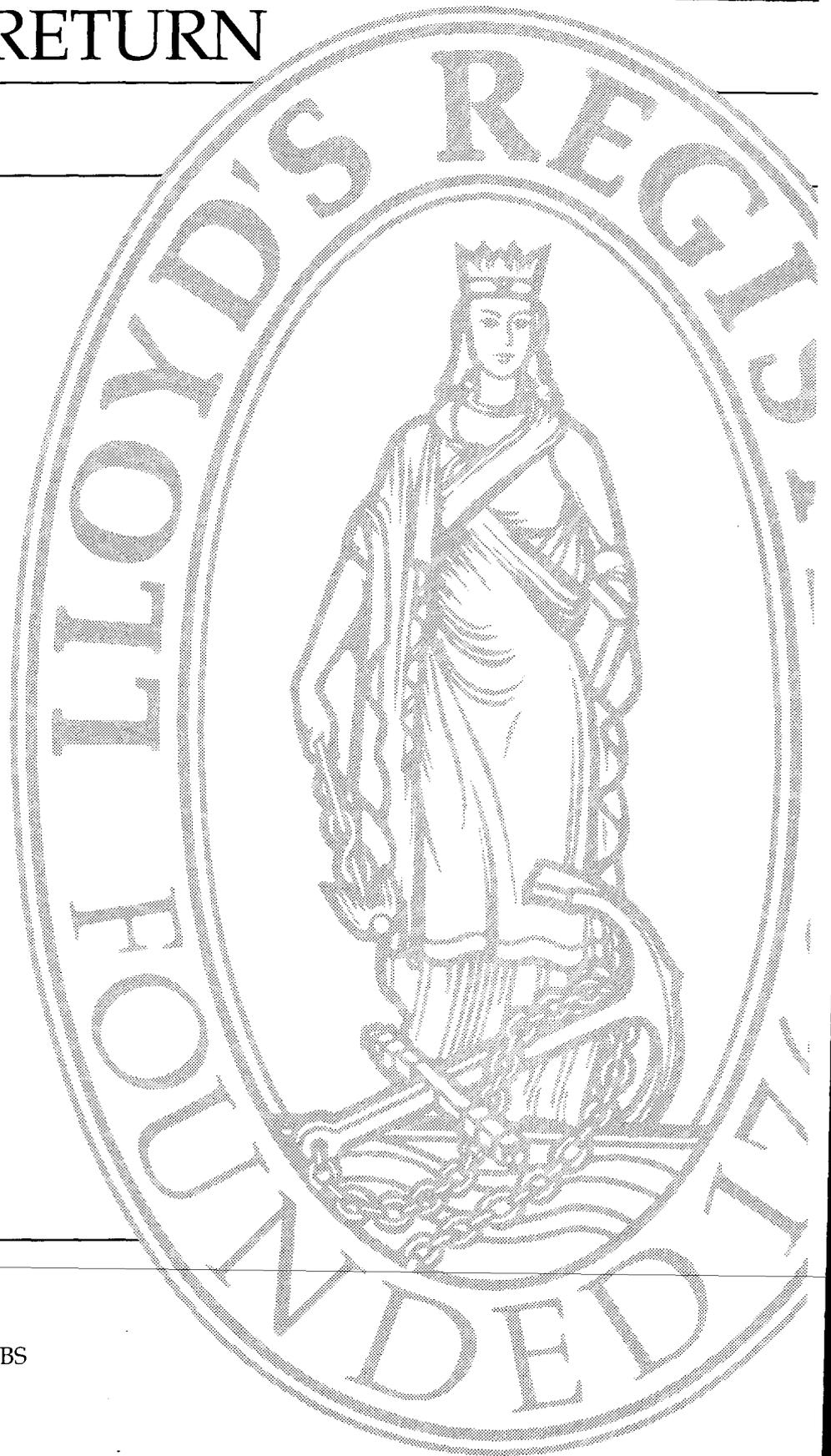

CASUALTY RETURN

1990



**Lloyd's
Register**

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The Casualty Return only includes those ships which have been declared as losses during 1990.

Part 1 of the Return includes losses declared during 1990 but where the initiating casualty event occurred before 1990.

Whilst every effort is made to record all losses of ships of the world fleet, losses within the smaller GT ranges (particularly 100-499 and 500-999) are probably under-stated.

DEFINITIONS

1 **Total Loss** For the purpose of Lloyd's Register Casualty Return the term 'Total Loss' refers to a merchant ship which, as a result of being a marine casualty, has ceased to exist, either by virtue of the fact that the ship is irrecoverable or has subsequently been broken up. Ships which have been declared constructive total losses but which are undergoing or have undergone repairs are not included. Ships of less than 100 gross tonnage are not included in the Return.

2 **Casualty Categories** are defined as follows:

Foundered Includes ships which sank as a result of heavy weather, springing of leaks, breaking in two, etc., but not as a consequence of categories listed below.

Missing After a reasonable period of time, no news having been received of a ship and its fate being therefore undetermined, the ship is posted as 'Missing' at the Corporation of Lloyd's and is included in the Missing category on the data base together with similar cases reported by other reliable sources.

Note: In peacetime, missing ships are considered as losses occasioned to ships by marine perils.

Fire/Explosion Includes ships lost as a result of fire and/or explosion where it is the first event reported.

Note: It therefore follows that casualties involving fires and/or explosions after collisions, stranding, etc., would be categorised under 'Collision', 'Stranding'.

Collision Includes ships lost as a result of striking or being struck by another ship, regardless of whether under way, anchored or moored. This category does not include striking underwater wrecks.

Contact Includes ships lost as a result of striking an external substance but *not* another ship or the sea bottom (*see* categories 'Collision' and 'Wrecked/Stranded'). This category includes striking drilling rigs/platforms, regardless of whether in fixed position or in tow.

Wrecked/Stranded Includes ships lost as a result of touching the sea bottom, sandbanks or seashore, etc., as well as entanglement on underwater wrecks.

Lost, etc.

(i) **War Loss/Damage during Hostilities.** This category also encompasses loss occasioned to ships by hostile acts.

(ii) **Hull/Machinery Damage** includes ships lost as a result of hull/machinery damage or failure which is not attributable to any other category.

(iii) **Miscellaneous** Includes ships which have been lost which, for want of sufficient reasons, cannot be classified.

3 **Date of Casualty** The date of casualty is that on which the first reported event of the casualty occurred.

Abbreviations used in the Return

| | | | |
|---------------------------------|----------------------------------|----------------------------------|--------------------------------------|
| ABB Antigua & Barbuda | EGY Egypt | KMP Kampuchea | RUM Romania |
| AGL Anguilla | ELS El Salvador | KRN Korea (North) | SAF South Africa |
| AJM Ajman | ETH Ethiopia | KRS Korea (South) | SAU Saudi Arabia |
| ALA Angola | FAR Faeroes | KUW Kuwait | SEN Senegal |
| ALB Albania | FIJ Fiji | LBY Libya | SEY Seychelles |
| ALG Algeria | FIN Finland | LEB Lebanon | SHA Sharjah |
| ARG Argentina | FRA France | LIB Liberia | SIE Sierra Leone |
| AST Australia | GAB Gabon | LUX Luxembourg | SKN Saint Kitts-Nevis |
| AUS Austria | GAM Gambia | MAL Malaysia | SLC Saint Lucia |
| AZO Azores | GBI United Kingdom | MAU Mauritania | SLI Solomon Islands |
| BAH Bahamas | GDR German Democratic Republic | MDV Maldives Islands | SNG Singapore |
| BBD Barbados | GFR Germany, Federal Republic of | MEX Mexico | SOM Somali Republic |
| BDI Burundi | GHA Ghana | MGY Madagascar | SPN Spain |
| BER Bermuda | GIB Gibraltar | MON Monaco | SRI Sri Lanka |
| BLG Belgium | GNB Guinea - Bissau | MOR Morocco | SUD Sudan |
| BNG Bangladesh | GRC Greece | MOZ Mozambique | SVC Saint Vincent |
| BOL Bolivia | GRE Grenada | MST Montserrat | SWD Sweden |
| BRN Bahrain | GRN Greenland | MTA Malta | SWZ Switzerland |
| BRZ Brazil | GUA Guatemala | MTS Mauritius | SYR Syria |
| BUL Bulgaria | GUI Guinea | MYA Myanmar | TAN Tanzania |
| BVI British Virgin Islands | GUY Guyana | NAU Nauru | THA Thailand |
| BZE Belize | HAI Haiti | NEA Netherlands Antilles & Aruba | TKC Turks & Caicos Is. |
| CAN Canada (Sea) | HKG Hong Kong | NIC Nicaragua | TOG Togo |
| CAY Cayman Islands | HON Honduras | NIG Nigeria | TON Tonga |
| CHI Channel Islands | HUN Hungary | NIS Norway (International) | TRI Trinidad & Tobago |
| CHL Chile | ICL Iceland | NOR Norway | TRK Turkey |
| CHR China, People's Rep. of | IDA Indonesia | NTH Netherlands | TUN Tunisia |
| CHT China, Republic of (Taiwan) | IND India | NZL New Zealand | UAE United Arab Emirates |
| CMN Cameroon | IRM Isle of Man | OMN Oman | UNK Unknown |
| CNL Canada (Lakes) | IRN Iran | PAK Pakistan | URG Uruguay |
| COL Colombia | IRP Irish Republic | PAN Panama | USA United States of America (Sea) |
| CON Congo | IRQ Iraq | PAR Paraguay | USL United States of America (Lakes) |
| COS Costa Rica | ISR Israel | PER Peru | USR U.S.S.R. |
| CUB Cuba | ITL Italy | PHI Philippines | VAN Vanuatu |
| CYP Cyprus | IVC Cote D'Ivoire | PNG Papua New Guinea | VEN Venezuela |
| CZE Czechoslovakia | JAM Jamaica | POL Poland | VNM Vietnam |
| DEN Denmark | JOR Jordan | PTG Portugal | YEM Yemeni Republic |
| DIS Denmark (International) | JPN Japan | QAT Qatar | YUG Yugoslavia |
| DMA Dominica | KEN Kenya | RCV Cape Verde Republic | ZAI Zaire |
| DOM Dominican Republic | | | |
| DUB Dubai | | | |
| ECU Ecuador | | | |

| | | | |
|------------------------|---------------------------------------|--------------------------|-----------------------|
| BU Broken up | HM Hull/Machinery Damage | XX Miscellaneous | gt Gas Turbine |
| CD Condemned | LT War Loss/Damage during Hostilities | a Aluminium alloy | irn Iron |
| CN Collision | MG Missing | aux Auxiliary propulsion | m Motorship |
| CT Contact | SC Scuttled | c Composite | Ref Refrigerated |
| DF Disposed of by Fire | WS Wrecked/Stranded | f Ferro-concrete | rp Reinforced plastic |
| FD Foundered | | GT Gross Tonnage | s Steamship |
| FX Fire/Explosion | | | |

Notes

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 | 186,128 | 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 (148 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 | 1989 | 1988 | 1987 | 1986 | 1985 |
|--------------------|------------|------------|------------|--------------|--------------|------------|
| | No. | No. | No. | No. | No. | No. |
| Foundered | 149 | 443 | 561 | 523 | 431 | 440 |
| Missing | 128 | 26 | 29 | 78 | 82 | 32 |
| Fire/Explosion | 40 | 57 | 83 | 29 | 29 | 94 |
| Collision | 72 | 76 | 63 | 3,156 | 448 | 14 |
| Contact | 0 | 42 | 0 | 0 | 7 | 3 |
| Wrecked/Stranded | 0 | 34 | 23 | 34 | 27 | 9 |
| Lost, etc. | 0 | 10 | 4 | 21 | 43 | 27 |
| TOTAL LIVES | 389 | 688 | 763 | 3,841 | 1,067 | 619 |

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 the 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. The 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.

Geographical distribution of Total losses during 1990 (Numbers of ships)

| Region | Foundered | Missing | How lost | | | | | | | TOTAL LOSSES |
|--------------------|-----------|----------|--------------------|-----------|----------|----------------------|----------|-------------------------|-----------|--------------|
| | | | Fire/ Explosion | Collision | Contact | Wrecked/ Stranded | War Loss | Lost, etc. Hull/Mchy | Misc. | |
| 1 | 9 | 1 | 1 | 2 | 3 | 6 | .. | .. | .. | 22 |
| 2 | 1 | .. | 1 | .. | .. | 2 | .. | .. | .. | 4 |
| 3 | .. | .. | .. | 1 | .. | .. | .. | .. | .. | 1 |
| 4 | 3 | .. | 1 | .. | .. | .. | .. | .. | .. | 4 |
| 5 | 4 | .. | 1 | .. | .. | 1 | .. | .. | .. | 6 |
| 7 | .. | .. | 1 | 2 | .. | .. | 1 | .. | .. | 4 |
| 8 | .. | .. | .. | .. | .. | 3 | .. | 1 | .. | 4 |
| 9 | .. | .. | 1 | 1 | .. | 1 | .. | .. | .. | 3 |
| 10 | 2 | .. | 1 | .. | .. | .. | .. | .. | .. | 3 |
| 11 | 3 | .. | .. | .. | .. | 1 | .. | .. | .. | 4 |
| 12 | 14 | 1 | 6 | 4 | .. | 7 | .. | .. | .. | 32 |
| 13 | 7 | 2 | 1 | 9 | .. | 6 | .. | .. | .. | 25 |
| 14 | 1 | .. | 1 | .. | .. | 1 | .. | .. | .. | 3 |
| 15 | 1 | .. | .. | .. | .. | 1 | .. | .. | .. | 2 |
| 16 | 4 | .. | .. | .. | 1 | 1 | .. | .. | .. | 6 |
| 17 | .. | .. | .. | .. | .. | 1 | .. | .. | .. | 1 |
| 18 | .. | .. | .. | .. | 1 | 1 | .. | .. | .. | 2 |
| 19 | 6 | .. | 5 | 1 | 2 | 1 | 1 | .. | .. | 16 |
| 20 | 1 | 1 | 1 | .. | .. | 2 | .. | .. | .. | 5 |
| 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 23 | 4 | .. | 3 | .. | .. | .. | .. | 1 | .. | 8 |
| 24 | 4 | .. | .. | .. | .. | 1 | .. | .. | .. | 5 |
| 25 | 1 | .. | 2 | .. | .. | .. | .. | .. | .. | 3 |
| 26 | .. | .. | 1 | .. | .. | .. | .. | .. | .. | 1 |
| 27 | 1 | .. | 2 | 1 | 1 | 2 | .. | .. | .. | 7 |
| 28 | 2 | .. | 1 | .. | .. | 3 | .. | .. | .. | 6 |
| 29 | .. | .. | .. | .. | .. | 2 | .. | .. | .. | 2 |
| 30 | 1 | .. | .. | .. | 1 | 1 | .. | .. | .. | 3 |
| 31 | 3 | 1 | 2 | .. | .. | .. | .. | .. | .. | 6 |
| WORLD TOTAL | 72 | 6 | 32 | 21 | 9 | 44 | 2 | 2 | .. | 188 |

