

**APROXIMACION AL ESTUDIO DEL RIESGO
DEL BLEVE Y SUS EFECTOS EN LOS
GENERADORES MARINOS DE VAPOR Y LOS
TANQUES DE CARGA DE LOS BUQUES LNG-
LPG. APLICACION COMPARATIVA DE LAS
NORMAS QUE LO REGULAN Y PREVIENEN.**

Autor: German de Melo Rodriguez
Director: Emilio Eguia López

Barcelona, mayo de 1994

ANEXO 2

CASUALTY RETURN

1990



**Lloyd's
Register**

Lloyd's Register of Shipping
71 Fenchurch Street, London EC3M 4BS
Telephone 071-709 9166
Telex 888379 LR LON G
Fax 071-488 4796

Summary of Total losses during 1990

The 188 ships reported as losses during 1990 is eleven per cent less than the figure for 1989 (and in fact is the lowest since 1960). In terms of gross tonnage, the 1990 total 1,126,026 is an increase of almost sixty-nine per cent on the previous year's total. Most of this increase can be attributed to missing or foundered bulk or bulk/oil carriers (bulk, ore, bulk/oil, ore/oil carriers), as shown in Table 3.

| | No. | Gross Tonnage | % of Tonnage Lost |
|------------------|------------|------------------|-------------------|
| Foundered | 72 | 385,762 | 34.26 |
| Missing | 6 | 186,126 | 16.53 |
| Fire/Explosion | 32 | 162,700 | 14.45 |
| Collision | 21 | 33,762 | 3.00 |
| Contact | 9 | 71,856 | 6.38 |
| Wrecked/Stranded | 44 | 262,720 | 23.33 |
| Lost, etc. | 4 | 23,098 | 2.05 |
| TOTAL | 188 | 1,126,026 | 100.00 |

BROKEN UP, ETC. 701 1,806,599

(For an analysis of total losses by category 1939-1990 see Table 8).

The largest ship totally lost during year was the Liberian motor ore/oil carrier ALGARROBO (89,178 GT, built 1973) which was declared missing one month after her last reported position on September 18th.

Foundered The number of ships which foundered during 1990 (72) was twenty-nine less than the previous year. Seventy-four per cent of these were fifteen years old or more. Tonnage lost in this category showed an increase of 157,256 to a figure of 385,762 gross tonnage. The largest ship lost in this category was the People's Republic of China flag bulk carrier TAO YUAN HAI (64,920 GT, built 1977) which was abandoned by the crew following heavy weather damage. Pumps failed to prevent the 122,734 deadweight carrier sinking with her cargo of iron ore.

Other notable casualties in this category included the Panamanian registered ore/oil carrier ALEXANDRE P (54,566 GT, built 1967) laden with 88,500 tonnes of iron ore whilst on her maiden voyage for new owners. Following an extensive air and sea search, an oil slick, flotsam and two bodies in a liferaft were all that were found belonging to this twenty-three year old vessel. The Liberian registered bulk carrier ORIENT PIONEER (57,506 GT, built 1971) sprang a leak during heavy weather and was abandoned by her crew. She was also carrying iron ore when she foundered in the Indian Ocean bound for Kaohsiung. Four men were missing following the loss of the South Korean ore carrier AZALEA (44,276 GT, built 1969) which suddenly capsized and sank whilst in tow. This twenty-one year old vessel laden with iron ore had earlier been holed and a salvage team placed on the stricken vessel. These four vessels alone accounted for 215,268 of all tonnage lost in this category.

All nineteen crew of the Greek registered cement carrier FLAG THEOFANO (2,818 GT, 1970) died when their vessel was believed overwhelmed by force 10 winds and heavy seas whilst seeking safe anchorage near the Isle of Wight. Fifteen people died when the Italian roro cargo vessel ESPRESSO TRAPANI (2,719 GT, built 1983) capsized in calm weather off Trapani. The vessel is reported to have sank in less than fifteen minutes.

Missing Six ships were reported as missing during the year. Tonnage in this category totalled 186,126 gross, the highest total recorded in post war years. This high total is accounted for by the loss of two elderly ore/oil carriers both laden with iron ore. The Greek registered PASITHEA (80,225 GT, built 1971) sailed from Kashima in August during typhoon Vernon with a crew of thirty-one. The second carrier, the seventeen year old Liberian flagged ALGARROBO (89,178 GT, built 1973) had a crew of thirty-two when she sailed from Chile with a cargo of iron ore destined for Japan.

Other losses in this category included the Cypriot bulk carrier CHARLIE (10,673 GT, built 1975) which disappeared with her crew of twenty-seven during heavy weather in January. She

was six days out from Montreal bound for Mozambique with a cargo of grain when she last reported. The Panamanian general cargo ship ALPHARD (4,264 GT, built 1972) claimed another twenty-two lives when she went missing on a voyage from China to Bangkok with a cargo of iron billets. One other elderly vessel lost was the Maltese bulk cement carrier SCANTRADER (1,591 GT, built 1964) which sailed from Bilbao for Sharpness in February.

Fire/Explosion Gross tonnage totally lost in this category during 1990 was 162,700, a slight increase over tonnage recorded for 1989. Fourteen of the losses were fishing vessels, seven general cargo ships and six tankers.

The most notable loss was the Norwegian (NIS) registered oil tanker MEGA BORG (68,459 GT, built 1975) which caught fire after a pump room explosion whilst lightering off the Coast of Texas. An estimated 12,000 tons of crude oil spilled, but most was burnt or evaporated in the subsequent fire. The casualty claimed four lives and the burnt-out vessel was towed to Pakistan for demolition.

Another Norwegian registered vessel, the chemical tanker BOW REIDUN (17,641 GT, built 1975) broke in two after an explosion sixty miles South-West of Kaohsiung. The cause of the blast which killed two crew members remains a mystery. Other losses included the Finnish passenger/ro-ro/ferry SALLY ALBATROSS (14,330 GT, built 1980) which caught fire whilst under repair at Stockholm. The vessel was subsequently scrapped down to the lower car deck at Mantyluoto. The hulk was towed to Naantali where machinery and other usable sections will be used in the construction of a replacement vessel.

Other losses in this category included the Panamanian tanker CARIBICA (19,460 GT, built 1975) which sprang a leak after an explosion and fire in September and the United States Great Lakes tanker JUPITER (4,263 GT, built 1976) which exploded whilst discharging at Bay City, Michigan. The Italian liquefied gas carrier VAL ROSANDRA (2,999 GT, built 1980) caught fire whilst discharging at Brindisi and was towed out of port and scuttled.

Collision Losses resulting from collision decreased both in number of incidents and tonnage lost. There were twenty-one ships of 33,762 gross tonnage in 1990, compared with twenty-nine ships of 58,527 gross in 1989.

