

Bulk Carrier Casualty Report

Years 2010 to 2019 and trends

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Introduction

The loss of the bulk carrier Nur Allya in August 2019 cast a shadow over the industry's excellent safety performance throughout the previous year, during which no bulk carrier casualties were reported. This incident alone clearly demonstrates that there is no room for complacency, and INTERCARGO calls for a prompt and thorough investigation into this tragic loss. It is only through effective root cause analysis that appropriate corrective actions can be put in place to ensure that such an accident never happens again.

Lessons learned from past incidents play an important role in determining where additional safety improvements are necessary both at an industry and an international level. To this end the prompt publication of thorough and complete casualty investigation reports remains a key objective of the industry. It is vitally important that casualty investigation reports are submitted to the International Maritime Organization (IMO) in a timely manner so that the root

causes of serious incidents can be properly identified and the appropriate corrective actions taken.

It is only through effective root cause analysis that appropriate corrective actions can be put in place to ensure that an accident like the loss of the bulk carrier Nur Allya never happens again.

The industry finds it difficult to accept that only 24, or about 62%, of a total of 39 bulk carrier losses had their investigation reports made available on the IMO Global Integrated Shipping Information System (GISIS) database at the end of January 2020. The aver-

age time from incident to a report becoming available has been 32 months for these investigations.

Cargo failure and liquefaction continue to be a major concern for dry bulk shipping. Between 2010 and 2019, among the 39 losses above, there were eight casualties with suspected cargo failure. These consisted of six bulk carriers carrying nickel ore from Indonesia, one vessel with iron ore fines (assumed to be laterite) loaded with high moisture content from Malaysia, and one vessel with bauxite from Malaysia. Significantly, against the total of 173 lives lost in all 39 casualties, 106 of these were lives lost from the eight casualties with cargo failure.

INTERCARGO welcomes the latest amendment to the International Maritime Solid Bulk Cargoes Code (IMSBC 05-19), which will enter into force on 1 January 2021. The Code incorporates the lessons learned from the loss of the Bulk Jupiter which was carrying a cargo of bauxite fines. According to the Code 'This cargo may suffer instability due to moisture content resulting in dynamic separation and formation of a liquid slurry (water and fine solids) above the solid material, leading to a free surface effect which may significantly affect the ship's stability. This cargo is not liable to undergo dynamic separation when the cargo is shipped below its TML [transportable moisture limit]' (Res MSC.462(101), adopted on 13 June 2019).

The investigation into the sinking of the Stellar Daisy (March 2017) found that she foundered due to a structural failure in the No. 2 port side water ballast tank that initiated progressive structural failure within the cargo length and caused a total loss of buoyancy. The IMO is expected to consider additional measures for bulk carrier safety in Safety of Life at Sea (SOLAS) chapter XII, and the 2011 International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers (2011 ESP Code). These measures are aimed at closing gaps that were identified and reducing the potential for similar very serious marine casualties involving bulk and ore carriers.

Summary

39 bulk carriers (of over 10,000 dwt) have been identified as total losses ¹ for the years 2010 to 2019

Year	10k-34,999 dwt	35k-49,999 dwt	50k-59,999 dwt	60k-79,999 dwt	80k+ dwt	Total
2010	1	1	2	0	2	6
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	Θ	5
2016	0	1	0	0	2	3
2017	0	Θ	1	0	1	2
2018	0	0	0	0	0	0
2019	0	Θ	1	0	Θ	1
Total	12	7	9	4	7	39