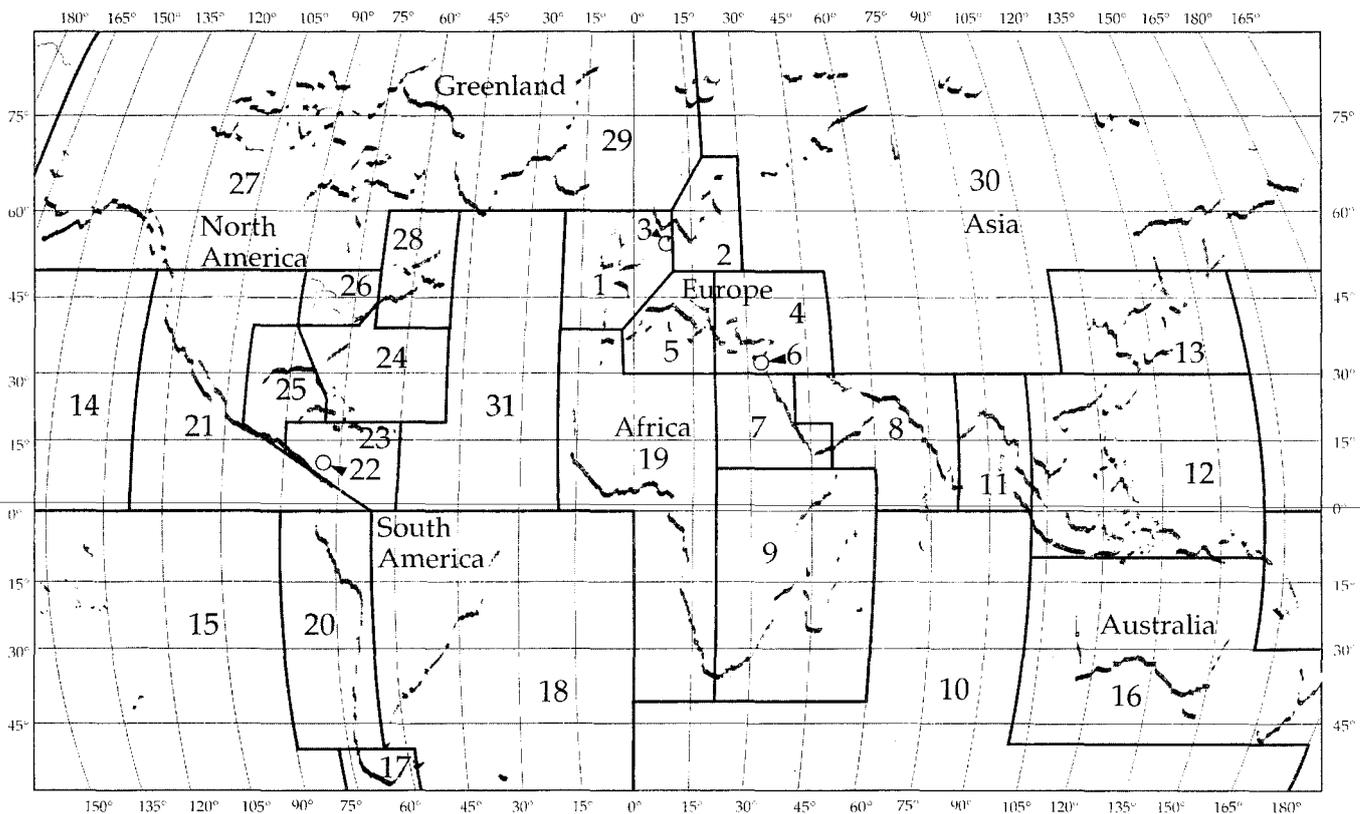


Table 1 Total losses during 1990 (excluding ships of less than 100 gross tonnage)

| Flag | Foundered | | Missing | | Fire/Explosion | |
|------------------------------|-----------|----------------|----------|----------------|----------------|----------------|
| | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage |
| ANTIGUA & BARBUDA | 1 | 998 | .. | .. | .. | .. |
| ARGENTINA | .. | .. | .. | .. | .. | .. |
| AUSTRALIA | 1 | 299 | .. | .. | .. | .. |
| BAHAMAS | .. | .. | .. | .. | .. | .. |
| BANGLADESH | 2 | 7,436 | .. | .. | .. | .. |
| BERMUDA | 1 | 6,982 | .. | .. | .. | .. |
| BRAZIL | .. | .. | .. | .. | .. | .. |
| BRITISH VIRGIN ISLANDS | .. | .. | .. | .. | .. | .. |
| BULGARIA | .. | .. | .. | .. | .. | .. |
| CANADA | 1 | 493 | .. | .. | 1 | 836 |
| CAYMAN ISLANDS | .. | .. | .. | .. | .. | .. |
| CHILE | .. | .. | .. | .. | .. | .. |
| CHINA, PEOPLE'S REPUBLIC OF | 2 | 70,501 | .. | .. | .. | .. |
| CHINA, REPUBLIC OF (TAIWAN) | .. | .. | .. | .. | 1 | 271 |
| COLOMBIA | 1 | 193 | .. | .. | .. | .. |
| CUBA | .. | .. | .. | .. | .. | .. |
| CYPRUS | 3 | 35,747 | 1 | 10,673 | .. | .. |
| DENMARK | 2 | 19,831 | .. | .. | 1 | 104 |
| ECUADOR | .. | .. | .. | .. | 1 | 156 |
| EGYPT | 1 | 1,400 | .. | .. | .. | .. |
| FINLAND | .. | .. | .. | .. | 1 | 14,330 |
| FRANCE | 1 | 200 | .. | .. | .. | .. |
| GERMANY, FEDERAL REPUBLIC OF | .. | .. | .. | .. | .. | .. |
| GHANA | .. | .. | .. | .. | .. | .. |
| GIBRALTAR | 1 | 597 | .. | .. | .. | .. |
| GREECE | 2 | 3,245 | 1 | 80,225 | 1 | 395 |
| HONDURAS | 6 | 2,006 | .. | .. | 1 | 499 |
| HUNGARY | .. | .. | .. | .. | .. | .. |
| ICELAND | .. | .. | .. | .. | .. | .. |
| INDIA | .. | .. | .. | .. | .. | .. |
| INDONESIA | 2 | 3,817 | .. | .. | .. | .. |
| ISRAEL | .. | .. | .. | .. | .. | .. |
| ITALY | 1 | 2,719 | .. | .. | 1 | 2,999 |
| JAPAN | 6 | 994 | 1 | 197 | 1 | 299 |
| KOREA (NORTH) | .. | .. | .. | .. | .. | .. |
| KOREA (SOUTH) | 3 | 44,539 | .. | .. | 2 | 3,720 |
| KUWAIT | .. | .. | .. | .. | .. | .. |
| LEBANON | .. | .. | .. | .. | .. | .. |
| LIBERIA | 1 | 51,506 | 1 | 89,178 | .. | .. |
| MALDIVE ISLANDS | .. | .. | .. | .. | .. | .. |
| MALTA | 1 | 15,892 | 1 | 1,591 | .. | .. |
| MAURITANIA | .. | .. | .. | .. | 2 | 323 |
| MOROCCO | .. | .. | .. | .. | 1 | 187 |
| NETHERLANDS | .. | .. | .. | .. | .. | .. |
| NEW ZEALAND | 1 | 164 | .. | .. | .. | .. |
| NORWAY | 2 | 1,140 | .. | .. | 2 | 86,100 |
| PANAMA | 11 | 103,225 | 1 | 4,264 | 3 | 28,149 |
| PAPUA NEW GUINEA | .. | .. | .. | .. | .. | .. |
| PARAGUAY | .. | .. | .. | .. | .. | .. |
| PERU | 2 | 3,143 | .. | .. | .. | .. |
| PHILIPPINES | 3 | 1,603 | .. | .. | 2 | 2,676 |
| POLAND | .. | .. | .. | .. | .. | .. |
| PORTUGAL | .. | .. | .. | .. | 1 | 1,200 |
| ROMANIA | .. | .. | .. | .. | .. | .. |
| SAINT VINCENT | 4 | 3,425 | .. | .. | 1 | 346 |
| SAUDI ARABIA | .. | .. | .. | .. | 1 | 12,770 |
| SENEGAL | 1 | 299 | .. | .. | .. | .. |
| SINGAPORE | .. | .. | .. | .. | .. | .. |
| SOLOMON ISLANDS | .. | .. | .. | .. | 1 | 347 |
| SOUTH AFRICA | .. | .. | .. | .. | .. | .. |
| SPAIN | 3 | 514 | .. | .. | 1 | 988 |
| SRI LANKA | .. | .. | .. | .. | .. | .. |
| SYRIA | .. | .. | .. | .. | .. | .. |
| TANZANIA | .. | .. | .. | .. | .. | .. |
| THAILAND | 1 | 786 | .. | .. | .. | .. |
| TRINIDAD & TOBAGO | .. | .. | .. | .. | 1 | 127 |
| TUNISIA | .. | .. | .. | .. | .. | .. |
| U.S.S.R. | .. | .. | .. | .. | .. | .. |
| UNITED ARAB EMIRATES | .. | .. | .. | .. | .. | .. |
| UNITED KINGDOM | 1 | 685 | .. | .. | 1 | 499 |
| UNITED STATES OF AMERICA | 3 | 885 | .. | .. | 3 | 4,891 |
| VANUATU | .. | .. | .. | .. | .. | .. |
| VENEZUELA | 1 | 498 | .. | .. | 1 | 488 |
| VIETNAM | .. | .. | .. | .. | .. | .. |
| YUGOSLAVIA | .. | .. | .. | .. | .. | .. |
| WORLD TOTALS | 72 | 385,762 | 6 | 186,128 | 32 | 162,700 |

| Collision | | Contact | | Wrecked/ Stranded | | Lost, etc. | | TOTAL LOSSES | | BROKEN UP, ETC. | |
|-----------|------------------|---------|------------------|----------------------|------------------|------------|------------------|-----------------|------------------|--------------------|------------------|
| No. | Gross Tonnage | No | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 998 | 1 | 4,615 |
| .. | .. | .. | .. | 1 | 349 | .. | .. | 1 | 349 | .. | .. |
| .. | .. | 1 | 171 | .. | 312 | .. | .. | 3 | 782 | .. | .. |
| .. | .. | .. | .. | 1 | 10,123 | .. | .. | 1 | 10,123 | 1 | 5,672 |
| .. | .. | .. | .. | 1 | 506 | .. | .. | 3 | 7,942 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 6,982 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 14,568 |
| .. | .. | .. | .. | 1 | 132 | .. | .. | 1 | 132 | .. | .. |
| .. | .. | .. | .. | 1 | 2,654 | .. | .. | 1 | 2,654 | 1 | 1,701 |
| .. | .. | 1 | 1,679 | 2 | 854 | .. | .. | 5 | 3,862 | 7 | 40,008 |
| .. | .. | .. | .. | 1 | 5,999 | .. | .. | 1 | 5,999 | .. | .. |
| .. | .. | .. | .. | 1 | 8,164 | .. | .. | 1 | 8,164 | 2 | 8,534 |
| 1 | 4,639 | .. | .. | .. | .. | .. | .. | 3 | 75,140 | 2 | 14,170 |
| .. | .. | .. | .. | 1 | 241 | .. | .. | 2 | 512 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 193 | 1 | 1,979 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 9,390 |
| .. | .. | 1 | 1,599 | .. | .. | 1 | 11,540 | 6 | 59,559 | 5 | 47,251 |
| .. | .. | .. | .. | 2 | 563 | .. | .. | 5 | 20,498 | 2 | 443 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 156 | 1 | 4,039 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1,400 | 1 | 1,286 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 14,330 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 200 | .. | .. |
| 1 | 299 | .. | .. | .. | .. | .. | .. | 1 | 299 | 3 | 9,535 |
| .. | .. | .. | .. | 1 | 198 | .. | .. | 1 | 198 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 597 | 2 | 1,404 |
| .. | .. | .. | .. | .. | .. | .. | .. | 4 | 83,865 | 4 | 36,414 |
| .. | .. | .. | .. | 1 | 199 | .. | .. | 8 | 2,704 | 13 | 44,472 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 8,902 |
| .. | .. | .. | .. | 1 | 328 | .. | .. | 1 | 328 | 1 | 152 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 10 | 64,560 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 3,817 | 10 | 12,304 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 567 |
| .. | .. | 1 | 1,390 | 1 | 2,307 | .. | .. | 4 | 9,415 | 9 | 17,130 |
| 5 | 3,961 | .. | .. | 5 | 965 | .. | .. | 18 | 6,416 | 357 | 120,396 |
| 1 | 395 | .. | .. | .. | .. | .. | .. | 1 | 395 | 1 | 8,940 |
| 2 | 2,491 | .. | .. | .. | .. | .. | .. | 7 | 50,750 | 2 | 56,103 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 11,627 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 15,870 |
| .. | .. | .. | .. | 2 | 39,535 | .. | .. | 4 | 180,219 | 5 | 120,967 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 9,999 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 17,483 | 4 | 51,629 |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 323 | .. | .. |
| .. | .. | 1 | 198 | .. | .. | 1 | 451 | 3 | 836 | 1 | 351 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 2,598 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 164 | .. | .. |
| .. | .. | .. | .. | 2 | 84,647 | .. | .. | 6 | 171,887 | 4 | 859 |
| 4 | 10,374 | 1 | 64,967 | 4 | 20,594 | 1 | 2,961 | 25 | 234,534 | 14 | 190,268 |
| .. | .. | .. | .. | 1 | 371 | .. | .. | 1 | 371 | .. | .. |
| .. | .. | .. | .. | 1 | 1,992 | .. | .. | 1 | 1,992 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 2 | 3,143 | .. | .. |
| 1 | 997 | .. | .. | 1 | 1,232 | .. | .. | 7 | 6,508 | 7 | 24,346 |
| 1 | 5,544 | .. | .. | .. | .. | 1 | 8,146 | 2 | 13,690 | 14 | 11,277 |
| 1 | 418 | .. | .. | .. | .. | .. | .. | 2 | 1,618 | 1 | 1,227 |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 8 | 37,451 |
| .. | .. | .. | .. | 1 | 495 | .. | .. | 6 | 4,266 | 44 | 342,467 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 12,770 | 1 | 12,503 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 299 | .. | .. |
| .. | .. | .. | .. | 1 | 9,999 | .. | .. | 1 | 9,999 | 4 | 31,398 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 347 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 984 |
| .. | .. | 1 | 287 | .. | .. | .. | .. | 5 | 1,789 | 19 | 6,766 |
| 1 | 1,599 | .. | .. | .. | .. | .. | .. | 1 | 1,599 | 1 | 9,934 |
| 1 | 639 | .. | .. | .. | .. | .. | .. | 1 | 639 | 1 | 457 |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 706 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | 1 | 127 | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | .. |
| 1 | 407 | 1 | 1,366 | 1 | 847 | .. | .. | 1 | .. | .. | .. |
| .. | .. | 2 | .. | 2 | 1,302 | .. | .. | 1 | .. | .. | .. |
| .. | .. | 1 | 199 | 4 | 24,074 | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | 1 | .. | .. | .. | .. | .. | .. | .. |
| .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 1 | 1,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 21 | 33,762 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |

