



MARITIME SAFETY COMMITTEE
83rd session
Agenda item 27

MSC 83/INF.6
3 July 2007
ENGLISH ONLY

ANY OTHER BUSINESS

Bulk carrier casualty report

Submitted by the International Association of Dry Cargo Shipowners (INTERCARGO)

SUMMARY

<i>Executive summary:</i>	INTERCARGO produces an ongoing annual bulk carrier casualty report. Its report for 2006 is submitted for the information of the Committee.
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	None

1 INTERCARGO has been collating information on reported bulk carrier losses since 1990. Attached is a document "Bulk carrier casualty report – 2006, the previous ten years (1997-2006)", together with the associated trends.

2 In summary, seven (7) bulk carriers over 10,000 dwt were recorded as total losses in 2006, with thirty seven (37) lives lost – twenty six (26) in one casualty. The trend graphs for 1997-2006 clearly show that the number of ships and lives lost continues to fall.

3 One bulk carrier was lost in 2006 due to structural failure causing the loss of twenty six (26) seafarers. The losses of five (5) bulk carriers were attributable to grounding and collision.

4 The bulk carrier losses in 2006 had an average age of 16.43 years, compared to an average age of 13.91 years for the world bulk carrier fleet over 10,000 dwt.

Action requested of the Committee

5 The Committee is invited to note the information provided.

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Bulk Carrier Casualty Report

2006, the previous ten years (1997-2006) and the trends



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Executive summary

In 2006, seven bulk carriers over 10,000dwt were identified as having suffered total loss together with the loss of thirty seven lives. One of those losses was directly attributable to structural failure with twenty six seafarers reported as lost from that one incident. In addition, there were three groundings which claimed the lives of eleven seafarers. Collisions with other ships added another two bulk carrier total losses but no additional loss of life. One bulk carrier sank with no report on the possible cause from the parties concerned.

Once again the bulk carrier industry is concerned by the heavy loss of life associated with the total loss of a ship due to a catastrophic structural failure.

The unacceptable loss of thirty seven seafarers from the seven bulk carrier casualties calls for more attention to be given to the adequacy of the lifesaving systems on board these ships and also for a closer analysis into the reasons for the losses. It is of great concern that when a bulk carrier sinks, it invariably does so very quickly and the crew have very little time in which to organise a satisfactory evacuation.

INTERCARGO is looking into some of the operational aspects of the loading of large bulk carriers and in particular the loading of high density cargoes at speeds which demand close adherence to the instructions laid down for the management of the loading process.

It is clear that the losses which occurred in 2006 were exceptional in that two of the incidents were due to groundings at Kashima, Japan as a result of the effects of a typhoon. Statistics related to Anchoring, Collision and Grounding and many other negative Performance Indicators may be found in Intercargo's Benchmarking report.

In conclusion, there are many lessons to be learned from 2006's casualties. Notwithstanding the legal implication of publicly publishing interim and final reports, flag States have the primary responsibility to investigate casualties and to report on accidents. Flag States which consistently fail to undertake their responsibilities will undoubtedly face increased pressure to conform to the standards demanded by the international supply chain.

May, 2007

Analysis of total losses¹ in 2006

Summary

- 7 bulk carriers over 10,000 dwt have been identified as total losses for the year 2006 out of a growing world dry bulk fleet (over 10,000 dwt) estimated on 31 December 2006 at 6,186 ships².