Total losses - Bulk carriers by size² and year

> Significant findings

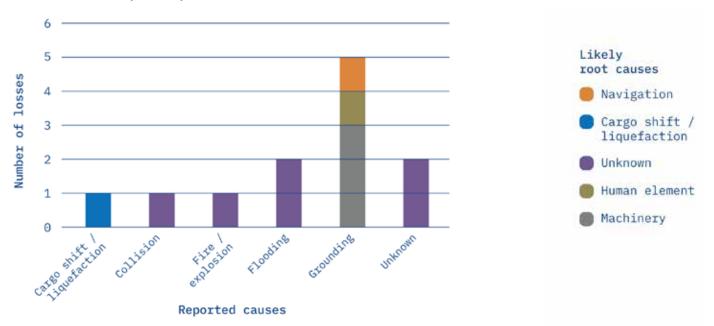
- Size bracket 10,000-34,999 dwt: 12 bulk carriers were lost, representing 30.8% of the total 48 casualties reported.
- Size bracket 35,000-49,999 dwt: Seven vessels were lost, representing 17.9% of the total, without a clear pattern of improvement through the years.
- Size bracket 50,000-59,999 dwt: Nine vessels were lost, representing 23.1% of the total, with five losses related to suspected cargo failure (liquefaction) and consequential loss of 72 lives.
- Size bracket 80,000+ dwt: Seven vessels were lost, or 17.9% of the total.
- Four bulk carrier losses in the size bracket 60,000-79,999 dwt equate to the lowest number of casualties, representing 10.3% of the total.
- In terms of annual ship losses, after peaking in 2011, a reduction of ship losses was observed thereafter.

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.

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

Analysis of causes in terms of ships' size

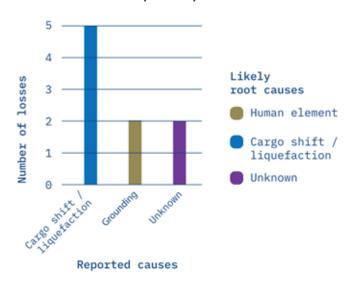
Casualties of 10,000-34,999 dwt bulk carriers



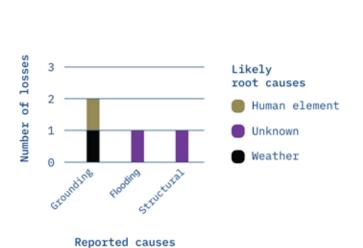
Casualties of 35,000-49,999 dwt bulk carriers

Likely root causes Human element Navigation Machinery Cargo shift / liquefaction Unknown Reported causes

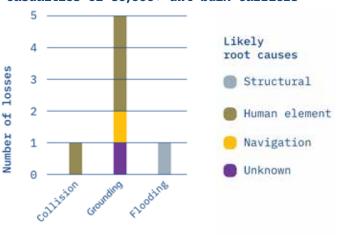
Casualties of 50,000-59,999 dwt bulk



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



Casualties of 80,000+ dwt bulk carriers



Reported causes

Analysis of total losses for previous ten years 2010 to 2019

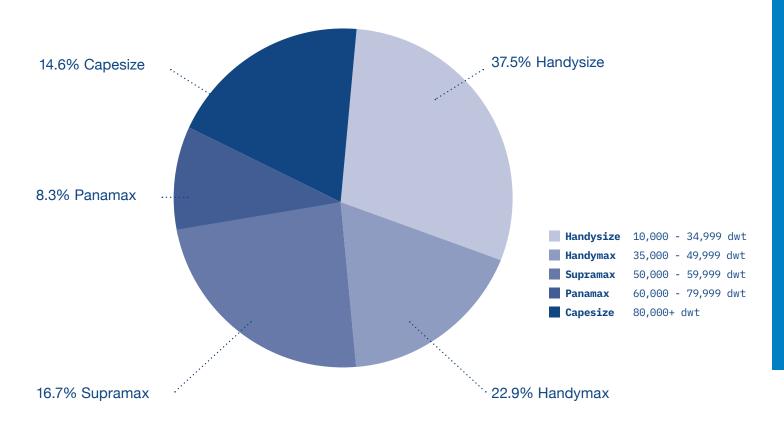
- 39 bulk carriers over 10,000 dwt have been identified as lost, or on average 4 ships per year.
- ➤ 173 crew members have lost their lives as consequence, or on average 17 lives lost per year.
- ➤ The average age of the bulk carriers lost was 20.8 years.
- Vessels amounting to 2.59 million dwt have been lost, or on average 259 thousand dwt per year.

