

# Bulk Carrier Casualty Report

Years 2010 to 2019 and trends

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# **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.

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 average time from incident to a report becoming available has been 32

months for these investigations.

**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.**

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 <sup>1</sup> 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	0	5
2016	0	1	0	0	2	3
2017	0	0	1	0	1	2
2018	0	0	0	0	0	0
2019	0	0	1	0	0	1
Total	12	7	9	4	7	39

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

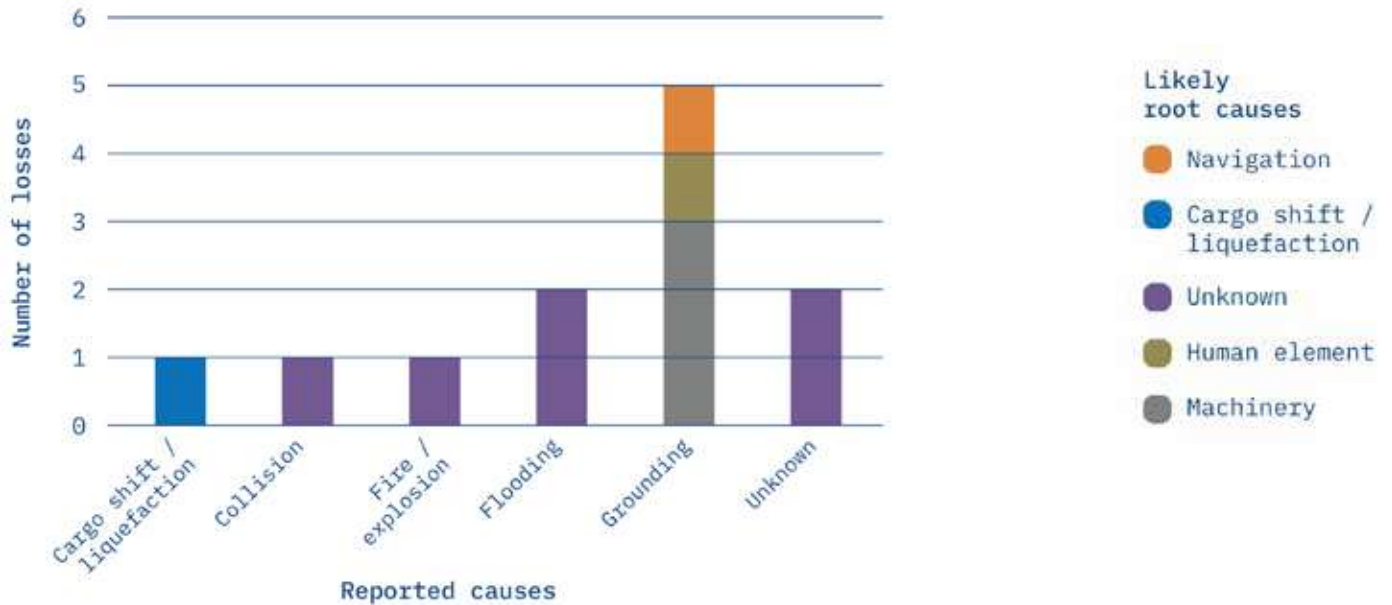
<sup>1</sup> This document provides information on casualty data related to bulk carriers above 10,000 dwt. INTERCARGO's classification of ship casualties follows the same principles used in IMO's classification on GISIS. The assumed definitions of vessel sizes used in this report serve its purposes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

