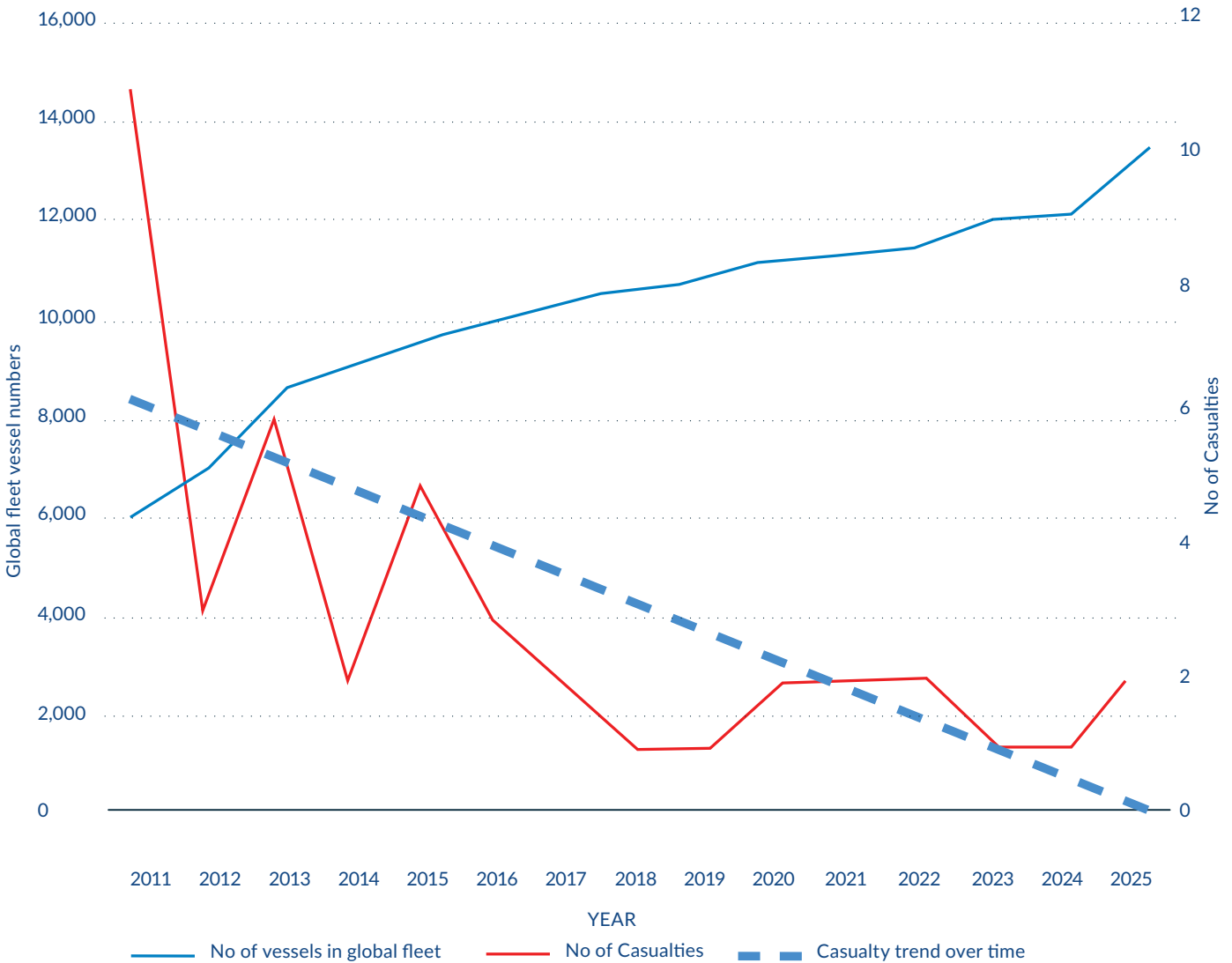
Industry figures show that the global bulk carrier fleet has seen significant growth in the years since 2013. About 10,400 bulk carriers were operating in 2013. That figure had grown to 13,669, according to the MIS data, by December 2025, against 12,544 by December 2024.

Rolling ten-year trend of average annual number of ships lost



Annual casualties compared with the global total number of bulk carriers over 10,000 dwt, as shown in the graph below, have continued at a low level since 2018.

