



Bulk Carrier Casualty Report

Years 2013 to 2022 and trends



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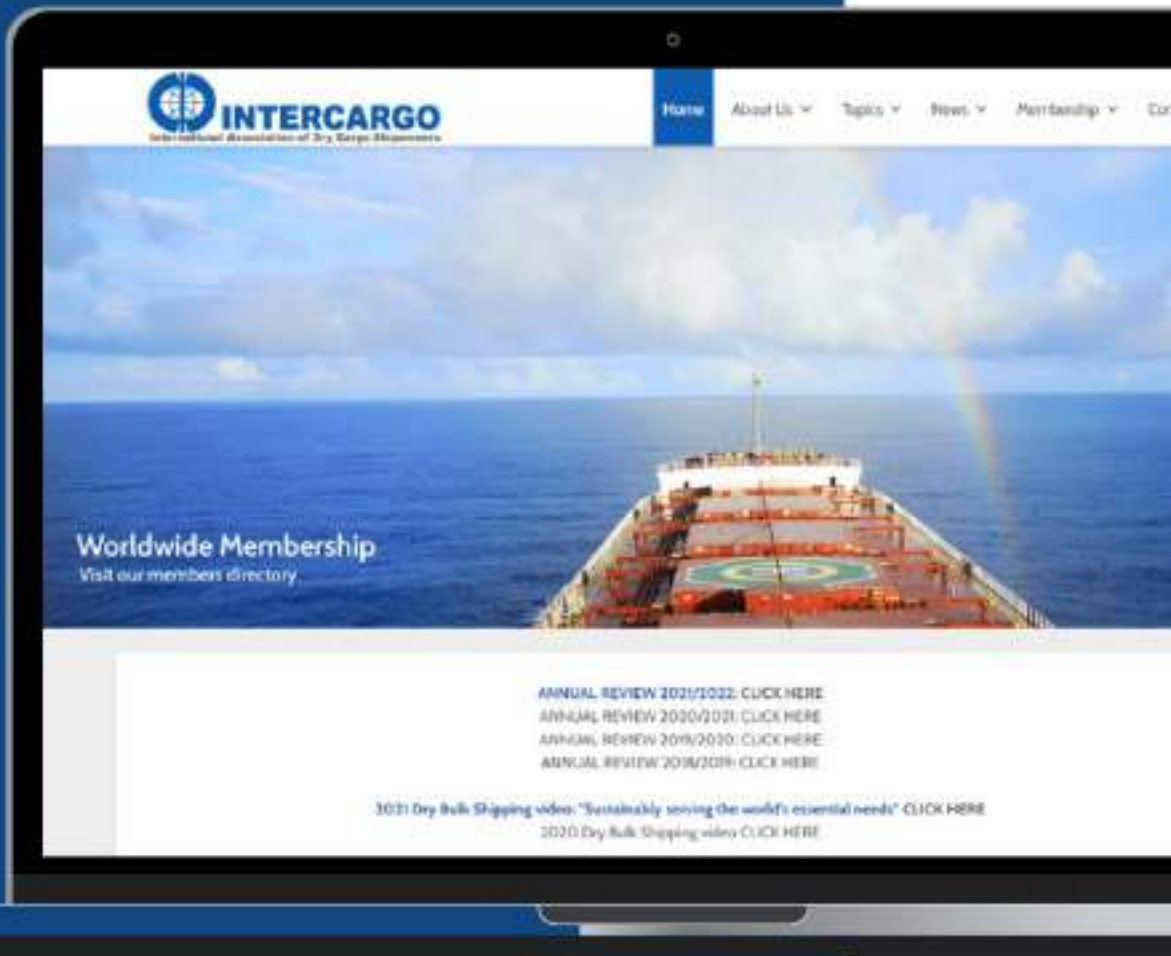
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Introduction

The importance of safety in the bulk carrier industry cannot be overstated. It is our prime priority, as the global fleet is now bigger than ever and continues to grow. As a measure of its growth, there are currently about 13,000 bulk carriers compared to just over 10,000 in 2013. In total, the bulk fleet is equivalent to more than 40% of all world tonnage.

Reflecting on the last decade, this report shows there is a clear trend of improved safety and declining ship losses at a time of fleet growth. We should be proud of this twin achievement and recognise that improved safety is largely thanks to constant learning, better crew training, improved ship design, new technology and stronger regulatory compliance. However, very sadly, major incidents involving loss of life have occurred and we must pay close attention to the causes explained in this report—there is no room for complacency.

As the voice of the dry bulk sector, INTERCARGO is determined to help lead the response to these events. We are working with our members, including ship owners and industry stakeholders, to do all we can to learn and protect the lives of the brave men and women who crew bulk carriers. Dry bulk ships are at the very heart of global trade, transporting iron ore, steel, coal, cement and grains. We must learn how best to protect the vessels and their cargo, from damage and loss, as well as the safety of seafarers. There is much at stake, given the huge investment owners and operators are making in building and operating the vessels in the demanding environment of the high seas and busy, often congested, ports.

Our report shows that between 2013 and 2022, 26 bulk carriers of more than 10,000 deadweight tonnes (dwt) were reported lost, with the tragic loss of 104 seafarers lives.

An analysis of these incidents highlights cargo liquefaction and groundings as the major causes.

Cargo liquefaction remains the greatest contributor to loss of life, while groundings remain the greatest cause of ship losses.

Cargo liquefaction remains the greatest contributor to loss of life and concern of the bulk carrier industry.

Liquefaction

Four of the five bulk carrier casualties which occurred as a result of cargo liquefaction, were loaded with nickel ore and one with bauxite.

They led to the loss of 70 seafarers' lives (63.7% of the overall total) and accounted for 19.2% of all the vessel casualties over this time period.

Liquefaction can occur either slowly over time or instantaneously and without warning. When cargo properties do not align with the shipper's documentation provided to the vessel, the risk of cargo failure can greatly increase.

Amendments 06-21 of the International Maritime Solid Bulk Cargoes (IMSBC) Code were developed in order to provide more accurate cargo information and will come into force on December 1, 2023.

The amendments include the term 'dynamic separation' in addition to liquefaction. This is expected to safeguard against moisture related cargo failure mechanisms, which can cause cargo and ultimately vessel instability.