The largest ship lost was the Panamanian general cargo ship REGENT KAUPAS (5,654 GT, built 1985) which sank after colliding with the container ship OCEAN BLESSING in poor visibility. Other notable losses included the Portuguese fishing vessel ILHA DE SAO VICENTE (418 GT, built 1954) which sank following collision with a bulk carrier, again in poor visibility. Only ten of the thirty crew survived the incident. The Panamanian liquefied gas carrier BLUE BIRD I (1,750 GT, built 1975) claimed seventeen lives when she collided with the SIN HUA in heavy seas. Thirteen people died when the Tanzanian passenger/general cargo ship MTWARA (639 GT, built 1972) sank after a collision with a tank barge West of Tumbatu Island, Zanzibar.

Contact Nine ships were lost during the year, amounting to 71,856 gross tonnage, more than double the tonnage recorded in 1989. Over ninety per cent of all tonnage lost was accounted for by the loss of the Panamanian bulk carrier GALLANT DRAGON (64,967 GT, built 1976) which struck a submerged object off Tubarao. The cargo hold became flooded and 2,000 tonnes of steelwork was required for renewal. It was decided to scuttle the vessel owing to the high cost of repair. All twelve members of the crew of the British registered supply ship VULCAN SERVICE (1,366 GT, built 1975) were rescued following contact with the drilling platform ARCH ROWAN. Little damage was sustained by the platform, but the supply ship sank in the heavy seas.

Wrecked/Stranded The tonnage lost in this category increased to 262,720 gross, the highest tonnage recorded since 1987. As with the other categories, one ship can account for a large percentage of the total. The largest loss in this category occurred when the Norwegian (NIS) ore/oil carrier COMBI STAR (84,348 GT, built 1972) stranded at Huasco whilst laden with a

cargo of iron ore. Side shell plating was ripped on both sides of the hull and following part discharge, the vessel was refloated with tug aid. She was subsequently sold, renamed and broken up at Kaohsiung. In July the Vanuatu registered bulk carrier PETINGO (38,999 GT, built 1967) stranded off Durnford Point, South of Richards Bay following heavy weather damage. Another loss, the Liberian flag SILIMNA (32,508 GT, built 1978) sustained a crack in her hull during heavy weather. The twelve year old vessel stranded at Ras Fartak, refloated two months later but foundered under tow.

Lost, etc. Two war losses were recorded for the year. The most significant being the Polish general cargo ship BOLESŁAW KRZYWOUSTY (8,146 GT, built 1970) which was struck by missiles and caught fire off Massawa, Ethiopia. The other loss being the KHADIJA II a Moroccan fishing vessel which caught fire after being fired upon by a patrol vessel off Nouadhibou.

The other two vessels in this category both sustained main engine damage whilst on voyage which resulted in the vessels being demolished.

Distribution The geographical distribution of total losses during the year is shown on page 7.

Types The total number of 188 ships lost during 1990 included 8 tankers, gross tonnage 138,209 (12.3 per cent), 15 ore/bulk carriers, gross tonnage 686,715 (61.0 per cent) and 50 fishing vessels. The number of general cargo vessels lost was 87 accounting for 201,864 gross tonnage (17.9 per cent). (For an analysis of losses by type see Table 3).

Size Nearly forty-eight per cent of ships reported lost were under 500 gross tonnage of which twenty per cent were in the

foundered category. Twenty-three vessels with a gross tonnage of 10,000 and above were lost.

Age Seventy-four per cent of all tonnage lost during the year was more than fifteen years of age. The youngest ship lost during 1990 was the Japanese flag MYOJIN MARU No. 8 (11,000 GT, built 1989) which foundered in heavy weather. The oldest vessel lost was the British Virgin Islands registered sailing vessel EDNA (132 GT, built 1918) which stranded in the Cook Islands.

Lives Lost The number of persons reported killed or missing as a result of total losses during the period 1985-1990 is indicated below. Six ships sustained twenty or more human casualties during 1990. Of the 188 total losses, forty-seven incidents recorded some loss of life.

| | 1990 No. | 1989 No. | 1988 No. | 1987 No. | 1986 No. |
|--------------------|-------------|-------------|-------------|--------------|--------------|
| Foundered | 149 | 443 | 561 | 523 | 431 |
| Missing | 128 | 26 | 29 | 78 | 82 |
| Fire/Explosion | 40 | 57 | 83 | 29 | 29 |
| Collision | 72 | 76 | 63 | 3,156 | 448 |
| Contact | 0 | 42 | 0 | 0 | 7 |
| Wrecked/Stranded | 0 | 34 | 23 | 34 | 27 |
| Lost, etc. | 0 | 10 | 4 | 21 | 43 |
| TOTAL LIVES | 389 | 688 | 763 | 3,841 | 1,067 |

Registration Panama and Japan suffered the highest number of losses with 25 and 18 respectively. Panama also suffered the highest gross tonnage loss with 234,534 (20.8%) followed by Liberia with 180,219 (16.0%) and Norway 171,887 (15.3%) the only countries to lose over 100,000.

Summary of ships Broken up, etc., reported during 1990

Tonnage broken up reported during 1990 decreased by 670,787 to a figure of 1,806,599 gross tonnage and is the lowest total for more than twenty-five years. The number of vessels involved (701) is the lowest recorded since 1975. Comparisons over a period of six years are shown in Tables 6 and 7.

The largest ship broken up during the year was the Panamanian flag ore/oil carrier WALCOTT (69,788 GT, built 1974) which was demolished at Port Alang, India. The oldest ship reported broken up was the Norwegian dry cargo barge GRUSGUBBEN (298 GT, built 1907) which was broken up at Stavanger.

One notable disposal was the scuttling of the Honduras registered SALTON SEA (190 GT, built 1973) which was arrested for drug smuggling and escorted to Ramsgate in September 1988. The vessel was disposed of by the British Royal Navy as a floating target.

Countries sending most tonnage to the breakers during the year were as follows:

| | Gross tonnage | No. |
|-----------------------------|------------------|-----|
| Saint Vincent | 342,467 | 44 |
| Panama | 190,268 | 14 |
| U.S.S.R. | 187,821 | 79 |
| United States of America | 133,319 | 14 |
| Liberia | 120,967 | 5 |
| Japan | 120,396 | 357 |
| India | 64,560 | 10 |
| Korea (South) | 56,103 | 2 |
| Malta | 51,629 | 4 |
| Cyprus | 47,251 | 5 |
| Honduras | 44,472 | 13 |
| Canada | 40,008 | 7 |
| Romania | 37,451 | 8 |
| Greece | 36,414 | 4 |

Japan demolished the highest number of ships, mostly small domestic tonnage. Figures for the U.S.S.R. could be misleading owing to the late reporting of disposals from their fleet and habit of flagging out tonnage, particularly to Saint Vincent, prior to demolition. This is clearly demonstrated by the fact that Saint Vincent registered vessels accounted for almost nineteen per cent of all tonnage broken up.

