



**INTERCARGO**

International Association of Dry Cargo Shipowners

# Bulk Carrier Casualty Report

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Years 2009 to 2018 and trends



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# Introduction

Although there has been no reported loss of a bulk carrier over 10,000 dwt in 2018, INTERCARGO urges all stakeholders to remain vigilant as cargo liquefaction continues to pose a major threat to the life of seafarers.

This edition of the Bulk Carrier Casualty Report covers reported bulk carrier casualties from 2009 to 2018 and provides an analysis on statistics and trends over the last 10 years. Forty eight (48) bulk carriers over 10,000 dwt have been identified as total losses over this 10 year period. Cargo failure and liquefaction, continue to be a major concern for dry bulk shipping. There were 9 casualties of suspected cargo failure among the 48, consisting of 6 bulk carriers carrying nickel ore from Indonesia, 2 vessels with laterite (clay) iron ore from India and 1 with bauxite from Malaysia, and there were 101 lives lost associated with those 9 casualties against a total of 188 lives lost for all 48 casualties.

INTERCARGO welcomes the latest amendment to the International Maritime Solid Bulk Cargoes Code (IMSBC 04-17) which entered into force on 1st January 2019 and includes important updates related to cargoes that may liquefy. Pertinent updates include: changes to section 4.5 of the Code which stipulates the shippers' responsibility to ensure that the testing and sampling for Transportable Moisture Limit (TML) and moisture content is carried out at the correct intervals; changes to the individual coal schedule which strengthen and clarify the designation of coal as Group A and B cargo; and the inclusion of a new test procedure for determining the TML of coal.

Ship operators need to be especially cautious when loading during a wet season, as seasonally experienced in certain parts of South East Asia, however it is paramount that shippers and local authorities fulfil their obligations as required by the IMSBC Code.

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. The importance of flag States' timely submission of casualty investigation reports to IMO should be stressed, as a means for identifying the cause of incidents and enabling corrective actions to be taken. The IMO GISIS database showed that by end January 2019, 23 investigation reports of 48 losses had not been submitted to IMO by their flag States. Some details further highlight the issue of slow reporting:

- The highest loss of life has been attributed to cargo failure (liquefaction), totalling 101 lives lost from the 9 casualties. Two (2) investigation reports of those 9 cases have yet to be submitted to IMO.
- The most common reported cause of ship losses has been grounding, totalling 19 losses among the 48 cases. Six (6) investigation reports of those 19 cases have not been submitted to IMO.
- Six (6) ships lost with unknown causes claimed 61 lives. Five (5) investigation reports of those 6 cases have not been submitted to IMO.
- Reported flooding led to losses of 6 ships. No investigation report of those 6 cases has been submitted to IMO.

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

February, 2019

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## Summary

- 48 bulk carriers over 10,000 dwt have been identified as total losses<sup>1</sup> for the years from 2009 to 2018.

Year	Handysize 10k-34999 dwt	Handymax 35k-49999 dwt	Supramax 50k-59999 dwt	Panamax 60k-79999 dwt	Capesize 80k+ dwt	Total
2009	6	3	0	1	0	<b>10</b>
2010	1	1	2	0	2	<b>6</b>
2011	6	2	1	1	1	<b>11</b>
2012	1	0	1	1	0	<b>3</b>
2013	1	3	2	0	1	<b>7</b>
2014	1	1	0	0	0	<b>2</b>
2015	2	0	1	1	0	<b>4</b>
2016	0	1	0	0	2	<b>3</b>
2017	0	0	1	0	1	<b>2</b>
2018	0	0	0	0	0	<b>0</b>
Total	<b>18</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>7</b>	<b>48</b>