Group A cargoes, described under the amended IMSBC Code, can be hazardous due to excessive moisture. This may result in liquefaction or dynamic separation, if the moisture content is in excess of their transportable moisture limit (TML).

Grounding

Grounding was the most common reported cause of ship losses between 2013 and 2022, accounting for 12 bulk carriers lost (46.2%).

Reports, where available, indicate that there were various causes for these casualties.

Other incidents include complications with onboard machinery and equipment as possible causes.

An investigation into the grounding of John 1 off Newfoundland in 2014, found that a severe leak in the vessel was caused by a failure of the lower sea chest suction valve resulting in engine room flooding.

The Rio Gold incident in 2013 showed that a decision to stop en route in order to allow engineers to repair suspected main engine problems may have triggered the sequence of actions leading to its grounding.

The industry awaits the investigation of the loss of the Xing Shun No. 1 which sank in rough seas off Taiwan in 2022 as a result of losing power.

Safety performance of bulk carriers

The bulk carrier industry has seen a welcome long-term positive safety trend in recent years.

Ship loss statistics between 2013 and 2022 are highlighted in the 'Safety performance of bulk carriers' section in this report.

They suggest a clear improvement in terms of the number of annual losses of bulk carriers versus the total number of bulk carriers in the global fleet.

The rolling ten-year trend also illustrates positive signs of safety improvement. This positive safety trend can be compared with industry figures which highlight continued growth of the global bulk carrier fleet in the years since 2013.

However, we must remain vigilant and alert and constantly seek to improve cargo safety and safe navigation, to avoid cargo liquefaction and ship grounding.

Lessons to be learned

Learning lessons from incidents and casualties and the sharing of experience have proven to be effective in raising safety awareness.

In addition to the submission of the INTERCARGO Bulk Carrier Casualty Report to IMO every year since 1996, INTERCARGO has made its voices heard on various safety issues at IMO through papers and interventions. On the matter of cargo safety for instance, the following papers to IMO were co-sponsored by INTERCARGO:

- MSC 102/21/9/Rev.1 – proposal to close gaps in these regulations that were identified during the flag State's marine safety investigation of the loss of the Stellar Daisy, dated 9 April 2020.
- MSC 102/21/10 – proposal to address safety issues that were identified during the flag State's marine safety investigation of the loss of MV Stellar Daisy, dated 11 February 2020.
- MSC 99/20/7 – proposal to amend the definition of "Group A" in the IMSBC Code to include phenomena other than "liquefaction", dated 13 February 2018.
- MSC 93/17 – proposal of the full and proper implementation of, and compliance with, the provisions of SOLAS chapter VI and the IMSBC Code in order to facilitate the safety of crews, ships and cargoes, dated 17 October 2013.

- CCC 3/5/20 to offer an alternative to the IMSBC Code to enhance safety procedures for the ship and crew in carrying Group A cargoes, dated 15 July 2016.
- CCC 5/5/9– proposal to divide the existing individual schedule for AMMONIUM NITRATE BASED FERTILIZER (non-hazardous) into two schedules, dated 20 June 2018
- CCC 5/INF.17 to provide additional information on hazards of AMMONIUM NITRATE BASED FERTILIZER, dated 5 July 2018
- CCC 8/5/1– proposal of a minor correction of the IMSBC Code in order to reflect the existing requirement for shippers to declare a technical aspect of cargoes, dated 14 March 2022.
- DSC 18/6/28 on the Transport of Iron Ore Fines in Bulk, dated 26 July 2013.

Timely and accurate flag state reports of casualties are vital. Ultimately, existing SOLAS, MARPOL, LOADLINE, IMSBC Codes and conventions should be modified if it can be clearly shown that crew lives can be saved.

It is the intention of INTERCARGO to continue to work tirelessly with all stakeholders in order to improve bulk carrier safety and ultimately to strive for zero losses of seafarers and zero losses of dry bulk ships.

April 2023



Summary

- 26 bulk carriers (of over 10,000 dwt¹) have been identified as total losses² for the years 2013 to 2022.

Year	10k-34,999 dwt	35k-49,999 dwt	50k-59,999 dwt	60k-79,999 dwt	80k+ dwt	Total
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	1	0	0	1
2019	0	0	1	0	0	1
2020	0	0	0	0	2	2
2021	1	1	0	0	0	2
2022	1	1	0	0	0	2
Total	6	6	6	2	6	26

Total losses - bulk carriers by size³ and year

- **Significant findings**
 - **80,000+ dwt:** Six ships were lost, accounting for 23.1% of the total 26 casualties reported. These casualties cost 22 lives, or 21.2% of the total 104 lives lost during the period. In 2020 the losses of one Capesize and one VLOC vessel (Wakashio and Stellar Banner) focused attention on large bulk carrier safety.
 - The lowest number of casualties occurred in the **60,000-79,999 dwt** range, representing 7.7% of the total of 26 ship losses, with no fatalities.
 - Other categories saw the loss of six ships with significant loss of life as a result. The **50,000-59,999 dwt** range accounted for 55 seafarers' lives, (52.9% of the total), 12 fatalities in the **10,000-34,999 dwt** range and 15 in the **35,000-49,999 dwt** range.

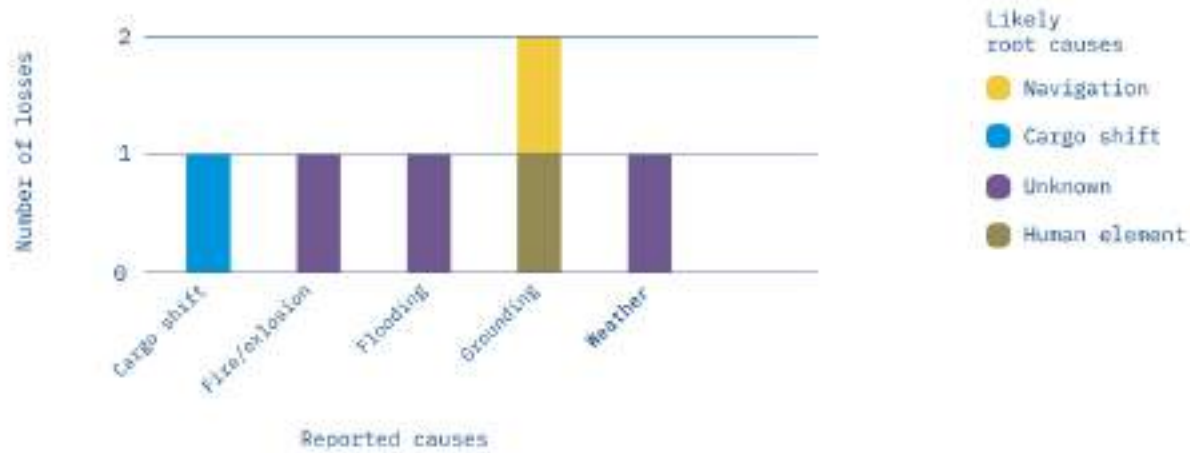
1 A 9,999 dwt cement carrier was included as an exceptional case for this report.