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 | 72 |
| Missing | 1 | .. | 1 | .. | 1 | .. | .. | 1 | .. | .. | 2 | 6 |
| Fire/Explosion | 18 | 3 | 1 | 3 | 1 | 1 | .. | 2 | 2 | .. | 1 | 32 |
| Collision | 7 | 4 | 6 | 1 | 3 | .. | .. | .. | .. | .. | .. | 21 |
| Contact | 4 | .. | 4 | .. | .. | .. | .. | .. | .. | .. | 1 | 9 |
| Wrecked/Stranded | 22 | 4 | 3 | 2 | 3 | 2 | 3 | 1 | .. | 1 | 3 | 44 |
| Lost, etc. | 1 | .. | .. | 1 | .. | .. | 1 | 1 | .. | .. | .. | 4 |
| Total Losses | 90 | 18 | 17 | 18 | 13 | 4 | 5 | 5 | 4 | 3 | 11 | 188 |

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 | .. | .. | 1 | 10,673 | .. | .. | .. | .. | .. | .. | 1 | 10,123 | .. | .. | 2 | 20,796 |
| 15,000-19,999 | 1 | 15,892 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 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 | 378,398 |
| Ore/Bulk/Oil Carriers | | | | | | | | | | | | | | | | |
| under 50,000 GT | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 50,000-99,999 | 1 | 54,566 | 2 | 169,403 | .. | .. | .. | .. | .. | .. | 1 | 84,348 | .. | .. | 4 | 308,317 |
| 100,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | 1 | 54,566 | 2 | 169,403 | .. | .. | .. | .. | .. | .. | 1 | 84,348 | .. | .. | 4 | 308,317 |
| 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 | 1 | 11,540 |
| 13,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | 3 | 23,900 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 2,307 | .. | .. | 4 | 26,207 |
| Liquefied Gas Carriers | .. | .. | .. | .. | 1 | 2,999 | 1 | 1,750 | .. | .. | .. | .. | .. | .. | 2 | 4,749 |
| Chemical Tankers | .. | .. | .. | .. | 1 | 17,641 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 17,641 |
| Fishing (all types) | | | | | | | | | | | | | | | | |
| 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 | 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 | 3 | 673 | .. | .. | .. | .. | .. | .. | 1 | 1,599 | 1 | 312 | .. | .. | 5 | 2,584 |
| Supply Ships | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 2,756 | .. | .. | .. | .. | 2 | 2,756 |
| Dredgers | .. | .. | .. | .. | .. | .. | 1 | 4,639 | .. | .. | .. | .. | .. | .. | 1 | 4,639 |
| Ferries | 3 | 1,402 | .. | .. | 3 | 15,314 | .. | .. | .. | .. | 1 | 1,232 | .. | .. | 7 | 17,948 |
| Passenger Vessels (incl. Pass. cargo) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Miscellaneous | .. | .. | .. | .. | 1 | 156 | 2 | 874 | .. | .. | 3 | 1,565 | .. | .. | 6 | 2,595 |
| 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 | No. | Gross Tonnage |
| Tankers | | | | | | | | | | | | | | | | |
| under 1,000 GT | .. | .. | .. | .. | 5 | 908 | 11 | 1,882 | 17 | 3,542 | 6 | 1,594 | 7 | 3,300 | 46 | 11,226 |
| 1,000-9,999 | .. | .. | .. | .. | .. | .. | 1 | 1,595 | 6 | 15,065 | 5 | 17,221 | 2 | 2,273 | 14 | 36,154 |
| 10,000-19,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 3 | 43,667 | 3 | 45,332 | 6 | 88,999 |
| 20,000-49,999 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 29,586 | 3 | 90,985 | 1 | 23,460 | 5 | 144,031 |
| 50,000-99,999 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | .. | .. | .. | .. | .. | .. | 1 | 12,957 | 8 | 91,906 | 5 | 45,253 | 4 | 44,187 | 18 | 194,303 |
| 15,000-19,999 | .. | .. | .. | .. | .. | .. | 1 | 17,949 | 2 | 33,278 | .. | .. | 1 | 15,279 | 4 | 66,506 |
| 20,000-29,999 | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 40,715 | .. | .. | .. | .. | 2 | 40,715 |
| 30,000-49,999 | .. | .. | .. | .. | .. | .. | 1 | 31,026 | .. | .. | .. | .. | .. | .. | 1 | 31,026 |
| 50,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 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 | 39,722 |
| 50,000-99,999 | .. | .. | .. | .. | .. | .. | 1 | 69,788 | 1 | 55,534 | .. | .. | .. | .. | 2 | 125,322 |
| 100,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Total | .. | .. | .. | .. | .. | .. | 1 | 69,788 | 2 | 95,256 | .. | .. | .. | .. | 3 | 165,044 |
| General Cargo | | | | | | | | | | | | | | | | |
| under 1,000 GT | .. | .. | .. | .. | 4 | 642 | 28 | 8,281 | 68 | 16,943 | 24 | 6,286 | 32 | 14,045 | 156 | 46,197 |
| 1,000-4,999 | .. | .. | .. | .. | .. | .. | .. | .. | 9 | 30,245 | 20 | 53,232 | 15 | 40,835 | 44 | 124,312 |
| 5,000-6,999 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 6,455 | 5 | 27,680 | 5 | 27,565 | 11 | 61,700 |
| 7,000-9,999 | .. | .. | .. | .. | 1 | 7,695 | 1 | 9,612 | 10 | 86,857 | 18 | 161,587 | 8 | 66,231 | 38 | 331,982 |
| 10,000-12,999 | .. | .. | .. | .. | .. | .. | 3 | 32,502 | 6 | 67,812 | 8 | 87,475 | .. | .. | 17 | 187,789 |
| 13,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 17,504 | 1 | 17,504 | |
| 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 | .. | .. | .. | .. | .. | .. | 1 | 29,508 | .. | .. | .. | .. | .. | .. | 1 | 29,508 |
| Roll On/Roll Off | .. | .. | .. | .. | .. | .. | 1 | 315 | 1 | 2,373 | .. | .. | .. | .. | 2 | 2,688 |
| Liquefied Gas Carriers | .. | .. | .. | .. | .. | .. | .. | .. | 2 | 429 | .. | .. | .. | .. | 2 | 429 |
| Chemical Tankers | .. | .. | .. | .. | .. | .. | 5 | 1,325 | 8 | 1,615 | 6 | 1,135 | 1 | 172 | 20 | 4,247 |
| Fishing (all types) | | | | | | | | | | | | | | | | |
| under 500 GT | 1 | 268 | 2 | 228 | 8 | 1,060 | 45 | 6,967 | 48 | 8,325 | 14 | 3,461 | 17 | 3,106 | 135 | 23,415 |
| 500-999 | .. | .. | .. | .. | .. | .. | 3 | 1,800 | 8 | 5,713 | 1 | 508 | 2 | 1,323 | 14 | 9,344 |
| 1,000-1,999 | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 1,920 | 1 | 1,647 | .. | .. | 2 | 3,567 |
| 2,000 GT and over | .. | .. | .. | .. | .. | .. | .. | .. | 5 | 12,091 | 8 | 34,113 | 2 | 15,300 | 15 | 61,504 |
| Tugs | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 1,427 | 8 | 1,740 | 6 | 2,965 | 20 | 6,132 |
| Supply Ships | .. | .. | .. | .. | .. | .. | 1 | 190 | .. | .. | .. | .. | .. | .. | 1 | 190 |
| Dredgers | .. | .. | .. | .. | .. | .. | 1 | 495 | 3 | 11,541 | 2 | 5,067 | 4 | 5,911 | 10 | 23,014 |
| Ferries | .. | .. | .. | .. | 1 | 164 | 4 | 634 | 4 | 6,765 | 4 | 9,619 | 3 | 375 | 16 | 17,557 |
| Passenger Vessels (incl. Pass. cargo) | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Miscellaneous | .. | .. | 1 | 194 | .. | .. | 37 | 20,490 | 37 | 26,420 | 9 | 10,235 | 13 | 20,177 | 97 | 77,516 |
| 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 5 Total losses by Flag: 1985-1990

| Flag | 1985 | | 1986 | | 1987 | | 1988 | | 1989 | | 1990 | |
|------------------------------|------------|------------------|------------|------------------|------------|------------------|------------|----------------|------------|----------------|------------|------------------|
| | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage |
| Argentina | 1 | 2,122 | 1 | 132 | .. | .. | .. | .. | 1 | 5,270 | 1 | 349 |
| Australia | 1 | 124 | .. | .. | .. | .. | 2 | 648 | 2 | 329 | 3 | 782 |
| Belgium | 1 | 199 | .. | .. | .. | .. | 1 | 419 | 1 | 143 | .. | .. |
| Brazil | 2 | 8,395 | 1 | 11,372 | .. | .. | .. | .. | 2 | 41,831 | .. | .. |
| Canada | 2 | 726 | 2 | 807 | 2 | 499 | 2 | 848 | 2 | 1,112 | 5 | 3,862 |
| China, People's Republic of | 1 | 154 | 1 | 3,995 | .. | .. | .. | .. | 2 | 6,297 | 3 | 75,140 |
| China, Republic of (Taiwan) | 8 | 23,098 | 8 | 5,919 | 7 | 4,993 | 10 | 10,533 | 13 | 5,323 | 2 | 512 |
| Cyprus | 13 | 177,804 | 21 | 361,760 | 12 | 193,165 | 9 | 171,332 | 8 | 100,495 | 6 | 59,559 |
| Denmark | 2 | 857 | 2 | 896 | 5 | 4,080 | 7 | 1,906 | 3 | 1,330 | 5 | 20,498 |
| Finland | 1 | 499 | 1 | 2,326 | 1 | 487 | 1 | 1,333 | .. | .. | 1 | 14,330 |
| France | 3 | 458 | 1 | 641 | 2 | 3,859 | 1 | 595 | 3 | 1,603 | 1 | 200 |
| Germany, Federal Republic of | 3 | 5,020 | 3 | 1,286 | 3 | 1,881 | 2 | 8,152 | 2 | 3,025 | 1 | 299 |
| Gibraltar | 2 | 23,855 | 1 | 1,230 | 2 | 899 | .. | .. | 1 | 22,627 | 1 | 597 |
| Greece | 20 | 342,828 | 13 | 217,055 | 6 | 155,503 | 1 | 6,306 | 7 | 15,516 | 4 | 83,865 |
| Hong Kong | .. | .. | 2 | 92,630 | 1 | 21,384 | .. | .. | .. | .. | .. | .. |
| India | 4 | 33,969 | 1 | 299 | 4 | 67,371 | .. | .. | 2 | 14,008 | .. | .. |
| Italy | 7 | 6,994 | 6 | 4,705 | 4 | 6,152 | 1 | 1,599 | .. | .. | 4 | 9,415 |
| Japan | 46 | 19,181 | 27 | 10,006 | 24 | 12,413 | 33 | 11,374 | 13 | 8,435 | 18 | 6,416 |
| Korea, South | 17 | 89,699 | 13 | 127,851 | 14 | 147,711 | 11 | 17,517 | 6 | 27,141 | 7 | 50,750 |
| Libya | 6 | 107,251 | 7 | 849,663 | 3 | 108,053 | 4 | 75,810 | 3 | 28,686 | 4 | 180,219 |
| Malta | 5 | 65,208 | 7 | 125,516 | 5 | 16,690 | 7 | 21,384 | 4 | 4,682 | 2 | 17,483 |
| Netherlands | 1 | 125 | 4 | 5,945 | 1 | 122 | 2 | 6,989 | 3 | 26,347 | .. | .. |
| Norway | 4 | 829 | .. | .. | 6 | 3,673 | 4 | 3,232 | 6 | 5,570 | 6 | 171,887 |
| Paraguay | 46 | 295,895 | 38 | 178,309 | 23 | 141,634 | 27 | 173,074 | 28 | 100,115 | 25 | 234,534 |
| Philippines | 7 | 13,307 | 5 | 4,189 | 7 | 75,726 | 9 | 76,034 | 4 | 5,255 | 7 | 6,508 |
| Poland | 1 | 1,974 | 1 | 3,008 | 1 | 10,970 | .. | .. | .. | .. | 2 | 13,690 |
| Saudi Arabia | 1 | 492 | 1 | 13,721 | .. | .. | 1 | 1,074 | 1 | 20,817 | 1 | 12,770 |
| Singapore | 2 | 3,575 | 7 | 19,593 | 3 | 43,346 | 3 | 7,065 | 2 | 4,402 | 1 | 9,999 |
| Sri Lanka | 7 | 13,032 | 15 | 113,845 | 5 | 1,895 | 5 | 124,475 | 7 | 4,135 | 5 | 1,789 |
| Sweden | 1 | 500 | 3 | 1,949 | .. | .. | 2 | 18,951 | .. | .. | .. | .. |
| Switzerland | 5 | 118,211 | 3 | 80,580 | 6 | 45,006 | 3 | 3,111 | 2 | 2,083 | .. | .. |
| U.S.S.R. | 1 | 10,944 | 3 | 47,317 | 3 | 19,071 | 2 | 7,451 | 4 | 6,396 | .. | .. |
| United Kingdom | 8 | 3,818 | 7 | 20,220 | 8 | 10,060 | 5 | 3,504 | 4 | 1,151 | 6 | 4,259 |
| United States of America | 14 | 10,979 | 8 | 16,578 | 13 | 77,034 | 13 | 30,016 | 16 | 35,050 | 11 | 30,049 |
| Yugoslavia | 1 | 12,162 | 1 | 2,175 | .. | .. | .. | .. | 1 | 23,072 | 1 | 1,999 |
| Other countries | 63 | 256,926 | 51 | 283,217 | 48 | 110,484 | 63 | 79,938 | 58 | 145,048 | 55 | 114,266 |
| TOTAL | 307 | 1,651,210 | 265 | 2,608,735 | 219 | 1,284,161 | 231 | 864,670 | 211 | 667,294 | 188 | 1,126,026 |