India dominated the market as the principal place of disposal with sixty per cent of all tonnage. Bangladesh emerged in second place taking twenty-one vessels (216,717 gross tonnage). Turkey followed in third spot with twenty-six vessels. (101,619 gross tonnage) both some way behind India but the only other countries to demolish more than 100,000 gross tonnage during the year. (For an analysis of demolition by country of disposal see Table 7).

India now appears to be the only destination capable of demolishing the larger units. Breakers are now allowed to purchase directly from sellers, indeed the State of Gujarat is now encouraging expansion at Port Alang, near Bhavnagar. Republic of China (Taiwan) which has dominated the shipbreaking market for almost twenty years took just one vessel of 2,373 gross tonnage.

Tanker tonnage disposed of (280,410 gross tonnage) amounted to 15.5 per cent of the total sold for demolition, compared with 26.6 per cent in 1989. The average size of tanker broken up was 3,949 gross tonnage.

The volume of ore/bulk carrier tonnage sold to breakers increased 76,856, or eighteen per cent of the 1989 levels. Twenty-eight ore/bulk carriers were demolished, three more than 1989. Two hundred and sixty-seven general cargo carriers were broken up, thirteen fewer than 1989.

Table 2a Size of Total losses during 1990 (Numbers of ships in divisions of Gross tonnage)

| How lost | 100 -499 | 500 -999 | 1,000 -1,999 | 2,000 -3,999 | 4,000 -5,999 | 6,000 -7,999 | 8,000 -9,999 | 10,000 -14,999 | 15,000 -19,999 | 20,000 -29,999 | 30,000 & above | TOTAL |
|---------------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|------------|
| Foundered | 37 | 7 | 2 | 11 | 5 | 1 | 1 | .. | 2 | 2 | 4 | 7 |
| Missing | 1 | .. | 1 | .. | 1 | .. | .. | 1 | .. | .. | 2 | |
| Fire/Explosion | 18 | 3 | 1 | 3 | 1 | 1 | .. | 2 | 2 | .. | 1 | 3 |
| Collision | 7 | 4 | 6 | 1 | 3 | .. | .. | .. | .. | .. | .. | 2 |
| Contact | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 1 | |
| Wrecked/Stranded | 22 | 4 | 3 | 2 | 3 | 2 | 3 | 1 | .. | 1 | 3 | 4 |
| Lost, etc. | 1 | .. | .. | 1 | .. | .. | 1 | 1 | .. | .. | .. | |
| Total Losses | 90 | 18 | 17 | 18 | 13 | 4 | 5 | 5 | 4 | 3 | 11 | 181 |

Size of ships Broken up, etc. during 1990

| How lost | 100 -499 | 500 -999 | 1,000 -1,999 | 2,000 -3,999 | 4,000 -5,999 | 6,000 -7,999 | 8,000 -9,999 | 10,000 -14,999 | 15,000 -19,999 | 20,000 -29,999 | 30,000 & above | TOTAL |
|-----------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|-------|
| Broken up, etc. | 447 | 47 | 32 | 39 | 35 | 13 | 36 | 32 | 8 | 7 | 5 | 701 |

Table 2b Age of Total losses during 1990 (Number of ships in divisions of Age)

| How lost | Not known | 0-4 years | 5-9 years | 10-14 years | 15-19 years | 20-24 years | 25-29 years | 30 years & over | TOTAL |
|---------------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|--------------------|------------|
| Foundered | .. | 3 | 6 | 6 | 22 | 17 | 6 | 12 | 72 |
| Missing | .. | .. | .. | .. | 4 | 1 | 1 | .. | 6 |
| Fire/Explosion | .. | 1 | 1 | 6 | 9 | 6 | 3 | 6 | 32 |
| Collision | .. | 1 | 2 | 4 | 2 | 7 | 2 | 3 | 21 |
| Contact | .. | 2 | .. | 4 | 3 | .. | .. | .. | 9 |
| Wrecked/Stranded | .. | 2 | 3 | 7 | 8 | 10 | 5 | 9 | 44 |
| Lost, etc. | .. | 1 | .. | .. | 1 | 2 | .. | .. | 4 |
| Total Losses | .. | 10 | 12 | 27 | 49 | 43 | 17 | 30 | 188 |

Age of ships Broken up, etc. during 1990

| How lost | Not known | 0-4 years | 5-9 years | 10-14 years | 15-19 years | 20-24 years | 25-29 years | 30 years & over | TOTAL |
|-----------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|--------------------|-------|
| Broken up, etc. | .. | 1 | 3 | 19 | 146 | 255 | 150 | 127 | 701 |

