

Bulk Carrier Casualty Report

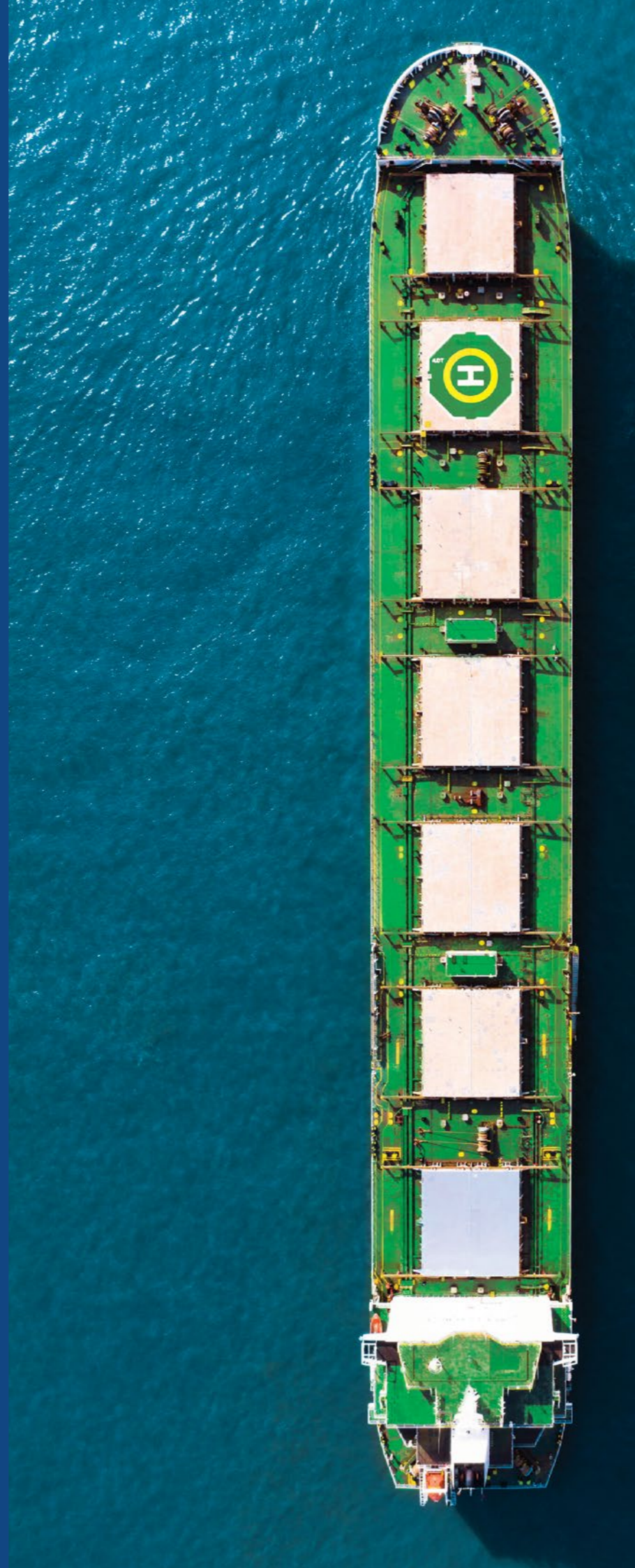
Years 2014 to 2023
and trends



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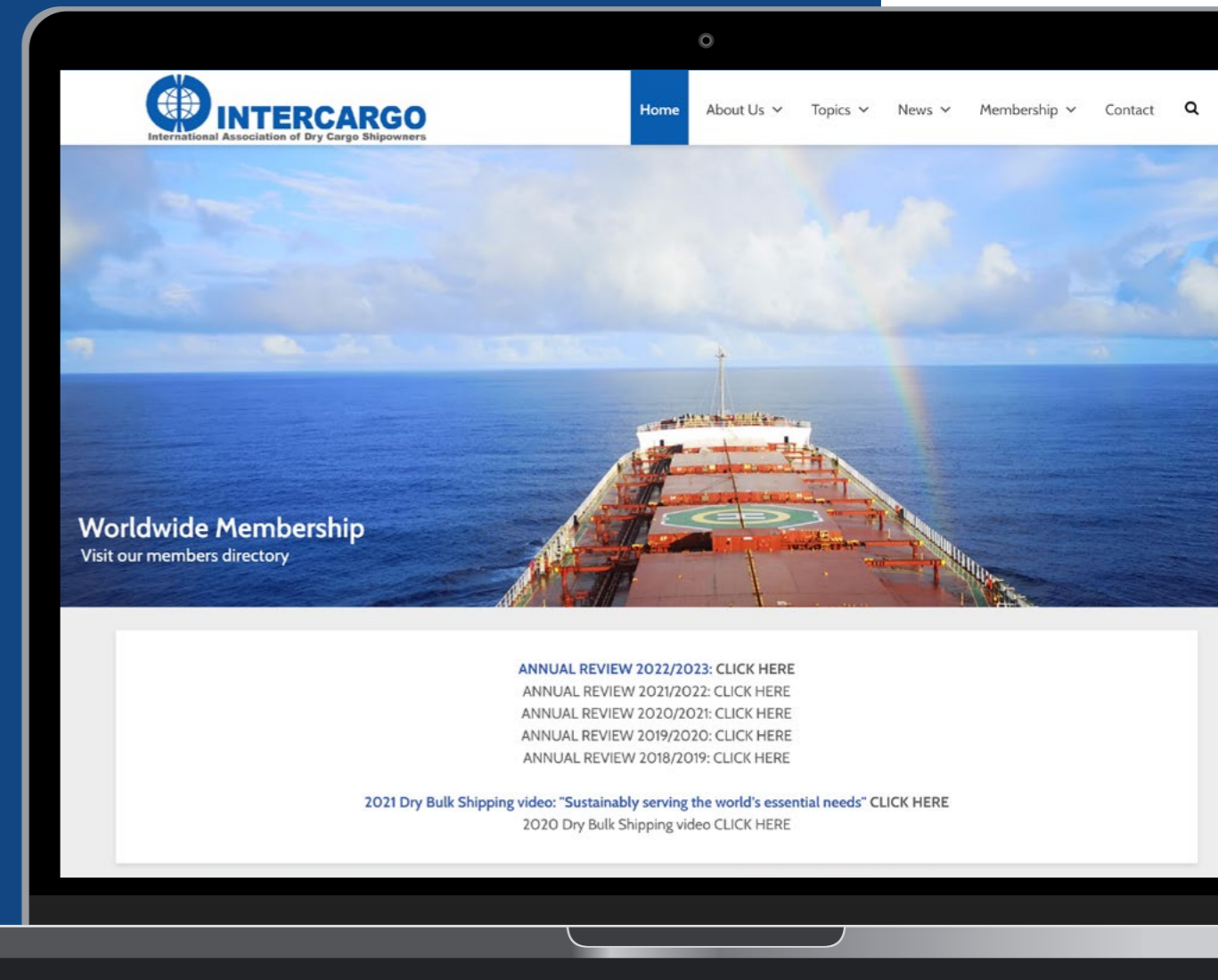
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INTRODUCTION

INTERCARGO’s annual Bulk Carrier Casualty Report examines the safety performance of bulk carriers over a rolling 10 year period in order to identify risks and improve safety for seafarers and of vessel operation. The new edition of the Bulk Carrier Casualty Report 2024 reveals that between 2014 and 2023, 21 bulk carriers of more than 10,000 deadweight tonnes (dwt) were reported lost, with the tragic loss of 89 seafarers’ lives.