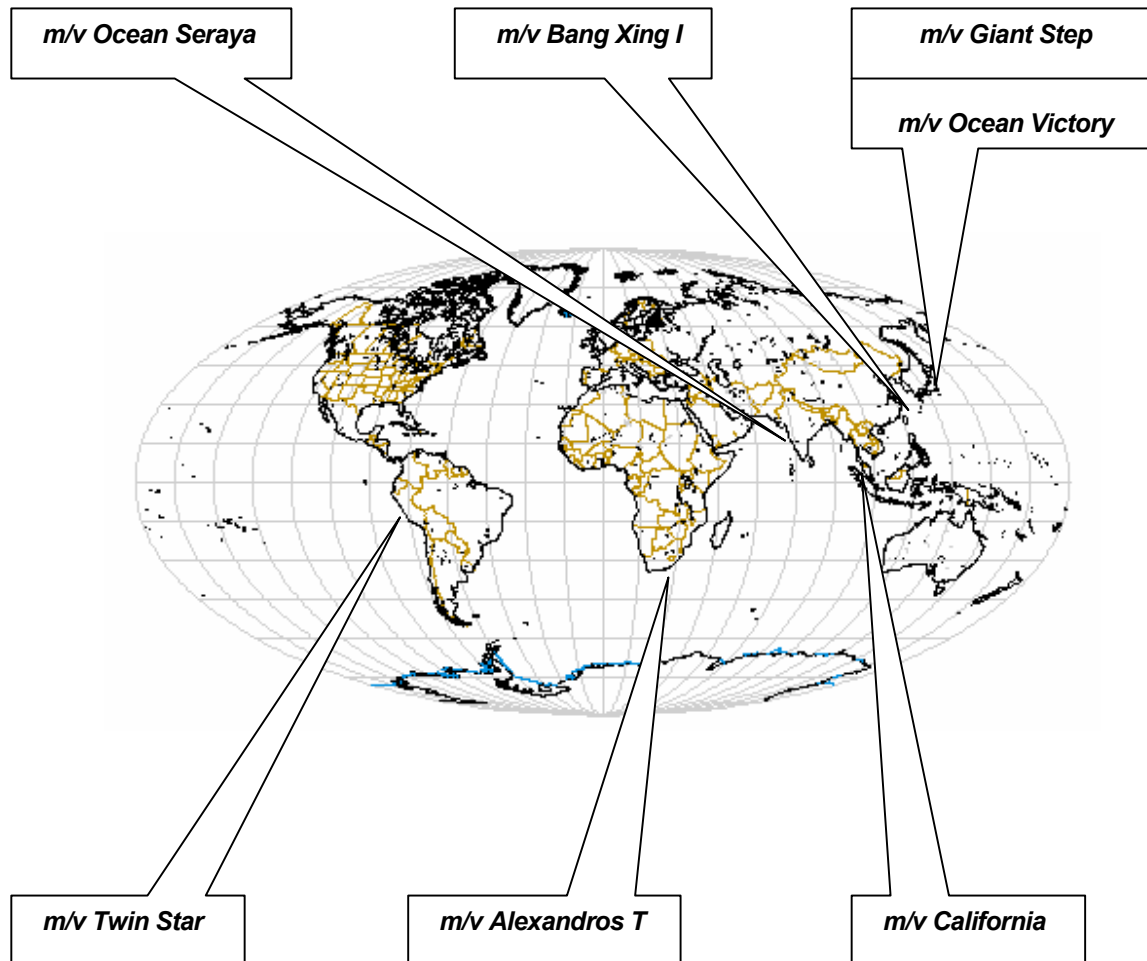
No. of incidents	Bulk carrier type	Cause
3	Capesize (+ 80,000 dwt)	One structural failure, two grounding
2	Panamax (50-79,999 dwt)	One collision, one grounding
0	Handymax (35-49,999 dwt)	
2	Handysize (10-34,999 dwt)	One collision, one reason unknown

- 37 crew members lost their lives.
- 7 bulk carriers lost with an average age of 16.43 years, compared to an average age of 13.91 years for the world bulk carrier fleet over 10,000 dwt.
- 0.41 million dwt lost out of a total of 366 million dwt for the world bulk carrier fleet over 10,000 dwt, accounting for 0.201%.

¹ Intercargo includes vessels suffering either a constructive total loss or an actual total loss – in other words, where the ship is either sunk and not recoverable, or is beyond economic repair.

² Intercargo has constructed a database of 10,000+ dwt vessels, showing internationally trading vessels capable of carrying dry bulk materials, and include ore carriers, cement carriers, log carriers and similar. Intercargo defines “international trading” as a vessel subject to at least one Port State Control inspection in either the Paris MoU, Tokyo MoU or USCG areas within a three year period.