Losses by cause

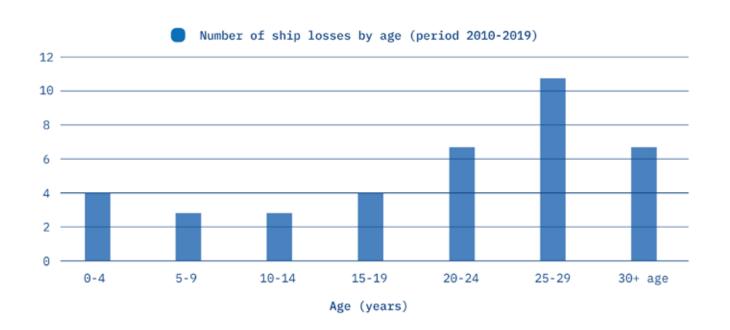
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo shift/ liquefaction	106	8	Cargo failure	8
			Human element	1
Collision	0	3	Machinery failure	1
			Unknown	1
Fire/explosion	0	1	Unknown	1
El a a di me	22	_	Structural	1
Flooding	22	5	Unknown	4
			Human element	11
			Machinery failure	1
Grounding	10	17	Navigation	3
			Unknown	1
			Weather	1
Structural	0	1	Unknown	1
Unknown	35	4	Unknown	4
TOTAL	173	39		39

- The highest loss of life has been attributed to cargo failure (liquefaction), totalling 106 lives lost or 61.3% of total loss of life - resulting from the 8 casualties.
- The most common reported cause of ship losses has been grounding, with 17 losses or 44.6% of total losses.
- Losses due to flooding for 5 ships (12.8%) have been significant.
- Loss of lives resulting from 4 ships lost with unknown causes accounted for 35 lives, or 20.2% of total lives lost.

Losses by bulk carrier size

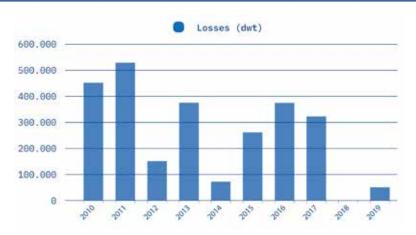


Losses by age



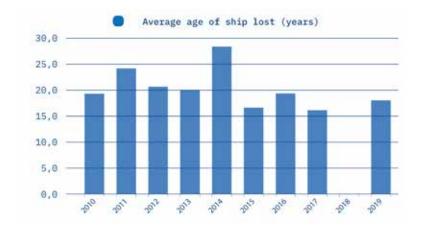
Losses by dwt

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Losses (dwt)	461,666	528,009	154,526	376,478	63,580	254,308	375,386	323,508	0	52,378



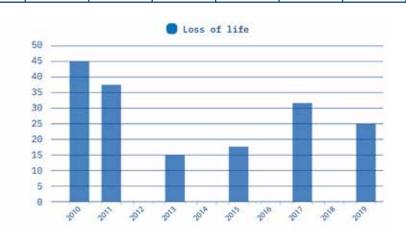
Losses by average age

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Average age (years)	19.3	24.0	20.7	20.0	28.5	16.8	19.7	16.5	0	18



Losses of life

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Loss of life	45	38	Θ	15	0	18	0	32	0	25



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 2020, 24 of the 39 bulk carrier losses in this analysis have had investigation reports made available on IMO's GISIS (https://gisis.imo.org/Public/Default.aspx), these represent 61.5% of the total. The average time from incident to a report becoming available has been 32 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	0
Belize	1	0	?	1
China	1	0	?	1
Cyprus	2	1	42	1
Hong Kong, China	4	3	47	1
Indonesia	1	0	?	1
Korea	3	1	72	2
Liberia	2	2	52.5	0
Malta	3	3	42	0
Marshall Islands	1	1	25	0
Mexico	1	1	38	0
Panama	18	11	19.3	7
Vietnam	1	0	?	1
Total	39	24	32.1	15

^{*}Average number of months from the incident date to the date of the reports shown with GISIS

Casualty list

Between January 2010 and December 2019, 39 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.