However, examining the trends over the past 10 years it is clear there is a trend of improving safety and declining ship losses between 2014 and 2023. In 2023 there was only one total loss of a dry bulk vessel and no loss of life.

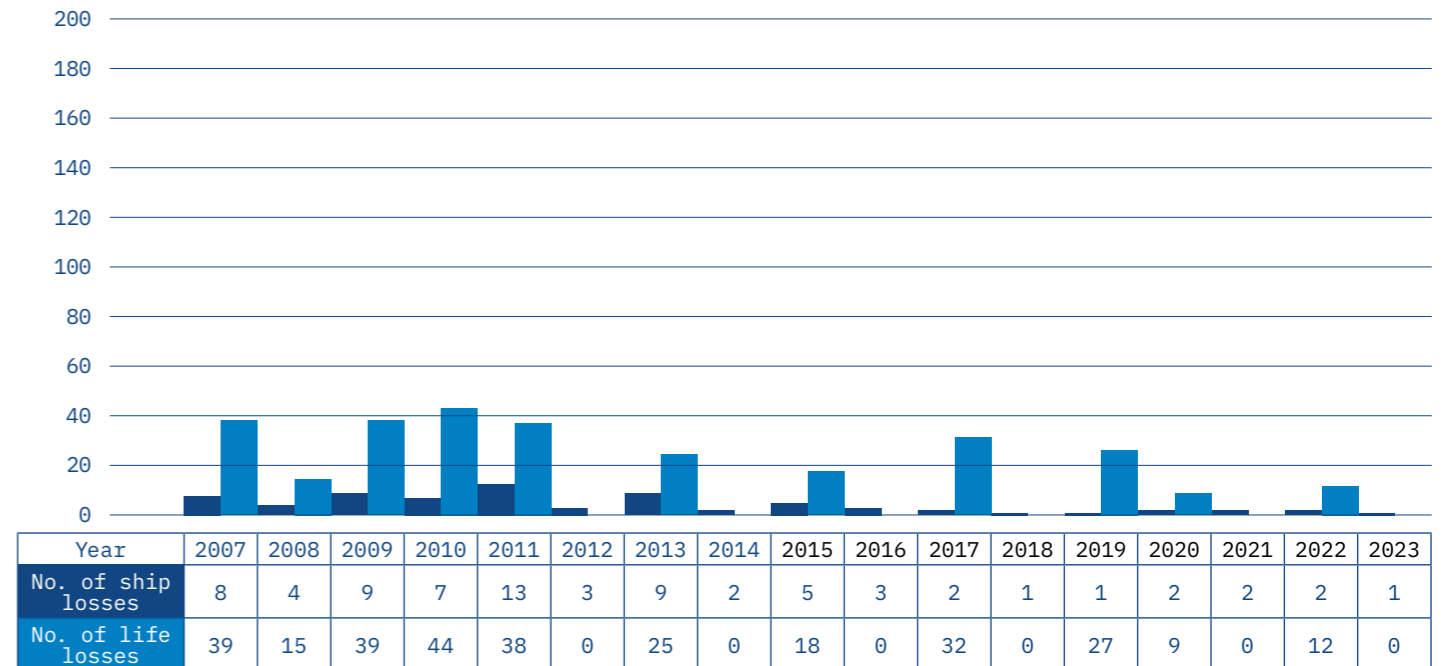
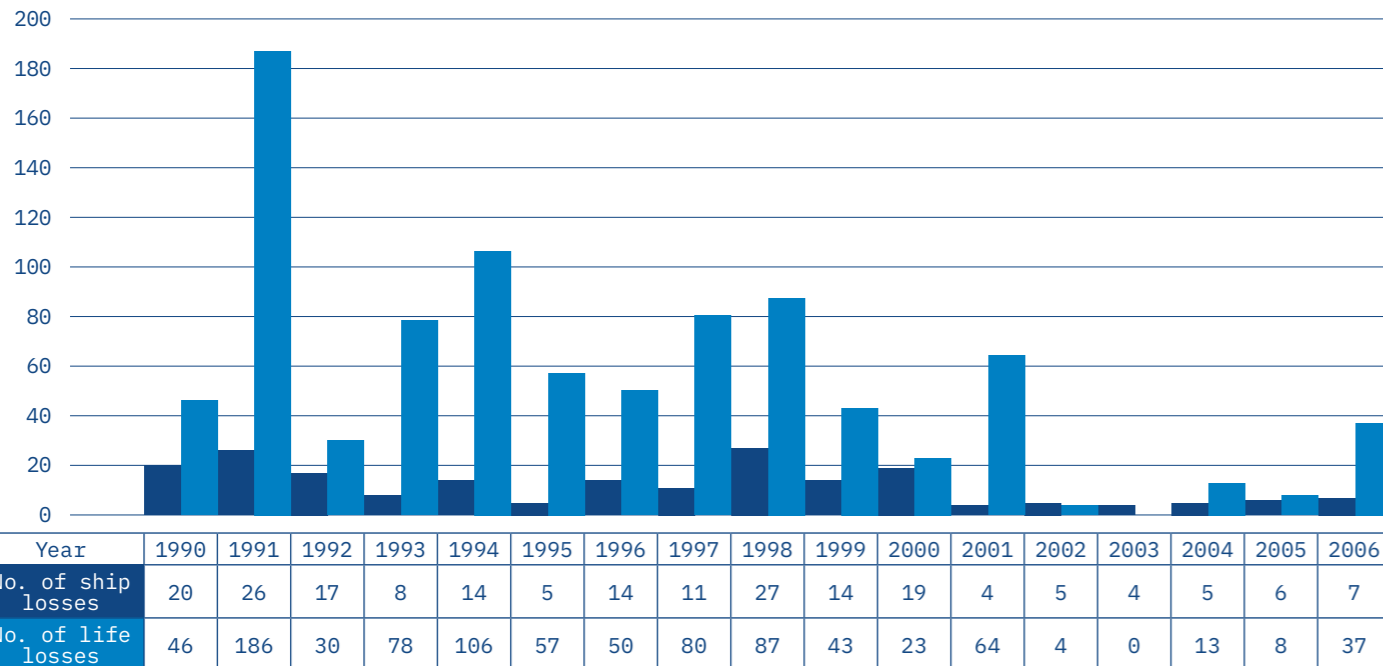
As the trends illustrate below, the average number of ships lost between 1990 and 2023 within the bulk carrier industry continues to go down, showing positive signs of improvement in safety performance. These statistics and trends can also be set against a backdrop of a significant growth in the global bulk carrier fleet 2014-2023. Over the past decade the bulk carrier fleet has grown from 10,000 vessels in 2013 to almost 12,200 by Jan 2024. Today’s bulk fleet represents more than 40% of world tonnage.

Initial analysis of the statistics in the Report 2024 reveals some potential safety gaps, such as:

- Cargo liquefaction remains the greatest contributor to loss of life, accounting for 55 lives or 61.8% of the total loss of life over the past ten years.
- Groundings remain the greatest cause of ship losses, with nine losses or 42.9% of the total.