Geographical overview of the losses



Casualty list

Alexandros T, bulk carrier	IMO No.:	8907735
	Date of Casualty:	3 May 2006
	Gross Tonnage:	91164
	Deadweight:	171875
	Built:	1989
	Flag:	Saint Vincent and the Grenadines
	Class:	Lloyd's Register
	Voyage:	Brazil to China
	Location of incident:	280n-miles south of Port Elizabeth, South Africa
	Loss of life:	Twenty six (26)
	Comments:	the vessel, loaded 155,000 tonnes of iron ore at Ponta da Madeira, Brazil, was en route to China when it started taking on water, developed a heavy list and sank.
California, bulk carrier	IMO No.:	7404889
	Date of Casualty:	24 March 2006
	Gross Tonnage:	40182
	Deadweight:	75720
	Built:	1979
	Flag:	Panama
	Class:	suspended due to overdue surveys in Aug 2005 and finally withdrawn on 02 Feb 2006.
	Voyage:	India to China
	Location of incident:	Malacca Strait, lat 01 57.7N, long 102 10.7E
	Loss of life:	None
	Comment:	the vessel sank after colliding with c.c. Sinokor Seoul (27076 gt, built 1980) 10.5 nautical miles southwest of Pulau Undan, Malaysia.
Bang Xing I, bulk carrier	IMO No.:	7029665
	Date of Casualty:	13 March 2006
	Gross Tonnage:	11641
	Deadweight:	19816
	Built:	1970
	Flag:	Panama
	Class:	N/A
	Voyage to/from:	N/A
	Location of incident:	lat 27 20N, long 125 38E (East China Sea)
	Loss of life:	None
	Comments:	Bulk Bang Xing I, H8CB, (ex Bo Xing Hai), cargo logs, sank. All crew were rescued by a vessel in the area.
Giant Step, bulk carrier	IMO No.:	8309282
	Date of Casualty:	6 Oct 2006
	Gross Tonnage:	98587
	Deadweight:	197060
	Built:	1985
	Flag:	Panama
	Class:	ClassNK
	Voyage:	Port Walcott, Australia to Kashima Japan
	Location of incident:	Kashima anchorage, lat 35 52.4N, long 140 45.7E
	Loss of life:	Ten (10)
	Comments:	the windlass & engine failure of the vessel led to grounding in stormy weather off the coast of Ibaraki Prefecture in eastern Japan. Vessel subsequently broke in two.
Ocean Seraya, bulk carrier	IMO No.:	9233375
	Date of Casualty:	30 May 2006
	Gross Tonnage:	38906
	Deadweight:	73652
	Built:	2001
	Flag:	Panama
	Class:	ClassNK
	Voyage:	N.A.
	Location of incident:	Oyster Rock Lighthouse, Karear, India
	Loss of life:	One
	Comment:	At the time of the incident the vessel was in ballast and anchored 2.5 miles from Karwar harbour. A severe storm on May 30 caused it to break free, hit the Oyster Rock lighthouse and founder on the nearby coastline and broke in two.
Ocean Victory, bulk carrier	IMO No.:	9339193
	Date of Casualty:	27 December 2006
	Gross Tonnage:	88853
	Deadweight:	175000
	Built:	2005
	Flag:	Hong Kong, China
	Class:	Bureau Veritas
	Voyage to/from:	N.A.
	Location of incident:	Kashima, Japan (lat 35 55N, long 140 42E)
	Loss of life:	None
	Comments:	the vessel went aground on 24 October 2006 in Kashima, Japan; it was shifting to outer anchorage of Kashima with about 26,000 mt of iron ore onboard. At time of the incident the weather was heavy with strong wind prevailing. There was no report of pollution. Attempt to re-float the vessel was carried out for 10 weeks including lightening of its cargo. On 27 December 2006, it broke in two and was declared total loss.
Twin Star, bulk carrier	IMO No.:	9171711
	Date of Casualty:	27 January 2006
	Gross Tonnage:	14437
	Deadweight:	23701
	Built:	1998
	Flag:	Panama
	Class:	ClassNK
	Voyage:	Santos, Brazil to Callao Peru
	Location of incident:	2.5 miles off breakwater of Port of Callao
	Loss of life:	None
	Comment:	loaded with steel coil, Twin Star split in two as result of a collision with bulk/container carrier Pintail (17,949 dwt, built 1983) as the ships passed each other in heavy fog off the Peruvian port of Callao near Lima.