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

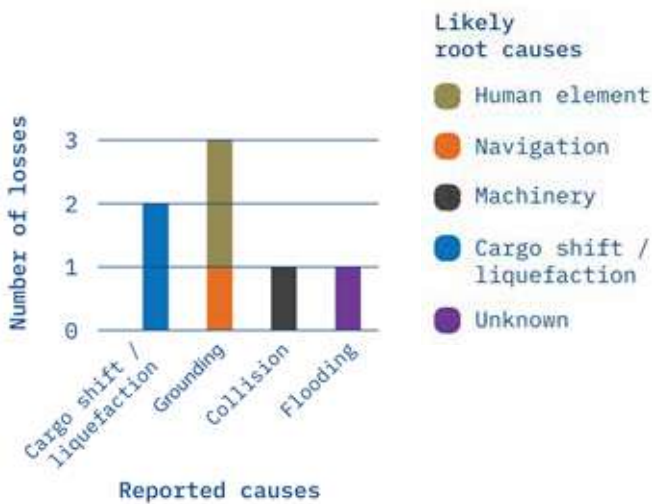


## ➤ Analysis of causes in terms of ships' size

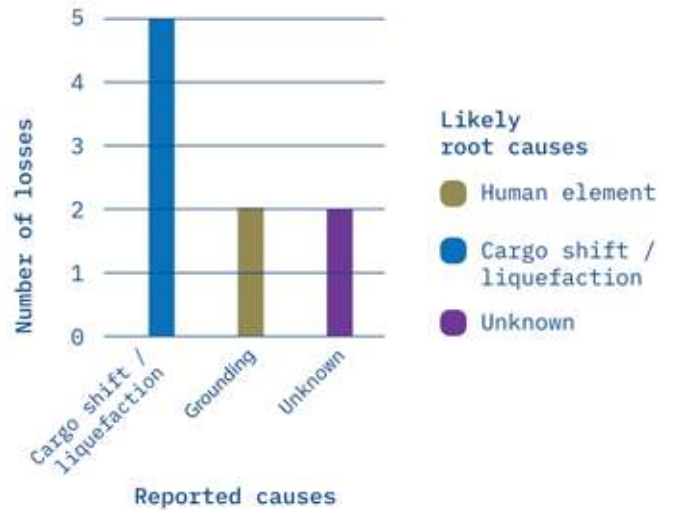
### Casualties of 10,000-34,999 dwt bulk carriers



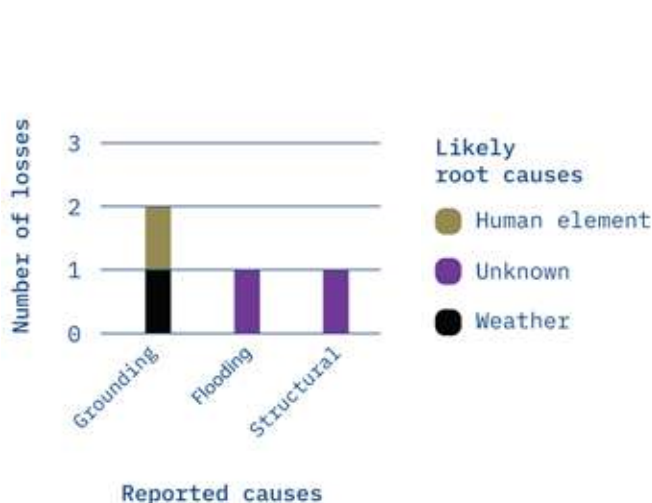
### Casualties of 35,000-49,999 dwt bulk carriers



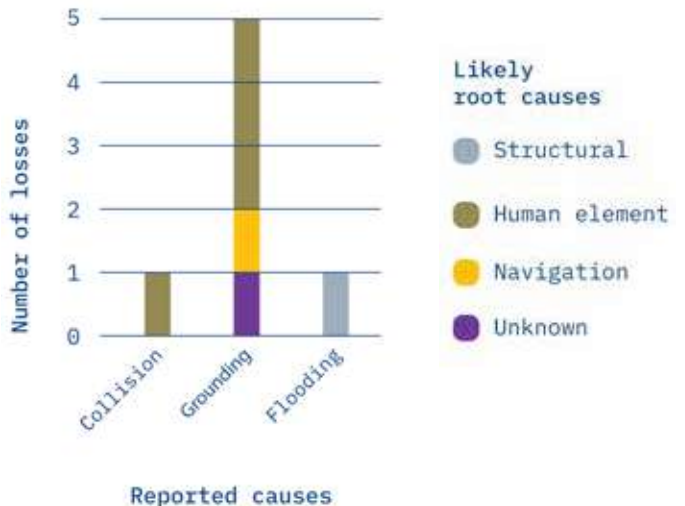
### Casualties of 50,000-59,999 dwt bulk