2 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 are for continuity and easier comparison with past reports.

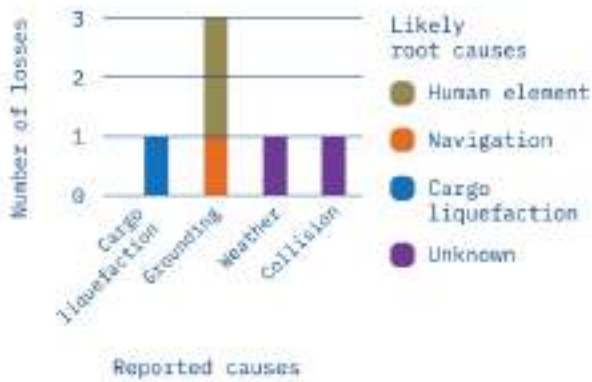
3 These arbitrary size ranges are used for easy comparison with past reports.

► Analysis of causes by ship size

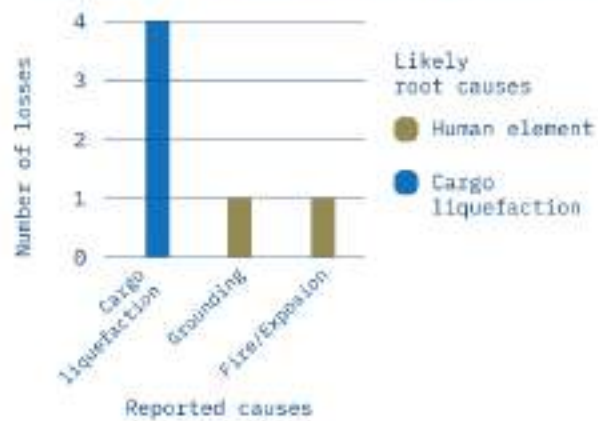
Casualties - 10,000-34,999 dwt bulk carriers



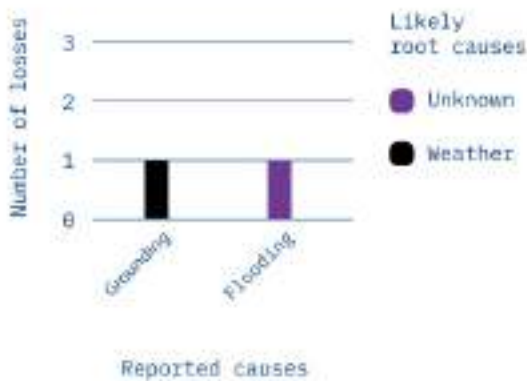
Casualties - 35,000-49,999 dwt bulk carriers



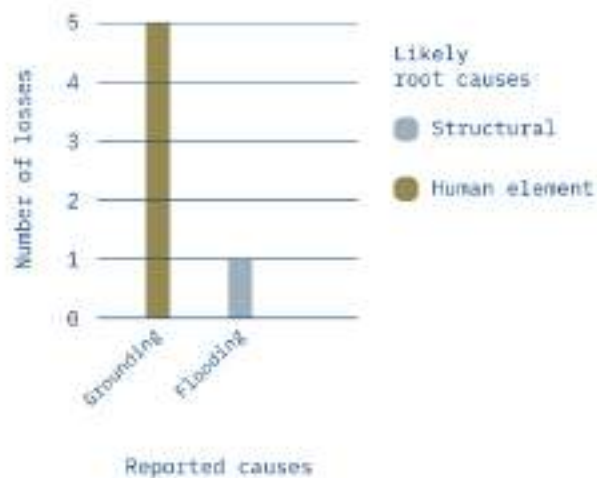
Casualties - 50,000-59,999 dwt bulk carriers



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



Casualties - 80,000+ dwt bulk carriers



Analysis of total losses from 2013 to 2022

- 26 bulk carriers over 10,000 dwt have been identified as lost, an average of 2.6 per year
- 104 crew members lost their lives as consequence, or on average ten fatalities per year
- The average age of the bulk carriers lost was 18.3 years
- Vessels amounting to 2.12 million dwt in total have been lost, an average 211,923 dwt per year

Losses by cause

Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo liquefaction	78	5	Cargo liquefaction	5
Cargo shift	8	1	Unknown	1
Fire/explosion	8	2	Human element	1
			Unknown	1
Flooding	22	3	Structural	1
			Unknown	2
Grounding	8	12	Human element	9
			Weather	1
			Navigation	2
Collision	8	1	Unknown	1
Weather	12	2	Machinery failure	1
			Unknown	1
TOTAL	184	26		26

- **Cargo liquefaction remains the greatest contributor to loss of life**, accounting for 70 lives or 67.3% of the total loss of life in the past ten years.
- **Groundings remain the greatest cause of ship losses**, with 12 losses or 46.2% of the total.
- Three casualties (11.5% of the total) were a result of **flooding** and these cost 22 lives - a significant 21.2% of the total number of lives lost.
- The average life loss per ship casualty was 4.00 during the ten-year period between 2013 and 2022 and 3.41 between 2012 and 2021. This compares to 3.56 during 2011 and 2020.