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

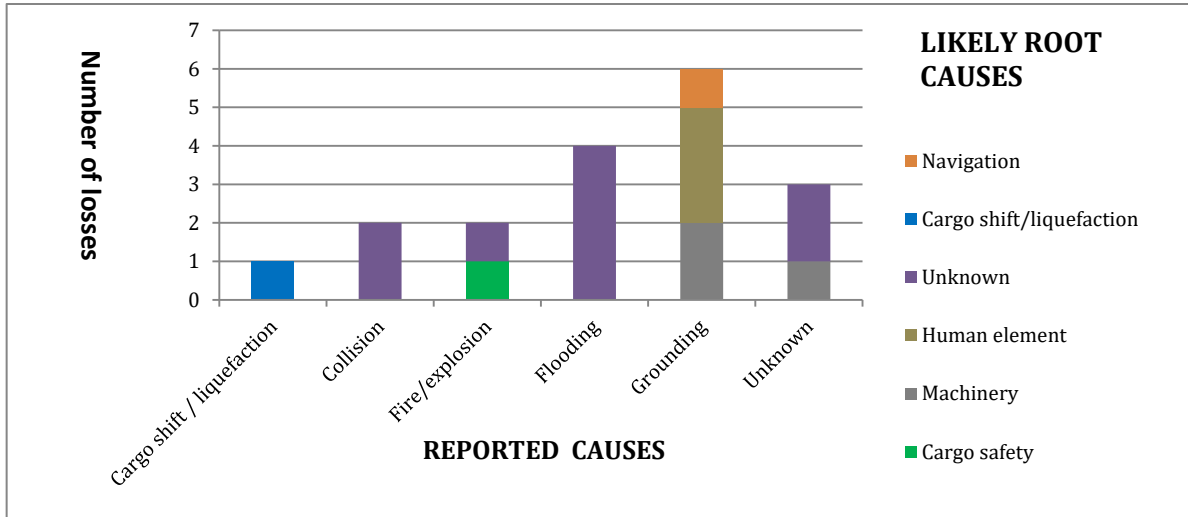
- Significant findings
  - 18 Handysize bulk carriers were lost, representing 37.5% of the total 48 casualties reported.
  - 11 Handymax vessels were lost, representing 22.9% of the total without a clear pattern of improvement through the years.
  - Supramax bulkers suffered 8 ship losses, representing 16.7% of the total, with 5 losses related to suspected cargo failure (liquefaction) and consequential loss of 72 lives.
  - Capesize ships suffered 7 ship losses, or 14.6% of the total.
  - 4 Panamax bulk carrier losses equate to the lowest number of casualties, representing 8.3% of the total.
  - In terms of annual ship losses, after peaking in 2011, a reduction of ship losses was observed thereafter.

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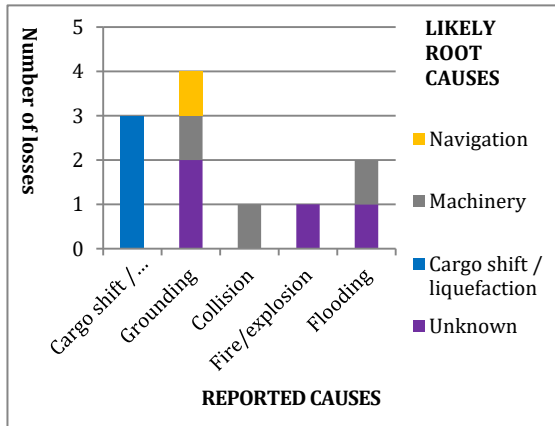
<sup>1</sup> This document provides information on casualty data related to bulk carriers above 10,000 dwt. INTERCARGO's classification of ship casualties follows the same principles used in IMO's classification on GISIS. The assumed definitions of vessel sizes used in this report serve its purposes for continuity and easier comparison with past reports.

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

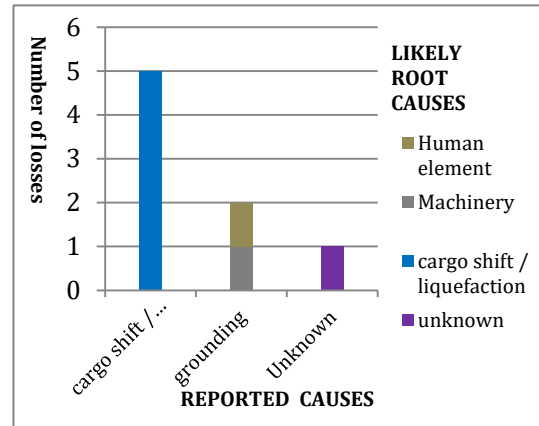
□ Analysis of causes in terms of ship sizes



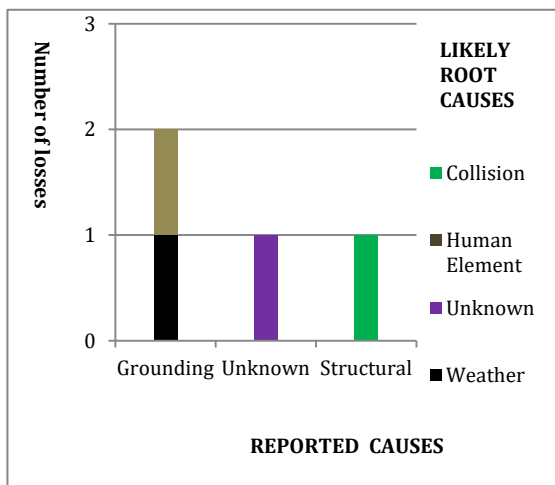
**Casualties of Handysize bulk carriers**