Analysis of total losses over the previous ten years (1997-2006)

Summary

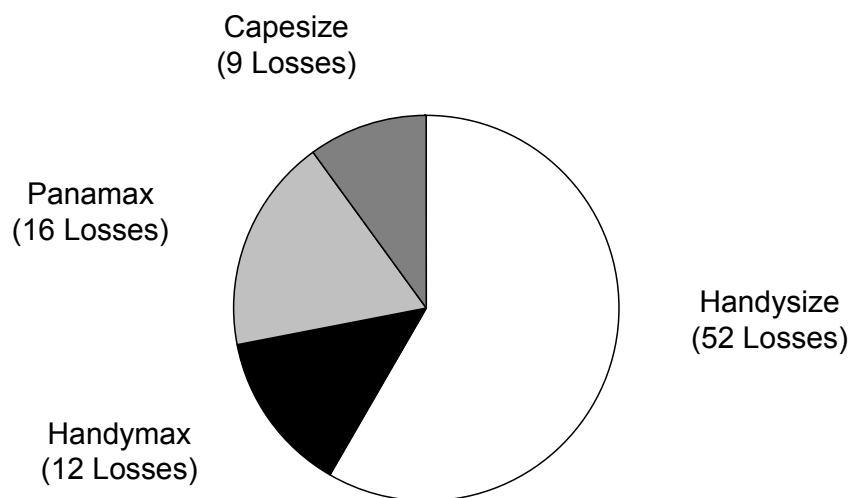
During the 10-year period 1997-2006:

- 89 bulk carriers over 10,000 dwt have been identified as lost, or on average 8.9 ships per year
- 359 crewmembers have lost their lives, or on average 36 deaths per year
- 20.84 years was the average age of the bulk carriers lost
- 4.1 m dwt has been lost, or on average 411,950 dwt per year