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



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



# Analysis of total losses for previous ten years 2010 to 2019

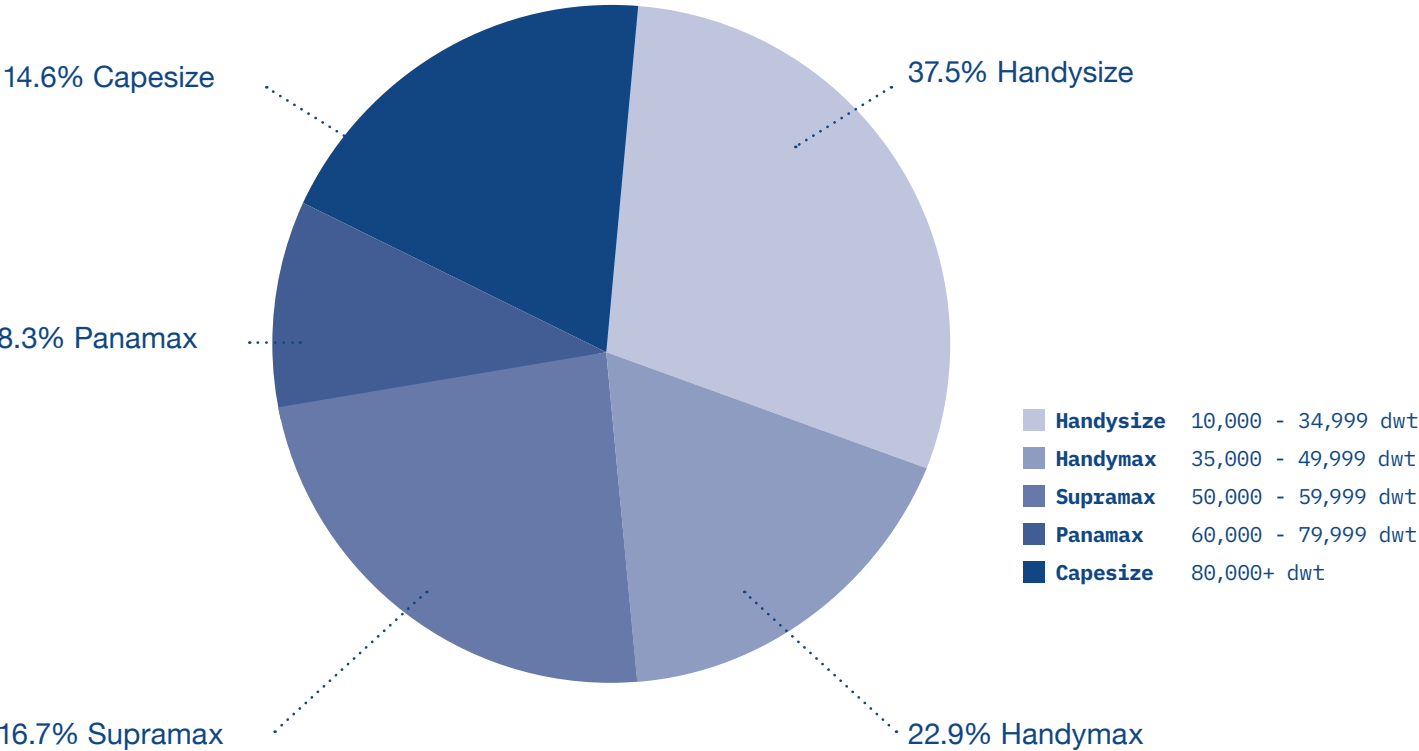
- 39 bulk carriers over 10,000 dwt have been identified as lost, or on average 4 ships per year.
- 173 crew members have lost their lives as consequence, or on average 17 lives lost per year.
- The average age of the bulk carriers lost was 20.8 years.
- Vessels amounting to 2.59 million dwt have been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