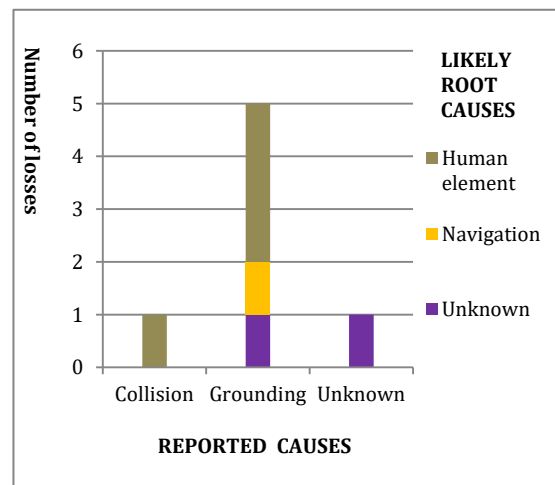
**Casualties of Handymax bulk carriers**



**Casualties of Supramax bulk carriers**



**Casualties of Panamax bulk carriers**



**Casualties of Capesize bulk carriers**

# Analysis of total losses for previous ten years 2009 to 2018

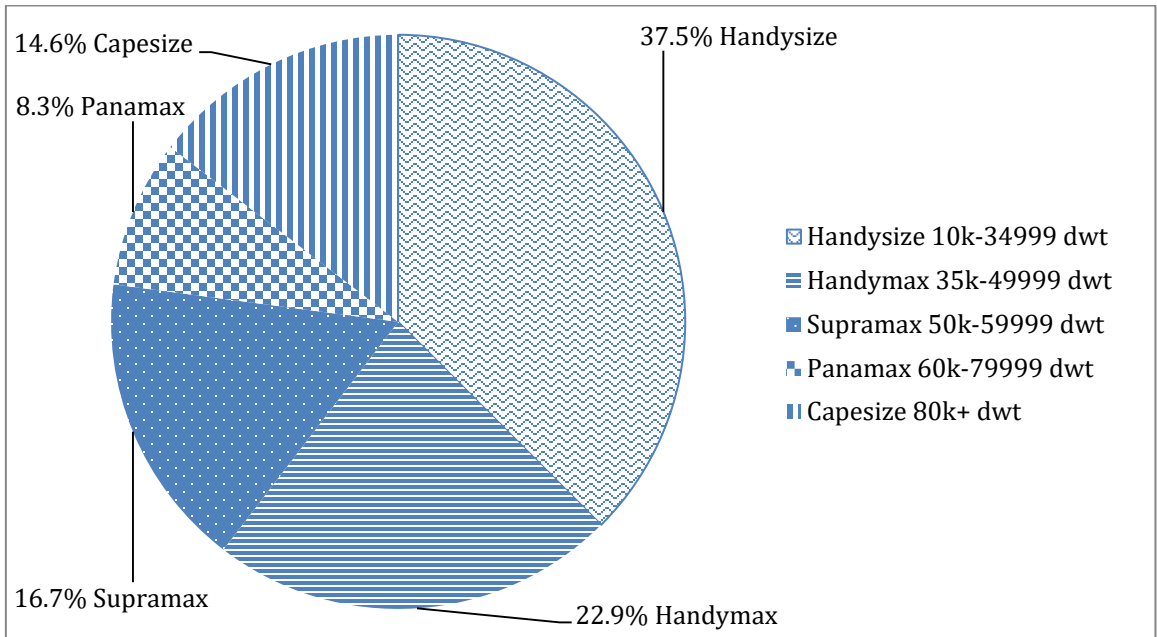
- ❑ 48 bulk carriers over 10,000 dwt have been identified as lost, or on average 5 ships per year.
- ❑ 188 crewmembers have lost their lives as consequence, or on average 19 lives lost per year.
- ❑ 19.2 years was the average age of the bulk carriers lost.
- ❑ 2.89 million dwt have been lost, or on average 289k dwt per year.