.. = Data not available or not reported in the Summary

Table 6 Merchant ships Broken up, etc. by Flag: 1985-1990

| Flag | 1985 | | 1986 | | 1987 | | 1988 | | 1989 | | 1990 | |
|------------------------------|--------------|-------------------|--------------|-------------------|--------------|-------------------|--------------|------------------|------------|------------------|------------|------------------|
| | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage | No. | Gross Tonnage |
| Argentina | 8 | 47,335 | 13 | 125,794 | 5 | 25,544 | 3 | 51,490 | 3 | 66,291 | .. | .. |
| Brazil | 13 | 65,075 | 3 | 42,563 | 8 | 128,514 | 4 | 25,977 | .. | .. | 3 | 14,568 |
| Canada | 26 | 137,209 | 18 | 64,161 | 8 | 61,055 | 17 | 30,199 | 21 | 52,770 | 7 | 40,008 |
| Cayman Islands | 4 | 5,314 | 30 | 621,689 | 6 | 130,972 | 6 | 70,983 | 4 | 10,097 | .. | .. |
| China, People's Republic of | 16 | 128,735 | 16 | 174,820 | 5 | 38,421 | 4 | 24,803 | .. | .. | 2 | 14,170 |
| China, Republic of (Taiwan) | 16 | 414,562 | 13 | 229,479 | 8 | 396,262 | 2 | 22,584 | .. | .. | .. | .. |
| Cyprus | 46 | 1,077,846 | 68 | 1,026,781 | 48 | 472,393 | 19 | 148,126 | 8 | 70,637 | 5 | 47,251 |
| Denmark | 6 | 288,302 | 8 | 31,271 | 4 | 3,091 | .. | .. | 2 | 650 | 2 | 443 |
| France | 17 | 605,686 | 12 | 920,098 | 7 | 52,288 | 1 | 12,959 | .. | .. | .. | .. |
| Germany, Federal Republic of | 6 | 166,702 | 8 | 20,653 | 10 | 47,361 | 5 | 16,213 | 4 | 36,409 | 3 | 9,535 |
| Gibraltar | 14 | 726,326 | 13 | 300,725 | 8 | 219,778 | 5 | 55,896 | 2 | 887 | 2 | 1,404 |
| Greece | 186 | 2,911,426 | 162 | 2,445,281 | 67 | 674,084 | 50 | 323,820 | 19 | 68,086 | 4 | 36,414 |
| Honduras | 27 | 162,085 | 24 | 168,895 | 34 | 178,785 | 23 | 47,861 | 7 | 8,909 | 13 | 44,472 |
| Hong Kong | 11 | 92,646 | 4 | 105,752 | 6 | 148,981 | .. | .. | .. | .. | .. | .. |
| India | 39 | 395,906 | 24 | 184,357 | 41 | 728,811 | 21 | 162,393 | 18 | 179,694 | 10 | 64,560 |
| Italy | 49 | 603,816 | 69 | 407,829 | 26 | 203,146 | 37 | 228,797 | 10 | 14,695 | 9 | 17,130 |
| Japan | 478 | 1,128,653 | 460 | 1,980,056 | 456 | 2,004,106 | 483 | 268,079 | 155 | 69,971 | 357 | 120,396 |
| Korea (South) | 19 | 217,326 | 29 | 393,617 | 23 | 347,799 | 10 | 36,681 | 5 | 48,416 | 2 | 56,103 |
| Liberia | 95 | 3,956,147 | 86 | 3,479,357 | 40 | 743,919 | 10 | 187,882 | 7 | 155,521 | 5 | 120,967 |
| Malta | 81 | 823,556 | 66 | 821,720 | 39 | 469,283 | 16 | 119,602 | 5 | 68,792 | 4 | 51,629 |
| Netherlands | 21 | 1,187,683 | 9 | 455,458 | 6 | 26,524 | 4 | 17,614 | 5 | 7,202 | 4 | 2,598 |
| Norway | 11 | 273,072 | 12 | 48,547 | 3 | 43,367 | 13 | 8,117 | 3 | 1,115 | 4 | 859 |
| Panama | 255 | 2,690,458 | 248 | 2,969,784 | 181 | 1,939,993 | 80 | 688,106 | 34 | 226,198 | 14 | 190,268 |
| Philippines | 20 | 218,028 | 17 | 319,463 | 18 | 252,842 | 24 | 117,785 | 3 | 5,991 | 7 | 24,346 |
| Poland | 19 | 55,594 | 15 | 51,431 | 9 | 79,397 | 1 | 2,872 | .. | .. | 14 | 11,277 |
| Saint Vincent | 7 | 72,170 | 7 | 80,710 | 31 | 408,238 | 42 | 332,371 | 39 | 305,494 | 44 | 342,467 |
| Saudi Arabia | 27 | 237,376 | 11 | 84,386 | 16 | 158,825 | 5 | 14,019 | 3 | 49,030 | 1 | 12,503 |
| Singapore | 33 | 236,550 | 24 | 179,561 | 11 | 92,449 | 12 | 42,439 | 3 | 4,890 | 4 | 31,398 |
| Spain | 25 | 450,075 | 18 | 103,707 | 33 | 60,777 | 28 | 98,985 | 7 | 6,113 | 19 | 6,766 |
| Sweden | 4 | 136,475 | 3 | 15,896 | 3 | 29,961 | .. | .. | 1 | 121 | .. | .. |
| Turkey | 10 | 140,534 | 6 | 182,970 | .. | .. | 10 | 18,959 | 6 | 72,631 | .. | .. |
| U.S.S.R. | 525 | 455,162 | 114 | 374,903 | 85 | 491,780 | 257 | 573,041 | 184 | 392,933 | 79 | 187,821 |
| United Kingdom | 30 | 374,096 | 46 | 266,456 | 24 | 78,243 | 17 | 25,494 | 16 | 61,018 | 10 | 8,529 |
| United States of America | 41 | 437,072 | 51 | 570,519 | 34 | 415,687 | 63 | 601,729 | 30 | 273,916 | 14 | 133,319 |
| Yugoslavia | 18 | 109,554 | 23 | 80,327 | 18 | 77,446 | 13 | 38,348 | 6 | 3,477 | 4 | 1,261 |
| Other countries | 157 | 1,200,783 | 158 | 958,726 | 153 | 778,590 | 167 | 600,827 | 85 | 215,432 | 55 | 214,137 |
| WORLD TOTAL | 2,360 | 22,229,335 | 1,888 | 20,287,742 | 1,474 | 12,008,712 | 1,452 | 5,015,051 | 695 | 2,477,386 | 701 | 1,806,599 |

*N.B. - Figures as published in Annual Summaries

Table 7 Merchant ships Broken up, etc. by Country of Disposal: 1985-1990

| Country of Disposal | 1985 | | | 1986 | | | 1987 | | | 1988 | | | 1989 | | | 1990 | | |
|------------------------------|--------------|-------------------|------------|--------------|-------------------|------------|--------------|-------------------|------------|--------------|------------------|------------|------------|------------------|------------|------------|------------------|------------|
| | No. | Gross Tonnage | % of Total | No. | Gross Tonnage | % of Total | No. | Gross Tonnage | % of Total | No. | Gross Tonnage | % of Total | No. | Gross Tonnage | % of Total | No. | Gross Tonnage | % of Total |
| Algeria | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Argentina | 5 | 40,961 | 0.18 | 9 | 88,033 | 0.43 | 4 | 25,106 | 0.21 | 2 | 27,647 | 0.55 | 1 | 2,122 | 0.09 | .. | .. | .. |
| Bangladesh | 61 | 818,242 | 3.68 | 26 | 268,051 | 1.32 | 33 | 318,418 | 2.65 | 55 | 479,666 | 9.56 | 30 | 347,324 | 14.02 | 21 | 216,717 | 12.00 |
| Belgium | 7 | 25,835 | 0.12 | 5 | 13,902 | 0.07 | 8 | 7,384 | 0.06 | 5 | 5,806 | 0.12 | 5 | 2,667 | 0.11 | 1 | 1,865 | 0.10 |
| Brazil | 18 | 89,420 | 0.40 | 17 | 139,129 | 0.69 | 16 | 117,155 | 0.98 | 10 | 63,440 | 1.26 | 3 | 17,383 | 0.70 | 2 | 13,411 | 0.74 |
| Canada | 20 | 82,253 | 0.37 | 9 | 35,233 | 0.17 | 4 | 40,946 | 0.34 | 12 | 30,697 | 0.61 | 11 | 17,701 | 0.71 | 1 | 199 | 0.01 |
| Chile | 1 | 2,823 | 0.01 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 370 | 0.02 |
| China People's Republic of | 282 | 5,018,768 | 22.58 | 242 | 4,567,208 | 22.51 | 102 | 1,886,730 | 15.71 | 33 | 556,333 | 11.09 | 37 | 476,797 | 19.25 | 10 | 81,162 | 4.49 |
| China Republic of (Taiwan) | 171 | 7,821,739 | 35.19 | 287 | 7,773,450 | 38.32 | 210 | 4,414,564 | 36.76 | 131 | 1,521,397 | 30.34 | 21 | 163,976 | 6.62 | 1 | 2,373 | 0.13 |
| Colombia | 7 | 21,010 | 0.09 | 10 | 53,511 | 0.26 | 12 | 38,678 | 0.32 | 6 | 24,323 | 0.49 | 6 | 20,802 | 0.84 | 3 | 6,073 | 0.34 |
| Egypt | 1 | 7,848 | 0.04 | 2 | 2,215 | 0.01 | 3 | 1,883 | 0.02 | 1 | 4,195 | 0.08 | 4 | 13,099 | 0.53 | 1 | 1,286 | 0.07 |
| Finland | 10 | 12,779 | 0.06 | 11 | 27,587 | 0.14 | 13 | 42,935 | 0.36 | 2 | 675 | 0.01 | .. | .. | .. | .. | .. | .. |
| Germany, Federal Republic of | 7 | 6,688 | 0.03 | 11 | 18,716 | 0.09 | 7 | 7,499 | 0.06 | 3 | 841 | 0.02 | .. | .. | .. | .. | .. | .. |
| Greece | 60 | 121,369 | 0.55 | 63 | 88,888 | 0.44 | 37 | 56,731 | 0.47 | 16 | 15,424 | 0.31 | 8 | 4,120 | 0.17 | 1 | 457 | 0.03 |
| Hong Kong | 8 | 8,786 | 0.04 | 3 | 4,134 | 0.02 | .. | .. | .. | 1 | 484 | 0.01 | .. | .. | .. | .. | .. | .. |
| India | 135 | 1,303,402 | 5.86 | 68 | 636,300 | 3.14 | 137 | 1,683,648 | 14.02 | 60 | 462,113 | 9.21 | 66 | 678,046 | 27.37 | 112 | 1,091,590 | 60.42 |
| Indonesia | 7 | 7,641 | 0.03 | 18 | 64,560 | 0.32 | 6 | 22,284 | 0.19 | 66 | 185,027 | 3.69 | 26 | 30,458 | 1.23 | 9 | 7,606 | 0.42 |
| Italy | 48 | 197,698 | 0.89 | 68 | 311,289 | 1.53 | 25 | 116,638 | 0.97 | 33 | 134,189 | 2.68 | 14 | 21,890 | 0.88 | 10 | 6,938 | 0.38 |
| Japan | 487 | 973,481 | 4.38 | 449 | 769,757 | 3.79 | 425 | 608,191 | 5.06 | 470 | 174,604 | 3.48 | 152 | 44,631 | 1.80 | 350 | 81,375 | 4.50 |
| Korea (South) | 56 | 2,551,249 | 11.48 | 72 | 2,658,960 | 13.11 | 61 | 1,253,870 | 10.44 | 15 | 116,522 | 2.32 | 8 | 158,312 | 6.39 | 2 | 3,738 | 0.21 |
| Mexico | 1 | 11,065 | 0.05 | 2 | 8,615 | 0.04 | 7 | 35,247 | 0.29 | 3 | 7,554 | 0.15 | 2 | 12,953 | 0.52 | .. | .. | .. |
| Netherlands | 8 | 21,069 | 0.09 | 7 | 4,871 | 0.02 | 2 | 958 | 0.01 | 3 | 2,079 | 0.04 | 3 | 1,735 | 0.07 | 2 | 366 | 0.02 |
| Nicaragua | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Pakistan | 144 | 1,142,714 | 5.14 | 132 | 860,990 | 4.24 | 144 | 645,138 | 5.37 | 76 | 208,880 | 4.17 | 20 | 38,391 | 1.55 | 2 | 1,938 | 0.11 |
| Philippines | 9 | 56,320 | 0.25 | 3 | 105,521 | 0.52 | 8 | 93,215 | 0.78 | 19 | 19,565 | 0.39 | 2 | 1,956 | 0.08 | 3 | 21,165 | 1.17 |
| Portugal | 9 | 51,717 | 0.23 | 7 | 86,043 | 0.42 | 7 | 36,095 | 0.30 | 6 | 9,604 | 0.19 | 7 | 9,710 | 0.39 | 3 | 5,173 | 0.29 |
| Singapore | 18 | 26,487 | 0.12 | 20 | 11,399 | 0.06 | 9 | 11,193 | 0.09 | 8 | 14,411 | 0.29 | 6 | 4,406 | 0.18 | 1 | 5,508 | 0.30 |
| South Africa | 5 | 1,952 | 0.01 | 2 | 3,431 | 0.02 | 1 | 812 | 0.01 | 1 | 845 | 0.02 | .. | .. | .. | 3 | 1,551 | 0.09 |
| Spain | 87 | 603,292 | 2.71 | 78 | 580,787 | 2.86 | 67 | 150,264 | 1.25 | 47 | 193,326 | 3.85 | 28 | 31,491 | 1.27 | 24 | 12,674 | 0.70 |
| Sweden | 9 | 118,513 | 0.53 | 16 | 241,381 | 1.19 | 13 | 134,436 | 1.12 | 8 | 49,264 | 0.98 | 7 | 33,934 | 1.37 | 1 | 15,622 | 0.86 |
| Turkey | 26 | 382,536 | 1.72 | 27 | 418,096 | 2.06 | 19 | 134,317 | 1.12 | 66 | 338,186 | 6.74 | 39 | 151,059 | 6.10 | 26 | 101,619 | 5.62 |
| U.S.S.R. | 494 | 254,752 | 1.15 | 59 | 97,922 | 0.48 | 2 | 1,362 | 0.01 | 168 | 143,971 | 2.87 | 113 | 88,976 | 3.59 | 41 | 34,758 | 1.92 |
| United Kingdom | 30 | 26,305 | 0.12 | 30 | 30,112 | 0.15 | 18 | 7,710 | 0.06 | 14 | 10,027 | 0.20 | 11 | 8,317 | 0.34 | 10 | 4,635 | 0.26 |
| United States of America | 18 | 157,504 | 0.71 | 12 | 98,457 | 0.49 | 3 | 22,882 | 0.19 | 4 | 17,241 | 0.34 | 8 | 47,234 | 1.91 | 1 | 14,452 | 0.80 |
| Yugoslavia | 26 | 130,093 | 0.59 | 29 | 96,965 | 0.48 | 9 | 21,970 | 0.18 | 9 | 9,013 | 0.18 | 16 | 14,681 | 0.59 | 4 | 1,261 | 0.07 |
| Other countries | 85 | 133,024 | 0.60 | 94 | 122,229 | 0.60 | 62 | 70,453 | 0.59 | 99 | 187,702 | 3.74 | 41 | 33,215 | 1.34 | 55 | 70,717 | 3.91 |
| WORLD TOTAL | 2,360 | 22,229,335 | 100 | 1,888 | 20,287,742 | 100 | 1,474 | 12,008,712 | 100 | 1,452 | 5,015,051 | 100 | 695 | 2,477,386 | 100 | 701 | 1,806,599 | 100 |