## Losses by cause

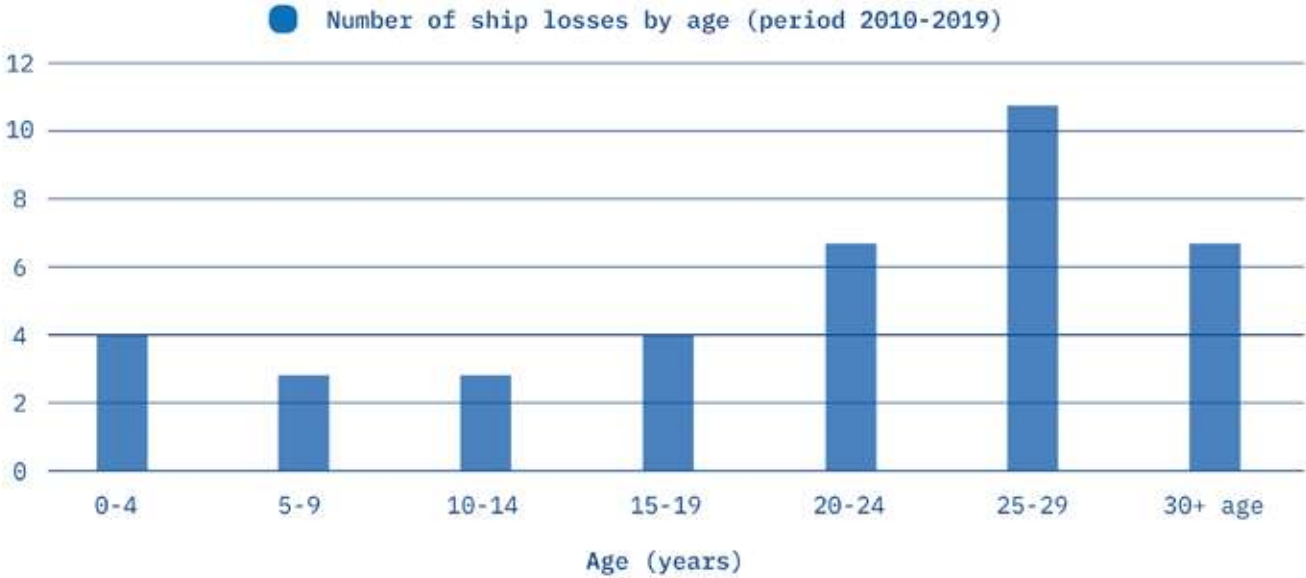
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo shift/liquefaction	106	8	Cargo failure	8
Collision	0	3	Human element	1
			Machinery failure	1
			Unknown	1
Fire/explosion	0	1	Unknown	1
Flooding	22	5	Structural	1
			Unknown	4
Grounding	10	17	Human element	11
			Machinery failure	1
			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