## Losses by cause

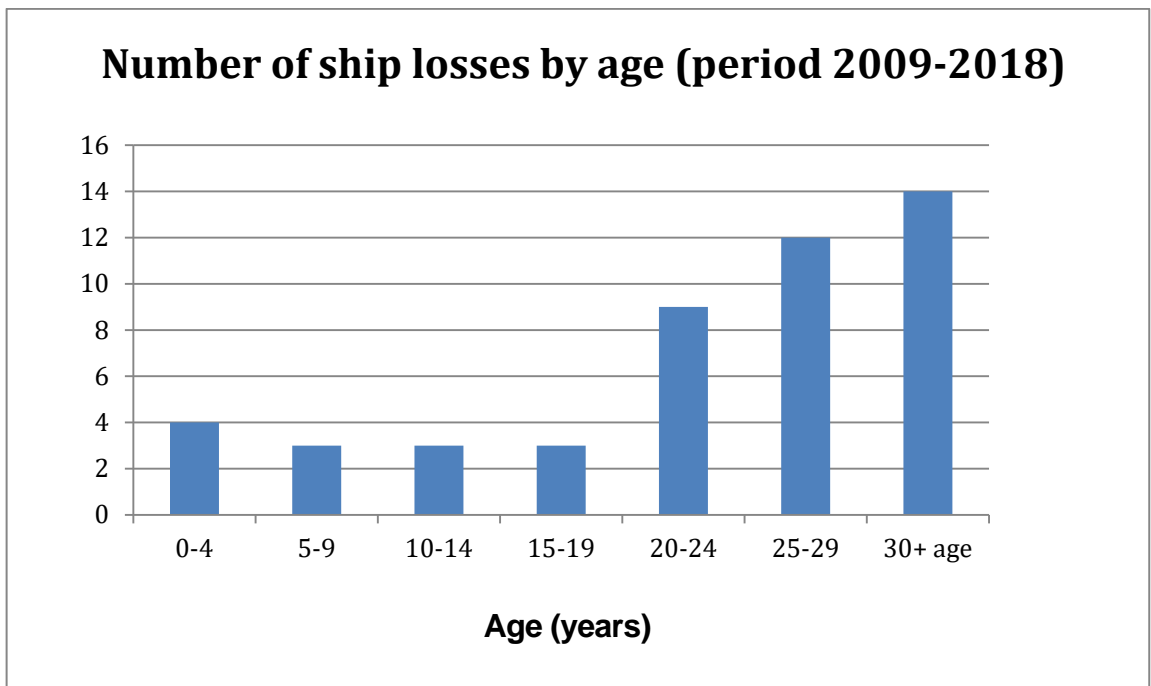
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
<b>Cargo shift/liquefaction</b>	101	9	<b>Cargo failure</b>	9
<b>Collision</b>	0	4	<b>Machinery failure</b>	1
			<b>Unknown</b>	2
			<b>Human element</b>	1
<b>Fire/explosion</b>	16	3	<b>Unknown</b>	2
			<b>Cargo safety</b>	1
<b>Flooding</b>	0	6	<b>Unknown</b>	5
			<b>Machinery failure</b>	1
<b>Grounding</b>	10	19	<b>Machinery failure</b>	4
			<b>Navigation</b>	3
			<b>Unknown</b>	3
			<b>Weather</b>	1
			<b>Human element</b>	8
<b>Structural</b>	0	1	<b>Collision</b>	1
<b>Unknown</b>	61	6	<b>Unknown</b>	5
			<b>Machinery failure</b>	1
<b>TOTAL</b>	188	48		48

- ❑ The highest loss of life has been attributed to **Cargo failure (liquefaction)**, totalling 101 lives lost or 53.7% of total loss of life resulted from the 9 casualties.
- ❑ The most common reported cause of ship losses has been **Grounding**, with 19 losses or 39.6 % of total losses.
- ❑ Losses due to **Flooding** for 6 ships (12.5%) and have been significant.
- ❑ Losses of lives resulting from 6 ships lost with **Unknown** causes accounted for 61 lives, or 32.4% of total life losses; among these 6 ship losses were the 2 casualties in 2017 (Stellar Daisy and Emerald Star) resulting in 32 lives lost.