							1						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life						
	9138977	02-May-10	187839	1997	Hong Kong, China	NK	0						
Bright Century		Reported cause: Collision (Likely root cause: not navigating carefully) - Following the collision, took in water and foundered in about 30 minutes with full cargo of iron ore.											
	Investigation	report on IMO	GISIS: availa	able on 2018.9.	13 (100 months	from incident	date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life						
	8315308	12-Apr-10	87221	1984	Korea	KR	0						
Oriental Hope		se: <u>Grounding</u> (c, South Korea	•	use: Unknown) total loss.	- stranded on	reef in the Ea	ast China Sea						
	Investigation	report on IMO	GISIS: No										
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life						
	8106379	27-0ct-10	45108	1983	Panama	ABS	13						
Jian Fu Star		se: <u>Cargo shift</u> ion loaded fro		(Likely root c	ause: Cargo sh	ift/liquefacti	on) - Nickel						
	Investigation	report on IMO	GISIS: availa	able on 2013.5.	14 (31 months	from incident	date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life						
	7518915	09-Nov-10	34456	1976	Panama	BKI	0						
Jianmao 9	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						
	9467861	10-Nov-10	56893	2009	Panama	ccs	22						
Nasco Diamond		se: <u>Cargo shift</u> ion loaded fro		(Likely root c	ause: Cargo sh	ift/liquefacti	on) - Nickel						
	Investigation	report on IMO	GISIS: availa	able on 2013.5.	13 (30 months	from incident	date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life						
	9230139	03-Dec-10	50149	2001	Panama	NK	10						
	Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Nickel												
Hong Wei		Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - Nickel Ore liquefaction loaded from Indonesia.											