Table 3 Analysis by type of ship and category, of Total losses during 1990

| Type of ship | Foundered | | Missing | | Fire/Explosion | | How lost Collision | | Contact | | Wrecked/Stranded | | Lost, etc. | | Total | |
|---------------------------------------|-----------|----------------|-----------|----------------|----------------|----------------|--------------------|---------------|-----------|---------------|------------------|----------------|------------|---------------|------------|------------------|
| | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage |
| Tankers | | | | | | | | | | | | | | | | |
| under 1,000 GT | 1 | 427 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 427 |
| 1,000-9,999 | .. | .. | .. | .. | 2 | 7,635 | .. | .. | .. | .. | 1 | 5,999 | .. | .. | 3 | 13,634 |
| 10,000-19,999 | .. | .. | .. | .. | 2 | 32,230 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 32,230 |
| 20,000-49,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 23,459 | .. | .. | 1 | 23,459 |
| 50,000-99,999 | .. | .. | .. | .. | 1 | 68,459 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 68,459 |
| 100,000-139,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 140,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 1 | 427 | .. | .. | 5 | 108,324 | .. | .. | .. | .. | 2 | 29,458 | .. | .. | 8 | 138,209 |
| Ore/Bulk Carriers | | | | | | | | | | | | | | | | |
| under 15,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 20,796 |
| 15,000-19,999 | 1 | 15,892 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 10,123 | .. | .. | 1 | 15,892 |
| 20,000-29,999 | 2 | 44,536 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 44,536 | |
| 30,000-49,999 | 1 | 44,276 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 71,505 | .. | .. | 3 | 115,781 |
| 50,000 GT and over | 2 | 116,426 | .. | .. | .. | .. | .. | .. | 1 | 64,967 | .. | .. | .. | .. | 3 | 181,393 |
| Total | 6 | 221,130 | 1 | 10,673 | .. | .. | .. | .. | 1 | 64,967 | 3 | 81,628 | .. | .. | 11 | 378,338 |
| Ore/Bulk/Oil Carriers | | | | | | | | | | | | | | | | |
| under 50,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 308,317 |
| 50,000-99,999 | 1 | 54,566 | 2 | 169,403 | .. | .. | .. | .. | .. | .. | 1 | 84,348 | .. | .. | 4 | 308,317 |
| 100,000 GT and over | 1 | 54,566 | 2 | 169,403 | .. | .. | .. | .. | .. | .. | 1 | 84,348 | .. | .. | 4 | 308,317 |
| Total | 2 | 109,132 | 4 | 338,806 | .. | .. | .. | .. | .. | .. | 2 | 168,696 | .. | .. | 8 | 646,923 |
| General Cargo | | | | | | | | | | | | | | | | |
| under 1,000 GT | 22 | 9,392 | 1 | 197 | 5 | 2,179 | 8 | 4,537 | .. | .. | 10 | 3,355 | .. | .. | 46 | 19,660 |
| 1,000-4,999 | 15 | 49,327 | 2 | 5,855 | 1 | 2,185 | 5 | 8,857 | .. | .. | 4 | 12,246 | 1 | 2,961 | 28 | 81,431 |
| 5,000-6,999 | 2 | 12,563 | .. | .. | .. | .. | 2 | 11,198 | .. | .. | 1 | 6,471 | .. | .. | 5 | 30,232 |
| 7,000-9,999 | 1 | 8,911 | .. | .. | 1 | 7,695 | .. | .. | .. | .. | 4 | 34,249 | 1 | 8,146 | 7 | 59,001 |
| 10,000-12,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 11,540 | |
| 13,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 11,540 |
| Total | 40 | 80,193 | 3 | 6,052 | 7 | 12,059 | 15 | 24,592 | .. | .. | 19 | 56,321 | 3 | 22,647 | 87 | 201,864 |
| Container Ships | | | | | | | | | | | | | | | | |
| under 2,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 2,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Roll On/Roll Off | | | | | | | | | | | | | | | | |
| Liquefied Gas Carriers | 3 | 23,900 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2,307 | .. | 4 | 26,207 |
| Chemical Tankers | .. | .. | .. | .. | 1 | 2,999 | 1 | 1,750 | .. | .. | .. | .. | .. | .. | 2 | 4,749 |
| Fishing (all types) | .. | .. | .. | .. | 1 | 17,641 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 17,641 |
| under 500 GT | 14 | 2,786 | .. | .. | 10 | 2,189 | 1 | 418 | 4 | 855 | 11 | 2,243 | 1 | 451 | 41 | 8,942 |
| 500-999 | 1 | 685 | .. | .. | 3 | 2,818 | .. | .. | 1 | 1,679 | 1 | 652 | .. | .. | 5 | 4,155 |
| 1,000-1,999 | .. | .. | .. | .. | 1 | 1,200 | 1 | 1,489 | 1 | 1,679 | .. | .. | .. | .. | 3 | 4,368 |
| 2,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2,654 | .. | .. | 1 | 2,654 |
| Tugs | | | | | | | | | | | | | | | | |
| Supply Ships | 3 | 673 | .. | .. | .. | .. | .. | .. | 1 | 1,599 | 1 | 312 | .. | .. | 5 | 2,584 |
| Dredgers | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2,756 | .. | .. | .. | .. | 2 | 2,756 |
| Ferries | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4,639 |
| Passenger Vessels (incl. Pass. cargo) | 3 | 1,402 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 4,639 |
| Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1,232 | .. | .. | 7 | 17,948 |
| Total-ALL TYPES | 72 | 385,762 | 6 | 186,128 | 32 | 162,700 | 21 | 33,762 | 9 | 71,856 | 44 | 262,720 | 4 | 23,098 | 188 | 1,126,026 |

Table 4 Analysis by type and age, of ships Broken up, etc. during 1990

| Type of ship | 0-4 years | | 5-9 years | | 10-14 years | | 15-19 years | | 20-24 years | | 25-29 years | | 30 years & over* | | TOTAL | |
|---------------------------------------|-----------|---------------|-----------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|------------------|---------------|-------|-----------|
| | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | | |
| Tankers | | | | | | | | | | | | | | | | |
| under 1,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 1,000-9,999 | .. | .. | .. | .. | 5 | 908 | 11 | 1,882 | 17 | 3,542 | 6 | 1,594 | 7 | 3,300 | 46 | |
| 10,000-19,999 | .. | .. | .. | .. | .. | .. | 1 | 1,595 | 6 | 15,065 | 5 | 17,221 | 2 | 2,273 | 14 | |
| 20,000-49,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 43,667 | 3 | 45,332 | 6 | |
| 50,000-99,999 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 29,586 | 3 | 90,985 | 1 | 23,460 | 5 | |
| 100,000-139,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 140,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total | .. | .. | .. | .. | 5 | 908 | 12 | 3,477 | 24 | 48,193 | 17 | 153,467 | 13 | 74,365 | 71 | 280,410 |
| Ore/Bulk Carriers | | | | | | | | | | | | | | | | |
| under 15,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 15,000-19,999 | .. | .. | .. | .. | .. | .. | 1 | 12,957 | 8 | 91,906 | 5 | 45,253 | 4 | 44,187 | 18 | |
| 20,000-29,999 | .. | .. | .. | .. | .. | .. | 1 | 17,949 | 2 | 33,278 | .. | .. | 1 | 15,279 | 4 | |
| 30,000-49,999 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 40,715 | .. | .. | .. | .. | 2 | |
| 50,000 GT and over | .. | .. | .. | .. | .. | .. | 1 | 31,026 | .. | .. | .. | .. | .. | .. | 1 | |
| Total | .. | .. | .. | .. | .. | .. | 3 | 61,932 | 12 | 165,899 | 5 | 45,253 | 5 | 59,466 | 25 | 332,550 |
| Ore/Bulk/Oil Carriers | | | | | | | | | | | | | | | | |
| under 50,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 39,722 | .. | .. | .. | .. | 1 | |
| 50,000-99,999 | .. | .. | .. | .. | .. | .. | 1 | 69,788 | 1 | 55,534 | .. | .. | .. | .. | 2 | |
| 100,000 GT and over | .. | .. | .. | .. | .. | .. | 1 | 69,788 | 2 | 95,256 | .. | .. | .. | .. | 3 | |
| Total | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 165,044 |
| General Cargo | | | | | | | | | | | | | | | | |
| under 1,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 1,000-4,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 5,000-6,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 7,000-9,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 10,000-12,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 13,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Total | .. | .. | .. | .. | 5 | 8,337 | 32 | 50,395 | 94 | 208,312 | 75 | 336,260 | 61 | 166,180 | 267 | 769,484 |
| Container Ships | | | | | | | | | | | | | | | | |
| under 2,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 2,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Roll On/Roll Off | | | | | | | | | | | | | | | | |
| Liquefied Gas Carriers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Chemical Tankers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Fishing (all types) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| under 500 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 500-999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 1,000-1,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| 2,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Tugs | | | | | | | | | | | | | | | | |
| Supply Ships | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Dredgers | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Ferries | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Passenger Vessels (incl. Pass. cargo) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Miscellaneous | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| TOTAL-ALL TYPES | 1 | 268 | 3 | 422 | 19 | 10,469 | 146 | 247,316 | 255 | 596,279 | 150 | 602,505 | 127 | 349,340 | 701 | 1,806,599 |