.. = Not available or reported in Annual Summaries

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 | | |
| owing to war, statistics were not compiled for the years 1940-1947 | 1939 | 29,763 | 68,509,432 | 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 | 371 | 733,476 |
| | 1941 | | | 30 | 31,979 | 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 | 348,694 | 16 | 41,492 | 48 | 116,526 | 1,536 | 7,841,286 | 112 | 313,432 | 9 | 5,547 | 300 | 856,116 |
| | 1943 | | | 30 | 44,397 | 60 | 260,957 | 16 | 54,964 | 46 | 145,265 | 940 | 4,271,496 | 86 | 225,336 | 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 | 19 | 23,671 | 25 | 52,209 | 88 | 207,589 | 3 | 7,703 | 155 | 327,882 |
| | 1947 | | | 29 | 23,376 | 13 | 7,631 | 27 | 76,594 | 17 | 17,245 | | | 92 | 227,056 | 22 | 36,521 | 200 | 388,423 |
| | 1948 | | | 38 | 26,204 | 8 | 13,989 | 24 | 33,313 | 11 | 8,138 | | | 96 | 126,923 | 19 | 13,934 | 196 | 22,501 |
| 1949 | | | 49 | 21,568 | 8 | 4,797 | 28 | 34,537 | 29 | 17,739 | | | 94 | 146,647 | 12 | 18,832 | 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 | |
| 1951 | | | 46 | 68,306 | 4 | 1,445 | 18 | 41,537 | 21 | 20,564 | | | 106 | 143,765 | 23 | 15,266 | 218 | 290,883 | |
| 1952 | | | 42 | 31,252 | 9 | 11,479 | 27 | 39,202 | 19 | 28,391 | | | 81 | 136,960 | 10 | 2,932 | 188 | 250,216 | |
| 1953 | | | 45 | 49,318 | 15 | 12,056 | 33 | 60,005 | 33 | 61,857 | | | 89 | 121,884 | 11 | 17,102 | 226 | 322,222 | |
| 1954 | | | 42 | 47,380 | 12 | 22,964 | 18 | 35,140 | 13 | 10,093 | | | 84 | 140,802 | 13 | 5,990 | 182 | 262,369 | |
| 1955 | | | 39 | 30,083 | 4 | 4,827 | 13 | 10,249 | 34 | 51,379 | | | 75 | 145,662 | 13 | 12,458 | 178 | 254,658 | |
| 1956 | | | 41 | 59,524 | 10 | 4,422 | 17 | 19,203 | 20 | 57,833 | | | 61 | 101,403 | 14 | 6,150 | 163 | 248,535 | |
| 1957 | | | 43 | 38,135 | 4 | 14,384 | 14 | 56,933 | 20 | 37,839 | | | 73 | 110,795 | 9 | 12,877 | 163 | 270,963 | |
| 1958 | | | 48 | 79,125 | 2 | 1,763 | 15 | 65,608 | 23 | 55,944 | | | 56 | 114,718 | 16 | 30,388 | 160 | 347,546 | |
| 1959 | | | 60 | 45,646 | 3 | 1,657 | 14 | 21,416 | 22 | 49,352 | | | 73 | 158,023 | 9 | 5,429 | 181 | 281,523 | |
| 1960 | | | 50 | 68,181 | 7 | 6,295 | 17 | 74,054 | 19 | 46,544 | | | 72 | 160,297 | 6 | 2,809 | 171 | 358,180 | |
| 1961 | | | 43 | 45,155 | 1 | 535 | 35 | 109,749 | 23 | 75,889 | | | 80 | 235,698 | 7 | 4,071 | 189 | 471,097 | |
| 1962 | | | 64 | 139,979,813 | 11 | 12,372 | 24 | 54,085 | 16 | 25,036 | | | 123 | 297,082 | 11 | 30,425 | 249 | 481,098 | |
| 1963 | | | 55 | 36,343 | 7 | 21,998 | 30 | 69,287 | 40 | 55,711 | | | 116 | 297,503 | 6 | 15,963 | 254 | 496,805 | |
| 1964 | | | 65 | 99,436 | 4 | 1,983 | 36 | 68,920 | 29 | 86,177 | | | 108 | 298,424 | 7 | 3,260 | 249 | 558,200 | |
| 1965 | | | 81 | 114,256 | 9 | 11,193 | 31 | 204,356 | 25 | 38,724 | | | 121 | 367,384 | 10 | 3,891 | 277 | 739,804 | |
| 1966 | | | 82 | 168,964 | 4 | 1,202 | 55 | 256,547 | 42 | 105,199 | | | 120 | 276,139 | 9 | 14,487 | 312 | 822,538 | |
| 1967 | | | 87 | 133,571 | 15 | 23,133 | 49 | 147,039 | 34 | 62,436 | | | 146 | 464,608 | 6 | 2,016 | 337 | 832,803 | |
| 1968 | | | 91 | 146,697 | 9 | 10,764 | 51 | 175,963 | 23 | 61,343 | | | 142 | 358,927 | 10 | 6,753 | 326 | 760,447 | |
| 1969 | | | 108 | 152,102 | 3 | 10,637 | 54 | 266,498 | 45 | 139,846 | | | 107 | 231,175 | 10 | 24,720 | 327 | 824,978 | |
| 1970 | | | 140 | 234,948 | | | 63 | 87,144 | 40 | 48,432 | | | 93 | 239,349 | 16 | 2,746 | 352 | 612,619 | |
| 1971 | | | 129 | 180,871 | 7 | 22,102 | 56 | 227,707 | 43 | 83,977 | | | 121 | 433,215 | 21 | 82,688 | 377 | 1,030,560 | |
| 1972 | | | 156 | 218,819 | 3 | 1,539 | 63 | 304,086 | 44 | 211,241 | | | 98 | 202,982 | 7 | 10,669 | 371 | 949,336 | |
| 1973 | | | 145 | 206,204 | 10 | 34,445 | 63 | 331,507 | 32 | 44,904 | | | 101 | 278,817 | 12 | 23,977 | 363 | 919,854 | |
| 1974 | | | 105 | 121,106 | 7 | 19,860 | 51 | 233,077 | 39 | 137,137 | | | 101 | 352,695 | 8 | 5,783 | 311 | 869,658 | |
| 1975 | | | 125 | 189,174 | 4 | 13,949 | 61 | 322,131 | 34 | 119,107 | | | 107 | 315,428 | 5 | 35,472 | 336 | 995,261 | |
| 1976 | | | 111 | 165,159 | 6 | 54,182 | 60 | 229,354 | 32 | 53,225 | CONTACT | | 132 | 600,997 | 4 | 53,192 | 345 | 1,156,109 | |
| 1977 | | | 129 | 197,424 | 3 | 7,969 | 57 | 477,409 | 32 | 58,041 | | | 112 | 327,360 | 3 | 4,924 | 336 | 1,073,127 | |
| 1978 | | | 169 | 258,585 | 9 | 14,734 | 85 | 586,367 | 56 | 140,306 | | | 144 | 681,798 | 10 | 29,023 | 473 | 1,710,813 | |
| 1979 | | | 164 | 336,904 | 4 | 17,734 | 83 | 752,499 | 47 | 507,659 | No. | Gross Tonnage | 153 | 514,587 | 14 | 80,876 | 465 | 2,210,259 | |
| 1980 | | | 152 | 504,934 | 8 | 184,721 | 55 | 647,116 | 39 | 67,661 | | | 127 | 277,536 | 6 | 122,059 | 387 | 1,804,027 | |
| 1981 | | | 120 | 243,822 | 10 | 24,545 | 67 | 469,222 | 41 | 123,015 | 10 | 19,669 | 100 | 232,029 | 11 | 125,948 | 359 | 1,238,250 | |
| 1982 | | | 142 | 223,459 | 3 | 19,950 | 79 | 570,126 | 32 | 46,543 | 6 | 7,961 | 108 | 391,930 | 32 | 371,961 | 402 | 1,631,930 | |
| 1983 | | | 127 | 160,191 | 1 | 2,995 | 58 | 675,076 | 35 | 51,493 | 6 | 14,074 | 93 | 453,872 | 20 | 114,910 | 340 | 1,472,611 | |
| 1984 | | | 131 | 212,936 | 4 | 15,767 | 57 | 364,729 | 35 | 65,990 | 7 | 29,573 | 69 | 360,648 | 24 | 1,304,298 | 327 | 2,353,941 | |
| 1985 | | | 108 | 242,234 | 2 | 28,570 | 48 | 276,126 | 35 | 89,481 | 10 | 13,670 | 74 | 257,429 | 30 | 743,700 | 307 | 1,651,210 | |
| 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 | |
| 1987 | | | 101 | 395,122 | 4 | 40,994 | 27 | 95,672 | 24 | 96,031 | 7 | 21,341 | 43 | 298,209 | 13 | 336,697 | 219 | 1,284,161 | |
| 1988 | | | 105 | 169,575 | 2 | 16,459 | 31 | 125,229 | 20 | 17,671 | 9 | 14,942 | 53 | 227,364 | 11 | 293,430 | 231 | 864,670 | |
| 1989 | | | 101 | 228,506 | 3 | 12,679 | 27 | 150,251 | 29 | 58,527 | 8 | 32,010 | 38 | 151,119 | 5 | 34,202 | 211 | 667,294 | |
| 1990 | | | 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 | |

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

Part 1 Details of total losses declared during 1990

(Listed in alphabetical order of ship name.)