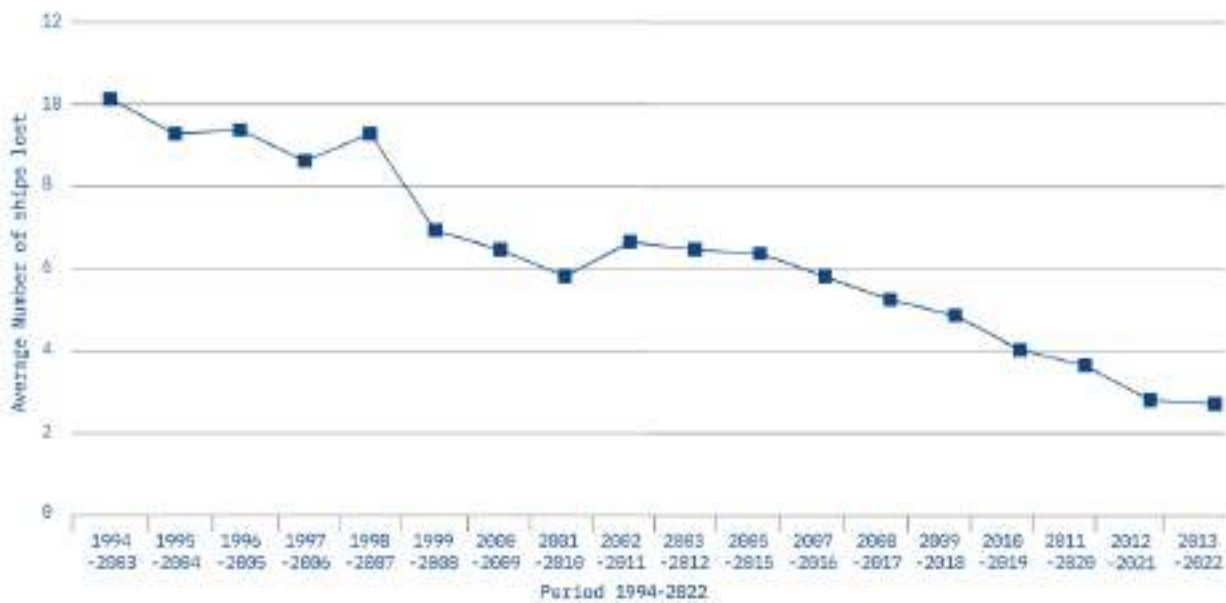
➤ **Safety performance of bulk carriers**

- The statistics from 2013 to 2022 suggest a clear trend of improvement in terms of the rolling 10-year average of ship losses. As the trends illustrate below, the average number of ships lost within the bulk carrier industry continues to go down, showing positive signs of improvement in safety performance.

➤ **A growing fleet**

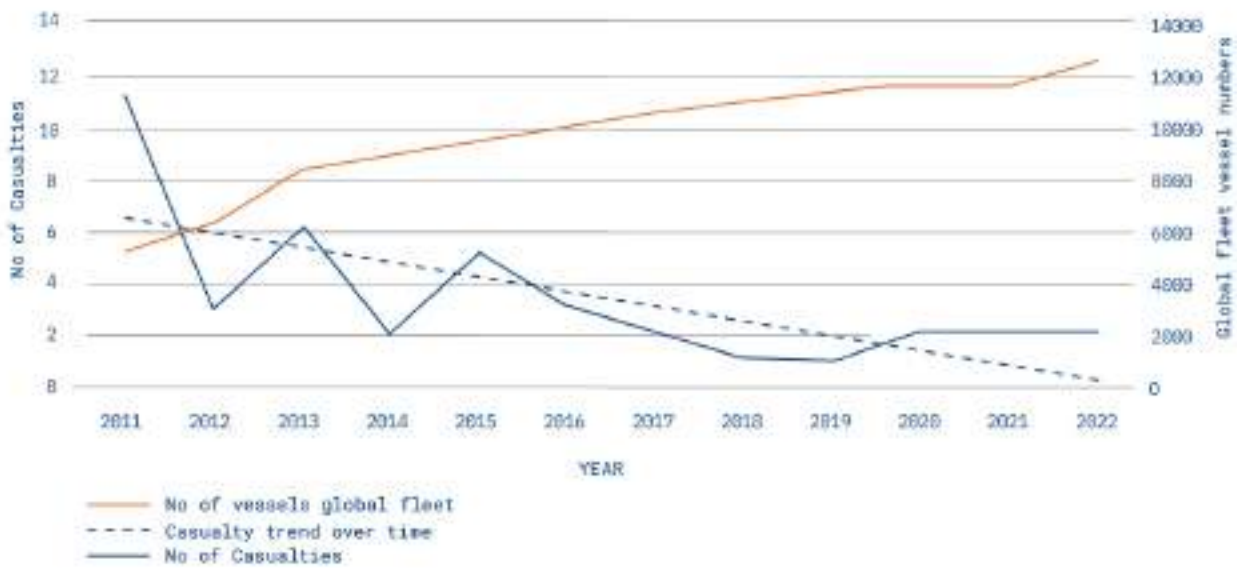
- These statistics and trends can also be set against a backdrop of a significant growth in the global bulk carrier fleet 2013-2022.
- Industry figures show that the global bulk carrier fleet has seen significant growth in the years since 2013. There were about 10,400 bulk carriers operating in 2013. That figure had grown to about 11,600 by 2016 and by October 2022 the number of bulkers had exceeded 13,100 vessels, according to Clarksons data.