*Where date of build is unknown the ship is included in the '30 years & over' column

Table 8 Total losses 1939-1990

| Merchant Fleets | Year | Foundered | | Missing | | Fire/Explosion | | Collision | | WW II Losses | | Wrecked/** Stranded | | Lost | | TOTAL LOSSES | | |
|-----------------|-------------|-----------|---------------|---------|---------------|----------------|---------------|-----------|---------------|--------------|---------------|---------------------|---------------|---------|---------------|--------------|---------------|-----------|
| | | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | |
| 29,763 | 68,509,432 | 1939 | 24 | 13,699 | 21 | 17,847 | 22 | 88,425 | 31 | 59,550 | 236 | 912,102 | 123 | 222,722 | 10 | 31,941 | 238 | 435,666 |
| | | 1940 | 33 | 43,539 | 85 | 161,301 | 17 | 63,295 | 73 | 130,842 | 1,107 | 4,332,942 | 152 | 328,395 | 5 | 6,104 | 271 | 733,476 |
| | | 1941 | 30 | 108 | 108 | 328,382 | 21 | 81,970 | 59 | 103,459 | 1,069 | 4,167,286 | 110 | 205,695 | 13 | 30,501 | 341 | 781,986 |
| | | 1942 | 21 | 30,425 | 94 | 348,684 | 16 | 41,492 | 48 | 41,492 | 1,536 | 7,841,286 | 112 | 313,432 | 9 | 5,547 | 300 | 856,116 |
| | | 1943 | 30 | 44,397 | 60 | 260,957 | 16 | 54,964 | 48 | 145,265 | 940 | 4,271,496 | 86 | 225,356 | 9 | 6,982 | 247 | 737,901 |
| | | 1944 | 26 | 39,062 | 13 | 23,736 | 30 | 109,941 | 44 | 107,010 | 695 | 2,701,930 | 91 | 196,601 | 33 | 21,016 | 237 | 497,366 |
| | | 1945 | 29 | 25,896 | 5 | 8,945 | 19 | 83,959 | 24 | 57,683 | 307 | 1,258,379 | 67 | 180,732 | 12 | 9,769 | 156 | 366,984 |
| | | 1946 | 25 | 41,291 | 4 | 1,795 | 16 | 45,833 | 17 | 23,671 | 25 | 52,209 | 88 | 207,589 | 3 | 7,703 | 155 | 327,882 |
| | | 1947 | 29 | 23,376 | 13 | 7,631 | 27 | 76,594 | 19 | 17,245 | | | 92 | 227,056 | 22 | 36,521 | 200 | 388,423 |
| | | 1948 | 38 | 26,204 | 8 | 13,989 | 24 | 33,313 | 11 | 6,136 | | | 96 | 126,923 | 19 | 18,934 | 196 | 22,501 |
| | | 1949 | 48 | 21,568 | 8 | 4,797 | 28 | 34,537 | 29 | 17,739 | | | 94 | 146,647 | 12 | 14,120 | 220 | 244,120 |
| | | 1950 | 41 | 25,928 | 10 | 2,399 | 25 | 46,295 | 14 | 14,969 | | | 113 | 150,423 | 19 | 20,012 | 222 | 260,026 |
| 31,226 | 87,245,044 | 1951 | 46 | 60,306 | 4 | 1,445 | 18 | 41,537 | 21 | 20,564 | 106 | 133,765 | 106 | 133,765 | 23 | 15,266 | 218 | 290,863 |
| 31,461 | 90,180,359 | 1952 | 42 | 31,252 | 5 | 11,479 | 27 | 39,202 | 19 | 28,391 | 81 | 136,960 | 81 | 136,960 | 10 | 2,932 | 188 | 250,216 |
| 31,797 | 93,351,800 | 1953 | 45 | 49,318 | 19 | 12,056 | 33 | 60,005 | 33 | 61,857 | 189 | 121,884 | 189 | 121,884 | 10 | 17,102 | 226 | 322,222 |
| 32,358 | 97,421,526 | 1954 | 42 | 47,380 | 12 | 22,964 | 18 | 35,140 | 13 | 10,093 | 84 | 140,802 | 84 | 140,802 | 13 | 5,990 | 182 | 262,369 |
| 32,492 | 100,568,779 | 1955 | 39 | 30,083 | 4 | 4,827 | 13 | 10,249 | 34 | 51,379 | 75 | 145,662 | 75 | 145,662 | 13 | 12,458 | 178 | 254,658 |
| 33,052 | 105,200,361 | 1956 | 41 | 59,524 | 10 | 4,422 | 17 | 19,203 | 20 | 57,833 | | | 61 | 101,403 | 14 | 6,150 | 163 | 248,535 |
| 33,804 | 110,246,081 | 1957 | 43 | 38,135 | 2 | 14,384 | 14 | 56,933 | 20 | 37,933 | 73 | 110,795 | 73 | 110,795 | 9 | 12,677 | 163 | 270,963 |
| 35,202 | 118,033,731 | 1958 | 48 | 79,125 | 4 | 1,783 | 15 | 65,608 | 23 | 55,944 | 56 | 114,718 | 56 | 114,718 | 16 | 30,388 | 160 | 347,549 |
| 36,221 | 124,935,479 | 1959 | 60 | 45,646 | 3 | 1,657 | 14 | 21,416 | 22 | 49,352 | 72 | 49,352 | 72 | 49,352 | 9 | 5,429 | 181 | 281,523 |
| 36,311 | 129,769,500 | 1960 | 50 | 68,181 | 7 | 6,285 | 17 | 74,054 | 19 | 48,544 | 80 | 160,297 | 80 | 160,297 | 6 | 2,809 | 171 | 351,160 |
| 37,792 | 135,915,958 | 1961 | 43 | 45,155 | 1 | 5,535 | 35 | 109,739 | 23 | 75,889 | 123 | 235,698 | 123 | 235,698 | 7 | 4,071 | 189 | 471,097 |
| 38,661 | 139,979,813 | 1962 | 64 | 62,098 | 11 | 12,372 | 24 | 54,085 | 16 | 25,036 | 297 | 297,082 | 297 | 297,082 | 11 | 30,425 | 249 | 461,098 |
| 39,571 | 145,863,463 | 1963 | 55 | 36,343 | 7 | 21,998 | 30 | 69,287 | 40 | 55,711 | 116 | 297,503 | 116 | 297,503 | 9 | 15,963 | 254 | 496,805 |