## Losses by bulk carrier size



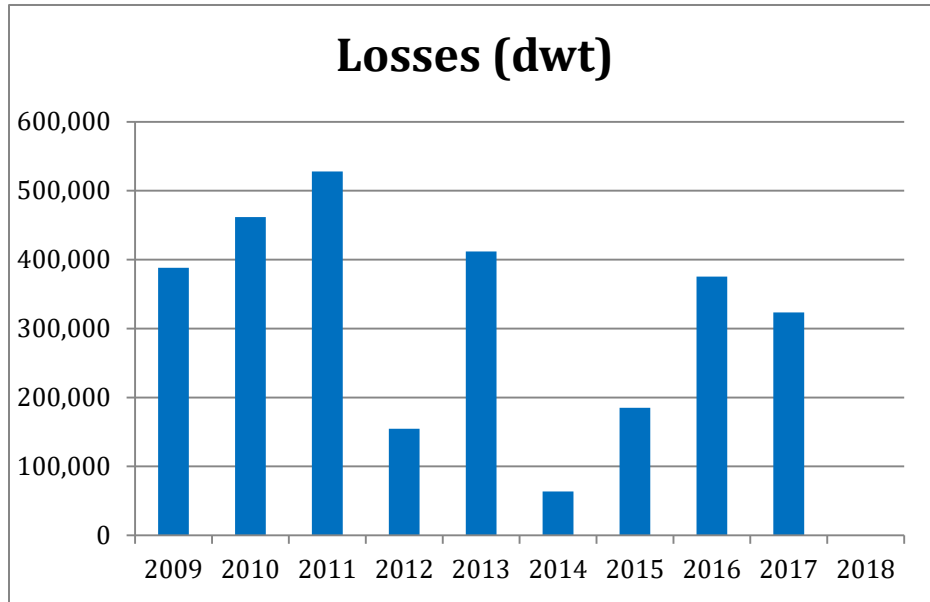
## Losses by age





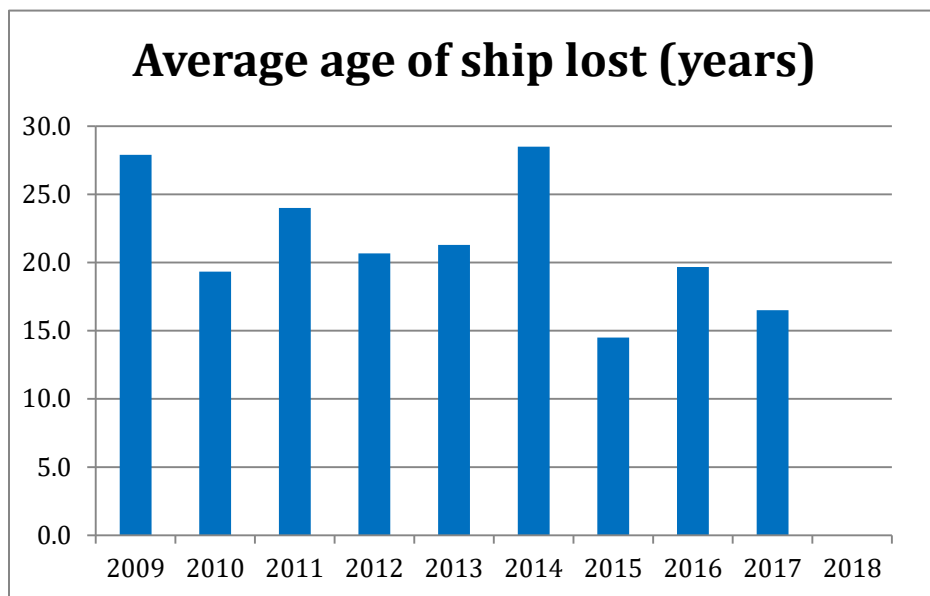
## Losses by dwt

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Losses (dwt)	388,252	461,666	528,009	154,526	411,936	63,580	184,970	375,386	323,508	0



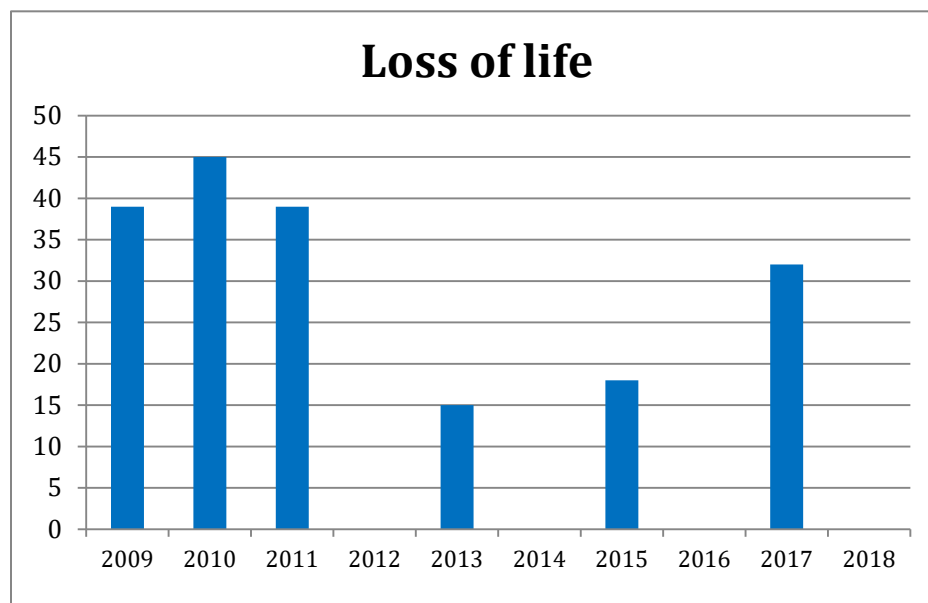
## Losses by average age

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Average age	27.9	19.3	24.0	20.7	21.3	28.5	14.5	19.7	16.5	0



## Losses of life

Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Loss of life	39	45	39	0	15	0	18	0	32	0



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

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. At the end of Jan 2019, 25 of the 48 bulk carrier losses in this analysis have had investigation reports made available on IMO GISIS (<https://gisis.imo.org/Public/Default.aspx>), representing 52.1% of the total. The average time from incident to a report becoming available has been 33 months for these investigations.