Rolling ten-year trend of average number of ships lost



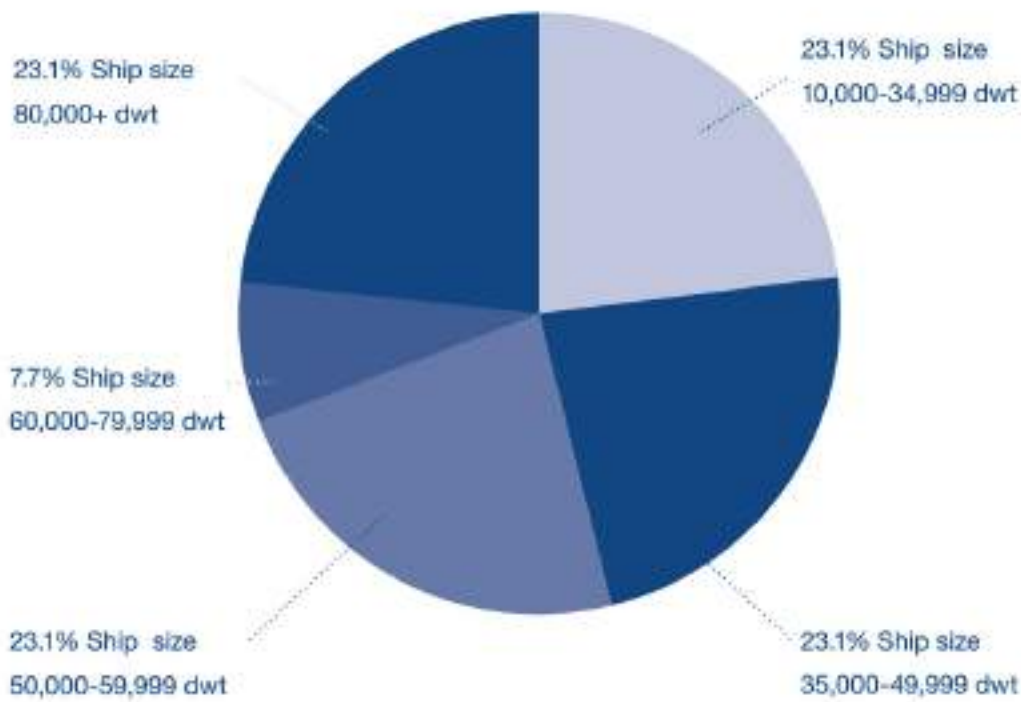
Annual casualties compared with the global total number of bulk carriers over 10000 dwt, as shown in the graph below, have continued at a low level since 2018.

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

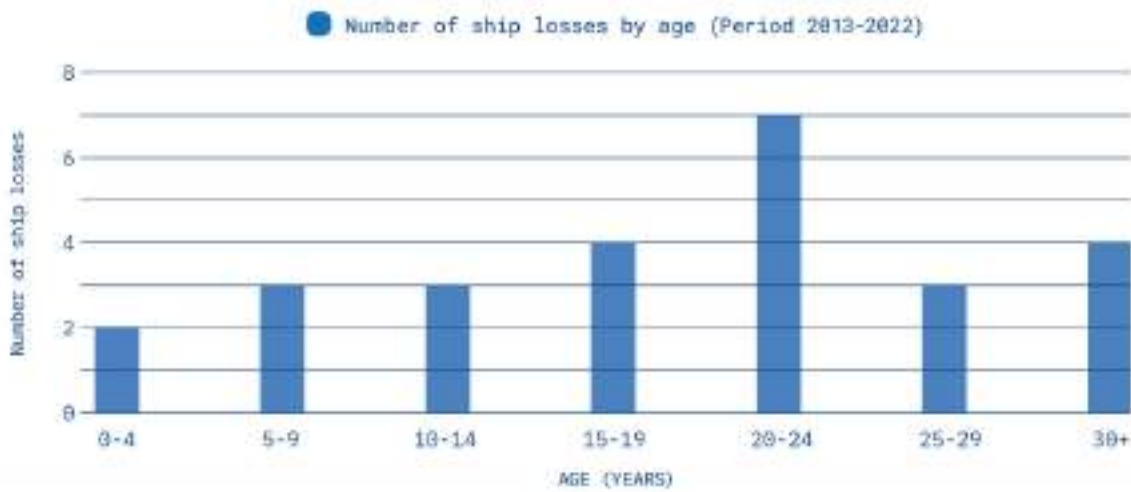


When considering factors such as high levels of trade, congested ports, older fleets, and extreme weather, this progress reflects an increased focus on measures that include safety awareness training, improved ship design, the application of new technology and compliance with regulations. However, there is no room for complacency and more focus is required on cargo safety particularly with respect to liquefaction and safe navigation with the emphasis on berth to berth passage planning.

Losses by bulk carrier size

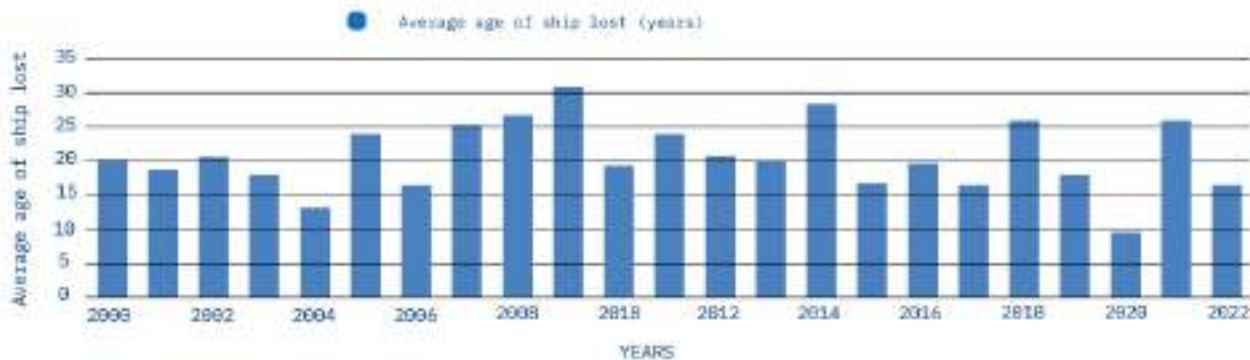


Number of losses by age



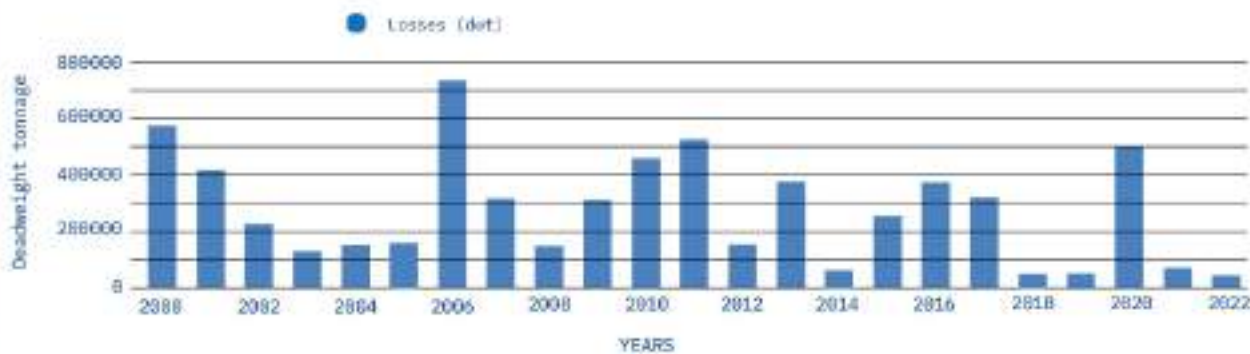
Average age of ships lost

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Average age (years)	28.8	28.5	16.8	19.7	16.5	26.0	18.6	9.5	26.9	16.5