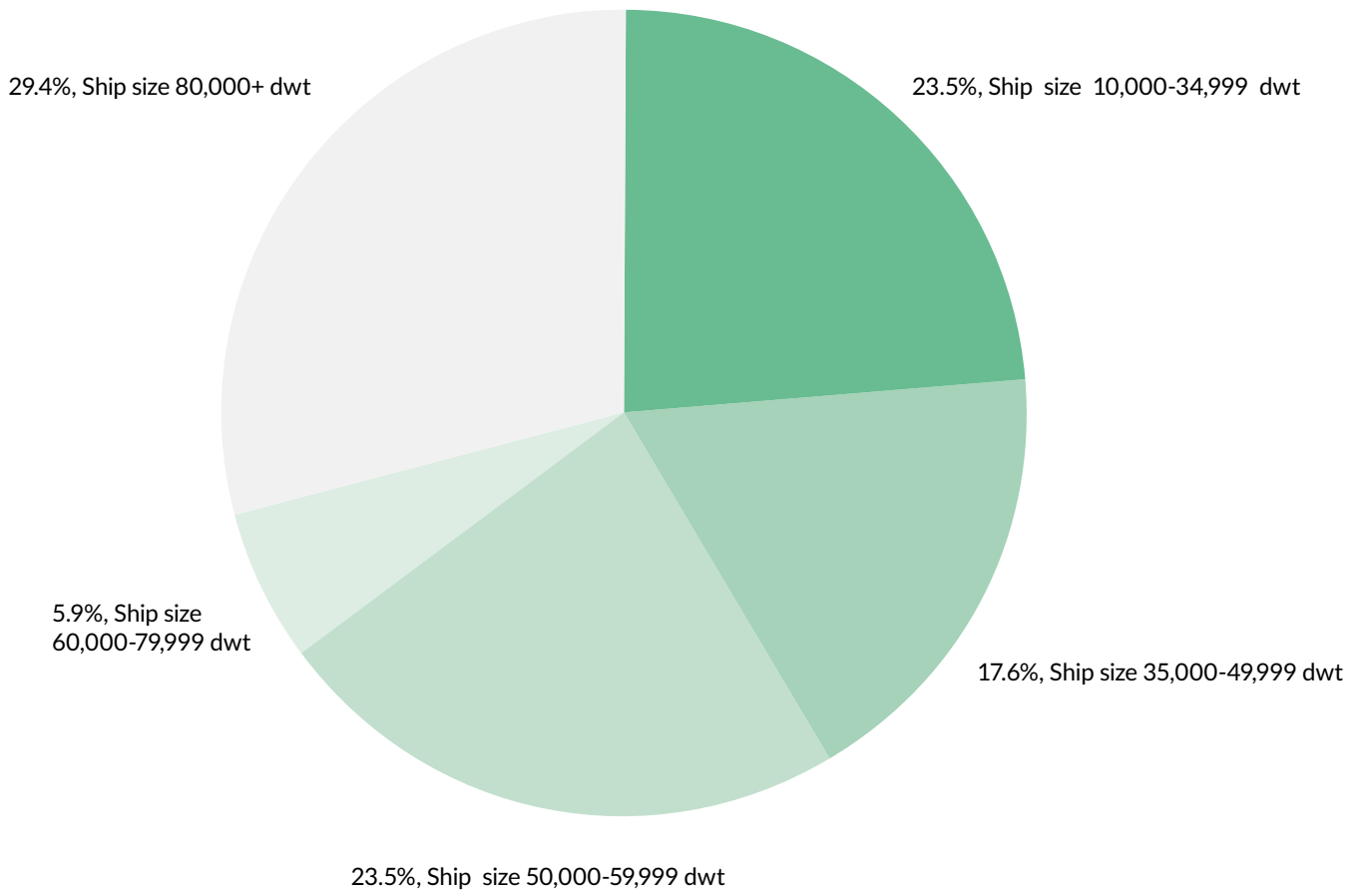
Number of casualties compared with total bulk carriers over 10,000 dwt



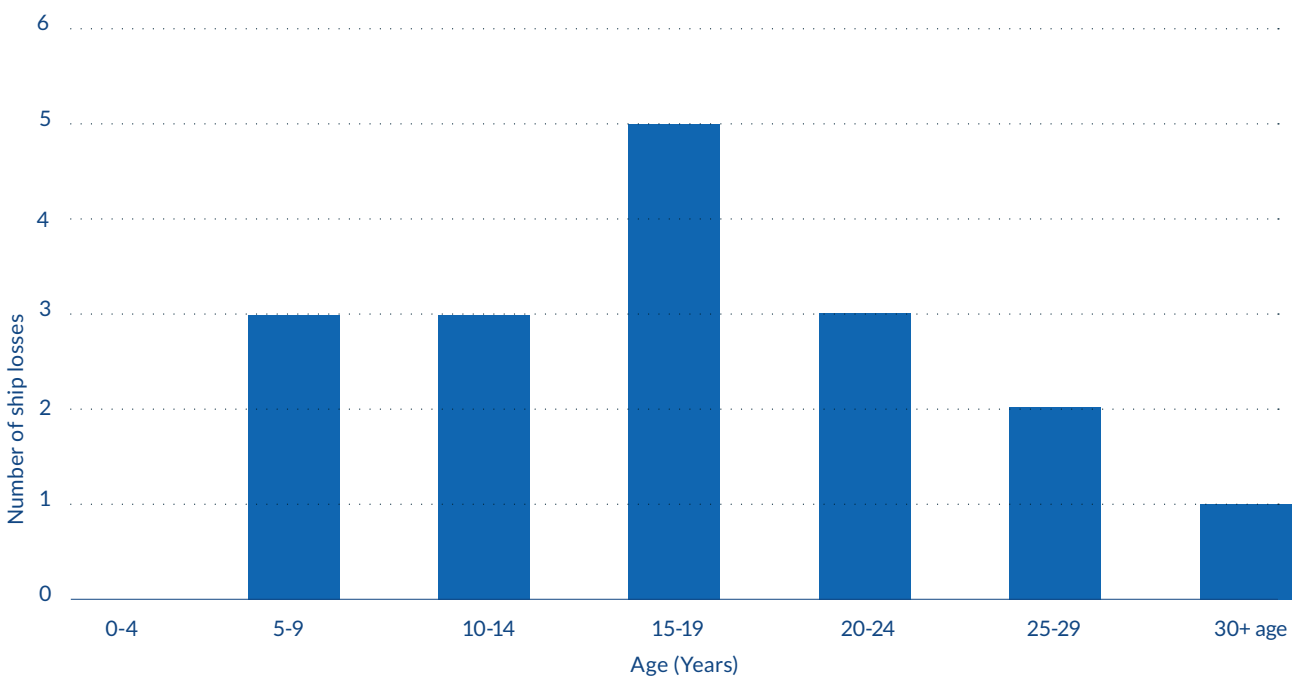
This improvement is particularly noteworthy given the challenging operational environment, which includes increased trade volumes, port congestion, fleet age profiles, and adverse weather conditions. The progress can be attributed to enhanced safety protocols, including crew training programmes, advanced vessel design, technological innovation, and strengthened regulatory compliance. Nevertheless, continued vigilance remains essential, particularly regarding cargo liquefaction risks, cargo shifts and safe navigation with the emphasis on berth to berth passage planning.