Bulk carrier safety must never be overlooked. We must continue to remind ourselves of how INTERCARGO’s work has contributed to significant improvements in safety, moving us away from the ‘dark days’ of the past, where significant losses of lives and ships occurred. As shown in the graph below, from 1990 to 2000, our sector was losing between 5 and 26 bulk carriers per year, resulting in the tragic loss of 23 to 186 seafarers respectively.

Since then, safety performance in the sector has steadily improved. This is an impressive achievement especially when considering the considerable rise in the number of bulk carriers in the world fleet during this period.



Enhancement of safety awareness of the people onboard and ashore is a priority to reduce and remove safety gaps. Reviewing the past decade, a significant contributing factor to the safety performance of bulk carriers is the development and implementation of new international rules and regulations and, as a Non-Governmental Organisation (NGO) within the International Maritime Organization (IMO), INTERCARGO has played its part in the development of this legislation. The application of new technology to improve ship design and building and the introduction of new materials has also played its part.

The casualty data in this report confirms the right direction of the following milestone developments:

SOLAS - Additional Safety Measures

- July 1999 - new SOLAS chapter XII Additional Safety Measures for Bulk Carriers.

Common Structural Rules including related SOLAS requirements

- December 2005 – IACS adopts Common Structural Rules for Double Hull Oil Tankers (CSR-OT) and Common Structural Rules for Bulk Carriers (CSR-BC)
- May 2010 – MSC 87 adopts the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers
- May 2010 – MSC 87 adopts new SOLAS regulation Chapter II-1, 3-10 Goal Based ship construction standards for bulk carriers and oil tankers
- May 2016 – MSC 96 confirms the CSR OT&BC complies with the goal-based ship construction standards

SOLAS – ESP

- 1993 – IMO Assembly adopts Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers
- January 1996 - Enhanced Survey Programme becomes mandatory by SOLAS Chapter XI-1, SPECIAL MEASURES TO ENHANCE MARITIME SAFETY

IMSBC Code

- January 2011 - IMSBC Code, mandatory under the provisions of the SOLAS Convention.

BLU CODE (Code of Practice for the Safe Loading and Unloading of Bulk Carriers)

- June 1997 – MSC 68 Code of Practice for the Safe Loading and Unloading of Bulk Carriers (BLU Code)
- November 1997 – IMO Assembly adopted the BLU Code

SOLAS – PSPC

- December 2008 – MSC 82 adopted Performance Standard for Protective Coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers
- December 2008 – MSC 82 also adopted amendments to SOLAS regulations II-1 Regulation 3-2 Protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers thus making above standard mandatory.

PSC

- November 1991 - adoption of resolution A.682(17) on regional co-operation in the control of ships and discharges raised the standard of the Port State Control (PSC) inspection.

IACS -URs

- 1997 - UR S1A “Additional Requirements for Loading Conditions, Loading Manuals and Loading Instruments for Bulk Carriers, Ore Carriers and Combination Carriers”
- 1997 - UR S18 Evaluation of Scantlings of Corrugated Transverse Watertight Bulkheads in Non-CSR Bulk Carriers Considering Hold Flooding
- 1997 - UR S20 “Evaluation of Allowable Hold Loading for Non-CSR Bulk Carriers Considering Hold Flooding”
- 1997 - UR S21 “Evaluation of Scantlings of Hatch Covers and Hatch Coamings and Closing Arrangements of Cargo Holds of Ships”

Those lines of defence to safeguard the safety performance of bulk carriers are essential and fundamental. The joint effort of all the safety links is necessary to improve existing rules and regulations, enhance implementation of them, and continue to raise safety awareness – not just for the people working on board but also to ensure lessons are learned.

There is no room for complacency. Any loss of life is tragic, and the shipping industry must pay close attention to the causes explained in this report. However, INTERCARGO believes the dry bulk sector should be proud of this achievement and recognise that improved safety is largely thanks to constant learning, better crew training, improved ship design, new technology and stronger regulatory compliance.

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 every year.

We must never forget about safety and INTERCARGO will always be a strong supporter of decarbonisation with safety, also actively supporting crew safety initiatives and improved bulk carrier management practices to achieve our zero loss goal.

SUMMARY

21 bulk carriers (of over 10,000 dwt¹) have been identified as total losses² for the years 2014 to 2023.

Year	10k-34,999 dwt	35k-49,999 dwt	50k-59,999 dwt	60k-79,999 dwt	80k+ dwt	Total
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
2023	1	0	0	0	0	1
Total	6	4	4	2	5	21

Total losses - bulk carriers by size³ and year

Significant findings

- **80,000+ dwt:** Six ships were lost, accounting for 23.8% of the total 21 casualties reported. These casualties cost 22 lives, or 24.7% of the total 89 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 9.5% of the total of 21 ship losses, with no fatalities. There was no life lost as a consequence of those ship losses.
- 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, (61.8% of the total), and 12 fatalities in the **10,000-34,999 dwt** range.

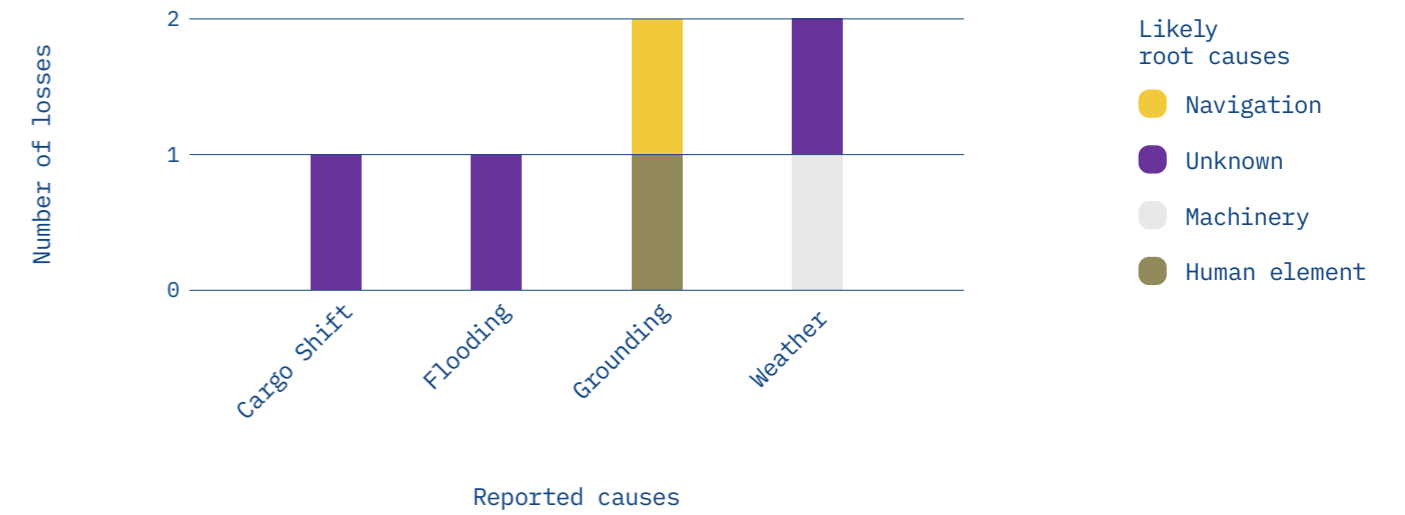
¹ A 9,999 dwt cement carrier was included as an exceptional case for this report.