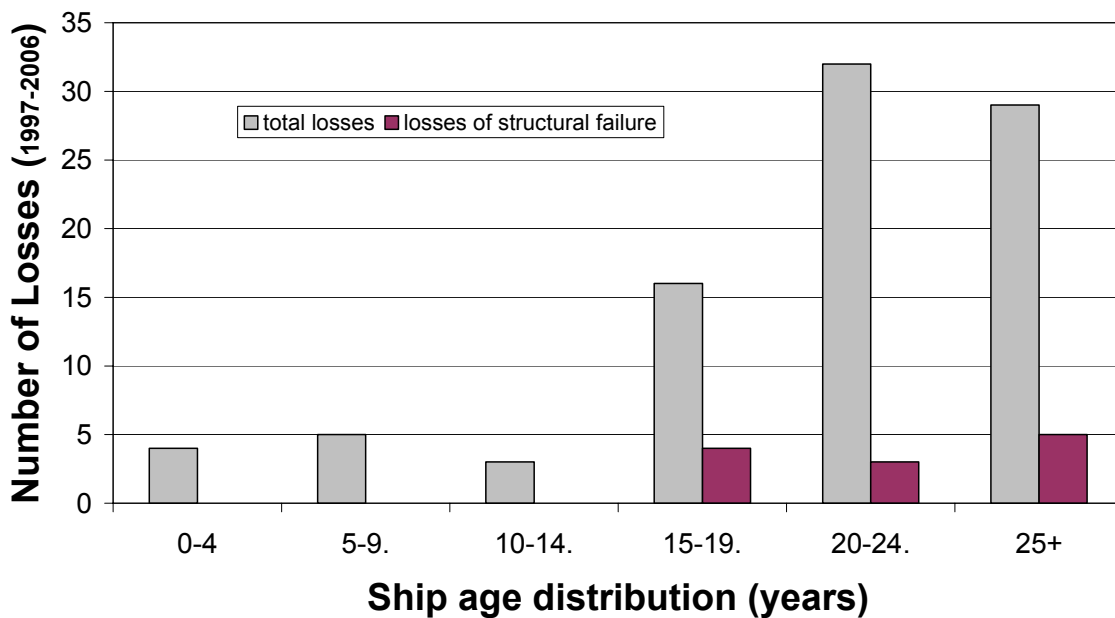
Losses by cause

Cause of incident	Losses (1997-2006)
Structural	12
Contact Grounding	26
Machinery Fire/Explosion	10
Flooding	10
Contact Collision	16
Disappearance / Unknown	3
Machinery Failure	4
Cargo Loading / Unloading	3
Contact Object	1
Cargo Fire / Explosion	1
Cargo Capsize / Cargo Shift	2
Others	1
TOTAL	89