Losses by bulk carrier size



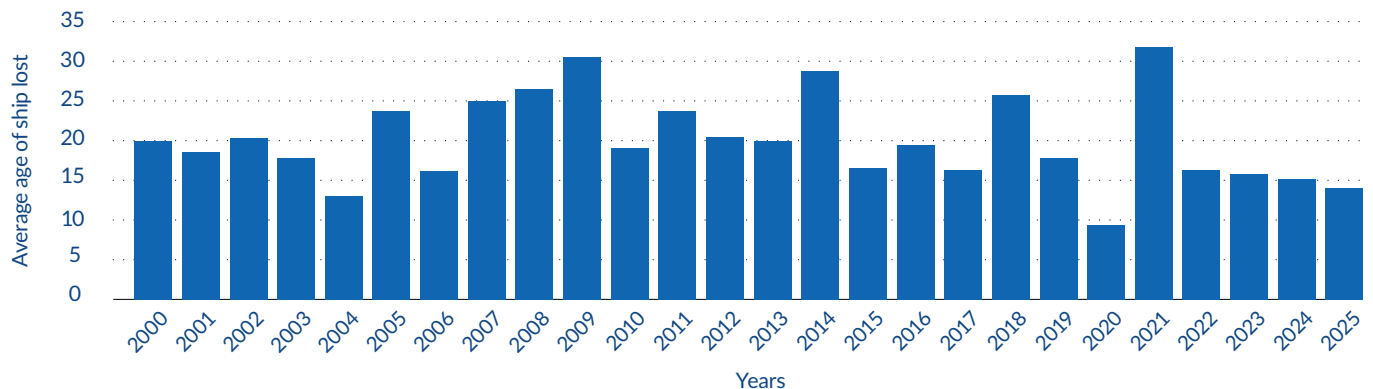
Number of ship losses by age (Period 2016-2025)



Average age of ship lost

| Year | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|---------------------|------|------|------|------|------|------|------|------|------|------|
| Average age (years) | 19.7 | 16.5 | 26.0 | 18.0 | 9.5 | 26.0 | 16.5 | 16.0 | 15.0 | 13.5 |

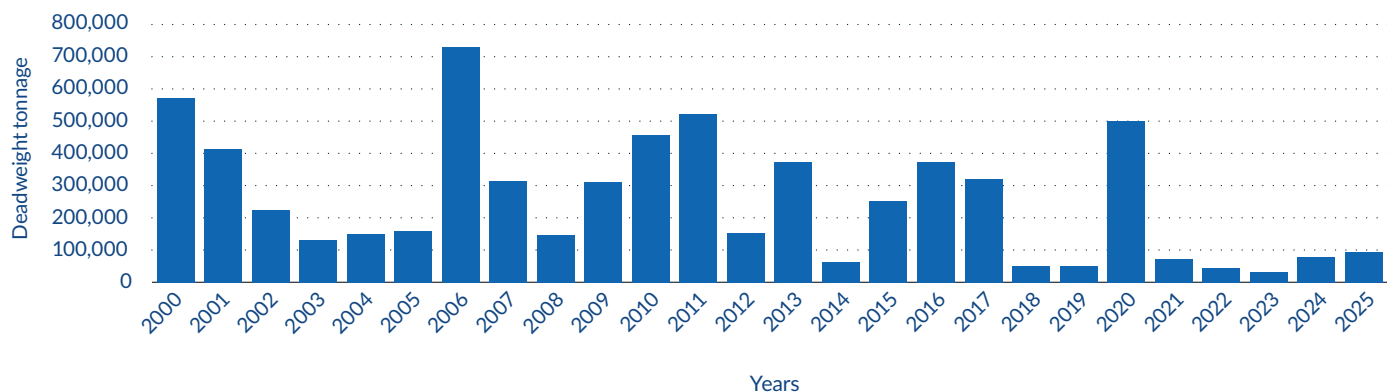
Average age of ship lost (years)