The following is an analysis of flag State reporting on the casualties identified that have been made available on the IMO GISIS database.

Flag	No. of cases	GISIS with Reports	Average Months*	GISIS without report
Bahamas	1	1	7	
Belize	1			1
China	2			2
Comoros	1			1
Cyprus	2	1	42	1
Hong Kong, China	5	4	62.5	1
Korea	3	1	12	2
Liberia	2			2
Malta	3	3	42	
Marshall Islands	1			1
Mexico	1	1	37	

Mongolia	1			1
Panama	21	12	23	9
Turkey	3	1	12	2
Vietnam	1	1	12	
<b>Total</b>	<b>48</b>	<b>25</b>	<b>33.0</b>	<b>23</b>

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

## Casualty list

Between January 2009 and December 2018, forty eight (48) bulk carrier casualties have been identified as total losses and are listed in the following pages of this report.

The Equasis website, IMO GISIS and other public sources were used to compile the data contained within this report. Due to the limited information available, it is likely that errors exist, and consequently readers and users of this report, seeking confirmation regarding the accuracy and/or updates of the compiled data, are recommended to contact the relevant shipowners and flag States.

### 2009

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Te Hsing		23-Jul-09	27046	1977	Panama	NK	16
	<b>Reported cause: <u>Fire / Explosion</u> (Likely root cause: Unknown) - Coal cargo had fire on board in Sulawesi Sea.</b>						
	Investigation report on IMO GISIS: <b>available on 2011.07. 17 (24 months from incident date)</b>						
Ioannis N.K.	7700946	23-Jul-09	23791	1977	Panama	NK	0
	<b>Reported cause: <u>Flooding</u> (Likely root cause: Unknown) - Taking on water, carrying a cargo of 22,500 tonnes of sugar.</b>						
	Investigation report on IMO GISIS: No						
Chang Ying	7512600	08-Aug-09	61374	1976	Panama	unknown	22
	<b>Reported cause: <u>Unknown</u> (Likely root cause: Unknown) - caught by typhoon Morakot in the south-east of Taiwan and sank.</b>						
	Investigation report on IMO GISIS: No						
Lady Belinda	7046261	24-Aug-09	20005	1971	Comoros	KCS	0
	<b>Reported cause: <u>Collision</u> (Likely root cause: Unknown) - sank after colliding with the Muong Chuoi Bridge in Ho Chi Minh City</b>						
	Investigation report on IMO GISIS: No						
Gulser Ana	8418289	26-Aug-09	40835	1985	Turkey	NK	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: Unknown) - ran aground off the Madagascan coast at Faux Cap.</b>						
	Investigation report on IMO GISIS: No						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Seli 1	7814149	09-Sep-09	30529	1980	Turkey	TL	0
	<b>Reported cause: Grounding (Likely root cause: Machinery failure)</b> - suffering engine failure, driven aground off Bloubergstrand near Table Bay by strong westerly winds.						
	Investigation report on IMO GISIS: <b>available on 2010.08.19 (12 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Black Rose	7602455	09-Sep-09	37657	1977	Mongolia	unknown	1
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Carrying Indian Iron Ore Fines (laterite/clay ore).						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Wan Shou Shan	8601197	11-Oct-09	39837	1990	China	CCS	0
	<b>Reported cause: Flooding (Likely root cause: Machinery failure)</b> - taking on water after encountering engine trouble and sank off the coast of the Philippines' Lubang Island.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Asian Forest (It was categorised as General Cargo ship with Equasis)	9369112	17-Jul-09	14434	2007	Hong Kong, China	NK	0
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> – loaded with 13,600 tons of Indian Iron Ore Fines (laterite/clay ore); it was rainy monsoon season in India at that time of the year.						
	Investigation report on IMO GISIS: available on 2018.08.31 (109 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Algoport	7810844	05-Sep-09	31970	1979	Turkey	unknown	0
	<b>Reported cause: Flooding (Likely root cause: Unknown)</b> - the vessel broke in half and sank in heavy seas while under tow for conversion. There were no injuries or loss of life in the accident.						
	Investigation report on IMO GISIS: No						