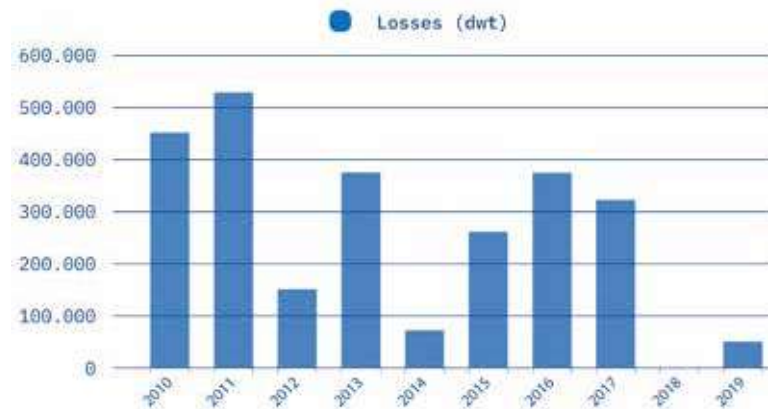


# Losses by age



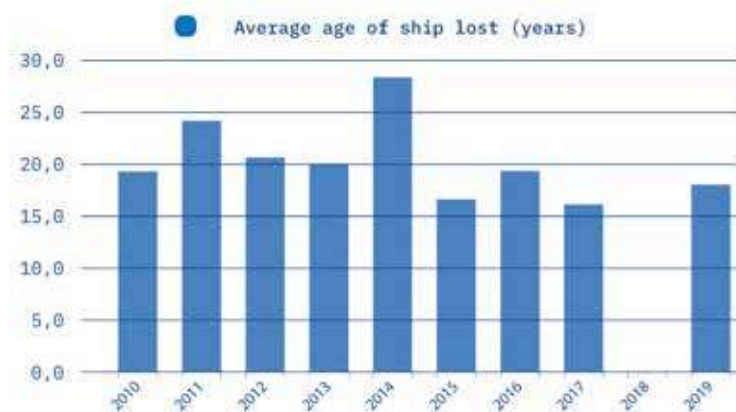
## Losses by dwt

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



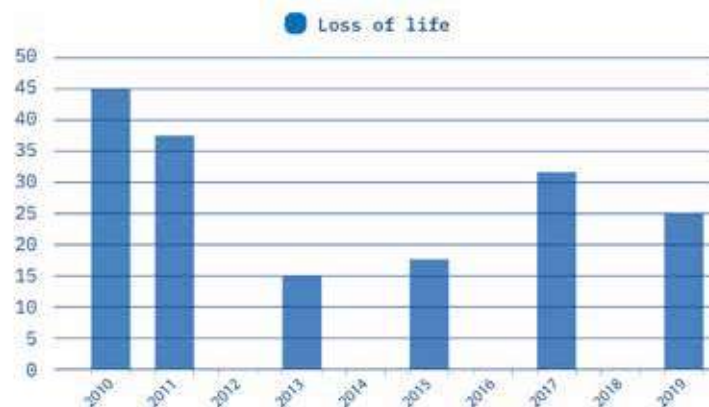
## Losses by average age

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	0	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.

## 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: not navigating carefully)</b> - Following the 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)						
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						
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: available on 2013.5.14 (31 months from incident date)						
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						
Nasco Diamond	9467861	10-Nov-10	56893	2009	Panama	CCS	22
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: available on 2013.5.13 (30 months from incident date)						
Hong Wei	9230139	03-Dec-10	50149	2001	Panama	NK	10
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction loaded from Indonesia.						
	Investigation report on IMO GISIS: available on 2013.5.13 (29 months from incident date)						

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: Grounding (Likely root cause: not following company SMS)</b> - Ran aground with a cargo of soya beans in bulk.						
	Investigation report on IMO GISIS: available on 2012.09.29 (18 months from incident date)						
Costis	8316314	22-Mar-11	29112	1984	Panama	NK	0
	<b>Reported cause: Unknown (Likely root cause: Unknown)</b> - disabled, with flooded engine room.						
	Investigation report on IMO GISIS: No						
Mirach	8116881	01-Apr-11	27192	1982	Panama	ABS	0
	<b>Reported cause: Grounding (Likely root cause: not following company SMS)</b> - stranded and sustained damage to the hull and took water in holds Nos. 1, 2, 3 and 4.						
	Investigation report on IMO GISIS: available on 2012.02.29 (11 months)						
Sunny Partner	8409800	26-Jun-11	152329	1987	Panama	DNV GL	0
	<b>Reported cause: Grounding (Likely root cause: navigational error)</b> - grounded off Indonesia with damage to hull while carrying a bauxite cargo.						
	Investigation report on IMO GISIS: No						
Rainbow	8106020	18-Jul-11	33109	1982	Belize	BV	0
	<b>Reported cause: Collision (Likely root cause: Unknown)</b> - sank due to collision with another ship.						
	Investigation report on IMO GISIS: No						
B Oceania	8806515	29-Jul-11	38337	1990	Malta	Unknown	0
	<b>Reported cause: Collision (Likely root cause: Machinery failure)</b> - suffered a complete black out and eventually collided with another ship, and sustained major damages to the hull following the collision and subsequent foundering in the Malacca Strait, Malaysia. Investigation Report by Transport Malta available at <a href="https://mti.gov.mt/en/Pages/Main%20en.aspx">https://mti.gov.mt/en/Pages/Main%20en.aspx</a>						
	Investigation report on IMO GISIS: available on 2017.01.3 (65 months)						
Rak Carrier	8106745	04-Aug-11	36196	1984	Panama	LR	0
	<b>Reported cause: Flooding (Likely root cause: Unknown)</b> took water in her forward holds in heavy weather while carrying 60,000 tonnes of Indonesian coal and sank in the Arabian Sea.						
	Investigation report on IMO GISIS: No						
Angel 1	8112964	08-Aug-11	34942	1984	Panama	GL	0
	<b>Reported cause: Grounding (Likely root cause: Machinery failure)</b> - Sustained engine failure, drifted and stranded on reef, sustained severe damage to the hull and sank whilst still under tow.						
	Investigation report on IMO GISIS: No						
Jui Hsing	7400041	03-Oct-11	18955	1974	Panama	PMDS	10
	<b>Reported cause: Grounding (Likely root cause: Diminished human performance)</b> - anchored in coastal waters near Keelung, the ship ran aground. With strong swell striking, the ship was broken and finally foundered.						
	Investigation report on IMO GISIS: available on 2012.03.23 (5 months from incident date)						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bright Ruby	8604474	21-Nov-11	26589	1987	Korea	NK	6
	<b>Reported cause: Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - With 16,992 tons of fine iron ore loaded with high moisture content at Penang, Malaysia, it started to heel rapidly, capsized and sank about 350 miles south of Hong Kong.						
	Investigation report on IMO GISIS: available on 2017.11.15 (72 months from incident date)						
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: failure to adopt safety measures)</b> - dragged anchor due to the storm and heavy sea and ran aground on a sandbank of the Llo-Lleo beach.						
	Investigation report on IMO GISIS: available on 2013.10.14 (14 months from incident date)						
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: unknown)</b> - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea.						
	Investigation report on IMO GISIS: No						