Total losses (dwt)

| Year | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|--------------|---------|---------|--------|--------|---------|--------|--------|--------|--------|--------|
| Losses (dwt) | 375,386 | 323,508 | 50,587 | 52,378 | 503,790 | 72,935 | 45,361 | 32,500 | 79,474 | 94,384 |

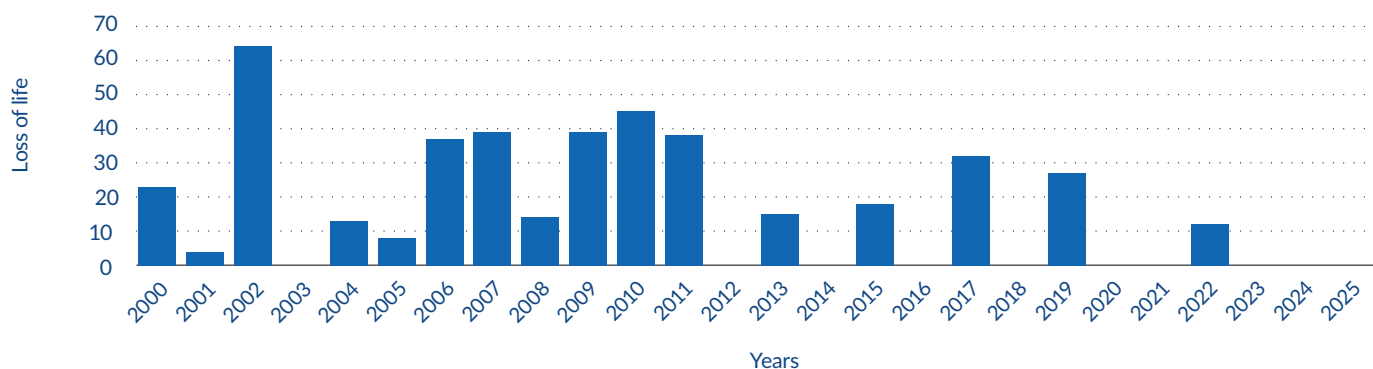
Losses (dwt)



Loss of life

| Year | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|--------------|------|------|------|------|------|------|------|------|------|------|
| Loss of life | 0 | 32 | 0 | 27 | 0 | 0 | 12 | 0 | 0 | 0 |

Loss of life





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 improvements are needed.

At the beginning of February 2026, 12 of the 17 bulk carrier losses in this analysis had investigation reports made available on IMO's GISIS (Global Integrated Shipping Information System) database. That represents 70.6% of the total.

The average time from an incident to a report becoming available on GISIS has been 23.6 months for these investigations, with the shortest 9 months and the longest 44 months.

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

| Flag | No. of cases | Reports with GISIS | Reporting Months* Average | Cases no Report with GISIS |
|------------------------|--------------|--------------------|---------------------------|----------------------------|
| Australia | 1 | 1 | 37.0 | |
| Barbados | 1 | 2 | 9.0 | |
| China | 2 | | | 2 |
| Hong Kong, China | 2 | 1 | 44.0 | 1 |
| Indonesia | 1 | 1 | 27.0 | |
| Liberia | 1 | 1 | 33.0 | |
| Marshall Islands | 2 | 2 | 23.0 | |
| Panama | 6 | 4 | 14.5 | 2 |
| Tuvalu | 1 | 1 | 29.0 | |
| Overall Average | 17 | 12 | 23.6 | 5 |

*Number of months from the incident date to the date of the reports shown on GISIS

Casualty list

Between January 2016 and December 2025, 17 bulk carrier casualties were identified as total losses, excluding the five (5) losses in the Red Sea as the consequences of Houthis attacks. These are listed in the following pages of this report.

The IMO monthly MKC Current Awareness Bulletin (CAB), IMO GISIS, Equasis database and other publicly available media sources were referred to for compiling the data. Because of 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.