## 2010

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bright Century	9138977	02-May-10	187839	1997	Hong Kong, China	NK	0
	<b>Reported cause: Collision (Likely root cause: Unknown)</b> - Following collision, took in water and foundered in about 30 minutes with full cargo of iron ore.						
	Investigation report on IMO GISIS: : available on 2018.9.13 (100 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	0
	<b>Reported cause: Grounding (Likely root cause: Unknown)</b> - stranded on reef in the East China Sea off Ieo Islet, South Korea and declared total loss.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jian Fu Star	8106379	27-Oct-10	45108	1983	Panama	ABS	13
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: <b>available on 2014.5.13 (31 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jianmao 9	7518915	09-Nov-10	34456	1976	Panama	BKI	0
	<b>Reported cause: Flooding (Likely root cause: Unknown)</b> - took water in holds and sank in the South China Sea, in heavy weather.						
	Investigation report on IMO GISIS: No						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
	<b>Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction loaded from Indonesia.</b>						
	Investigation report on IMO GISIS: <b>available on 2013.5.13 (30 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
	<b>Reported cause: <u>Cargo shift/liquefaction</u> (Likely root cause: <u>Cargo shift/liquefaction</u>) - Nickel Ore liquefaction loaded from Indonesia.</b>						
	Investigation report on IMO GISIS: <b>available on 2013.5.13 (29 months from incident date)</b>						

## 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: <u>Unknown</u>) – Ran aground with a cargo of soya beans in bulk.</b>						
	Investigation report on IMO GISIS: <b>available on 2012.09.29 (18 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
	<b>Reported cause: <u>Unknown</u> (Likely root cause: <u>Unknown</u>) - disabled, with flooded engine room.</b>						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: <u>Unknown</u>) - stranded and sustained damage to the hull and took water in holds Nos. 1, 2,3 and 4.</b>						
	Investigation report on IMO GISIS: available on 2012.02.29 (11 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	DNV GL	0
	<b>Reported cause: <u>Grounding</u> (Likely root cause: <u>navigational error</u>) - grounded off Indonesia with damage to hull while carrying a bauxite cargo.</b>						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
	<b>Reported cause: <u>Collision</u> (Likely root cause: <u>Unknown</u>) - sank due to collision with another ship.</b>						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
	<b>Reported cause: <u>Collision</u> (Likely root cause: <u>Machinery failure</u>) - 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. <b>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></b></b>						
	Investigation report on IMO GISIS: available on 2017.01.3 (65 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
	<b>Reported cause: <u>Flooding</u> (Likely root cause: <u>Unknown</u>) took water in her forward holds in heavy weather while carrying 60,000 tonnes of Indonesian coal and sank in the Arabian Sea.</b>						
	Investigation report on IMO GISIS: No						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
	<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						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
	<b>Reported cause: Grounding (Likely root cause: Unknown)</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: <b>available on 2012.03.23 (5 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	7
	<b>Reported cause: Unknown (Likely root cause: Machinery failure)</b> - disabled about 100 miles west of Cape Good Hope, and sank with 24,000 tons of corn in bulk due to machinery problems.						
	Investigation report on IMO GISIS: <b>available on 2017.11.15 (72 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
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: Unknown)</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: <b>available on 2013.10. 14 (14 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
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						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
	<b>Reported cause: Structural (Likely root cause: Collision)</b> - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea. Vessel was in a lay-up after her collision on Dec 14 2011.						
	Investigation report on IMO GISIS: No						

## 2013

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction from Indonesia with 47,450 metric tons of nickel ore.						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Investigation report on IMO GISIS: <b>available on 2015.08.17 (29 months from incident date)</b>							
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
<b>Reported cause: 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: No							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
<b>Reported cause: 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 at <a href="https://mti.gov.mt/en/Pages/Main%20en.aspx">https://mti.gov.mt/en/Pages/Main%20en.aspx</a></b>							
Investigation report on IMO GISIS: available on 2017.01.27 (43 months)							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
<b>Reported cause: Grounding (Likely root cause: Unknown)</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: <b>available on 2014.05.15 (22 months from incident date)</b>							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
<b>Reported cause: 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)							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
<b>Reported cause: Grounding (Likely root cause: Unknown)</b> - Sank after running aground							
Investigation report on IMO GISIS: <b>available on 2014.07.08 (11 months from incident date)</b>							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Achilleas	8308070	02-Dec-13	35458	1985	Panama	BV	0
<b>Reported cause: Fire/explosion (Likely root cause: Unknown)</b> – Caught on fire after explosion, towed to Aliaga, Turkey for breaking up.							
Investigation report on IMO GISIS: No							

## 2014

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
<b>Reported cause: 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							
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
<b>Reported cause: Grounding (Likely root cause: Machinery failure)</b> - Suffered a power failure, drifted with wind and ran aground off Rose Blanche, Canada. Her hull sustained tears, punctures, and dents. Equasis reports "total loss". No life lost.							
Investigation report on IMO GISIS: available on 2016.6.27 (28 months)							

## 2015

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
	<b>Reported cause: 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: <b>Available on 2015.8.18 (7 months from incident date)</b>						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	<b>Reported cause: Grounding (Likely root cause: Unknown)</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)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
	<b>Reported cause: 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						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	<b>Reported cause: 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)						