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.

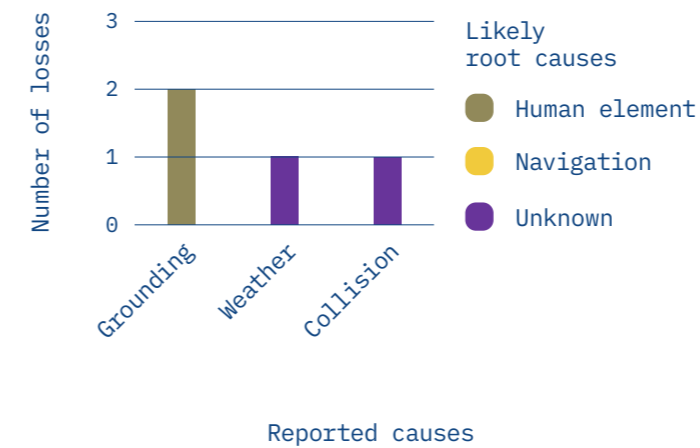
³ These arbitrary size ranges are used for easy comparison with past reports.

Analysis of causes by ship size

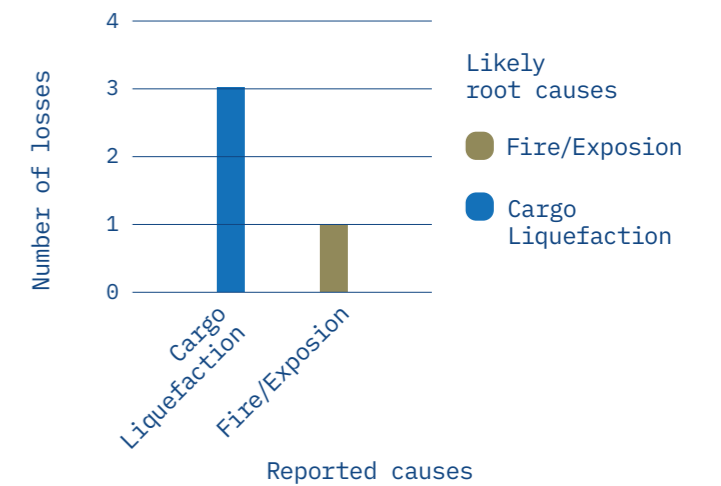
Casualties - 10,000-34,999 dwt bulk carriers



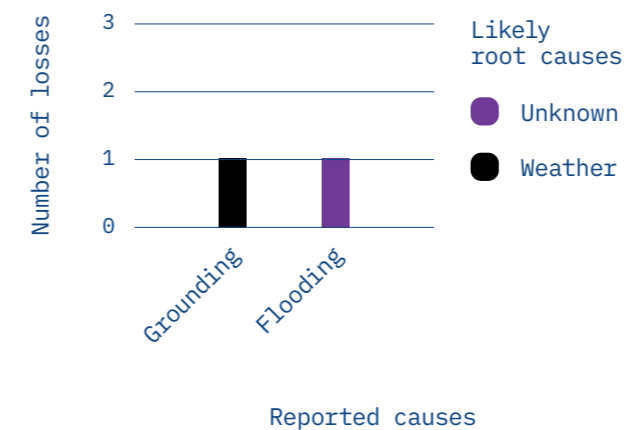
Casualties - 35,000-49,999 dwt bulk carriers



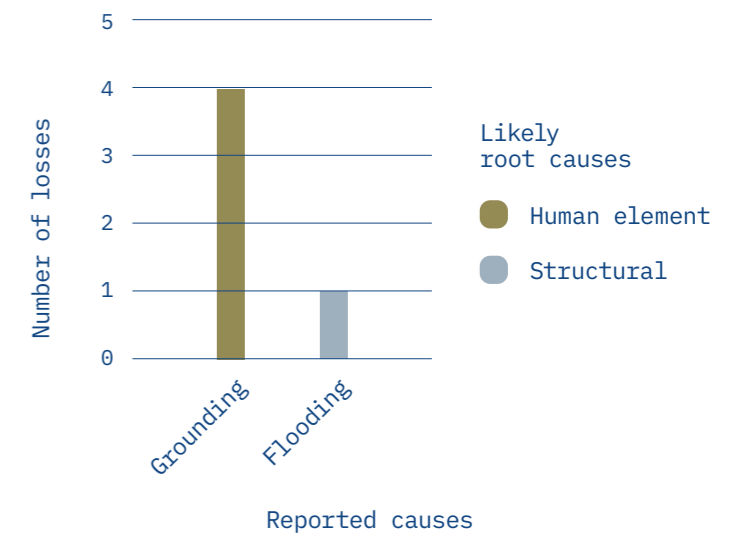
Casualties - 50,000-59,999 dwt bulk carriers



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



Casualties - 80,000+ dwt bulk carriers



ANALYSIS OF TOTAL LOSSES FROM 2014 TO 2023

- 21 bulk carriers over 10,000 dwt have been identified as lost, an average of 2.1 per year.
- 89 crew members lost their lives as consequence, or on average nine fatalities per year.
- The average age of the bulk carriers lost was 19.4 years.
- Vessels amounting to 1.78 million dwt in total have been lost, an average 177,526 dwt per year.

Losses by cause

Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo liquefaction	55	3	Cargo liquefaction	3
Cargo shift	0	1	Unknown	1
Fire/explosion	0	1	Human element	1
Flooding	22	3	Structural	1
			Unknown	2
Grounding	0	9	Human element	7
			Weather	1
			Navigation	1
Collision	0	1	Unknown	1
Weather	12	3	Unknown	2
			Machinery	1
TOTAL	89	21		21

- **Cargo liquefaction remains the greatest contributor to loss of life**, accounting for 55 lives or 61.8% of the total loss of life in the past ten years.
- **Groundings remain the greatest cause of ship losses**, with nine losses or 42.9% of the total.
- Three casualties (14.3% of the total) were a result of flooding and these cost 22 lives - a significant 24.7% of the total number of lives lost.
- The average life loss per ship casualty was 4.24 during the ten-year period between 2014 and 2023, and 4.00 between 2013 and 2022, 3.41 between 2012 and 2021. This compares to 3.56 during 2011 and 2020.