2016

| 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: human error) - carrying iron ore cargo, the ship struck the canal bank and ran aground in the Suez Canal with two pilots on board while transiting in the 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) | | | | | | |
| New Mykonos | 9135688 | 29-Feb-16 | 161121 | 1997 | Panama | KRS | 0 |
| | Suspected cause: Grounding (Likely root cause: human error) - carrying 160,000 tons of coal from Richards Bay to Vizag, the ship 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) | | | | | | |
| Benita | 9172961 | 30-Jul-16 | 44183 | 1998 | Liberia | BV | 0 |
| | Suspected cause: Grounding (Likely root cause: Human element) - The on-watch oiler struck the fourth engineer with an iron bar, breaking his arm, and causing serious head and back injuries. Fearing for his life the fourth engineer pressed the main engine shut down button in the engine control room to attract attention before fleeing from the engine room on June 16, 2016. The vessel lost all power, and drifted with the current and wind, grounding on the South East coast of Mauritius on June 17, 2016. Although, the vessel was eventually refloated, it eventually sank while being towed to Alang for scrap. | | | | | | |
| | 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: Flooding due to hull breach (Likely root cause: Structural failure) - the vessel, loaded with a cargo of iron ore from Brazil, sank in the South Atlantic shortly after issuing a distress message: "The ship's No. 2 Port is leaking. The ship is rapidly inclining to port". Two crew members were rescued with 22 missing. | | | | | | |
| | Investigation report on IMO GISIS: available on 2019.4.20 (25 months) | | | | | | |
| Emerald Star | 9449261 | 13-Oct-17 | 57367 | 2010 | Hong Kong, China | DNV GL | 10 |
| | Reported cause: Cargo liquefaction (Likely root cause: Operational failure) - loaded with nickel ore cargo from Buli, Indonesia, cargo liquefaction and shifting occurred on board Emerald Star causing the vessel to heavily list and finally capsize, sinking approximately in position 19°03'N, 124°52'E at about 0140 hours on 13 October 2017. 16 crew members were rescued with ten crew members missing. | | | | | | |
| | Investigation report on IMO GISIS: available on 2021.06.02 (44 months) | | | | | | |



2018

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|----------------|---|---------------|------------|-------|-----------|--------|--------------|
| Iron Chieftain | 9047740 | 18-Jun-18 | 50587 | 1993 | Australia | DNV GL | 0 |
| | Reported cause: Fire (Likely root cause: Equipment failure) – during discharge operations of the ship's cargo of dolomite while alongside at Port Kembla, a fire broke out in the internal cargo handling spaces, originated within the conveyor belts of the ship's SUL system. The self-unloading (SUL) bulk carrier sustained substantial structural damage, including breaches of two fuel oil tanks, and key components of the SUL system were largely destroyed. The ship was declared a constructive total loss. The ship's crew were evacuated. There were no serious injuries or pollution of the sea reported. | | | | | | |
| | Investigation report on IMO GISIS: available on 2021.7.29 (37 months) | | | | | | |

2019

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-----------|--|---------------|------------|-------|-----------|-------|--------------|
| Nur Allya | 9245237 | 20-Aug-19 | 52378 | 2002* | Indonesia | NK | 27 |
| | Reported cause: Cargo liquefaction (Likely root cause: Cargo liquefaction) – carrying nickel ore from Weda Island (North Maluku) to Morosi (Southeast Sulawesi), Indonesia, the Nur Allya disappeared near Buru Island in Maluku on 20 Aug 2019, with all 27 seafarers on board drowned. Authorities located the missing bulk carrier 843 meters beneath the ocean, in the eastern 'spice islands' of Maluku in Oct 2019. | | | | | | |
| | Investigation report on IMO GISIS: available on 2021.11.12 (27 months) (Note: some sections in English and some in Bahasa Indonesia) Note*: The Certificate of Nationality states that her YOB is 2001, while both Equasis and her class Certificates state 2002 as the YOB. | | | | | | |

2020

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|----------------|---|---------------|------------|-------|------------------|-------|--------------|
| Stellar Banner | 9726803 | 24-Feb-20 | 300660 | 2016 | Marshall Islands | KR | 0 |
| | Reported cause: Grounding (Likely root cause: Navigational error) – VLOC Stellar Banner ran aground off the coast of Brazil earlier on 24 Feb 2020 while carrying 294,871 metric tons of iron ore. All 20 crew members were evacuated. The ship was refloated on June 3 after 145,000 metric tons of iron ore and 3,900 cubic metres of bunker fuel were lightered. Due to the extent of hull damage suffered as a result of the incident, the ship was declared a total constructive loss on 4 June 2020 and scuttled about 150 kilometres from the coast of Maranhão on June 12, 2020. | | | | | | |
| | Investigation report on IMO GISIS: available on 2021.11.12 (21 months) | | | | | | |
| Wakashio | 9337119 | 25-Jul-20 | 203130 | 2007 | Panama | NK | 0 |
| | Reported cause: Grounding (Likely root cause: Navigational failure) – on the day of grounding on a reef off Mauritius (July 25) carrying around 3,894 tonnes of fuel oil and no cargo, 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. The ship 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: available on 2021.7.21 (12 months) | | | | | | |

2021

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-----------------|--|---------------|------------|-------|--------|----------------------------|--------------|
| Yong Feng | 8401793 | 13-Jan-21 | 23386 | 1984 | Panama | Isthmus Bureau of Shipping | 0 |
| | Reported cause: Cargo shift (Likely root cause: Unknown) – Bulk carrier Yong Feng, carrying a cargo of timber, listed sharply when the cargo shifted, took on water, capsized and sank in the Philippine Sea on 13 Jan 2021. All 22 crew members were rescued. | | | | | | |
| | Investigation report on IMO GISIS: No. | | | | | | |
| Crimson Polaris | 9370783 | 12-Aug-21 | 49549 | 2008 | Panama | NK | 0 |
| | Reported cause: Grounding (Likely root cause: Weather) – woodchip carrier Crimson Polaris, carrying a cargo of timber, was swept away by a strong wind while anchored and ran aground in heavy weather off the port of Hachinohe in northern Japan on 11 August and broke up on 12 August 2021. Oil was found leaking from the cracked stern section of the ship. All 21 crew members were rescued. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |

2022

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|----------------|--|---------------|------------|-------|--------|-------|--------------|
| OS 35 | 9172399 | 19-Sept-22 | 35362 | 1999 | Tuvalu | KR | 0 |
| | Reported cause: Collision (Likely root cause: Navigational error) – the ship sustained hull breach in the fore section following a collision on 29 Aug 2022, and grounded at Catalan Bay to avoid sinking, carrying a cargo of 33,632 tonnes of steel bars. The hull suffered substantial damage after the grounding. On 19 Sept 2022, it was reported that the ship’s hull was broken, although not completely split in two. All 24 crew members were evacuated. | | | | | | |
| | Investigation report on IMO GISIS: Available on 02 Feb 2025 | | | | | | |
| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
| Xing Shun No 1 | 9665451 | 31-Oct-22 | 9999 | 2014 | Panama | BV | 12 |
| | Reported cause: Flooding (Likely root cause: Weather) – Cement carrier Xing Shun No 1 lost power due to E/R flooded, listed seriously, capsized and sank in rough seas on 31 Oct 2022 in Taiwan Strait, with 12 crew members missing. | | | | | | |
| | Investigation report on IMO GISIS: Available on 11 Apr 2024 | | | | | | |

2023

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|--------------|--|---------------|------------|-------|-------|-------|--------------|
| Yong Xing 56 | 9493494 | 01-Mar-23 | 32500 | 2008 | China | CCS | 0 |
| | Reported cause: Flooding (Likely root cause: Unknown) – On 21 Feb 2023, bulk carrier ship Yong Xing 56, fully loaded with Aluminum oxide powder, collided with sea ice at Tartar Strait, suffered hull damage, and took water in forepeak and cargo hold no. 1 and flooding whilst drifting in the Strait, finally foundered near the sea area of Vanino, Russia (position approximate: 47°48'.2N/140°05'.5E) on 01 Mar 2023. All crew members were safely evacuated from the ship. | | | | | | |
| | Investigation report on IMO GISIS: No full investigation report, with only Summary of events. | | | | | | |

2024

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-------------|--|---------------|------------|-------|-------|-------|--------------|
| Blue Lagoon | 9493494 | 01-Mar-23 | 32500 | 2008 | China | CCS | 0 |
| | Reported cause: Flooding (Likely root cause: Weather) - Bulk carrier Blue Lagoon suffered a fractured seawater pipe, resulting in engine room flooding. The ship was pitching and rolling heavily as Typhoon Krathon approached, and the sheer stresses on the ship might have been sufficient to cause the weld on the seawater pipe flange to fracture. The efforts to stop and mitigate the flooding were unsuccessful. She drifted towards Lanyu Island and grounded. It was a total loss but there was no significant pollution. All crew members were safely rescued. | | | | | | |
| | Investigation report on IMO GISIS: Available on 21 Jul 2025 | | | | | | |

2025

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-----------|--|---------------|------------|-------|------------------|-------|--------------|
| An Yang 2 | 9563421 | 08-Feb-25 | 56705 | 2010 | China | CCS | 0 |
| | Reported cause: Grounding (Likely root cause: Unknown) - Bulk carrier An Yang 2 ran aground off the southwest coast of Sakhalin Island in stormy conditions. The grounding resulted in multiple ballast tanks holed. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |
| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
| Glengyle | 9727285 | 25-Apr-25 | 37679 | 2015 | Hong Kong, China | NK | 0 |
| | Reported cause: Collision (Likely root cause: Unknown) - Bulk carrier Glengyle partially sank on the Long Tau River near Ho Chi Minh City, Vietnam, on April 25, 2025, after a collision with a container ship. The collision resulted in a breached hull, significant flooding, and a fuel oil spill from the Glengyle, leading to ongoing cleanup and salvage operations. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |



Additional Casualty list – Consequence of missile, drone and drone boat attacks

2024

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-----------------|--|---------------|------------|-------|----------|-------|--------------|
| Rubymar | 9138898 | 02-Mar-24 | 32211 | 1997 | Belize | NK | 0 |
| | Region: Red Sea – Rubymar, built as a bulk carrier and trading as a general cargo ship, sank on 02 Mar 2024 with 21,000 metric tonnes of ammonium phosphate sulphate fertiliser on board. It had been taking on water since a missile strike on 18 Feb damaged its hull. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |
| True Confidence | 9460784 | 06-Mar-24 | 50448 | 2011 | Barbados | NK | 3 |
| | Region: Red Sea – it was hit by a missile on 6 March while it was 50 nautical miles (93 km) south-west of the port city of Aden and seriously damaged, killing three crewmembers. Abandoned by its crew, it was eventually towed to the UAE by a salvage tug, and Equasis shows her a total loss. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |
| Tutor | 9942627 | 18-Jun-24 | 82357 | 2022 | Liberia | LR | 1 |
| | Region: Red Sea – was hit on the stern by an explosive-filled uncrewed surface vessel (USV) and seriously damaged, killing one crewmember, on 12 Jun and sank in the southern Red Sea on 18 Jun 2024. | | | | | | |
| | Investigation report on IMO GISIS: available on 2019.04.22 (33 months) | | | | | | |