| 40,859 | 152,959,621 | 1964 | 65 | 59,436 | 8 | 11,983 | 31 | 68,920 | 29 | 88,177 | 108 | 298,424 | 108 | 298,424 | 10 | 3,260 | 249 | 558,280 |
| 43,014 | 160,391,504 | 1965 | 81 | 114,256 | 4 | 1,193 | 36 | 204,355 | 25 | 38,724 | 121 | 357,384 | 121 | 357,384 | 7 | 3,891 | 277 | 739,804 |
| 44,375 | 171,129,833 | 1966 | 82 | 168,964 | 4 | 1,202 | 55 | 256,547 | 42 | 108,199 | 146 | 326,436 | 146 | 326,436 | 9 | 14,487 | 312 | 822,538 |
| 47,444 | 182,099,644 | 1967 | 87 | 133,571 | 15 | 23,123 | 49 | 147,039 | 34 | 62,436 | 142 | 464,608 | 142 | 464,608 | 6 | 2,016 | 317 | 832,803 |
| | 194,152,378 | 1968 | 91 | 146,697 | 9 | 10,764 | 51 | 175,963 | 23 | 61,343 | | | | | 10 | 6,753 | 326 | 760,447 |
| 50,276 | 211,660,893 | 1969 | 108 | 152,102 | 3 | 10,637 | 54 | 266,498 | 45 | 139,846 | 107 | 231,175 | 107 | 231,175 | 10 | 24,720 | 327 | 824,978 |
| 52,444 | 227,489,864 | 1970 | 140 | 234,948 | 7 | 22,102 | 63 | 87,144 | 40 | 48,432 | 129 | 227,707 | 129 | 227,707 | 16 | 2,746 | 352 | 912,619 |
| 55,041 | 247,402,634 | 1971 | 129 | 180,871 | 3 | 1,539 | 63 | 304,086 | 44 | 83,977 | 121 | 432,215 | 121 | 432,215 | 7 | 4,688 | 377 | 1,030,660 |
| 57,391 | 266,340,145 | 1972 | 156 | 218,819 | 10 | 34,445 | 63 | 331,507 | 32 | 44,904 | 98 | 202,982 | 98 | 202,982 | 12 | 10,669 | 371 | 949,336 |
| 59,606 | 289,926,686 | 1973 | 145 | 206,204 | 10 | 121,106 | 63 | 233,077 | 32 | 137,137 | 101 | 352,895 | 101 | 352,895 | 8 | 23,977 | 363 | 919,854 |
| 61,194 | 311,322,626 | 1974 | 105 | 121,106 | 7 | 19,860 | 51 | 233,077 | 39 | 137,137 | | | | | 6 | 5,783 | 311 | 869,658 |
| 63,724 | 342,162,383 | 1975 | 125 | 189,114 | 4 | 13,949 | 61 | 322,131 | 34 | 119,107 | 107 | 315,428 | 107 | 315,428 | 5 | 35,472 | 326 | 995,261 |
| 65,867 | 371,999,926 | 1976 | 111 | 165,159 | 6 | 54,182 | 60 | 229,354 | 32 | 53,225 | 132 | 600,997 | 132 | 600,997 | 4 | 1,566 | 345 | 1,156,109 |
| 67,945 | 393,678,359 | 1977 | 129 | 197,424 | 3 | 7,969 | 57 | 477,409 | 32 | 58,041 | 112 | 327,360 | 112 | 327,360 | 3 | 4,924 | 336 | 1,073,127 |
| 69,020 | 406,001,979 | 1978 | 169 | 258,585 | 9 | 14,734 | 85 | 586,367 | 32 | 140,306 | 144 | 681,798 | 144 | 681,798 | 10 | 28,023 | 473 | 1,210,259 |
| 71,129 | 413,021,426 | 1979 | 164 | 336,904 | 4 | 17,734 | 83 | 752,499 | 47 | 507,659 | No. | CONTACT | 153 | 514,587 | 14 | 80,876 | 465 | 1,304,927 |
| 73,832 | 419,910,651 | 1980 | 152 | 504,934 | 8 | 184,721 | 55 | 647,116 | 39 | 67,661 | 127 | 277,536 | 127 | 277,536 | 11 | 122,059 | 387 | 1,804,027 |
| 73,864 | 420,834,813 | 1981 | 120 | 243,822 | 10 | 24,545 | 67 | 469,222 | 41 | 123,015 | 100 | 232,029 | 100 | 232,029 | 6 | 19,669 | 387 | 1,828,250 |
| 75,151 | 424,741,682 | 1982 | 142 | 223,459 | 1 | 19,980 | 79 | 570,126 | 32 | 46,543 | 6 | 7,961 | 108 | 453,870 | 32 | 371,961 | 402 | 1,631,930 |
| 76,106 | 422,590,317 | 1983 | 127 | 160,191 | 3 | 2,995 | 58 | 675,076 | 35 | 51,493 | 10 | 14,074 | 130 | 453,872 | 20 | 114,910 | 340 | 1,472,611 |
| 76,068 | 418,682,442 | 1984 | 131 | 212,936 | 2 | 15,787 | 57 | 364,729 | 35 | 85,990 | 7 | 29,670 | 69 | 360,646 | 24 | 130,492 | 327 | 1,753,941 |
| 76,395 | 416,268,534 | 1985 | 108 | 242,234 | 2 | 28,570 | 48 | 276,128 | 35 | 89,481 | 10 | 13,670 | 74 | 257,429 | 30 | 743,200 | 307 | 1,651,210 |
| 75,266 | 404,910,937 | 1986 | 99 | 182,985 | 7 | 10,341 | 47 | 304,061 | 21 | 32,158 | 5 | 31,605 | 51 | 528,256 | 35 | 1,519,329 | 265 | 2,608,735 |
| 75,240 | 403,998,122 | 1987 | 101 | 395,217 | 4 | 40,994 | 27 | 95,672 | 24 | 96,031 | 7 | 21,341 | 43 | 298,209 | 13 | 336,697 | 219 | 1,284,161 |
| 75,680 | 403,480,079 | 1988 | 105 | 168,575 | 3 | 16,459 | 31 | 125,229 | 20 | 17,671 | 8 | 14,942 | 53 | 227,364 | 11 | 394,330 | 231 | 804,670 |
| 76,100 | 410,480,683 | 1989 | 101 | 228,506 | 2 | 12,619 | 27 | 150,251 | 29 | 58,527 | 9 | 32,010 | 36 | 151,119 | 5 | 24,211 | 211 | 667,294 |
| 78,336 | 423,627,198 | 1990 | 72 | 385,762 | 8 | 186,128 | 32 | 162,700 | 21 | 33,762 | 9 | 71,856 | 44 | 262,720 | 4 | 23,098 | 188 | 1,126,026 |