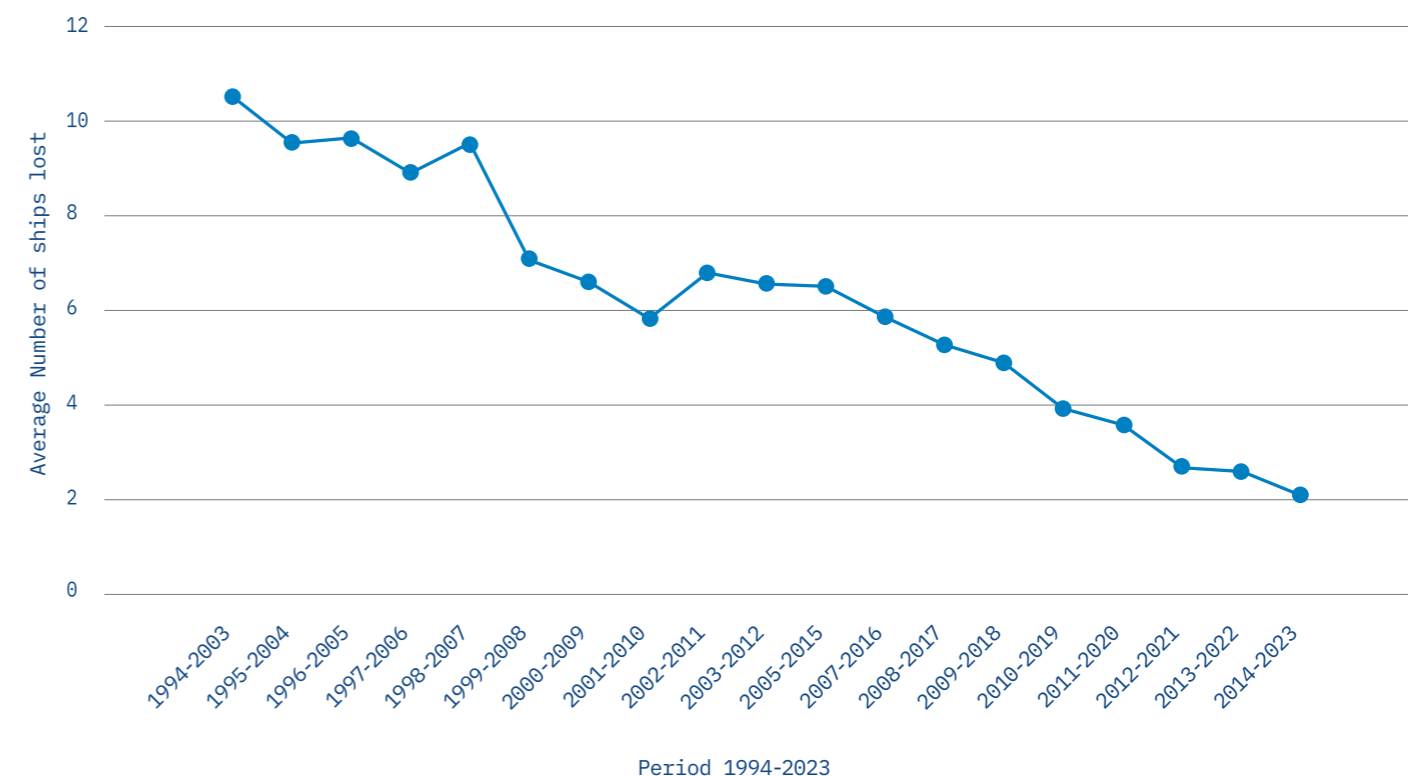
Safety performance of bulk carriers

- The statistics from 2014 to 2023 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

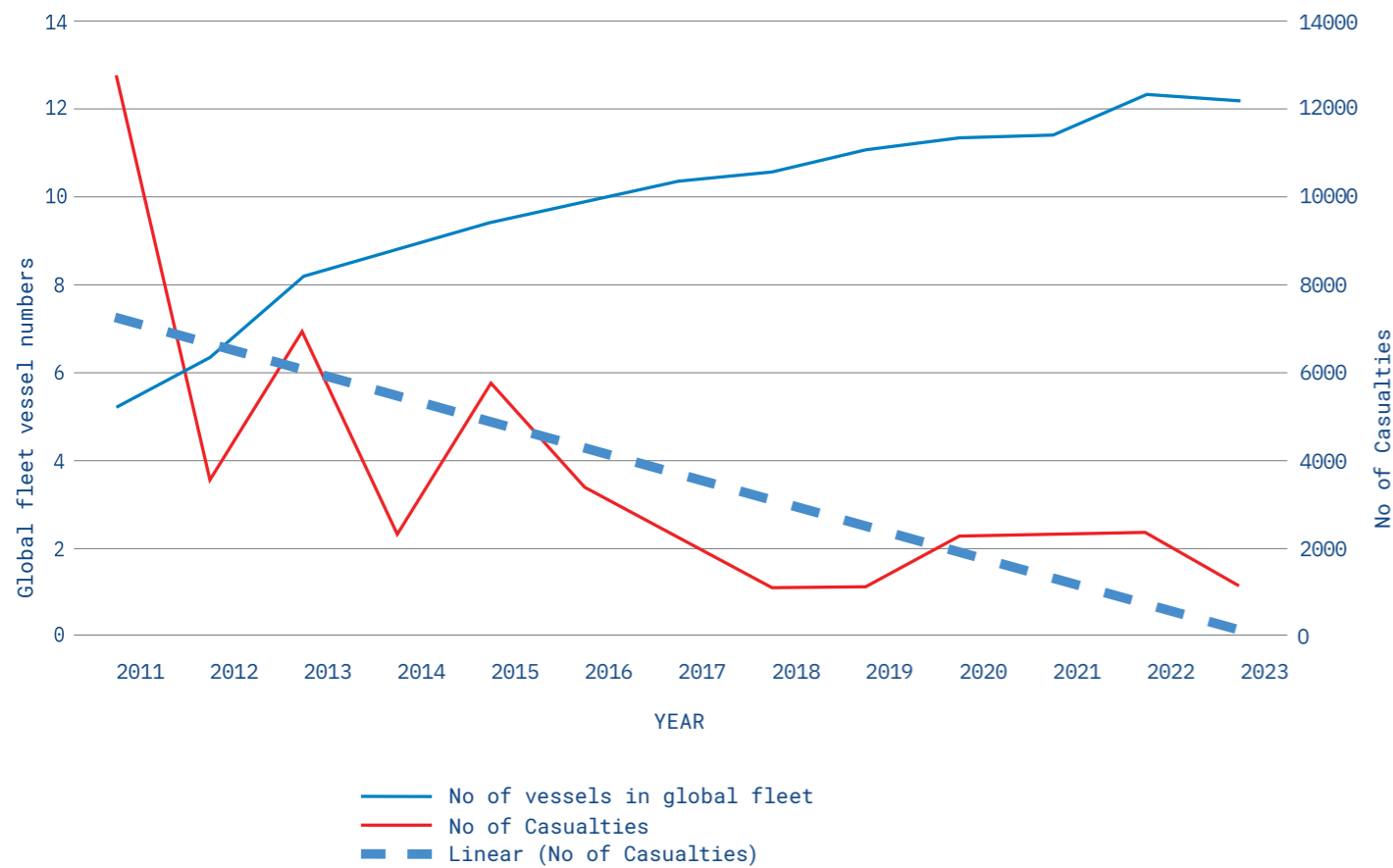
- These statistics and trends can also be set against a backdrop of a significant growth in the global bulk carrier fleet 2014-2023.
- Industry figures show that the global bulk carrier fleet has seen significant growth in the years since 2013. About 10,400 bulk carriers were operating in 2013. That figure had grown to 12,226, according to the MIS data, by January 2024.