2025*

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|------------|--|---------------|------------|-------|---------|-------|--------------|
| Magic Seas | 9736169 | 06-Jul-25 | 63301 | 2016 | Liberia | BV | 0 |
| | Region: Red Sea - Bulk carrier Magic Seas was sunk in the Red Sea on or around July 6, 2025, after being attacked by Houthi rebels. The attack, which involved unmanned surface vessels, skiffs with rocket-propelled grenades and machine guns, and likely explosive demolition charges, forced the crew to abandon ship before the vessel fully sank. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |
| Eternity C | 9588249 | 09-Jul-25 | 36830 | 2012 | Liberia | BV | 4 |
| | Region: Red Sea - Bulk carrier Eternity C was sunk in the Red Sea on July 9, 2025, after being attacked by Houthi rebels starting on July 7. The attacks involved sea drones and skiffs, killing four crew members in the attack and its immediate aftermath, with others injured. | | | | | | |
| | Investigation report on IMO GISIS: No | | | | | | |

*Notes: Bulk carrier MJ Pinar, IMO No.9406051, was attacked by a missile and damaged in the Black Sea port of Odesa on 11 Mar 2025, killing four crew members and injuring two others.

Alphabetical list

Casualty list – not linked to geopolitical conflicts

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life |
|-----------------|---------|---------------|------------|-------|------------------|----------------------------|--------------|
| An Yang 2 | 9563421 | 08-Feb-25 | 56705 | 2010 | China | CCS | 0 |
| Benita | 9172961 | 30-Jul-16 | 44183 | 1998 | Liberia | BV | 0 |
| Blue Lagoon | 9481427 | 01-Oct-24 | 79474 | 2010 | Barbados | ABS | 0 |
| Crimson Polaris | 9370783 | 12-Aug-21 | 49549 | 2008 | Panama | NK | 0 |
| Emerald Star | 9449261 | 13-Oct-17 | 57367 | 2010 | Hong Kong, China | DNV GL | 10 |
| Glengyle | 9727285 | 25-Apr-25 | 37679 | 2015 | Hong Kong, China | NK | 0 |
| Iron Chieftain | 9047740 | 18-Jun-18 | 50587 | 1993 | Australia | DNV GL | 0 |
| New Katerina | 9138953 | 25-Feb-16 | 170082 | 1997 | Panama | NK | 0 |
| New Mykonos | 9135688 | 29-Feb-16 | 161121 | 1997 | Panama | KRS | 0 |
| Nur Allya | 9245237 | 20-Aug-19 | 52378 | 2002 | Indonesia | NK | 27 |
| OS 35 | 9172399 | 19-Sep-22 | 35362 | 1999 | Tuvalu | KR | 0 |
| Stellar Banner | 9726803 | 24-Feb-20 | 300660 | 2016 | Marshall Islands | KR | 0 |
| Stellar Daisy | 9038725 | 31-Mar-17 | 266141 | 1993 | Marshall Islands | KR | 22 |
| Wakashio | 9337119 | 25-Jul-20 | 203130 | 2007 | Panama | NK | 0 |
| Xing Shun No 1 | 9665451 | 31-Oct-22 | 9999 | 2014 | Panama | BV | 12 |
| Yong Feng | 8401793 | 13-Jan-21 | 23386 | 1984 | Panama | Isthmus Bureau of Shipping | 0 |
| Yong Xing 56 | 9493494 | 01-Mar-23 | 32500 | 2008 | China | CCS | 0 |

Casualty list – Consequence of missile, drone and drone boat attacks

| Name | IMO No. | Incident Date | Deadweight | Built | Flag | Class | Loss of life | Region |
|-----------------|---------|---------------|------------|-------|----------|-------|--------------|---------|
| Eternity C | 9588249 | 09-Jul-25 | 36830 | 2012 | Liberia | BV | 4 | Red Sea |
| Magic Seas | 9736169 | 06-Jul-25 | 63301 | 2016 | Liberia | BV | 0 | Red Sea |
| Rubymar | 9138898 | 02-Mar-24 | 32211 | 1997 | Belize | NK | 0 | Red Sea |
| True Confidence | 9460784 | 06-Mar-24 | 50448 | 2011 | Barbados | NK | 3 | Red Sea |
| Tutor | 9942627 | 18-Jun-24 | 82357 | 2022 | Liberia | LR | 1 | Red Sea |



INTERCARGO's Mission & Vision



MISSION

Uniting and Promoting Quality Dry Bulk Shipping

The mission of INTERCARGO is to unite and promote quality dry bulk shipping through collaboration, by advancing the highest standards of safety, operational excellence, environmental stewardship, and sustainability in ship operations, and by supporting the consistent and effective implementation of regulatory and industry frameworks for the benefit of a safe, efficient, and sustainable global dry bulk sector.



VISION & PRINCIPLES

Provide leadership, advocacy, and services that add tangible value across the global dry bulk shipping sector by amplifying INTERCARGO members' voice, operational and reputational success, in accordance to the following principles.