9413705 10-Nar-11 75208 2009 Nalta Unknown 0	Name	IMO No.	Incident	Deadweight	Built	Flag	Class	Loss of life			
Reported cause: Grounding (Likely root cause: not following company SMS) - Ran aground with a cargo of soys beams in bulk. Investigation report on INO GISIS: available on 2012.09.29 (18 months from incident date)		0/13705	Date	75208	2009	Malta	Unknown	0			
Cargo of soya beans in bulk. Threestigation report on IMO GISIS: available on 2012.09.29 (18 months from incident date) Name IMO No.											
Name IMO No. Incident Deadweight Built Flag Class Loss of life Bate State Stat	Oliva				dise. Not 10110	wing company :	nan agit	Juliu Willi a			
Name IMO No. Bate Deadweight Built Flag Class Loss of life Reported cause: Unknown (Likely root cause: Unknown) - disabled, with flooded engine room. Investigation report on IMO GISIS: No Incident Plant Class Investigation report on IMO GISIS: No Investigation report on IMO GISIS: No Investigation report on IMO GISIS: No Investigation report on IMO GISIS: wailable on 2012.02.20 (11 months) Name IMO No. Incident Deadweight Built Flag Class Loss of life Survival of Date Imperior of IMO GISIS: wailable on 2012.02.20 (11 months) Name IMO No. Incident Date Deadweight Built Flag Class Loss of life Date Date Date Date Imperior of IMO GISIS: wailable on 2012.02.20 (11 months) Name Reported cause: Grounding (Likely root cause: navigational error) - grounded off Indonesia with danage to hull while carrying a bauxite cargo. Investigation report on IMO GISIS: No Incident Date Date Date Date Date Date Date Dat		Investigation	report on IMO) GISIS: availa	able on 2012.09	0.29 (18 months	from incident	date)			
Reported cause: Buknown (Likely root cause: Unknown) - disabled, with flooded engine room. Investigation report on INO GISIS: No Mirach Reported cause: Grounding (Likely root cause: No following company SMS) - stranded and sustained damage to the hull and took water in holds Nos. 1, 2, 3 and 4. Investigation report on INO GISIS: wallable on 2012.09.29 (11 months) Name IMO No. Incident Date Bad98800 26-Jun-11 152329 1987 Panama DNV GL 8409800 26-Jun-11 27-Jun-11	Name	IMO No.		Deadweight	Built	Flag	Class	Loss of life			
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Name IMO No. Incident Deadweight Built Flag Class Loss of life Built Flag Class Loss of life Built Built Fla	Costis	Reported caus	e: Unknown (Li	kely root caus	se: Unknown) -	disabled, with	n flooded engi	ne room.			
Name INO No. Date Deadweight Suit Fing Class Loss of life Sustained damage to the hull and took water in holds Nos. 1, 2, 3 and 4. Reported cause: Grounding (Likely root cause: not following company SMS) - stranded and sustained damage to the hull and took water in holds Nos. 1, 2, 3 and 4. INO No. Date Deadweight Built Fing Class Loss of life Deadweight Built Fing Class Loss of life Deadweight Date of Date Deadweight Date or Sunny Partner Reported cause: Grounding (Likely root cause: navigational error) - grounded off Indonesia with damage to hull while carrying a bauxite cargo. Name IMO No. Incident Deadweight Built Fing Class Loss of life		Investigation	report on IMO	GISIS: No							
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Name IMO No. Incident Date Deadweight Built Flag Class Loss of life 8806515 29-Jul-11 38337 1990 Malta Unknown 0 Reported cause: Collision (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 8106745 04-Aug-11 36196 1984 Panama LR 0 Reported cause: Flooding (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 Deadweight Built Flag Class Loss of life 8112964 08-Aug-11 34942 1984 Panama GL 0 Reported cause: Grounding (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 910 Class L	Rainbow	1 -	e: Collision (Likely root ca	use: Unknown)	- sank due to	collision with	another			
Name IMO No. Date Deadweight Built Flag Class Loss of life		Investigation	report on IMO	GISIS: No							
Reported cause: Collision (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 8106745 04-Aug-11 36196 1984 Panama LR 0 Reported cause: Flooding (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 Deadweight Built Flag Class Loss of life 8112964 08-Aug-11 34942 1984 Panama GL 0 Reported cause: Grounding (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 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.	Name	IMO No.		Deadweight	Built	Flag	Class	Loss of life			
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Name IMO No. Incident Deadweight Built Flag Class Loss of life 8106745 04-Aug-11 36196 1984 Panama LR 0 Reported cause: Flooding (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 Deadweight Built Flag Class Loss of life 8112964 08-Aug-11 34942 1984 Panama GL 0 Reported cause: Grounding (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 Deadweight Built Flag Class Loss of life 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.	B Oceania	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									
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Name IMO No. Incident Date Built Flag Class Loss of life 8112964 08-Aug-11 34942 1984 Panama GL 0 Reported cause: Grounding (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 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.	Rak Carrier										
Name Mo No. Date Deadweight Built Flag Class Loss of life		Investigation	report on IMO	GISIS: No		,		,			
Reported cause: Grounding (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 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.	Name	IMO No.		Deadweight	Built	Flag	Class	Loss of life			
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Name Incident Date Deadweight Built Flag Class Loss of life 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.	Angel 1	drifted and s		•	•	-		•			
Date Date Deadweight Built Flag Class Loss of life 7400041 03-0ct-11 18955 1974 Panama PMDS 10 Reported cause: Grounding (Likely root cause: Diminished human performance) - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.		Investigation	1	GISIS: No		1					
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Jui Hsing 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)	Jui Hsing	coastal water	s near Keelung	g, the ship ra							
		Investigation	report on IMO) GISIS: availa	able on 2012.03	3.23 (5 months	from incident	date)			

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	8604474	21-Nov-11	26589	1987	Korea	NK	6				
Bright Ruby	16,992 tons o	Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction) - With .6,992 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)										
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9290907	25-Dec-11	56040	2005	Vietnam	NK	22				
Vinalines Queen											
Investigation report on IMO GISIS: No											

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9309667	16-Aug-12	52289	2006	Hong Kong, China	NK	0				
Ocean Breeze	•		•		o adopt safety ndbank of the	-	00				
	Investigation	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				
_	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0				
Thermopylae Sierra	Reported caus	e: <u>Unknown</u> (Li	kely root caus	e: Unknown) -	Sank while in	lay-up anchor	age.				
Sicila	Investigation report on IMO GISIS: No										
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	8417637	28-Aug-12	77458	1986	Korea	KR	0				
Pacific Carrier	Reported cause: <u>Structural</u> (Likely root cause: unknown) - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea.										
	Investigation	report on IMC	GISIS: No								