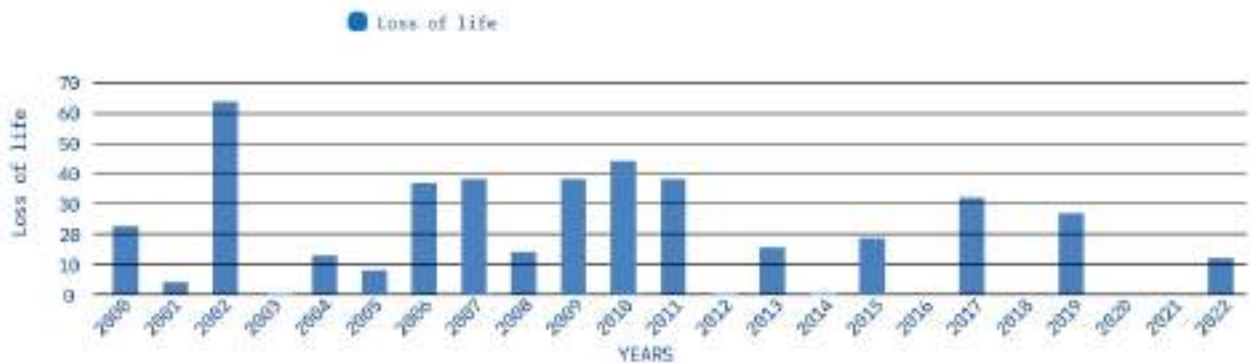
Total losses (dwt)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Losses (dwt)	376,478	63,580	255,238	375,386	323,508	59,587	52,378	583,790	72,935	45,361



Loss of life

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Loss of life	15	0	18	0	32	0	27	0	0	12



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 needed.

At the end of January 2023, 19 of the 26 bulk carrier losses in this analysis had investigation reports made available on IMO's GISIS (Global Integrated Shipping Information System) database. That represents 73.1% of the total.

The average time from an incident to a report becoming available on GISIS has been 28.2 months for these investigations, with the shortest 7 months and the longest 52.5 months.

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

Flag	No. of cases	GISIS with reports	Average months*	GISIS without report
Australia	1	1	37	
Bahamas	1	1	7	
China	1			1
Cyprus	1	1	42	
Hong Kong, China	2	2	35.5	
Indonesia	1	1	27	
Liberia	2	2	52.5	
Malta	1	1	44	
Marshall Islands	2	2	23	
Mexico	1	1	38.0	
Panama	12	7	16.9	5
Tuvalu	1			1
Total	26	19	28.2	7

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

Casualty list

Between January 2013 and December 2022, 26 bulk carrier casualties were identified as total losses. These are listed in the following pages of this report.

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

2013

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Harita Bauxite	8183664	17-Feb-13	48891	1983	Panama	RINA	15
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - cargo liquefaction caused the sinking of Harita Bauxite carrying 47,459 metric tons of nickel ore from Indonesia, with the loss of 15 seafarer lives.						
	Investigation report on IMO GISIS: available on 2015.08.17 (30 months from incident date)						
Atlantik Confidence	9118341	30-Mar-13	27209	1996	Liberia	BV	0
	Reported cause: Fire/explosion (Likely root cause: fire in engine room) - sank after suffering engine room fire and taking on water during unmanned watch-keeping, carrying various project cargoes.						
	Investigation report on IMO GISIS: available on 2019.3.31 (72 months)						
Rio Gold	8488521	05-May-13	39695	1984	Malta	NK	0
	Reported cause: Grounding (Likely root cause: navigation) - laden with 35,288 MT of cement clinker, ran aground on hard rock off South East Preparis Island. Investigation report by Transport Malta available at https://mti.gov.mt/en/Pages/Main%20en.aspx						
	Investigation report on IMO GISIS: available on 2017.01.27 (43 months)						
Fu Sheng Hai	9871703	02-Jul-13	52580	1993	Panama	RINA	0
	Reported cause: Grounding (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, carrying plywood & steel products.						
	Investigation report on IMO GISIS: available on 2014.05.15 (30 months from incident date)						
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - due to nickel ore liquefaction, Trans Summer capsized and sank carrying 57,000 tons of nickel ore from Indonesia.						
	Investigation report on IMO GISIS: available on 2015.11.30 (27 months)						
Spart	9137959	19-Aug-13	151279	1996	Panama	NK	0
	Reported cause: Grounding (Likely root cause: human error) - sank after running aground, carrying 140,000 metric tons of steam coal in bulk.						
	Investigation report on IMO GISIS: available on 2014.07.00 (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	8
	Reported cause: Flooding (likely root cause: unknown) - sinking off of Guam from suffered leak and uncontrolled water ingress in the engine room, carrying a cargo of logs; 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	8
	Reported cause: Grounding (likely root cause: seachest suction valve defective or not closed properly) - suffered a power failure from flooding in ballast condition, drifted with wind and ran aground off Rosa 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	2886	Bahamas	NK	18
	Reported cause: Cargo liquefaction (likely root cause: cargo liquefaction) - Bulk Jupiter 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)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	Reported cause: Grounding (likely root cause: human error) - driven ashore in ballast condition 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
Panarax Trader	9083188	08-Mar-15	69338	1998	Panama	LR	0
	Reported cause: water ingress (likely root cause: unknown) - took water forward and subsequently sank in the red sea northwest of Djibouti, carrying rock phosphate.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jiang Quan 6	9616884	08-Aug-15	30918	2813	China	CCS	0
	Reported cause: Grounding (likely root cause: navigation) - hit a reef near Zhoushan carrying 24,000 tons of ore 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
	Reported cause: Grounding (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 while at anchor off the coast with approximately 11,484 litres of oil, 489 cubic meters of diesel and other contaminants aboard the ship. 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 Katerina	9138953	25-Feb-16	179082	1997	Panama	NK	0
	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: available on 2017.04.18 (14 months)						
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: Grounding and flooding (Likely root cause: human error) - Carrying 168,088 tons of coal from Richards Bay to Virag, 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)						
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: Grounding (Likely root cause: human error) - not carrying any cargo, it ran aground off Mahbourg 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	9838725	31-Mar-17	266141	1993	Marshall Islands	KR	22
	Reported cause: Flooding (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. Two crew members were rescued with 22 missing.						
	Investigation report on IMO GISIS: available on 2019.4.29 (25 months)						
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - loaded with nickel ore cargo from Bali, Indonesia, cargo liquefaction and shifting occurred onboard Emerald Star causing the vessel heavily listed and finally capsized and sank approximately in position 19°03'N, 124°52'E at about 0140 hours on 13 October 2017. 16 crew members were rescued with 18 crew members missing.						
	Investigation report on IMO GISIS: available on 2021.06.02 (44 months)						