| Ship name and year of build | Gross Tonnage | Flag | Type | Voyage from to | Cargo | Circumstances and place | Category |
|------------------------------------|---------------|------|--------------------|------------------------------------|------------------|--|----------|
| ADRIA 1950 | 493 | USA | FERRY | JACKSONVILLE, FL- PENSACOLA, FL | .. | CAPSIZED AND SANK AFTER FIRE IN LAT. 26 50N., LONG. 84 55W., ON 18/3/90. | FX |
| AFKO 201 1962 | 198 | GHA | FISHING | .. | .. | STRANDED IN LAT. 05N., LONG. 02W., ON 22/4/90. | WS |
| AL-FAISAL II 1974 | 262 | KUW | LANDING CRAFT | .. | .. | REPORTED FROM KUWAIT; STRANDED AT MINA AZOUR ON 23/10/89 IN HEAVY WEATHER. REFLOATED AND CONDEMNED. | WS |
| ALASKAN MONARCH 1979 | 199 | USA | FISHING | .. | .. | TRAPPED IN ICE OFF ST. PAUL ISLAND, PRIBILOF ISLANDS, ON 15/3/90 AND FORCED ONTO BEACH. SUBSEQUENTLY BROKE UP. | CT |
| ALEUTIAN ENTERPRISE 1982 | 199 | USA | FISHING | .. | .. | CAPSIZED AND SANK 60 MLS S. OF PRIBILOF ISLANDS ON 22/3/90. | FD |
| ALEXANDRE P 1967 | 54 566 | PAN | ORE/OIL CARRIER | DAMPIER, W.A.-GIJON | IRON ORE | SAILED FROM DAMPIER ON 13/3/90 FOR GIJON. LAST REPORTED IN LAT. 20 20S., LONG. 113 15E., AT 0600 HRS. GMT, ON 14/3/90 AND SUBSEQUENTLY FOUNDERED. | FD |
| ALGARROBO 1973 | 89 178 | LIB | ORE/OIL CARRIER | HUASCO-KAWASAKI, KANAGAWA P | IRON ORE | SAILED FROM HUASCO ON 16TH SEPTEMBER, 1990 FOR KAWASAKI, KANAGAWA PREF. LAST REPORTED IN LAT. 25 12S., LONG. 79 21W., ON 18TH SEPTEMBER, 1990 AND NOT SINCE HEARD OF. | MG |
| ALPHARD 1972 | 4 264 | PAN | GENERAL DRY CARGO | ZHANJIANG/ TSAMKONG-BANGKOK | IRON BILLETS | SAILED FROM ZHANJIANG/TSAMKONG ON 27/8/90 FOR BANGKOK. LAST REPORTED ON 27/8/90 AND NOT SINCE HEARD OF. | MG |
| ALWAHDA 1980 | 1 356 | PAN | REFRIGERATED CARGO | CASABLANCA-DIEPPE | .. | STRANDED OFF ESTORIL, N. OF LISBON, ON 16/12/89 AFTER DRAGGING ANCHORS IN HEAVY WEATHER. REFLOATED 9/5/90 AND ANCHORED AT CASCAIS. TOWED TO LISBON AND SUBSEQUENTLY BROKEN UP. | WS |
| AMELIA DE LLANO 1964 | 243 | SPN | FISHING | .. | .. | TOOK WATER IN LAT. 49 16N., LONG. 10 29W., ON 26/12/90 IN HEAVY WEATHER AND SUBSEQUENTLY FOUNDERED. | FD |
| AMERICAN STAR 1971 | 192 | USA | FISHING | .. | .. | STRANDED AT OTTER ISLAND, PRIBILOF ISLANDS ON 29/1/90. | WS |
| AMPOSTA 1968 | 103 | SPN | TUG | TARRAGONA-VIGO | .. | FOUNDERED 6 MILES OFF CABO DE LA NAO, S.E. SPAIN, ON 21/11/90 WHILST IN TOW. | FD |
| ANCON 1970 | 2 998 | PER | GENERAL DRY CARGO | SIDOR TERM-TAMPICO | STEEL WIRE RODS | FOUNDERED IN LAT. 11 47 36N., LONG. 64 39 42W., ON 29/9/90. | FD |
| ANG LEE 1964 | 1 585 | THA | GENERAL DRY CARGO | SONGKHLA | .. | REPORTED 6/1/89; FOUNDERED AT SONGKHLA. | FD |
| ANGKOR 2 1950 | 786 | THA | GENERAL DRY CARGO | .. | .. | FOUNDERED IN LAT. 15 53N., LONG. 113 55E., ON 3/7/90 AFTER HEAVY LIST. | FD |
| ANKASIM 1965 | 14 588 | PAN | BULK CARRIER | VOLOS-PIRAEUS | .. | CAUGHT FIRE IN ENGINE ROOM 2 MLS OFF PRASOUDHA ISLAND, GREECE ON 26/10/89. FIRE EXTINGUISHED AND VESSEL TOWED TO PIRAEUS WHERE LAID UP; SUBSEQUENTLY TAKEN TO ALANG TO BE BROKEN UP. | FX |
| ANN II 1961 | 1 203 | SVC | GENERAL DRY CARGO | BRITON FERRY | COAL | TOUCHED BOTTOM WHILST LOADING AT BRITON FERRY ON 7/7/89; SUBSEQUENTLY DRYDOCKED AT SWANSEA AFTER DISCHARGE. BROKEN UP. | WS |
| ANNELIESE 1952 | 495 | SVC | GENERAL DRY CARGO | WISMAR-GUNNESS | POTASH, 750 TONS | BRIDGE COLLAPSED IN HEAVY WEATHER AND VESSEL ABANDONED BY CREW IN LAT. 53 05N., LONG. 03 25E., ON 26/2/90. STRANDED ON THE ISLAND OF TEXEL 27/2/90; SUBSEQUENTLY SOLD AND BROKEN UP 'IN SITU'. | WS |
| ANNETTE MARIE 1963 | 163 | CAN | FISHING | .. | .. | CAUGHT FIRE IN ENGINE ROOM S. OF NOVA SCOTIA IN LAT. 41 44N., LONG. 66 20W., ON 30/3/89. SUBSEQUENTLY FOUNDERED ON 31/3/89. | FX |

| | | | | | | | |
|------------------------------------|---------|-----|----------------------------|------------------------|-------------------|---|----|
| 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 |

| | | | | | | | |
|--|--------|-----|------------------------------------|-------------------------------|-------------------------|---|----|
| BOSTON WASP 1960 | 300 | HON | FISHING | LA CEIBA | .. | STRUCK WHARF AND STRANDED AT LA CEIBA ON 20 10 89 AFTER BREAKING MOORINGS IN HEAVY WEATHER. | CT |
| BOW REIDUN 1975 | 17 641 | NIS | TANKER | OSAKA - SINGAPORE | CHEMICALS | BROKE IN TWO AFTER EXPLOSION 60 MLS S.W. OF KAOHSIUNG IN LAT. 22 29N., LONG. 119 17E., ON 17/12 90 BOTH PARTS SANK THE FOLLOWING DAY | FX |
| BREITHORN 1971 | 3 266 | CYP | GENERAL DRY CARGO | SOUTHAMPTON- MATADI | GRAIN | TOOK WATER IN NO. 1 HOLD S.W. OF ILE DE SEIN IN LAT. 47 19N., LONG. 07 19W., ON 12/2/90 AFTER TWO HATCH COVERS LOST IN HEAVY WEATHER AND PRESUMED TO HAVE FOUNDERED | FD |
| CAHAYA 1975 | 6 471 | PAN | GENERAL DRY CARGO | .. | COAL | STRANDED AND BROKE IN THREE OFF HUALIEN ON 23/6/90 DURING TYPHOON 'OFELIA'. | WS |
| CARIBBEAN 1963 | 803 | PHI | FISHING | .. | .. | FOUNDERED 25/10/89 | FD |
| CARIBICA 1975 | 19 460 | PAN | TANKER | SINGAPORE | .. | SPRANG LEAK AFTER FIRE AND TANK EXPLOSION IN LAT. 05 30N., LONG. 107 11E., ON 7/9/90. SUBSEQUENTLY SANK IN LAT. 05 25N., LONG. 107 35E., ON 8/9/90. | FX |
| CELTIC SEA 1963 | 685 | GBI | FISHING | VIGO - .. | .. | FOUNDERED 25 MILES W. OF CIES ISLANDS, IN LAT. 42 14N., LONG. 09 30W., ON 4/4/90 AFTER ENGINE ROOM FLOODED. | FD |
| CENTRAL BOHOL 1968 | 980 | PHI | GENERAL DRY CARGO | PALAWAN ISLA- MANILA | ROUND SINKER LOGS | FOUNDERED OFF KAWAYAN ISLAND, EL NIDO, ON 26/7/90 AFTER CRACK IN HULL. | FD |
| CHARLIE 1975 | 10 673 | CYP | BULK CARRIER | MONTREAL, P.Q. - .. | GRAIN | SAILED MONTREAL, P.Q., 14/1/90 BOUND FOR MOZAMBIQUE. LAST REPORTED IN LAT. 45 30N., LONG. 40 00W., AT 0210 HRS. GMT, 20/1/90 IN HEAVY WEATHER AND NOT SINCE HEARD OF. | MG |
| CHEMICORAL 1971 | 1 507 | GRC | TANKER | BOMBAY-JOUNIEH | GASOLENE - 3000 TONS | STRUCK BY SHELLFIRE AND SET ABLAZE OFF BEIRUT ON 15/6/89. REPORTED 10/7/90; STRANDED AT JOUNIEH BAY AFTER DRAGGING ANCHORS IN HEAVY WEATHER. SUBSEQUENTLY REFLOATED, TOWED TO TRIPOLI, LEB., AND SOLD FOR BREAKING UP. | LT |
| CHIEN TAI No. 1 1973 | 164 | CHT | GENERAL DRY CARGO | .. | .. | SPRANG LEAK AND SANK IN LAT. 03 58N., LONG. 99 55E., ON 9/3/89. | FD |
| CHOKYU MARU No. 32 1985 | 299 | JPN | FISHING | .. | .. | BURNT AND SANK IN LAT. 41 31 07N., LONG. 166 43 07W., ON 22/7/90. | FX |
| CHRISTOS 1984 | 427 | GRC | TANKER | .. | .. | FOUNDERED OFF KEA ISLAND IN LAT. 37 31N., LONG. 24 08E., ON 2/11/90. | FD |
| CHUN IL 1965 | 1 002 | KRS | GENERAL DRY CARGO | KOBE, HYOGO PREF- OSAKA | GENERAL | DAMAGED BY COLLISION WITH MV 'HIYOSHI MARU NO. 25' OFF OSAKA ON 29/3/90. BERTHED AT OSAKA. SUBSEQUENTLY SOLD AND BROKEN UP. | CN |
| CIUDAD DE CONCEPCION | 247 | PAR | GENERAL DRY CARGO | .. | BRAZIL NUTS | IN COLLISION WITH M DREDGER '403-C CORRIENTES' OFF CORRIENTES, IN THE PARANA RIVER, CAPSIZED AND SANK AT 0600HRS., ON 27/6/89. | CN |
| COMBI STAR 1972 | 84 348 | NIS | ORE/OIL CARRIER | HUASCO | IRON ORE | STRANDED AT HUASCO ON 23/2/90. REFLOATED WITH TUG ASSISTANCE 18/3/90 AFTER PART DISCHARGE. SAILED 28/11/90 UNDER THE NAME 'COMBI'. ARRIVED BALBOA 12/12/90 AND SAILED 24/1/91. ARRIVED KAOHSIUNG 28/3/91 FOR BREAKING UP. | WS |
| CONCHA DE SAN SEBASTIAN 1957 | 134 | SPN | FISHING | .. | .. | FOUNDERED OFF PUNTA INSUA AND BAJOS DE MEISIDO, SPAIN ON 27/8/89. | FD |
| CONDOR 1967 | 561 | PAN | LIVESTOCK CARRIER | SINGAPORE | .. | SANK AFTER COLLISION WITH O/O MV 'LA PLATA MARU' AT SINGAPORE ON 18/8/90. | CN |
| CORAZON 1972 | 15 892 | MTA | BULK CARRIER | CHALKIS - NEW YORK, NY | CEMENT | TOOK WATER IN LAT. 40 32N., LONG. 62 47W., ON 31/7/90 DURING HURRICANE 'BERTHA'. SUBSEQUENTLY FOUNDERED 340 MLS OFF CAPE COD ON 2/8/90 IN HEAVY SEAS. | FD |
| CORDILLERA 1965 | 8 164 | CHL | GENERAL DRY CGO/ CONTAINER SHIP | RIO DE JANEIRO- VALPARAISO | .. | STRANDED PASO SHOAL, N. OF CANAL SMYTH, IN LAT. 52 30S., LONG. 73 40W., 31/5/90. REFLOATED 7/6/90 AND ARRIVED PUNTA ARENAS 19/6/90, WHERE TEMPORARY REPAIRS EFFECTED; SUBSEQUENTLY SOLD, TAKEN TO PORT ALANG AND BROKEN UP. | WS |
| COSTA DE GROENLANDIA 1962 | 350 | SPN | FISHING | .. | .. | REPORTED LOST PRIOR TO 22/4/88 | XX |

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|-------------------------------------|--------|-----|----------------------------|---------------------------------------|--------------------------------------|---|----|
| CTE ROCIO 1969 | 998 | ABB | GENERAL DRY CARGO | NAPLES-VALENCIA | .. | HEAVY LIST IN LAT 39 33N., LONG. 11 44E., ON 10/12/90 IN HEAVY WEATHER. SUBSEQUENTLY FOUNDERED OFF SICILY. | FD |
| DA QING 245 1977 | 15 981 | CHR | TANKER | QINGDAO | .. | DAMAGED BY EXPLOSION AND FIRE AT QINGDAO ON 18/10/86. SUBSEQUENTLY BROKEN UP. | FX |
| DAI KWANG HO No. 101 1970 | 111 | KRS | FISHING | .. | .. | CAPSIZED AND SANK 60 MLS OFF TSUSHIMA, NAGASAKI PREF., IN LAT. 33 35N., LONG. 128 15E., ON 25/3/90 IN HEAVY SEAS. | FD |
| DAR EL SALAM 1964 | 847 | UAE | LANDING CRAFT | DUBAI-.. | BAGGED SUGAR, USED TYRES & USED CARS | WRECKED IN LAT 17N., LONG 55E., ON 30/6/90 AFTER DEVELOPING RUDDER TROUBLE DURING MONSOON. | WS |
| DAR-159 1973 | 106 | POL | FISHING | .. | .. | REPORTED FROM GDANSK, DAMAGED BY FIRE ON 20/3/88 WHILST LAID UP. SOLD TO BE BROKEN UP. | FX |
| DEBUT 1948 | 564 | GBI | FISHING | .. | .. | STRANDED ON REEF 30 N MLS S.E. OF COOKTOWN DURING 1987 AFTER BREAKING MOORINGS IN HEAVY WEATHER. | WS |
| DIANE 1959 | 239 | PAN | FISHING | MAR DEL PLATA | .. | REPORTED 11/8/88; STRUCK PIER AND SANK WHILST BERTHED AT MAR DEL PLATA IN HEAVY WEATHER. | CT |
| DOLORES MARIE 1977 | 146 | USA | FISHING | .. | .. | CAPSIZED AND SANK OFF MARYLAND, IN LAT. 38 07N., LONG. 73 50W., ON 23/2/87. | FD |
| DONA OLGA III 1972 | 193 | COL | GENERAL DRY CARGO | CARTAGENA DE INDIAS-ISLA DE PROVIDENC | CONTAINER | REPORTED 22/3/90; FOUNDERED WHILST ON VOYAGE FROM CARTAGENA DE INDIAS TO ISLA DE PROVIDENCIA. | FD |
| DORELL 1956 | 496 | NOR | GENERAL DRY CARGO | NAKSKOV | STEEL | SANK N.N.W. OF ROSNAES PULLER, IN LAT 55 48.74N., LONG. 10 47.31E., ON 24/1/90 AFTER CARGO SHIFTED AND HOLED SHELL PLATING; SUBSEQUENTLY RAISED, TOWED TO NYBORG AND THENCE TO COPENHAGEN. SOLD AND BROKEN UP. | FD |
| EAL DIAMOND 1987 | 19 689 | DIS | RORO CARGO | DOUALA-LE HAVRE | COFFEE, COCOA & CONTAINERS | CAPSIZED 350 MLS W.S.W. OF THE STRAIT OF GIBRALTAR IN LAT. 35 12N., LONG. 12 30W., ON 7/4/90 IN HEAVY WEATHER. PRESUMED TO HAVE FOUNDERED. | FD |
| EDNA 1918 | 132 | BVI | GENERAL DRY CARGO, SAILING | .. | .. | STRANDED AT ATUI ISLAND, COOK ISLANDS, ON 28/11/90. | WS |
| EL AGUILA | 500 | COL | GENERAL DRY CARGO | PUERTO CORTES-CAP HAITIEN | CEMENT-1100TONS | REPORTED 24/10/89; STRANDED N. OF UTILA ISLAND AFTER MECHANICAL PROBLEMS IN HEAVY WEATHER. | WS |
| ELDIA 1966 | 9 807 | MTA | GENERAL DRY CARGO | SAINT JOHN, N.B.-NEW YORK, NY | .. | STRANDED OFF NAUSET HARBOUR, CAPE COD, IN LAT. 41 46N., LONG. 69 55W., ON 29/3/84 AFTER STEERING FAILURE IN HEAVY WEATHER; REFLOATED 16/5/84, TOWED TO PROVIDENCE, RI., AND THENCE MIDDLETON, RI.; SUBSEQUENTLY SOLD AND BROKEN UP. | WS |
| ELOUNDA DAY 1973 | 20 966 | PAN | BULK CARRIER | VANCOUVER, B.C.-.. | POTASH | SPRANG LEAK 1200 MLS OFF HONOLULU ON 18/12/90 IN HEAVY WEATHER. SUBSEQUENTLY FOUNDERED IN LAT. 36 09N., LONG. 154 10W., ON 23/12/90. | FD |
| ERLING 1969 | 328 | ICL | FISHING | .. | .. | STRUCK ROCK AND SANK OFF S.E. ICELAND ON 11/12/90. | WS |
| ESPERANZA B. 1966 | 299 | GEU | GENERAL DRY CARGO | .. | GRANITE STONES | SANK AFTER COLLISION WITH MV 'SORMOVSKIY-3067' AT KM 17.5, KIEL CANAL ON 8/12/90 AFTER RUDDER FAILURE. SUBSEQUENTLY RAISED, PLACED ON PONTOON, TOWED TO CUXHAVEN AND BROKEN UP. | CN |
| ESPRESSO TRAPANI 1983 | 2 719 | ITL | RORO CARGO | LEGHORN-TRAPANI | PASSENGERS, CARS & LORRIES | CAPSIZED AND SANK 3.5 MLS OFF TRAPANI IN LAT. 38 02N., LONG. 12 24E., ON 29/4/90 IN GOOD WEATHER. | FD |
| EVANGELIA 1957 | 499 | HON | GENERAL DRY CARGO | .. | .. | FOUNDERED 40 MLS S. OF VASSILIKO BAY, IN LAT. 34 10N., LONG. 33 40E., ON 16/8/90 AFTER TAKING WATER IN ENGINE ROOM. | FD |
| EXPRESS FEEDER 1973 | 1 492 | PAN | RORO CARGO/ CONTAINER SHIP | LIMASSOL-TRIPOLI | CONTAINERS | SPRANG LEAK AND SANK 70 MLS W. OF DERNA ON 9/2/90. | FD |
| FERRYMAN 1955 | 485 | HON | GENERAL DRY CARGO | LENINGRAD-SZCZECIN | .. | SUSTAINED MACHINERY DAMAGE OFF GOTLAND ON 20/10/89. SUBSEQUENTLY TOWED TO DORDRECHT WHERE ARRIVED 2/12/89. LATER TAKEN TO HENDRIK-IDO-AMBACHT AND BROKEN UP. | HM |
| FLAG THEOFANO 1970 | 2 818 | GRC | CEMENT CARRIER | LE LAVANDOU-SOUTHAMPTON | BULK CEMENT | FOUNDERED 3 MLS N. OF NAB TOWER, ISLE OF WIGHT, IN LAT. 50 43N., LONG. 00 59W., ON 30/11/90 IN HEAVY WEATHER. | FD |
| G & S EXPRESS 1969 | 200 | HON | GENERAL DRY CARGO | MIAMI, FL.-.. | GENERAL | FOUNDERED OFF NORTH COAST OF CUBA ON 12/5/90. | FD |