## 2013

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
	Reported cause: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Nickel Ore liquefaction from Indonesia with 47,450 metric tons of nickel ore.						
	Investigation report on IMO GISIS: available on 2015.08.17 (30 months from incident date)						
Atlantik Confidence	9110341	30-Mar-13	27209	1996	Liberia	BV	0
	Reported cause: <b>Fire/explosion (Likely root cause: unknown)</b> - Sank after suffering engine room fire and taking on water during unmanned watch-keeping.						
	Investigation report on IMO GISIS: available on 2019.3.31 (72 months)						
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
	Reported cause: <b>Grounding (Likely root cause: Navigation)</b> - laden with 35,200 MT of cement clinker, ran aground on hard rock off South East Preparis Island. <b>Investigation Report by Transport Malta available</b> at <a href="https://mti.gov.mt/en/Pages/Main%20en.aspx">https://mti.gov.mt/en/Pages/Main%20en.aspx</a>						
	Investigation report on IMO GISIS: available on 2017.01.27 (43 months)						
Fu Sheng Hai	9071703	02-Jul-13	52580	1993	Panama	RINA	0
	Reported cause: <b>Grounding (Likely root cause: Human error)</b> - ran aground on rocks of Saeng-Do (Island) off Yong of Busan and broken in two in way of No.4 cargo hold.						
	Investigation report on IMO GISIS: available on 2014.05.15 (10 months from incident date)						
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
	Reported cause: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Due to Nickel Ore liquefaction, capsized and sank carrying 57,000 tons of nickel ore from Indonesia.						
	Investigation report on IMO GISIS: available on 2015.11.30 (27 months)						
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
	Reported cause: <b>Grounding (Likely root cause: human error)</b> - Sank after running aground.						
	Investigation report on IMO GISIS: available on 2014.07.08 (11 months from incident date)						

## 2014

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
	Reported cause: <b>Flooding (Likely root cause: Unknown)</b> - Sinking off of Guam from suffered leak and uncontrolled water ingress in the engine room; no life lost.						
	Investigation report on IMO GISIS: No						
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
	Reported cause: <b>Grounding (Likely root cause: seachest suction valve defective or not closed properly)</b> - Suffered a power failure from flooding, drifted with wind and ran aground off Rose Blanche, Canada. Her hull sustained tears, punctures, and dents.						
	Investigation report on IMO GISIS: available on 2016.6.27 (28 months)						

## 2015

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
	Reported cause: <b>Cargo shift/liquefaction (Likely root cause: Cargo shift/liquefaction)</b> - Ship sank and 18 crew lost with bauxite cargo onboard loaded in Kuantan, Malaysia, attributed to liquefaction/dynamic separation of the cargo.						
	Investigation report on IMO GISIS: Available on 2015.8.18 (7 months from incident date)						
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	Reported cause: <b>Grounding (Likely root cause: Human error)</b> - driven ashore on Andros, Greece. All crew rescued. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: available on 2018.08.09 (42 months)						
Jiang Quan 6	9614804	08-Aug-15	29988	2013	China	CCS	0
	Reported cause: <b>Grounding (Likely root cause: Navigation)</b> - hit a reef near Zhoushan while trying to avoid a collision with a fishing vessel. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	Reported cause: <b>Grounding (Likely root cause: Weather)</b> - being victim to the Hurricane Patricia which hit the Mexico's Pacific coast, the ship ran aground on the rocks and sustained considerable damage. The ship's hull was cracked in the middle.						
	Investigation report on IMO GISIS: available on 2018.12.13 (37 months)						
Panamax Trader	9003108	08-Mar-15	69338	1990	Panama	LR	0
	Reported cause: <b>Water Ingress (Likely root cause: Unknown)</b> - Took water forward and subsequently sank in the red sea northwest of Djibouti.						
	Investigation report on IMO GISIS: no						