## 2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Mykonos	9135688	20-Jan-16	161121	1997	Panama	KRS	0
	<b>Suspected cause: Grounding (Likely root cause: unknown)</b> - carrying 160,000 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Jan and broke into two and sank on 16 May 2016.						
	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
	<b>Suspected cause: Grounding (Likely root cause: unknown)</b> - carrying iron ore cargo, it ran aground in Suez Canal while transiting in southern direction and sustained considerable damage in its fore part with water ingress. Equasis records indicate her "total loss".						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	<b>Suspected cause: Grounding (Likely root cause: unknown)</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: no						



## 2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9038725	1-Apr-17	266141	1993	Marshall Islands	KR	22
	<b>Reported cause: Flooding (Likely root cause: Unknown)</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: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
	<b>Reported cause: Capsized (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:						

## Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Achilleas	8308070	02-Dec-13	35458	1985	Panama	BV	0
Algoport	7810844	05-Sep-09	31970	1979	Turkey	unknown	0
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
Asian Forest	9369112	17-Jul-09	14434	2007	Hong Kong, China	NK	0
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Black Rose	7602455	09-Sep-09	37657	1977	Mongolia	unknown	1
Bright Century	9138977	02-May-10	187839	1997	Hong Kong, China	NK	0
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	7
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
Chang Ying	7512600	08-Aug-09	61374	1976	Panama	unknown	22
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
Emerald Star	9449261	13-Oct-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
Gulser Ana	8418289	26-Aug-09	40835	1985	Turkey	NK	0

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
Ioannis N.K.	7700946	23-Jul-09	23791	1977	Panama	NK	0
Jian Fu Star	8106379	27-Oct-10	45108	1983	Panama	ABS	13
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
Jianmao 9	7518915	09-Nov-10	34456	1976	Panama	BKI	0
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
Lady Belinda	7046261	24-Aug-09	20005	1971	Comoros	KCS	0
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
New Mykonos	9135688	20-Jan-16	161121	1997	Panama	KRS	0
Ocean Breeze	9309667	16-Aug-12	52289	2006	Hong Kong, China	NK	0
Oliva	9413705	16-Mar-11	75208	2009	Malta	Unknown	0
Oriental Hope	8315308	12-Apr-10	87221	1984	Korea	KR	0
Pacific Carrier	8417637	28-Aug-12	77458	1986	Korea	KR	0
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
Seli 1	7814149	09-Sep-09	30529	1980	Turkey	TL	0
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
Stellar Daisy	9038725	01-Apr-17	266141	1993	Marshall Islands	KR	22
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	Unknown	0
Te Hsing	7701550	23-Jul-09	27046	1977	Panama	NK	16
Thermopylae Sierra	8313075	23-Aug-12	24779	1985	Cyprus	JRB	0
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
Vinalines Queen	9290907	25-Dec-11	56040	2005	Vietnam	NK	22
Wan Shou Shan	8601197	11-Oct-09	39837	1990	China	CCS	0



## 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*

### 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.
- **Access to the Association's website:** [www.intercargo.org](http://www.intercargo.org) (some sections are reserved for Full/Consociate Members).
- **Free copies** of INTERCARGO publications.
- **Priority advertising opportunities** in the Association's publications and on its website, at reduced rates (see <https://www.intercargo.org/advertising-intercargo-website/>).
- **Opportunities to present** at the Association's events (subject to invitation).

### Concerning Full and Consociate Members only

- Participation in the INTERCARGO **Executive and Technical Committees** is open to Full members only; Consociate Members can participate in these Committees but have no voting rights.
- Industry statistics show that INTERCARGO-entered vessels significantly outperform the rest of the global dry cargo fleet & the industry averages.
- Entered ships are tagged on **Equasis** as registered with INTERCARGO.
- Vessel membership with INTERCARGO is displayed on the vessel dashboard of **RightShip Qi**.
- **Full access** to the Association's website: [www.intercargo.org](http://www.intercargo.org).

### Industry Topics

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

#### Safety – Security

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

#### Environment – Quality

- Ballast Water
- Coatings
- Emissions
  - » Greenhouse Gas – 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 and Terminals
  - » Reception Facilities
  - » Port State Control and Transparency
  - » Corruption, Criminalisation
- Training, Manpower and the Human Element

#### Regulation

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

### Becoming a Member

The INTERCARGO membership categories are:

- **Full Member** – Any company that owns, operates or manages dry bulk carriers of 10,000 dwt and above.
- **Consociate Member** – As above, but for bulk carriers below 10,000 dwt.
- **Associate Member** – Any entity that provides goods or services to the dry cargo shipping industry.

Applications or questions about joining should be sent to the Secretariat at [info@intercargo.org](mailto:info@intercargo.org).

### Annual fees for 2019:

- **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 (1<sup>st</sup> January) are entitled to an initial pro rata membership fee.