Navigating the Broader Sustainability Challenge in Dry Bulk Shipping

Sustainability remains INTERCARGO's overarching mandate, underpinned by an unwavering commitment to quality and collaborative initiatives that raise standards across the dry bulk shipping sector.

The dry bulk shipping sector stands at the crossroads of multiple, converging sustainability imperatives. INTERCARGO will continue to raise the bar on safety, environmental responsibility, operational excellence, and governance with the need for genuine and active engagement of all maritime cluster stakeholders as well as the safety, well-being, and professional development of seafarers at the core of its initiatives and advocacy.

On the environmental front, an integrated approach should align biodiversity protection, climate action and resource responsibility within a broader strategic vision. The environmental footprint of our sector is not limited to atmospheric emissions, but includes other marine ecosystem impacts, such as ballast water management and biofouling. Decarbonisation remains a central pillar of the energy transition - but it cannot be pursued in isolation within the maritime sector alone

Promoting Dry Bulk Shipping as an Enabler of Trade and Development

Shipping and particularly the dry bulk sector is a vital enabler of global trade and economic development. INTERCARGO will actively promote this role while striving to achieve a safer, more resilient, and future-ready dry bulk sector.

Strengthening Collaboration and Global Alignment

INTERCARGO will continue to strengthen collaboration across the dry bulk shipping sector. Addressing global and interconnected challenges, ranging from sustainability and environmental stewardship to safety and operational excellence, requires coordinated, pragmatic, and inclusive approaches. At the regulatory level, INTERCARGO will continue to advocate for pragmatic, globally consistent decarbonisation strategies, ensuring that any energy transition remains safe, technologically sound, and economically viable.

In this context, our Association will continue to support the International Maritime Organization (IMO) as the sole global regulator and advocate for cooperative, clear, and fair global solutions.

Collaboration Beyond the Sector's Boundaries

Globally, the sustainability transition is entering a period of turbulence. Political uncertainty, regulatory fragmentation, and corporate hesitation risk derailing progress. The danger lies in a "disorderly transition," where ambition outpaces coordination. The dry bulk sector must therefore champion policy stability, pragmatic regulation, and collaborative governance, working with IMO, governments, and industry actors to avoid an uncoordinated, commercially disruptive path.

Success will depend on working together across all levels of the industry and beyond its traditional boundaries to share knowledge, develop expertise, and drive initiatives that deliver measurable improvements in safety, operational excellence, and sustainability.

Benefits to Members

Becoming a member

| Full Member | Consociate Member | Associate Member |
|---|--|--|
| Any company that owns, operates or manages dry bulk carriers of 10,000 DWT and above. | Any company that owns, operates or manages dry bulk carriers below 10,000 DWT. | Any entity that provides goods or services to the dry cargo shipping industry. |
| GBP 5,000 for 1 to 10 ships and GBP 350 for each subsequent ship up to a capped maximum of GBP 20,000.* | Half the fees that would be paid as a Full Member.* | GBP 1,500* |

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

For the latest updates about joining INTERCARGO please visit www.intercargo.org/join

*2026 Annual fees

Enquiries regarding joining should be sent to the Secretariat at info@intercargo.org

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. For more information, please visit: intercargo.org/news/category/member-news.

A free copy of the latest Bulk Carrier Benchmarking Report is offered to each member. For information on publications, please visit intercargo.org/news/publications.

Advertising opportunities in some of the Association's publications and on its website at reduced rates. Please visit intercargo.org/advertising-intercargo-website.

Opportunities to present at the Association's events (subject to invitation).

Special access to the Association's website: intercargo.org (some sections are reserved for Full Members).

Being part of an Association dedicated to quality, safety and the environment.



Benefits for Full membership



Companies and ships registered with INTERCARGO arguably enjoy a badge of quality widely recognised by the industry as a marker of excellence. Along with a Company Certificate and the right to use the INTERCARGO 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 the 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 intercargo.org/drybms.

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 intercargo.org/constitution.

The Association is represented at the International Maritime Organization (IMO), the Round Table of Shipping Associations (joining BIMCO, ICS and Intertanko on important cross-industry matters), the Tripartite Forum and other international shipping fora, and regularly engages with the International Association of Classification Societies (IACS) and RightShip on critical issues.

Members are invited to INTERCARGO hosted events (semi-annual Committee meetings in Europe and Asia, seminars etc). Please visit intercargo.org/about/meetings for more information.

For INTERCARGO's feedback and reporting schemes, please see intercargo.org/members-reporting-surveys.

Regular circulars provide timely, detailed information either following IMO meetings or on ongoing issues, such as cargoes, piracy, port, terminal and anchorage feedback, cybersecurity etc.

Experience sharing / (anonymous) consultation within the membership, when appropriate on reported issues of concern (cargoes, ports, etc), in order to provide informed feedback.

Full access to the Association's website intercargo.org.

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A large, stylized green graphic on the right side of the page. It features a grid-like structure representing a globe, with thick green lines forming the grid. Below the globe, there are several thick, curved green lines that resemble waves or a stylized 'S' shape. The background is white.

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