* N.B. Figures as published in Annual Summaries
 **Including Contact prior to 1981
 WW II Losses not included in total.

| | | | | | | | |
|------------------------------|---------|-----|----------------------------|------------------------|-------------------|--|----|
| ANNIE BUTLER 1971 | 299 | DEN | GENERAL DRY CARGO | AAHEIM-HONFLEUR | MAGNESITE | WRECKED OFF STORDOY AT 2310HRS ON 18/3/89 | WS |
| ANTONIO PASCOAL 1948 | 1 200 | PTG | FISHING | FISHING GROUNDS-AVEIRO | .. | CAUGHT FIRE IN ENGINE ROOM AND SANK N W OF THE AZORES ON 24/6/90 | FX |
| AQUA ENTERPRISE 1980 | 171 | AST | FISHING | .. | .. | STRUCK SUBMERGED OBJECT AND SANK 60 MLS S OF HOBART, TASMANIA ON 13/3/90. | CT |
| ARATO MARU 1970 | 197 | JPN | GENERAL DRY CARGO | .. | .. | REPORTED MISSING BETWEEN HAMADA, SHIMANE PREF., AND GOTSU, SHIMANE PREF., ON 27/4/90. | MG |
| ARCOLA 1987 | 1 390 | ITL | TUG/SUPPLY SHIP (O R.S.V.) | .. | CONTAINERS | STRUCK PLATFORM AND SANK IN LAT. 53 16N., LONG. 03 37E., ON 26/6/90 IN POOR VISIBILITY. | CT |
| ARTIBONITE 1946 | 289 | HON | GENERAL DRY CARGO | MIAMI, FL.. | .. | REPORTED 11/5/90: FOUNDERED WHILST ON VOYAGE FROM MIAMI, FL., TO HAITI. | FD |
| ASSABA I 1973 | 124 | MAU | FISHING | LAS PALMAS | .. | CAUGHT FIRE AT LAS PALMAS ON 26/6/90. TOWED OUT TO SEA AND SANK SAME DAY. | FX |
| ASUZAN MARU No. 7 1969 | 789 | JPN | GENERAL DRY CARGO | .. | .. | REPORTED 3/7/79; FOUNDERED. | FD |
| ATERPE-ALAI 1975 | 988 | SPN | FISHING | PORT VICTORIA | FISH | DAMAGED BY EXPLOSION AND FIRE IN ENGINE ROOM AT PORT VICTORIA, SEY., IN LAT. 04 36S., LONG. 55 28E., ON 18/10/90; SUBSEQUENTLY SANK ON 19/10/90. | FX |
| AVAJ 1975 | 162 029 | IRN | TANKER | KHARG ISLAND | CRUDE OIL | CAUGHT FIRE AFTER BEING ATTACKED AT KHARG ISLAND ON 19/3/88; SUBSEQUENTLY TAKEN TO DUBAI. LATER TOWED TO ZHONGSHAN FOR BREAKING UP. | LT |
| AWDAL | 350 | IND | FISHING | DUBAI | .. | FOUNDERED 4KM. OFF BOMBAY ON 23/8/89. | FD |
| AZALEA 1969 | 44 276 | KRS | ORE CARRIER | NARVIK-BREMERHAVEN | IRON ORE | REPORTED SINKING 21 MLS W. OF UTSIRA IN LAT. 59 23N., LONG. 04 07E., ON 22/3/90 AFTER CRACK IN NO. 1 BALLAST TANK. SUBSEQUENTLY CAPSIZED AND SANK 12 N MLS N.W. OF HAUGESUND WHILST IN TOW. | FD |
| BARTOLOME II 1986 | 156 | ECU | LAUNCH | GALAPAGOS ISLA | PASSENGERS | BURNT AND SANK OFF SEYMOUR ISLAND, GALAPAGOS ISLANDS ON 26/10/90 AFTER GAS CYLINDER EXPLOSION. | FX |
| BASSAM B 1963 | 398 | LEB | GENERAL DRY CARGO | SIDON | CONTAINERS | REPORTED 21/8/89: SUNK DURING HOSTILITIES AT SIDON. | LT |
| BEATRIZ 1965 | 197 | SPN | FISHING | .. | .. | REPORTED 31/5/89: LOST. | XX |
| BELINDA JO 1956 | 381 | DIS | GENERAL DRY CARGO | NYKOBING-SOLVESBORG | .. | REPORTED 21/6/90: TOUCHED BOTTOM OFF SOLVESBORG. DRYDOCKED AT SOLVESBORG. TOWED TO GRAASTEN AND BROKEN UP. | WS |
| BEN NGHE 1965 | 2 948 | VNM | GENERAL DRY CARGO | .. | .. | STRANDED OFF FUJIAN PROVINCE, P. R. OF CHINA, 20/10/89. | WS |
| BENN 1965 | 346 | SVC | GENERAL DRY CARGO | PORT OF SPAIN | .. | CAUGHT FIRE AT PORT OF SPAIN ON 11/4/90 WHILST UNDER REPAIR. TAKEN IN TOW FOR CASTRIES ON 14/1/91. PRESUMED FOUNDERED IN LAT. 11 20N., LONG. 65 00W., AFTER BREAKING TOW ON 17/1/91 IN HEAVY WEATHER | FX |
| BIRGITTE THOMAS 1961 | 117 | DEN | FISHING | .. | .. | REPORTED FOUNDERED IN LAT. 56 23N., LONG. 07 29E., ON 11/7/89. | FD |
| BJAL JUNIOR 1965 | 104 | GRN | FISHING | .. | SCALLOPS | EXTENSIVELY DAMAGED BY FIRE OFF NARSSAQ, GREENLAND ON 8/4/90 IN GOOD WEATHER AND BEACHED AT MALENA BAY SUBSEQUENTLY REFLOATED AND TAKEN TO NUUK HARBOUR TO BE SCUTTLED | FX |
| BLUE BIRD I 1965 | 1 750 | PAN | LIQ. GAS CARRIER | BINTULU-PORT KELANG | LIQ. AMMONIA | SANK AFTER COLLISION WITH MV 'SIN HUA' OFF TANJUNG DATU, WEST KALIMANTAN IN LAT. 01 50N., LONG. 108 31E., ON 25/9/90 IN HEAVY WEATHER. | CN |
| BOLESLAW KRZYWOUSTY 1970 | 8 146 | POL | GENERAL DRY CARGO | PORT SUDAN-MASSAWA | CERAMICS & COTTON | STRUCK BY MISSILES AND CAUGHT FIRE 50 MLS OFF MASSAWA ON 3/1/90. SUBSEQUENTLY STRANDED IN LAT. 16 23 30N., LONG. 39 12 12E. | LT |
| BOQUERON 1968 | 1 992 | PAR | GENERAL DRY CARGO | PORTIMAO-REQUEJADA | TIMBER | STRANDED AND BROKE IN TWO AT CABO QUINTRES ON 25/1/90 AFTER SPRANG LEAK AND CARGO SHIFTED IN HEAVY SEAS. | WS |