2018

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Iron Chieftain	9647740	18-Jun-18	58587	1993	Australia	DNV GL	0
	Reported cause: Fire (Likely root cause: human element) - during cargo discharge operations of the ship's cargo of dolomite while alongside at Port Kembla, a fire broke out in the internal cargo handling spaces and eventually extinguished about 5 days after it started. The self-unloading (SUL) bulk carrier sustained substantial structural damage, including breaches of two fuel oil tanks, and key components of the SUL system were largely destroyed. The ship was declared a constructive total loss. The ship's crew were evacuated. There were no serious injuries or pollution of the sea reported.						
	Investigation report on IMO GISIS: available on 2021.7.29 (37 months)						

2019

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

2020

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Banner	9726803	24-Feb-20	388660	2016	Marshall Islands	KR	0
	Reported cause: Grounding (likely root cause: human element) - VLOC Stellar Banner ran aground off the coast of Brazil earlier on 24 Feb 2020 while carrying 294,871 metric tons of iron ore. All 29 crew members were evacuated. The ship was refloated on June 3 after 145,888 metric tons of iron ore and 3,900 cubic meters of bunker fuel were lightered. Due to the extent of hull damage suffered as a result of the incident, the ship was declared a total constructive loss on 4 June 2020 and scuttled about 158 kilometers from the coast of Maranhão on June 12, 2020.						
	Investigation report on IMO GISIS: available on 2021.11.12 (21 months)						
Wakashio	9337119	25-Jul-20	283130	2007	Panama	NK	0
	Reported cause: Grounding (likely root cause: human element) - on the day of grounding on a reef off Mauritius (July 25) carrying around 3,894 tonnes of fuel oil and no cargo, she tried to reduce the distance from the coast from 5 nautical miles to 2 nautical miles to enter an area within the communication range of mobile phones and used a nautical chart without sufficient scale to confirm the accurate distance from the coast and water depth; broke in two on 12 Aug; more than 1,000 tonnes of fuel seeped from a crack in the hull.						
	Investigation report on IMO GISIS: available on 2021.7.21 (12 months)						

2021

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Yong Fang	8481793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
	Reported cause: Cargo shift (likely root cause: unknown) - Yong Fang, carrying a cargo of timber, listed sharply when the cargo shifted, took on water, capsized and sank in the Philippines Sea on 13 Jan 2021. All 22 crewmembers were rescued.						
	Investigation report on IMO GISIS: No.						
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
	Reported cause: Grounding (likely root cause: weather) - Woodchip carrier Crimson Polaris, carrying a cargo of timber, was swept away by a strong wind while anchored and ran aground in heavy weather off the port of Rachihohe in northern Japan on 11 August and broke up on 12 August 2021. Oil was found leaking from the cracked rear part of the ship. All 21 crewmembers were rescued.						
	Investigation report on IMO GISIS: No.						

2022

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
OS 35	9172399	19-Sept-22	35362	1999	Tuvalu	KR	0
	<p>Reported cause: Collision (Likely root cause: unknown) - The ship sustained hull breach in the fore section following a collision on 29 Aug 2022, and grounded at Catalan Bay to avoid sinking, carrying a cargo of 33,632 tonnes of steel bars. The hull suffered substantial damage after the grounding. On 19 Sept 2022, it was reported that the ship's hull was broken, although not completely split in two. All 24 crew members were evacuated.</p>						
	Investigation report on IMO GISIS: No.						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
King Shun No 1	9665451	31-Oct-22	9999	2014	Panama	SV	22
	<p>Reported cause: Weather (Likely root cause: unknown) - Cement carrier King Shun No 1 lost power and sank in rough seas on 31 Oct 2022 in Taiwan Strait, with 12 crew members missing.</p>						
	Investigation report on IMO GISIS: No.						



Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Atlantik Confidence	9118341	38-Mar-13	27289	1996	Liberia	BV	0
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Bulk Jupiter	9339947	02-Jan-15	56809	2006	Bahamas	NK	18
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
Emerald Star	9449261	13-Oct-17	57367	2018	Hong Kong, China	DNV GL	18
Fu Sheng Hai	9871703	02-Jul-13	52586	1993	Panama	RINA	0
Goodfaith	9876084	11-Feb-15	27388	1994	Cyprus	NK	0
Harita Bauxite	8193664	17-Feb-13	48891	1983	Panama	RINA	15
Iron Chieftain	9847740	18-Jun-18	50587	1993	Australia	DNV GL	0
Jiang Quan 6	9614884	08-Aug-15	30910	2013	China	CCS	0
John I	8982486	15-Mar-14	42263	1991	Panama	ABS	0
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
New Katerina	9138953	25-Feb-16	178802	1997	Panama	NK	0
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
Nur Allys	9245237	20-Aug-19	52378	2002	Indonesia	NK	27
OS 35	9172999	19-Sept-22	36362	1999	Tuvalu	KR	0
Panama Trader	9883188	08-Mar-15	69338	1998	Panama	LP	0
Rich Forest	8126135	19-Jan-14	21327	1982	Panama	Interrimor	0
Rio Gold	8488521	05-May-13	39695	1984	Malta	NK	0
Swart	9137959	19-Aug-13	151279	1996	Panama	NK	0
Stellar Banner	9726883	24-Feb-20	380660	2016	Marshall Islands	KR	0
Stellar Daisy	9838725	31-Mar-17	266141	1993	Marshall Islands	KR	22
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong	BV	0
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
Xing Shun No 1	9665451	31-Oct-22	9999	2014	Panama	BV	12
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthos Bureau of Shipping	0
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life