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



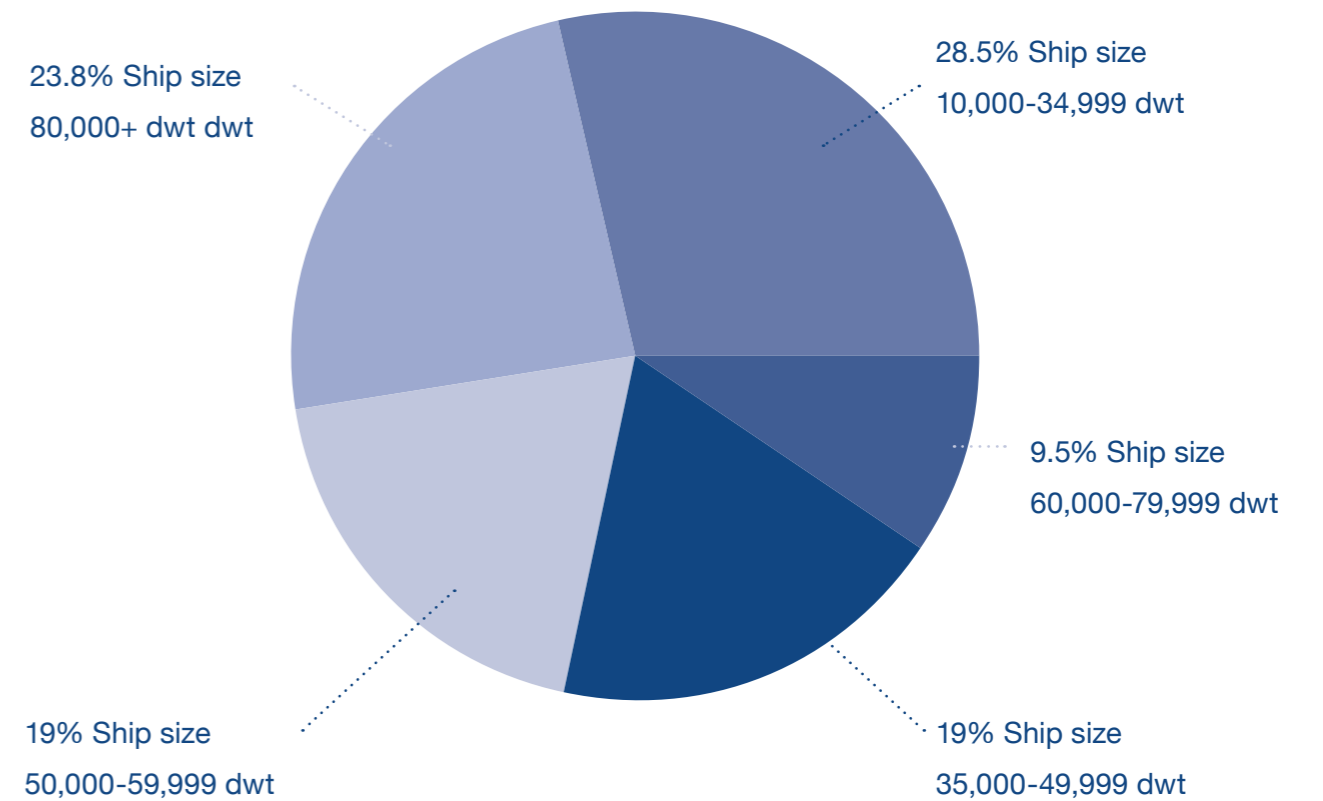
Annual casualties compared with the global total number of bulk carriers over 10,000 dwt, as shown in the graph below, have continued at a low level since 2018.

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

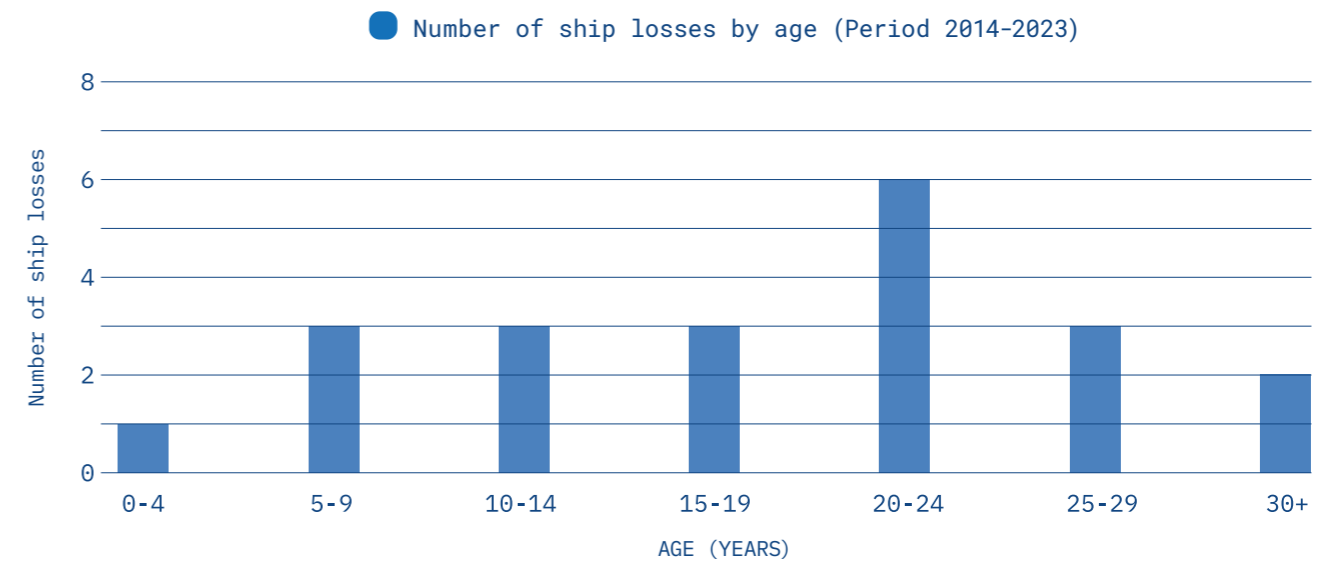


When considering factors such as high levels of trade, congested ports, older fleets, and extreme weather, this progress reflects an increased focus on measures that include safety awareness training, improved ship design, the application of new technology and compliance with regulations. However, there 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