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	8103664	17-Feb-13	48891	1983	Panama	RINA	15				
Harita Bauxite	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: Cargo shift/liquefaction) - Nickel Ore liquefaction from Indonesia with 47,450 metric tons of nickel ore.										
	Investigation	report on IMC	GISIS: availa	ble on 2015.08	.17 (30 months	from incident	date)				
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9110341	30-Mar-13	27209	1996	Liberia	BV	0				
Atlantik Confidence				ot cause: unkno d watch-keeping		fter suffering	engine room				
	Investigation	report on IMC	GISIS: availa	ble on 2019.3.3	31 (72 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	8408521	05-May-13	39695	1984	Malta	NK	0				
Rio Gold	Reported cause: <u>Grounding</u> (Likely root cause: Navigation) - laden with 35,200 MT of cement clinker, ran aground on hard rock off South East Preparis Island. <i>Investigation Report by Transport Malta available</i> at https://mti.gov.mt/en/Pages/Main%20en.aspx										
	Investigation	report on IMC	GISIS: availa	ble on 2017.01	.27 (43 months))					
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9071703	02-Jul-13	52580	1993	Panama	RINA	0				
Fu Sheng Hai	Reported cause: <u>Grounding</u> (Likely root cause: Human error) – 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 IMC	GISIS: availa	ble on 2014.05	.15 (10 months	from incident	date)				
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0				
Trans Summer				(Likely root c k carrying 57,							
	Investigation	report on IMC	GISIS: avail	able on 2015.1	1.30 (27 month	s)					
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life				
	9137959	19-Aug-13	151279	1996	Panama	NK	0				
Smart	Reported caus	e: Grounding (Likely root ca	use: human err	or) - Sank aft	er running agr	cound.				
	Reported cause: <u>Grounding</u> (Likely root cause: human error) - Sank after running aground. Investigation report on IMO GISIS: available on 2014.07.08 (11 months from incident date)										

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
Rich Forest	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.						ffered leak
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
	8902486	15-Mar-14	42263	1991	Panama	ABS	0
John 1	Reported cause: <u>Grounding</u> (Likely root cause: seachest suction valve defective or not closed properly) - 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 IMC	GISIS: availa	able on 2016.6.	27 (28 months)		

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9339947	02-Jan-15	56009	2006	Bahamas	NK	18	
Bulk Jupiter	Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: Cargo shift/liquefaction) - 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: Avail	able on 2015.8	.18 (7 months	from incident	date)	
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9076404	11-Feb-15	27308	1994	Cyprus	NK	0	
Goodfaith			Likely root ca eports "In Cas			ashore on Andro	os, Greece.	
	Investigation	report on IMO	GISIS: availa	ble on 2018.08	.09 (42 months)			
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9614804	08-Aug-15	29988	2013	China	ccs	0	
Jiang Quan 6						f near Zhousha n Casualty Or		
	Investigation	report on IMO	GISIS: No					
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9045912	24-0ct-15	71665	1993	Mexico	ABS	0	
Los Llanitos	Reported cause: <u>Grounding</u> (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: avail	able on 2018.1	2.13 (37 months	s)		
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9003108	08-Mar-15	69338	1990	Panama	LR	0	
Panamax Trader			<u>ss</u> (Likely roo est of Djibouti		wn) - Took wate	er forward and	subsequently	
	Investigation	report on IMC	GISIS: no					

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life		
	9135688	29-Feb-16	161121	1997	Panama	KRS	0		
New Mykonos	Suspected cause: <u>Grounding and flooding</u> (Likely root cause: human error) - 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: avail	able on 2017.04	1.17 (15 months	3)			
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life		
	9138953	25-Feb-16	170082	1997	Panama	NK	0		
New Katerina	Suspected cause: Allision, grounding and flooding (Likely root cause: human error) - 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: availa	ble on 2017.04.	18 (14 months)				
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life		
	9172961	30-Jul-16	44183	1998	Liberia	BV	0		
Benita	Suspected cause: <u>Grounding</u> (Likely root cause: human error) - 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: availa	ble on 2019.04.	.22 (33 months)				

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22	
Stellar Daisy	loaded with a	Reported cause: <u>Flooding</u> (Likely root cause: catastrophic Structural Failure) - 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	Investigation report on IMO GISIS: available on 2019.4.20 (25 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	
	9449261	13-0ct-17	57367	2010	Hong Kong, China	DNV GL	10	
Emerald Star	Reported cause: <u>Unknown</u> (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 with 10 crew members missing.							
	Investigation	report on IMC	GISIS: No					