| | | | | | | |
|-----------------------------|--------|-----|------------------------|--|-------------------------------------|--|
| TENJIN MARU 1968 | 197 | JPN | GENERAL DRY CARGO | KOMATSUSHIMA. TOKUSHIMA-GOBO. WAKAYAMA P | LOGS | FOUNDERED IN LAT 33 59N LONG 134 55E ON 10-11 90 IN HEAVY WEATHER |
| TIEN FU 1970 | 3 379 | PAN | GENERAL DRY CARGO | KAOSIUNG GUANGDOONG | TIMBER & PAPER PRODUCTS | CAPSIZED AND SANK IN LAT 22 17N LONG 114 21E. ON 17 6:90 AFTER DEVELOPING LIST AND TAKING WATER ON 16-6-90 DURING TROPICAL STORM 'NATHAN' |
| TINDALO 1960 | 9 174 | PHI | GENERAL DRY CARGO | PIRAEUS-.. | .. | STRANDED IN LAT 40 35 54N LONG 22 52 42E. PREVIOUS TO 18/12/85. SUBSEQUENTLY REFLOATED, TAKEN TO ALIAGA, SOLD AND BROKEN UP |
| TOLEDO 1978 | 9 999 | SNG | GENERAL DRY CARGO | SAINT JOHN, N.B.- FREDERICIA | POTASH | SPRANG LEAK IN NO 4 HOLD IN LAT 48 51N. LONG 14 01W. ON 20/2/90 IN HEAVY WEATHER TAKEN IN TOW 21/2/ 90 TOW- LINE PARTED 26/2/90 TOW RECONNECTED 2/3/90 BEACHED AT GERRANS BAY, FALMOUTH. SUBSEQUENTLY REFLOATED SCUTTLED |
| TRADER 1963 | 462 | PAN | RORO CARGO/FERRY | DOUALA-MALABO | PASSENGERS, CONTAINERS & BEER | CAPSIZED AND SANK OFF DOUALA ON 12 7/90 IN HEAVY WEATHER |
| TRAMONTANA 1984 | 1 174 | MEX | FISHING | .. | .. | CAUGHT FIRE AND SANK 460 MILES S.W. OF MANZANILLO, MEXICO ON 1/12/89 |
| TRIO ACE 1973 | 9 059 | PAN | GENERAL DRY CARGO | AQABA-BOMBAY | MURIATE OF POTASH | STRANDED ON PRONGS REEF, OFF BOMBAY, IN LAT 18 52N., LONG. 72 47E. ON 2/5/90 REFLOATED WITH ASSISTANCE 9/5/90 AFTER PART CARGO DISCHARGED TOWED INTO PORT SUBSEQUENTLY SOLD AND BROKEN UP |
| TRITON TRADER 1960 | 3 132 | HON | GENERAL DRY CARGO | NEW YORK, NY- ASHDOD | FIBREBOARD | DEVELOPED LIST IN APPROXIMATELY LAT 39 00N., LONG. 60 30W., ON 14/12/87 AFTER CARGO SHIFTED IN HEAVY WEATHER. VESSEL TOWED TO SHELburne. U.S. ARRIVED SYDNEY, N.S. SUBSEQUENTLY TOWED TO PORT ALANG SOLD AND BROKEN UP |
| TURIAMO 1967 | 488 | VEN | GENERAL DRY CARGO | .. | PAPER | CAUGHT FIRE IN ENGINE ROOM IN LAT. 16 21N., LONG. 62 54W., ON 16/2/90. VESSEL ABANDONED BY CREW AND PRESUMED TO HAVE FOUNDERED |
| UNGGULI IV 1957 | 449 | IDA | GENERAL DRY CARGO | .. | COFFEE BEANS 423 T | CAPSIZED AND SANK OFF BELAWAN ON 9/4/84 IN HEAVY WEATHER. |
| UNILAXMI 1969 | 2 924 | IND | GENERAL DRY CARGO | BOMBAY-PENANG | SALT 2,000 TONNES | SPRANG LEAK WHILST ANCHORED OFF TUTICORIN 10/11/85 AND SUBSEQUENTLY SANK 18/11/85. |
| VAIHERE 1967 | 200 | FPO | GENERAL DRY CARGO | .. | .. | FOUNDERED 45 MILES E. OF PAPEETE IN LAT. 17 28S., LONG. 148 33W., ON 20/3/ 90 |
| VAL ROSANDRA 1980 | 2 999 | ITL | LIQ. GAS CARRIER | BRINDISI | PETROCHEMICALS | CAUGHT FIRE IN WAY OF COMPRESSOR ROOM AND NO. 3 CARGO TANK WHILST DISCHARGING AT BRINDISI 28/4/90. TOWED INTO ROADS AND THENCE TO APPROXIMATELY 31 MILES OFF PORT. SUBSEQUENTLY SCUTTLED. |
| VIRGEN DE LA PAZ 1968 | 997 | PHI | GENERAL DRY CARGO | MANILA-BUTUAN | GENERAL | SANK AFTER COLLISION WITH RO-RO MV 'NEN JIANG' OFF CORREGIDOR ISLAND, MANILA BAY ON 28/4/90. |
| VULCAN SERVICE 1975 | 1 366 | GBI | SUPPLY SHIP (O.R.S.V.) | .. | CONTAINERS | STRUCK SELF-ELEVATING DRILLING PLATFORM 'ARCH ROWAN' IN LAT. 52 56 32N., LONG. 03 01 57E., ON 25/12/90 IN HEAVY WEATHER; SUBSEQUENTLY SANK IN LAT. 53 02 76N., LONG. 03 01 92E. LATER SAME DAY |
| WAKAMIYA MARU 1976 | 699 | JPN | GENERAL DRY CARGO | MUTSU, AOMORI PRE- OKAYAMA, OKAYAMA PR | SAND 2,000 TONNES | SANK AFTER COLLISION WITH MV 'YAMATO MARU No 8' IN LAT. 33 55N. LONG. 136 32E., ON 13/5/90 IN DENSE FOG |
| WALTER LEONHARDT 1966 | 23 570 | CYP | BULK CARRIER | TAMPA, FL-ANTWERP | PHOSPHATE ROCK | FOUNDERED IN LAT 34 15N., LONG 47 17W. ON 18/2/90 AFTER SUSTAINING HULL DAMAGE AND NO 2 HOLD FLOODED |
| WICKHAM 1972 | 312 | AST | TUG | CAPE LAMB | .. | WRECKED ON ROCKS AT CAPE LAMBERT WESTERN AUSTRALIA, ON 27-1-90 AFTER BREAKING MOORINGS DURING CYCLONE 'TINA' |
| WILCON III 1966 | 2 185 | PHI | GENERAL DRY CARGO | NASIPIT-CEBU | .. | CAUGHT FIRE IN ENGINE ROOM WHILST ON VOYAGE FROM NASIPIT TO CEBU ON 25-2-90. SUBSEQUENTLY SANK IN LAT. 26N. LONG 125 11E ON 26-2/90 |
| WINTER HAWK 1977 | 101 | USA | FISHING | .. | .. | FOUNDERED 150 MILES W OF ST GEORGE'S ISLAND ON 25/11/90 DURING A STORM THE BERING SEA. |