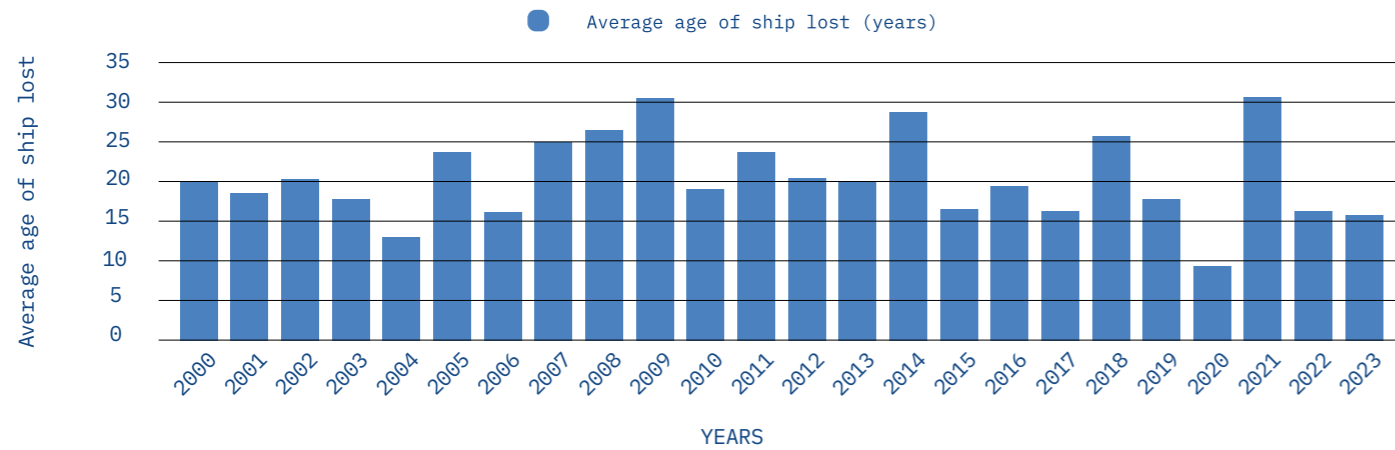


Number of losses by age



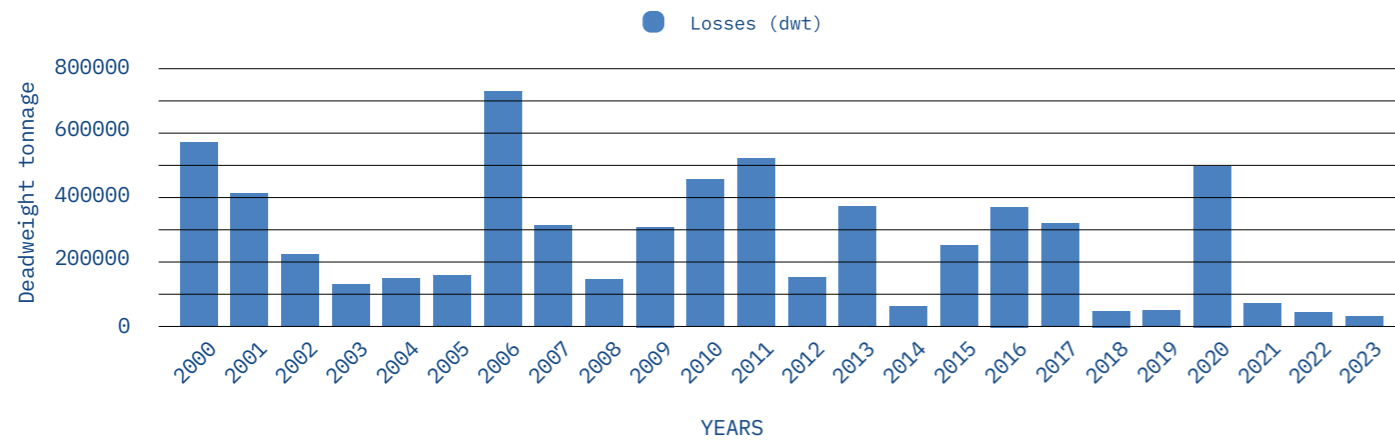
Average age of ships lost

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Average age (years)	28.5	16.8	19.7	16.5	26.0	18.0	9.5	26.0	16.5	16.0



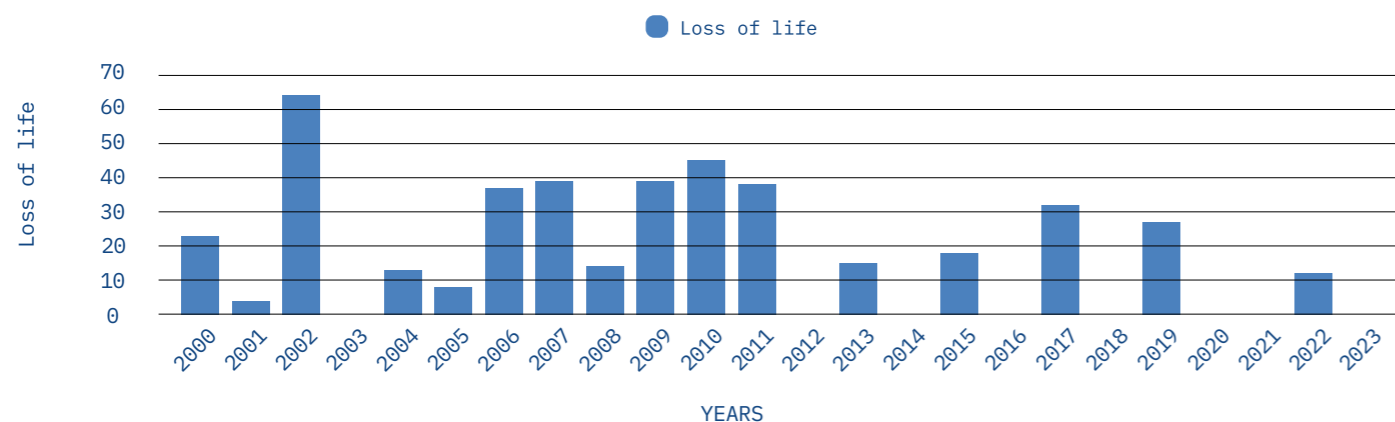
Total losses (dwt)

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Losses (dwt)	63,580	255,230	375,386	323,508	50,587	52,378	503,790	72,935	45,361	32,500



Loss of life

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Loss of life	0	18	0	32	0	27	0	0	12	0



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 2024, 13 of the 21 bulk carrier losses in this analysis had investigation reports made available on IMO's GISIS (Global Integrated Shipping Information System) database. That represents 61.9% of the total.

The average time from an incident to a report becoming available on GISIS has been 26.2 months for these investigations, with the shortest 7 months and the longest 44 months.

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

Flag	No. of cases	GISIS with reports	Average months*	GISIS without report
Australia	1	1	37.0	
Bahamas	1	1	7.0	
China	2			2
Cyprus	1	1	42.0	
Hong Kong, China	1	1	44.0	
Indonesia	1	1	27.0	
Liberia	1	1	33.0	
Marshall Islands	2	2	23.0	
Mexico	1	1	38.0	
Panama	9	4	24.3	5
Tuvalu	1			1
Total	21	13	26.2	8

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

Casualty list

Between January 2014 and December 2023, 21 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.