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

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
	9245237	20-Aug-19	52378	2002	Indonesia	NK	25
Nur Allya	Reported cause: <u>Sank</u> (Likely root cause: unknown) – 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 IMC	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 Century	9138977	02-May-10	187839	1997	Hong Kong	NK	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
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
Jian Fu Star	8106379	27-0ct-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
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
Jui Hsing	7400041	03-0ct-11	18955	1974	Panama	PMDS	10
Los Llanitos	9045912	24-0ct-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
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
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	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



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

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

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's initiatives aim at a safe, efficient, high quality and environmentally friendly dry bulk shipping industry.

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 our sector.

INTERCARGO's working programme is outlined below:

FETY - SECURITY	ENVIRONMENT – QUALITY	REGULATION		
Cargoes, "Liquefaction"	Ballast Water	International Maritime		
Design & Construction,	Coatings	Organisation (IMO)		
Machinery & Operations	Emissions	Other Legislation		
Class & Statutory Rules	Green House Gas - CO ₂	Miscellaneous Issues		
Cargo Gear	emissions			
Hatch Covers	Sulphur Cap, SOx and			
Loading Rates	Particulate Matter (PM) emissions			
Incidents & Casualties	— Other emissions (NOx,	_		
Life Saving	Black Carbon)	_		
Piracy	Ports & Terminals	_		
Cyber Risks	Reception Facilities	_		
	Port State Control and Transparency	_		
	Corruption, Criminalisation	_		
	Training, Manpower & Human Element			

For more information on each topic please visit http://intercargo.org and navigate TOPICS in the main menu.

Full Member

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

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.intercargo.org/join/

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

INTERCARGO – Membership

There are three categories of membership within INTERCARGO namely Full, Associate and Consociate which are categorised as follows:

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.
- Receiving circulars of dry bulk shipping specific information.
- Opportunities to meet fellow Members at the Association's meetings in Europe and Asia.
- Special invitations / discounted access to industry events is regularly offered. Please visit intercargo.org/news/category/member-news
- A free hardcopy of the latest Bulk Carrier Benchmarking report is offered to each Member. For Publications please visit <u>intercargo.org/news/publications</u>
- Advertising opportunities in some of the Association's publications and by priority on its website at reduced rates. Please visit <u>intercargo.org/advertising-intercargo-website</u>
- Opportunities to present at the Association's events (subject to invitation).
- Access to the Association's website: <u>www.intercargo.org</u> (some sections are reserved for Full Members).

Full Membership Benefits

INTERCARGO's brochure available at intercargo.org/join outlines the benefits of Membership, which for Full Members more specifically include:



- Companies and Ships registered with INTERCARGO arguably enjoy a
 Quality badge widely recognised by the industry as ship performance
 acceptance criteria apply among other. 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 Qi.
- Members are invited to appoint a representative in INTERCARGO's
 Executive Committee and can be eligible for a representative in the
 Technical Committee (conditions apply). Details can be found in our
 Constitution / section "Management" at: intercargo.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 the INTERCARGO hosted events (2 semi-annual Committee meetings, seminars etc). Please visit <u>intercargo.org/about/meetings</u>
- For INTERCARGO's feedback and reporting schemes, please see intercargo.org/members-reporting-surveys
- Ad-hoc Circulars via emailing inform on issues such as cargo updates & alerts on any new developments in the industry.
- Experience sharing / (anonymous) consultation within our Membership is our practice, when possible, on reported issues of concern (on cargoes, ports, etc) in order to provide informed feedback.
- Full access to the Association's Website (intercargo.org).
- Special invitations / discounted access to industry events is regularly offered. Please visit intercargo.org/news/category/member-news
- About Publications please visit <u>intercargo.org/news/publications</u>. A free hardcopy of the latest Bulk Carrier Benchmarking report is offered to each Member.
- Advertising opportunities in the Association's publications and by priority on its website at reduced rates.
 Please visit intercargo.org/advertising-intercargo-website.

INTERNATIONAL ASSOCIATION
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Bulk Carrier Casualty Report

Years 2010 to 2019 and trends