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| GALLANT DRAGON 1976 | 64 967 | PAN | BULK CARRIER | TUBARAO-KAKOGAWA, HYOGO PREF | | STRUCK SUBMERGED OBJECT OFF TUBARAO ON 23/9/90 TAKEN TO ANGRA DOS REIS WHERE ARRIVED 3/10/90 SUBSEQUENTLY SCUTTLED IN LAT. 26 05 56S., LONG. 42 18 41W., ON 20/2/91 | CT |
| GARCIA Y VIDAL II 1970 | 168 | SPN | FISHING | .. | .. | FOUNDERS OFF WEST COAST OF MOROCCO ON 27/6/90 IN HEAVY WEATHER. | FD |
| GILDA 1959 | 181 | ITL | TUG | .. | .. | DAMAGED BY EXPLOSION OFF NAPLES ON 3/4/89 IN HEAVY WEATHER. SUBSEQUENTLY BERTHED AT NAPLES TO BE BROKEN UP. | FX |
| GLOMARIS 1981 | 371 | PNG | RORO CARGO/TANKER/ LANDING CRFT | .. | .. | STRANDED OFF JACQUINOT BAR, NEW BRITAIN ISLAND ON 26/7/90. SUBSEQUENTLY CAPSIZED AND SANK ON 28/7/90. | WS |
| GLORY LAND 1956 | 2 275 | SVC | GENERAL DRY CARGO | SUAO-SHANGHAI | .. | FOUNDERS IN LAT. 27 00N., LONG. 121 23E., ON 20/1/90. | FD |
| H. B. BROCK 1972 | 142 | DEN | FISHING | .. | .. | FOUNDERS IN LAT. 53 58N., LONG. 03 33E., ON 11/4/90. | FD |
| HELDARSTINDUR 1976 | 182 | FAR | FISHING | .. | .. | STRUCK ROCK AND SANK OFF SIMRISHAMN ON 11/10/90. | WS |
| HEXANE 1965 | 566 | PAN | LIQ. GAS CARRIER | LIMAY | .. | STRANDED AT QUITANG ANCHORAGE, LIMAY ON 26/11/87 WHILST LAID UP. SUBSEQUENTLY REFLOATED, TAKEN TO MARIVELES AND BROKEN UP. | WS |
| HIRO MARU No. 82 1969 | 134 | JPN | FISHING | .. | .. | FOUNDERS IN LAT. 33 58N., LONG. 124 02E., ON 17/10/90. | FD |
| HONG LAM 10 1981 | 4 741 | VNM | GENERAL DRY CARGO | .. | .. | STRANDED OFF NGHE TINH, VIETNAM ON 16/2/90 IN HEAVY WEATHER. | WS |
| HUA ZHU 1978 | 2 490 | PAN | GENERAL DRY CARGO | .. | LOGS | FOUNDERS 40 MLS OFF THE NORTH COAST OF LUZON IN LAT. 18 45N., LONG. 120 15E., ON 25/1/90 AFTER CARGO SHIFTED IN HEAVY SEAS. | FD |
| ILHA DE SAO VICENTE 1954 | 418 | PTG | FISHING | .. | .. | SANK AFTER COLLISION WITH M BULK CARRIER 'IONIAN WIND' 240 MLS S. OF GRAND CANARY ISLAND IN LAT. 24 32N., LONG. 16 20W., ON 18/10/90 IN POOR VISIBILITY. | CN |
| ILJANA 1956 | 672 | NOR | GENERAL DRY CARGO | .. | SCRAP IRON | EXTENSIVELY DAMAGED BY FIRE AND EXPLOSION IN ENGINE ROOM OFF SANDVIKSBERGET ON 20/10/89. TAKEN TO SANDVIKSBERGET AND THENCE TOWED TO MO I RANA FOR DISCHARGE. REPORTED SOLD AND TOWED TO SPAIN FOR BREAKING UP. | FX |
| IRAN HEJRAT 1967 | 10 172 | IRN | GENERAL DRY CARGO | .. | .. | EXTENSIVELY DAMAGED DURING HOSTILITIES WHILST ANCHORED OFF MINO ISLAND, S. OF KHORRAMSHAHR ON 7/10/80. | LT |
| IRAN NAHAD 1970 | 11 205 | IRN | GENERAL DRY CARGO | .. | .. | CAUGHT FIRE IN CREW ACCOMMODATION AFTER BEING STRUCK BY MISSILES IN LAT. 27 29N., LONG. 52 01E., ON 11/5/88. LAID UP; SUBSEQUENTLY TAKEN TO GADANI BEACH, SOLD AND BROKEN UP UNDER THE NAME 'ATLAS'. | LT |
| IRVING FOREST 1973 | 6 982 | BER | GENERAL DRY CARGO | SAINT JOHN, N.B.- ROUEN | WOODPULP & NEWSPRINT | SEVERE LIST IN LAT. 46 53N., LONG. 28 20W., ON 11/1/90 IN HEAVY SEAS AND PRESUMED TO HAVE FOUNDERS. | FD |
| ISHAV 1947 | 426 | NOR | FISHING | SVALBARD-AALESUND | .. | CAUGHT FIRE W. OF OERLAND, OFF TRONDHEIMSFJORD, IN LAT. 63 51N., LONG. 03 34E., AT 0300 HRS ON 6/12/89 IN HEAVY SEAS. TOWED TO AALESUND AND THENCE TO NYBORG AND BROKEN UP. | FX |
| ISLAND SWALLOW 1975 | 499 | GBI | GENERAL DRY CARGO BARGE | QUEENBOROUGH | .. | EXTENSIVELY DAMAGED BY FIRE AT QUEENBOROUGH ON 29/3/90. SUBSEQUENTLY BROKEN UP. | FX |
| ITALIA EXPRESS 1965 | 3 540 | GRC | PASSENGER/RORO CARGO/FERRY | DRAPETZONA | .. | SANK AFTER EXPLOSION AT DRAPETSONA ON 24/3/88. | LT |
| IVORY K 1982 | 8 911 | CYP | GENERAL DRY CARGO | POINTE NOIRE- MAURITIUS ISLA | .. | FOUNDERS OFF PORTO AMBOIM, IN LAT. 10 24S., LONG. 11 31E., AT 0211 HRS, GMT, ON 27/8/90. AFTER ENGINE ROOM FLOODED. | FD |
| IWACHI MARU No. 8 1969 | 284 | JPN | FISHING | .. | .. | SANK AFTER COLLISION WITH MFV 'CHIYO MARU NO. 67' IN LAT. 40 45N., LONG. 149 14E., ON 31/8/89. | CN |
| JABBAR 1952 | 506 | BNG | REFRIGERATED CARGO | CHITTAGONG | .. | STRANDED AND SANK AT CHITTAGONG ON 11/6/90 AFTER BREAKING MOORINGS WHILST UNDER REPAIR. SUBSEQUENTLY BROKEN UP IN SITU. | WS |

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| JACKY 1968 | 145 | PER | FISHING | .. | .. | FOUNDERED IN CARQUIN BAY, OFF HUACHO, 2/6/90. | FD |
| JANIKA 1974 | 11 540 | CYP | GENERAL DRY CARGO | KARACHI-.. | .. | SAILED KARACHI 26/8/90 AND SUSTAINED MAIN ENGINE DAMAGE 29/8/90; TAKEN TO DUBAI AND FUJAIRAH; SUBSEQUENTLY TAKEN TO ALANG WHERE ARRIVED 30/11/91 FOR BREAKING UP. | HM |
| JARITA 1960 | 644 | NOR | GENERAL DRY CARGO | HIRTSHALS-LA PALLICE | PAPER | FOUNDERED IN LAT. 51 31N., LONG. 02 04E., ON 28/12/90 IN HEAVY SEAS. | FD |
| JESSICA B. 1985 | 146 | USA | FACTORY FISHING | .. | FISH | STRANDED ON REEF OFF MCIVER BIGHT, UNALASKA ISLAND, IN LAT. 53 29N., LONG. 167 03W., ON 28/12/90. | WS |
| JESSY 1966 | 608 | CYP | GENERAL DRY CARGO | CADIZ-LAS PALMAS | .. | SUSTAINED MAIN ENGINE CRANKSHAFT DAMAGE WHILST ON VOYAGE FROM CADIZ TO LAS PALMAS AND TAKEN IN TOW FOR CADIZ, WHERE ARRIVED 4/5/89; SUBSEQUENTLY TOWED TO PUERTO DE SANTA MARIA, SOLD AND BROKEN UP. | HM |
| JIAN CHANG 1964 | 5 581 | CHR | GENERAL DRY CARGO | SINGAPORE-HAINAN ISLA | .. | FOUNDERED 70 N MLS E. OF VIETNAM IN LAT. 14 42N., LONG. 110 02E., ON 11/11/90 AFTER ENGINE ROOM FLOODED IN HEAVY SEAS. | FD |
| JIN HANG JUN 102 1966 | 4 639 | CHR | HOPPER/DREDGER | .. | .. | SANK AFTER COLLISION WITH UNIDENTIFIED VESSEL IN JIAOZHOU BAY, OFF QINGDAO ON 18/6/90. | CN |
| JIN YONG 1957 | 1 429 | KRS | TANKER | .. | .. | FOUNDERED OFF YOUNG DO, BUSAN ON 2/1/86. SUBSEQUENTLY RAISED, TAKEN TO BUSAN AND CONVERTED FOR USE AS A NON- PROPELLED TANK BARGE. | FD |
| JUPITER 1976 | 4 263 | USL | TANKER | BAY CITY, MI | UNLEADED GASOLINE | SANK AFTER EXPLOSION AND FIRE WHILST DISCHARGING AT A PETROLEUM DEPOT AT BAY CITY, MI., ON 16/9/90. FIRE EXTINGUISHED 17/9/90. SUBSEQUENTLY RAISED AND BROKEN UP. | FX |
| KANLAON 1960 | 355 | PHI | RORO CARGO/FERRY | CEBU-NEGROS ISLA | PASSENGERS & HEAVY EQUIPMENT | TOOK WATER AND SANK APPROXIMATELY 7 MILES S E. OF ESCALANTE, NEGROS ISLAND, ON 3/7/90. | FD |
| KARA 1973 | 3 278 | PAN | GENERAL DRY CARGO | BANJARMASIN-BANGKOK | SAWN TIMBER | DEVELOPED LIST IN LAT. 00 54N., LONG. 105 84 8E., ON 6/1/90 IN HEAVY WEATHER AND ABANDONED BY CREW; SUBSEQUENTLY SANK. | FD |
| KARL - MANFRED 1956 | 122 | SWD | TUG | .. | .. | DAMAGED BY STRANDING OFF VASTERVIK ON 22/11/85. REFLOATED AND TAKEN TO GRYT; SUBSEQUENTLY TAKEN TO SKARHOLMEN AND SOLD FOR BREAKING UP. | WS |
| KHADIJA II 1987 | 451 | MOR | FISHING | .. | .. | CAUGHT FIRE AND SANK OFF NOUADHIBOU ON 30/4/90 AFTER BEING FIRED ON BY A MAURITANIAN PATROL VESSEL. | LT |
| KIMITSU MARU No. 1 1982 | 180 | JPN | GENERAL DRY CARGO | KISARAZU, CHIBA PREF-TOKYO | STEEL PIPES 280 TONS | FOUNDERED OFF KAWASAKI, KANAGAWA PREF., IN LAT. 35 28.8N., LONG. 139 49.5E., ABOUT 27/12/90. | FD |
| KITION 1969 | 79 969 | BAH | TANKER | MONTEVIDEO | OIL 150,000T | SUSTAINED POWER FAILURE AFTER ENGINE ROOM FLOODED OFF CAPE TOWN ON 19/10/88 IN HEAVY WEATHER. TOWED TO SALDANHA BAY, WHERE CARGO TRANSHIPPED, AND THENCE TO SINGAPORE; SUBSEQUENTLY SOLD AND TOWED TO HUANGPU FOR BREAKING UP. | HM |
| KLOW 1958 | 443 | GIB | GENERAL DRY CARGO | RUPELMONDE | .. | CAUGHT FIRE WHILST UNDER REPAIR AT RUPELMONDE ON 20/7/88; SUBSEQUENTLY TOWED TO BRUGGE, SOLD AND BROKEN UP. | FX |
| KOEI MARU No. 32 1973 | 136 | JPN | FISHING | .. | .. | FOUNDERED IN LAT. 41 57S., LONG. 57 51W., ON 31/5/89. | FD |
| KOLADA 1957 | 499 | SVC | GENERAL DRY CARGO | CLAXTON BAY-.. | CEMENT 700 TONS | TOOK WATER AND SANK 20 MILES N. OF TRINIDAD ON 28/11/90. | FD |
| KONDOR 1969 | 2 654 | BUL | FACTORY FISHING | ULLAPOOL-FALMOUTH | .. | STRANDED ON ROCKS AT SGEIR GRAIDACH, IN LAT. 57 47N., LONG. 06 28W., AT 0150 HRS, 25/4/90 AND ABANDONED BY CREW. REFLOATED AND TAKEN IN TOW BY MFV 'AGATE' BUT SANK IN LAT. 58 02.5N., LONG. 06 18.4W., AT 1700 HRS, THE SAME DAY. | WS |
| KRISTEN M 1958 | 347 | SLI | GENERAL DRY CARGO | YANDINA-.. | FUEL IN DRUMS | CAUGHT FIRE AFTER GAS CYLINDER EXPLODED ON 20/10/90 AND ABANDONED BY CREW. PRESUMED TO HAVE FOUNDERED IN LAT. 08 58S., LONG. 158 45E. | FX |