## 2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: <b>Grounding and flooding (Likely root cause: human error)</b> - carrying 160,000 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Feb and broke in three parts and sank on 8 May 2016.						
	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
	Suspected cause: <b>Allision, grounding and flooding (Likely root cause: human error)</b> - carrying iron ore cargo, it struck Canal bank and ran aground in Suez Canal with two pilots on board while transiting in southern direction and sustained considerable damage in its fore part with water ingress.						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: <b>Grounding (Likely root cause: human error)</b> - not carrying any cargo, it ran aground off Mahebourg on 17 Jun and sank under tow on 30 Jul approximately 93.5 nautical miles from Mauritius.						
	Investigation report on IMO GISIS: available on 2019.04.22 (33 months)						

## 2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
	Reported cause: <b>Flooding (Likely root cause: catastrophic Structural Failure)</b> - The vessel, loaded with a cargo of iron ore from Brazil, sank in South Atlantic shortly after issuing a distress signal. 2 crew members were rescued with 22 missing.						
	Investigation report on IMO GISIS: available on 2019.4.20 (25 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
	Reported cause: <b>Unknown (Likely root cause: Unknown)</b> - The vessel, loaded with nickel ore cargo from Buli, Indonesia, sank in the waters East of the Philippines. 16 crew members were rescued with 10 crew members missing.						
	Investigation report on IMO GISIS: No						

## 2018

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

## 2019

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

# 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-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
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
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

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**

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:

#### SAFETY – SECURITY

Cargoes, “Liquefaction”

Design & Construction,  
Machinery & Operations

Class & Statutory Rules

Cargo Gear

Hatch Covers

Loading Rates

Incidents & Casualties

Life Saving

Piracy

Cyber Risks

#### ENVIRONMENT – QUALITY

Ballast Water

Coatings

Emissions

Green House Gas - CO<sub>2</sub>  
emissions

Sulphur Cap, SOx and  
Particulate Matter (PM)  
emissions

Other emissions (NOx,  
Black Carbon)

Ports & Terminals

Reception Facilities

Port State Control  
and Transparency

Corruption, Criminalisation

Training, Manpower  
& Human Element

#### REGULATION

International Maritime  
Organisation (IMO)

Other Legislation

Miscellaneous Issues

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

## Annual fees for 2020

### 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/](http://www.intercargo.org/join/)

Enquiries regarding joining should be sent to the Secretariat at [info@intercargo.org](mailto: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](http://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 [intercargo.org/news/publications](http://intercargo.org/news/publications)
- **Advertising opportunities** in some of the Association's publications and by priority on its website at reduced rates. Please visit [intercargo.org/advertising-intercargo-website](http://intercargo.org/advertising-intercargo-website)
- **Opportunities to present** at the Association's events (subject to invitation).
- Access to the Association's website: [www.intercargo.org](http://www.intercargo.org) (some sections are reserved for Full Members).



# Full Membership Benefits

INTERCARGO's brochure available at [intercargoo.org/join](http://intercargoo.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: [intercargoo.org/constitution](http://intercargoo.org/constitution)
- The **Secretariat** represents the Association at IMO, the Round Table of Shipping Associations, IACS, the Tripartite Forum and other **international shipping fora**.
- Members are invited to the **INTERCARGO hosted events** (2 semi-annual Committee meetings, seminars etc). Please visit [intercargoo.org/about/meetings](http://intercargoo.org/about/meetings)
- For INTERCARGO's **feedback and reporting schemes**, please see [intercargoo.org/members-reporting-surveys](http://intercargoo.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** ([intercargoo.org](http://intercargoo.org)).
- **Special invitations** / discounted access to industry events is regularly offered. Please visit [intercargoo.org/news/category/member-news](http://intercargoo.org/news/category/member-news)
- About **Publications** please visit [intercargoo.org/news/publications](http://intercargoo.org/news/publications). 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 [intercargoo.org/advertising-intercargoo-website](http://intercargoo.org/advertising-intercargoo-website).

**INTERNATIONAL ASSOCIATION  
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## Contact Us

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# Bulk Carrier Casualty Report

Years 2010 to 2019 and trends