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: Flooding (Likely root cause: Unknown) - sinking off of Guam from suffering leak and uncontrolled water ingress in the engine room, carrying a cargo of logs; no life lost.						
	Investigation report on IMO GISIS: No						
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
	Reported cause: Grounding (Likely root cause: sea chest suction valve defective or not closed properly) - suffered a power failure from flooding in ballast condition, drifted with wind and ran aground off Rose Blanche, Canada, while it was heading to Montreal in ballast condition. 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: Cargo liquefaction (Likely root cause: cargo liquefaction) - Bulk Jupiter sank and 18 crew lost with bauxite cargo on board 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: 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)						
Panamax Trader	9003108	08-Mar-15	69338	1990	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 a cargo of rock phosphate.						
	Investigation report on IMO GISIS: No						

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jiang Quan 6	9614804	08-Aug-15	30910	2013	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						
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	Reported cause: Grounding (Likely root cause: Weather) - being victim to 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	170082	1997	Panama	NK	0
	Suspected cause: Allision, grounding and flooding (Likely root cause: human error) - carrying iron ore cargo, the ship struck the canal bank and ran aground in the Suez Canal with two pilots on board while transiting in the southern direction and sustained considerable damage in its fore part with water ingress.						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: Grounding and flooding (Likely root cause: human error) - Carrying 160,000 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Feb and broke in three parts and sank on 8 May 2016.						
	Investigation report on IMO GISIS: 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 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: 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 2019.4.20 (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 Buli, 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 10 crew members missing.						
	Investigation report on IMO GISIS: available on 2021.06.02 (44 months)						

2018

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Iron Chieftain	9047740	18-Jun-18	50587	1993	Australia	DNV GL	0
	<p>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.</p> <p>Investigation report on IMO GISIS: available on 2021.7.29 (37 months)</p>						

2019

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nur Allya	9245237	20-Aug-19	52378	2002*	Indonesia	NK	27
	<p>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.</p> <p>Investigation report on IMO GISIS: available on 2021.11.12 (27 months) (Note: some sections in English and some in Bahasa Indonesia)</p> <p>Note*. The Certificate of Nationality states that her YOB is 2001, while both Equasis and her class Certificates state 2002 as the YOB.</p>						

2020

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Banner	9726803	24-Feb-20	300660	2016	Marshall Islands	KR	0
	<p>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 20 crew members were evacuated. The ship was refloated on June 3 after 145,000 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 150 kilometers from the coast of Maranhão on June 12, 2020.</p> <p>Investigation report on IMO GISIS: available on 2021.11.12 (21 months)</p>						
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
	<p>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.</p> <p>Investigation report on IMO GISIS: available on 2021.7.21 (12 months)</p>						

2021

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

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> <p>Investigation report on IMO GISIS: No.</p>						
Xing Shun No 1	9665451	31-Oct-22	9999	2014	Panama	BV	12
	<p>Reported cause: Weather (Likely root cause: unknown) - Cement carrier Xing Shun No 1 lost power and sank in rough seas on 31 Oct 2022 in Taiwan Strait, with 12 crew members missing.</p> <p>Investigation report on IMO GISIS: No</p>						

2023

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Yong Xing 56	9493494	01-Mar-23	32500	2008	China	CCS	0
	<p>Reported cause: Weather (Likely root cause: unknown) - Suffering massive water ingress from a hull breach by ice on 23 Feb while at anchor in the Tatar Strait south of Vanino Khabarovsk Krai carrying a cargo of alumina, it sank on 1 Mar after the breach wasn't sealed, and pumping water out of flooded compartments failed. All crew members were safely evacuated from the ship.</p> <p>Investigation report on IMO GISIS: No</p>						



Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
Iron Chieftain	9047740	18-Jun-18	50587	1993	Australia	DNV GL	0
Jiang Quan 6	9614804	08-Aug-15	30910	2013	China	CCS	0
John 1	8902486	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	170082	1997	Panama	NK	0
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
Nur Allya	9245237	20-Aug-19	52378	2002	Indonesia	NK	27
OS 35	9172399	19-Sep-22	35362	1999	Tuvalu	KR	0
Panama Trader	9003108	08-Mar-15	69338	1990	Panama	LR	0
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
Stellar Banner	9726803	24-Feb-20	300660	2016	Marshall Islands	KR	0
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
Xing Shun No 1	9665451	31-Oct-22	9999	2014	Panama	BV	12
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
Yong Xing 56	9493494	01-Mar-23	32500	2008	China	CCS	0

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 relation to safety, the environment, and operational excellence. The Association promotes 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, security, and quality in ship operations, with a focus on operational efficiency and the protection of the marine environment.

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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 <https://www.intercargoo.org/2024-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	Consociate Member	Associate Member
Any company that owns, operates or manages dry bulk carriers of 10,000 dwt and above.	Any company that owns, operates or manages dry bulk carriers below 10,000 dwt.	Any entity that provides goods or services to the dry cargo shipping industry.
GBP 5,000 for 1 to 10 ships and GBP 350 for each subsequent ship up to a capped maximum of GBP 20,000.	Half the fees that would be paid as a Full Member.	GBP 1,250

Members joining after the start of the membership year (1 January) are entitled to an initial pro-rata membership fee. For the latest updates about joining INTERCARGO please visit www.intercargo.org/join/. Enquiries regarding joining should be sent to the Secretariat at info@intercargo.org

Benefits to all members



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

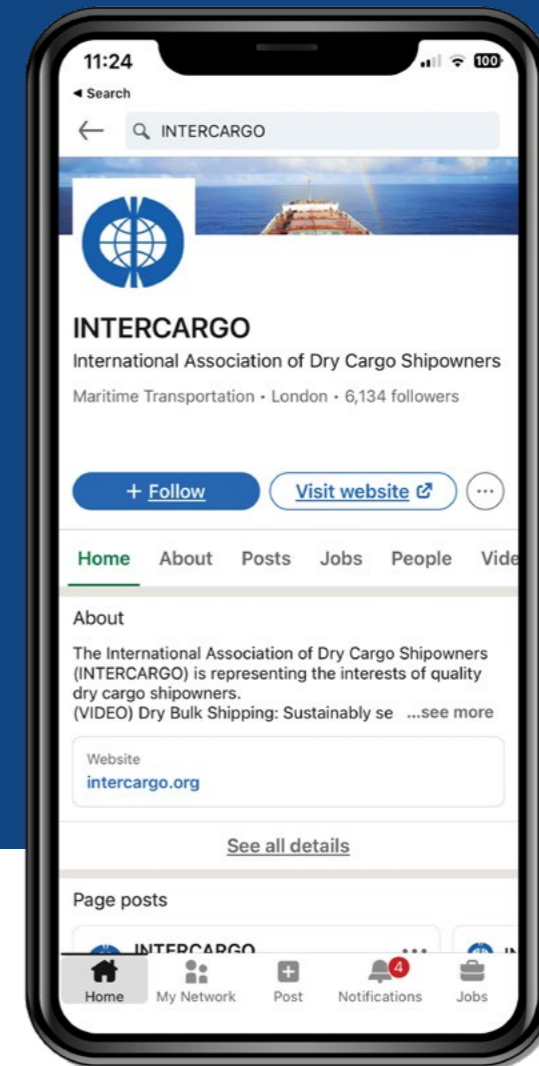
Benefits for Full membership

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 www.intercargo.org/drybms/
- Members are invited to appoint a representative to INTERCARGO's **Executive Committee** and are eligible to put forward a representative to the Technical Committee (conditions apply). Details can be found in our Constitution under 'Management' at 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 intercargo.org/about/meetings for more information.
- For INTERCARGO's **feedback and reporting schemes**, please see intercargo.org/members-reporting-surveys.
- **Regular circulars** provide timely, detailed information either following IMO meetings or on ongoing issues, such as cargoes piracy, port, terminal and anchorage feedback, cybersecurity etc
- Experience sharing / (anonymous) consultation within the membership, when appropriate on reported issues of concern (cargoes, ports, etc), in order to provide informed feedback.
- Full access to the Association's **website** www.intercargo.org

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



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Visit [linkedin.com/company/intercargo](https://www.linkedin.com/company/intercargo)

Bulk Carrier Casualty Report

Years 2014 to 2023 and trends