INTERCARGO – Who we are

Uniting and Promoting Quality Dry Bulk Shipping

The International Association of Dry Cargo Shipowners (INTERCARGO) unites and promotes quality dry bulk shipping, bringing together about 250 forward thinking companies from 30 countries. 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.

Our Association 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 re-

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

lation to safety, the environment, and operational excellence. The Association takes forward its Members' positions to 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.

Industry Topics

In addition to addressing unique issues affecting the dry bulk sector, INTERCARGO also focuses on a number of important topics which are of broader concern to international shipping as a whole. The role of INTERCARGO is to explore them from the angle of dry bulk shipping, bringing forward solutions that correspond to the special characteristics and needs of the dry bulk sector.

INTERCARGO's participation in international fora, industry working and correspondence groups, and its consultative status at International Maritime Organization (IMO) deliberations enable members to gain access to cross-industry sources of knowledge and engage in drafting strategy for both the dry bulk and the wider shipping industry.

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

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

INTERCARGO's working programme is outlined below and can be referred to at www.intercargoo.org/2023-monthly-updates-of-secretariat-activities/

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 - CO₂ emissions

Sulphur Cap, SOx and Particulate Matter (PM) emissions

Other emissions (NOx, Black Carbon)

Ports & Terminals

Reception Facilities

Port State Control & Transparency

Corruption, Criminalisation

Training, Manpower & Human Element

REGULATION

International Maritime Organization (IMO)

Other Legislation

Miscellaneous Issues

INTERCARGO – Membership

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

Full Member

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

GBP 5,000 for 1 to 10 ships and GBP 350 for each subsequent ship up to a capped maximum of GBP 20,000

Consociate Member

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

Half the fees that would be paid as a Full Member.

Associate Member

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

GBP 1,250.

Benefits to All Members



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

Benefits of full membership

Visit intercargo.org/join for all the available info regarding the benefits of Membership for Full Members.



- Companies and ships registered with INTERCARGO arguably enjoy a badge of quality widely recognised by the industry as a marker of excellence. Along with a **Company Certificate** and the right to use the **INTERCARGO membership logo**, a **Vessel Certificate** is provided for each registered vessel. Entered ships are tagged on **Equasis** as registered with INTERCARGO. Vessel membership with INTERCARGO is displayed on the vessel dashboard of the **RightShip Safety Score**.
- INTERCARGO and RightShip are founding partners of **DryBMS**, a quality standard for the dry bulk sector. Safety, environmental and operational excellence are promoted through company self-assessment. Please visit: <https://drybms.org>
- Members are invited to appoint a representative to INTERCARGO's **Executive Committee** and are eligible to put forward a representative to the Technical Committee (conditions apply). Details can be found in our Constitution under 'Management' at www.intercargo.org/constitution/
- The Association is represented at the **International Maritime Organization (IMO)**, the **Round Table of Shipping Associations** (joining BIMCO, ICS and Intertanko on important cross-industry matters), the **Tripartite Forum** and other **international shipping fora**, and regularly engages with the **International Association of Classification Societies (IACS)** and **RightShip** on critical issues.
- Members are invited to **INTERCARGO hosted events** (two semi-annual Committee meetings, seminars, etc). Please visit www.intercargo.org/about/meetings for more information.
- For INTERCARGO's **feedback and reporting schemes**, please see www.intercargo.org/members-reporting-surveys.
- **Regular circulars** provide timely, detailed information either following IMO meetings or on ongoing issues, such as cargoes, piracy, port, terminal and anchorage feedback, cybersecurity, etc.
- **Experience sharing**/(anonymous) consultation within the membership, when appropriate on reported issues of concern (cargoes, ports, etc) in order to provide informed feedback.
- Full access to the Association's **website** www.intercargo.org

**INTERNATIONAL ASSOCIATION
OF DRY CARGO SHIPOWNERS**

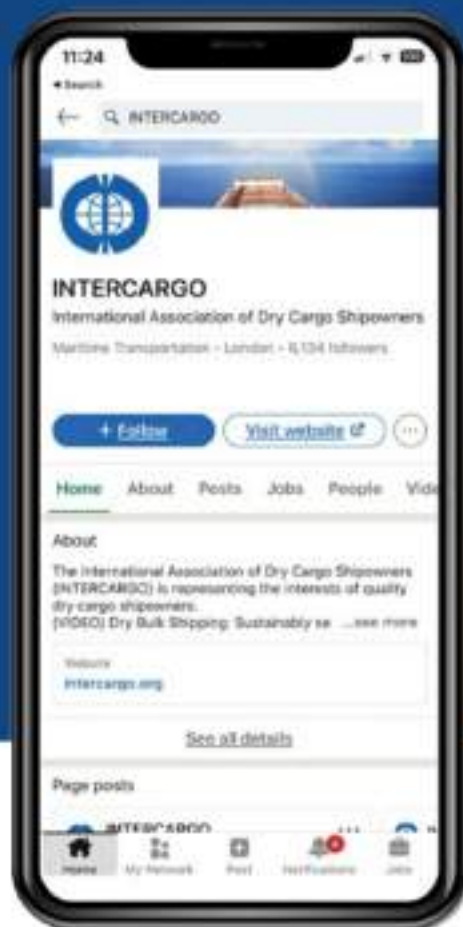
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Follow INTERCARGO on LinkedIn and stay updated on all matters related to dry bulk shipping



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Bulk Carrier Casualty Report

Years 2013 to 2022 and trends