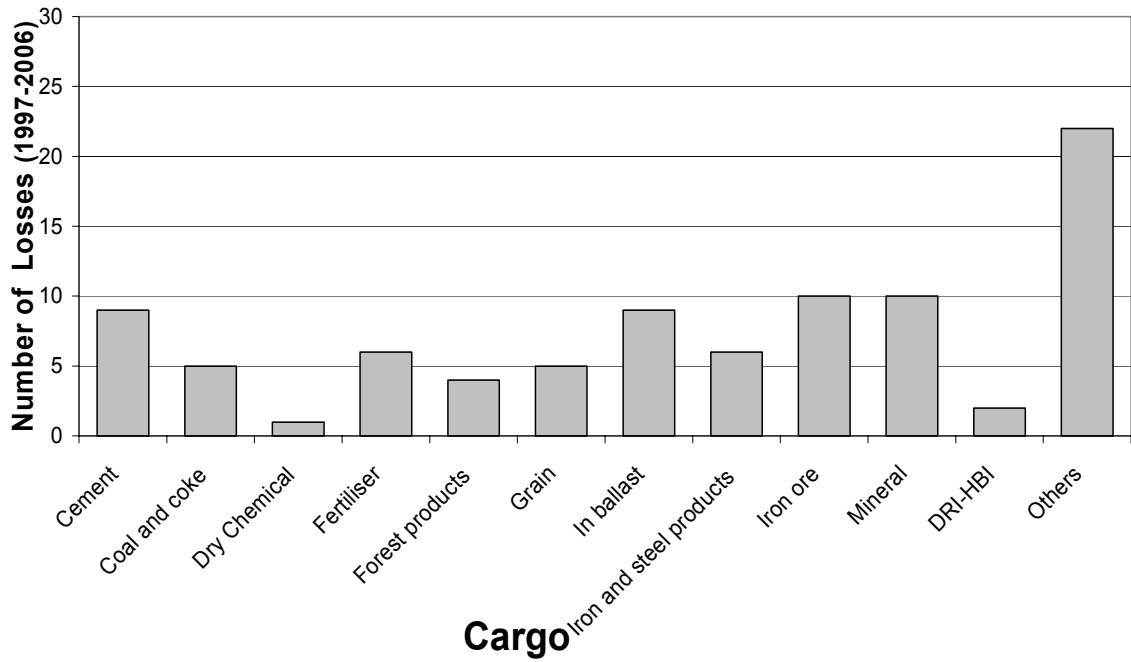
Losses by bulk carrier type



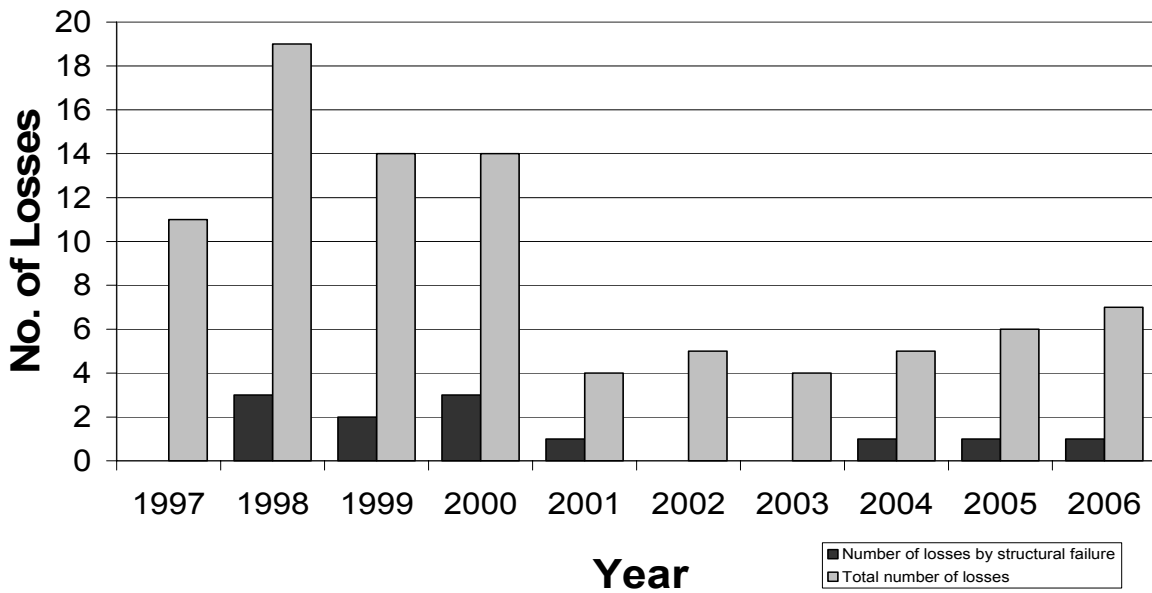
Losses by age



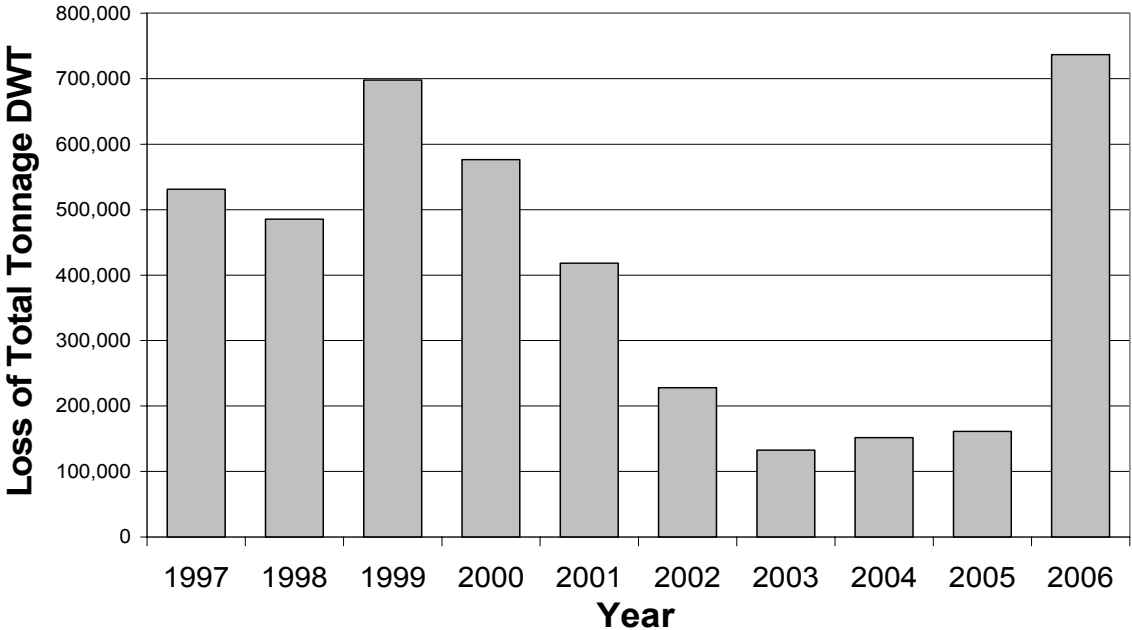
Losses by cargo carried



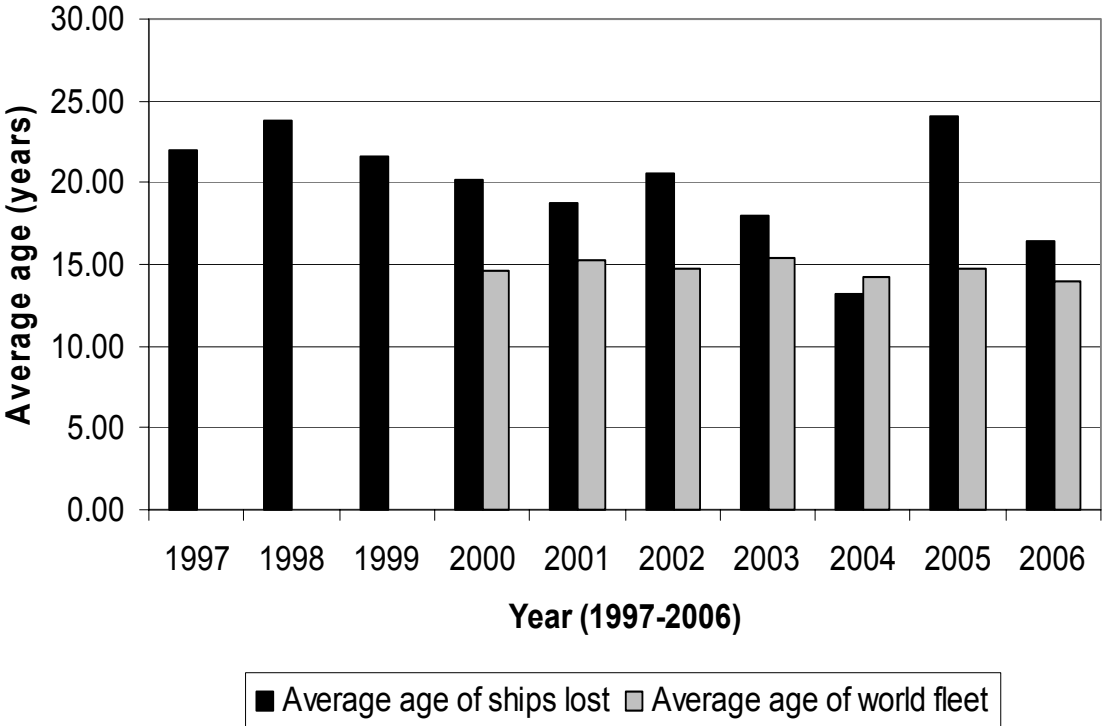
Losses caused by structural failure



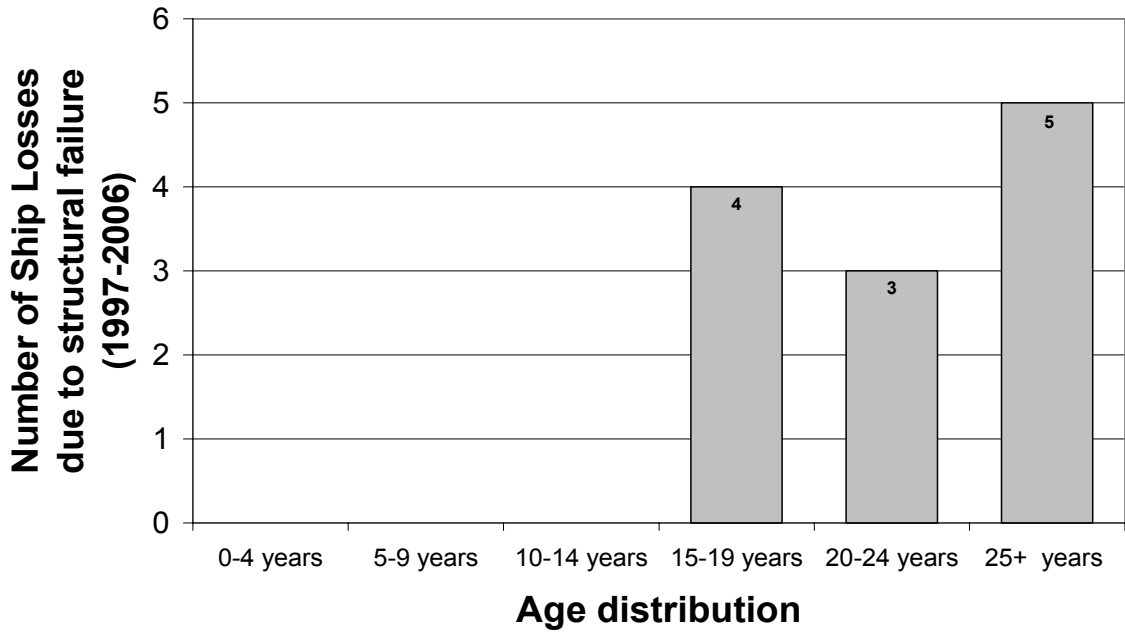
Losses by dwt



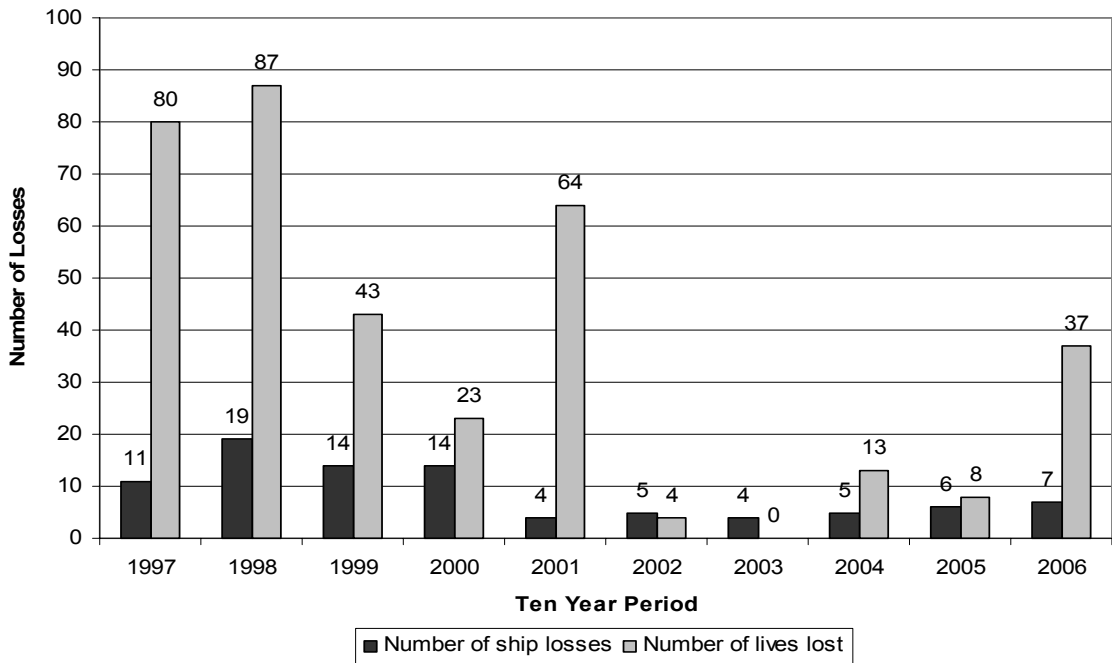
Losses by average age



Age distribution of ships lost (structural failure)



Ship and lives lost



Flag Administrations performance

This table shows all total losses of bulk carriers over 10,000 dwt during the period 1997 to 2006 with their relevant flag Administrations and the fleet of bulk carrier over 10,000 dwt for the flag Administrations in 2006.

Flag Administrations	Number of total losses during 1997-2006	Fleet of Bulk Carriers in 2006
Belize	3	14
Cambodia	2	30
China	4	197
Cyprus	12	359
D.P.R. Korea	1	11
Georgia	1	21
Greece	2	270
Hong Kong, China	3	541
Indonesia	2	13
Liberia	4	350
Malaysia	2	19
Malta	9	3111
Marshall Islands	1	187
Panama	22	1839
R. Korea	3	120
Russia	1	47
Singapore	1	189
St Vincent & Grenadines	9	110
Other	1	29
Turkey	6	106

Trends

INTERCARGO has collated information on reported total losses of bulk carriers of 10,000 dwt and above since 1990. An analysis of the database to identify period trends has been undertaken. The graphs below clearly show that number of ships and lives lost continues to fall.