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| KUM WOONG No. 7 1967 | 348 | KRS | FISHING | CONAKRY | FISH | CAUGHT FIRE AT CONAKRY 13:6:90 AND SUBSEQUENTLY CAPSIZED AND SANK DURING FIRE EXTINGUISHING OPERATIONS 14/6:90 | FX |
| KYOSHIN MARU 1979 | 199 | JPN | GENERAL DRY CARGO | KARATSU, SAGA PREF - KAGOSHIMA, KAGOSHIMA | CONCRETE BLOCKS | DEVELOPED LIST AFTER CARGO SHIFTED AND SANK ABOUT 2 MILES N.W. OF MATSUSHIMA, NAGASAKI PREF., ON 22/6/90. | FD |
| KYOTOKU MARU No. 5 1972 | 136 | JPN | FISHING | HACHINOHE, AOMORI PRE-FISHING GROUNDS | FISH 85 TONS | FOUNDERED IN LAT. 43 16N., LONG. 138 53E., ON 2/10/90 AFTER ENGINE ROOM FLOODED IN HEAVY WEATHER. | FD |
| KYUHO MARU No. 1 1969 | 117 | JPN | FISHING | .. | .. | WRECKED OFF HAMASAKA, HYOGO PREF., ON 25/5/90. | WS |
| LA CARLOTA 1974 | 15 495 | PHI | BULK CARRIER | MANILA BAY | .. | EXTENSIVELY DAMAGED BY FIRE WHILST LAID UP AT MANILA BAY ON 10/1/87; SUBSEQUENTLY SOLD AND BROKEN UP. | FX |
| LADY PATRICIA 1968 | 202 | CAN | FISHING | CORNER BROOK, NFL - FISHING GROUNDS | .. | STRUCK ROCK IN LAT. 49 08 40N., LONG. 58 21 45W., SPRANG LEAK AND BEACHED ON 16/7/90. REFLOATED AND TOWED TO CORNER BROOK, NFL., ON 17/7/90; SUBSEQUENTLY BROKEN UP. | WS |
| LADY V 1967 | 2 961 | PAN | GENERAL DRY CARGO | POINT LISAS - PUERTO LIMON | .. | SUSTAINED MAIN ENGINE DAMAGE APPROXIMATELY 200 MILES E. OF CURACAO, IN LAT. 11 22N., LONG. 65 45W., ON 1/2/90. TOWED TO CURACAO AND THENCE TO PUERTO LIMON TO DISCHARGE CARGO; SUBSEQUENTLY TOWED TO MAMONAL, SOLD AND BROKEN UP. | HM |
| LANGUSTA 1966 | 2 495 | PER | FACTORY FISHING | CALLAO | .. | REPORTED 20/11/87; FOUNDERED AT CALLAO. | FD |
| LEMOS 1961 | 523 | MOZ | FISHING | .. | .. | REPORTED BURNT 1988. | FX |
| LUNG YUE 1972 | 4 396 | PAN | GENERAL DRY CARGO | KUNSAN | CEMENT, BAGGED 7000T | STRANDED OFF KUNSAN ON 1/12/90 AFTER TAKING WATER WHEN HATCH COVERS DAMAGED BY HEAVY WEATHER. VESSEL ABANDONED BY CREW 2/12/90; SUBSEQUENTLY SOLD AND BROKEN UP IN SITU. | WS |
| MAERSK YARE 1977 | 1 117 | GBI | RORO CARGO | .. | TRAILERS | STRANDED OFF SCHEVENINGEN ON 27/12/90 AFTER DEVELOPING STEERING GEAR TROUBLE IN HEAVY WEATHER. REFLOATED 1/1/91 AND TAKEN IN TOW BUT STRANDED AND CAPSIZED IN LAT. 52 05.39N., LONG. 04 13.88E.; SUBSEQUENTLY BROKEN UP IN SITU. | WS |
| MAHAPU 3 1969 | 284 | MAU | FISHING | .. | SWORDFISH & SQUID | WRECKED ON ESTELAS ROCKS, ENTRANCE TO VIGO BAY, ON 28/7/89. | WS |
| MAITIN 1960 | 668 | PAN | GENERAL DRY CARGO | PAITA.. | UREA 805 TONS | WRECKED AT LOBOS DE AFUERA ISLE, PERU, ON 23/10/90 AFTER MAIN ENGINE BREAKDOWN. | WS |
| MAKAKA 1944 | 277 | USA | GENERAL DRY CARGO | .. | .. | WRECKED AT PARIDA ISLAND, SAN ALBERTO BAY, ALASKA, ON 3/8/90. | WS |
| MALAK 1969 | 10 123 | BAH | BULK CARRIER | ILIGAN CITY | MANGANESE ORE | TOUCHED BOTTOM WHILST DISCHARGING CARGO AT ILIGAN CITY PIER 18-21/9/90. REFLOATED AND PROCEEDED TO MANILA, WHERE ARRIVED 9/10/90; SUBSEQUENTLY SOLD FOR BREAKING UP. | WS |
| MAN SHUN No. 57 1989 | 241 | CHT | FISHING | .. | .. | STRANDED OFF PARCEL ISLANDS, IN LAT. 17 06N., LONG. 110 27E., ON 8/6/90; SUBSEQUENTLY SANK. | WS |
| MAR BRILLANTE 1972 | 349 | ARG | FISHING | PUERTO DESEADO | .. | STRANDED AND SANK IN PUERTO DESEADO ROADS, IN LAT. 47 45 47S., LONG. 65 54 25W., ON 30/7/90. | WS |
| MAR DORADA 1978 | 7 556 | VEN | GENERAL DRY CARGO | PUERTO CABELLO | CONTAINERS | CAUGHT FIRE IN NO. 3 HOLD WHILST DISCHARGING AT PUERTO CABELLO AT 1400 HRS ON 10/2/89. TOWED AWAY FROM PIER; SUBSEQUENTLY SOLD FOR BREAKING UP. | FX |
| MARIA BELINDA III 1966 | 268 | PHI | GENERAL DRY CARGO | BOHOL ISLA - SURIGAO | SILICA SAND | CAPSIZED AND SANK AT BENNET POINT, LEYTE, ON 17/8/90 DURING TYPHOON 'YANCY'. | FD |
| MARIA DE LURDES VIEIRA 1968 | 994 | PAN | FISHING | .. | FROZEN FISH 300 TONS | CAUGHT FIRE IN LAT. 42 42N., LONG. 25 16W., ON 2/8/90 AND ABANDONED BY CREW. VESSEL SUBSEQUENTLY TOWED TO HORTA, WHERE ARRIVED 8/8/90; SUBSEQUENTLY TOWED TO AVEIRO AND SOLD FOR BREAKING UP. | FX |

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| MARIA MAKILING 1975 | 3 836 | PAN | GENERAL DRY CARGO | BARAM-MAIZURU, KYOTO PREF | LOGS | SPRANG LEAK AFTER STRIKING UNIDENTIFIED OBJECT 46 MILES S.W. OF TARAMA ISLAND ON 19/10/88 AND DIVERTED TO MIYAKO ISLAND. CAPSIZED 20/10/88. SUBSEQUENTLY TOWED TO LAT. 24 20N., LONG. 125 17E., AND SCUTTLED. | CT |
| MARINE JOY 1971 | 2 992 | BNG | GENERAL DRY CARGO | .. | .. | FOUNDERED IN LAT. 06 31.9N., LONG. 84 01.1E., ON 19/6/90 IN HEAVY WEATHER. | FD |
| MARINE SKY 1973 | 4 444 | BNG | GENERAL DRY CARGO | TANJONG MANI MANI- MADRAS | LOGS | FOUNDERED IN LAT. 10 24N., LONG. 85 00E., ON 28/6/90. | FD |
| MARITIME GARDENIA 1975 | 7 027 | LIB | GENERAL DRY CARGO | UCHIURA, ISHIKAWA P- KUDAMATSU, YAMAGUCHI | .. | TOOK WATER IN ENGINE ROOM IN WAKASA BAY, SEA OF JAPAN, ON 24/1/90 IN HEAVY WEATHER AND ANCHORED OFF AMIZURA, KYOTO PREF. DRAGGED ANCHOR AND STRANDED IN LAT. 35 45.6N., LONG. 135 15.2E., ON 25/1/90; SUBSEQUENTLY BROKE IN TWO 30/1/90. | WS |
| MARIWOOD 1972 | 4 997 | PAN | GENERAL DRY CARGO | SAN PEDRO-SFAX | LOGS | TOOK WATER IN NO. 1 HOLD S.W. OF SAFI ON 12/2/90 AND ANCHORED OFF ESSAOUIRA; SUBSEQUENTLY SANK IN LAT. 31 29.3N., LONG. 09 49.5W., ON 14/2/90. | FD |
| MARKO TASILO 1970 | 1 999 | YUG | GENERAL DRY CARGO | ADEN-SUEZ | .. | SANK AFTER COLLISION WITH M BULK CARRIER 'ATLANTIC TRADER I' IN THE RED SEA, IN LAT. 15 41.5N., LONG. 41 38E., ON 12/7/90. | CN |
| MARTHA'S VINEYARD 1923 | 585 | USA | FERRY | CHARLESTOWN, MA | .. | SANK AT CHARLESTOWN, BOSTON, MA., ABOUT 13/9/90; SUBSEQUENTLY RAISED AND BROKEN UP. | FD |
| MAYA 8 1977 | 2 409 | PAN | GENERAL DRY CARGO | .. | .. | SANK AFTER COLLISION WITH M BULK CARRIER 'SPRING FALCON' IN BO HAI, E. OF TIANJIN ON 8/6/90. | CN |
| MEGA BORG 1975 | 68 459 | NIS | TANKER | PALANCA TERMINAL- HOUSTON, TX | CRUDE OIL 38M GALS | CAUGHT FIRE AFTER EXPLOSION IN PUMP ROOM WHILST LIGHTERING CARGO TO M ORE/BULK/OIL CARRIER 'FRAMURA' 57 MILES S.E. OF GALVESTON, TX., ON 9/6/90; SUBSEQUENTLY SOLD, TOWED TO GADANI BEACH AND BROKEN UP UNDER THE NAME 'BOR'. | FX |
| MEISHO MARU No. 55 1978 | 103 | JPN | FISHING | TATEYAMA, CHIBA PREF-FISHING GROUNDS | FISH | STRANDED, BROKE IN TWO AND PART SUBMERGED 12 MILES N. OF NISHINOSHIMA SHINTO, IN LAT. 27 14N., LONG. 140 52E., ON 17/3/90. | WS |
| MELINDA D 1962 | 395 | HON | GENERAL DRY CARGO | .. | .. | FOUNDERED IN LAT. 23 06N., LONG. 78 29W., ABOUT 14/4/90. | FD |
| MICHELLE C 1955 | 373 | SVC | GENERAL DRY CARGO | .. | TIMBER | FOUNDERED OFF GUYANA ON 6/11/90. | FD |
| MIGHTY RYO 1975 | 4 425 | PAN | GENERAL DRY CARGO | TANJONG MANI MANI- ISHINOMAKI, MIYAGI PRE | LOGS | DEVELOPED CRACKS IN NO. 2 HOLD ON 30/1/90 IN HEAVY WEATHER AND ABANDONED BY CREW IN LAT. 24 32N., LONG. 125 39E., ON 31/1/90 AFTER INGRESS OF WATER; SUBSEQUENTLY SANK IN LAT. 24 33N., LONG. 125 43.5E., ON 1/2/90. | FD |
| MISS BETTY 1973 | 127 | TRI | FISHING | PORT OF SPAIN | .. | CAUGHT FIRE WHILST UNDERGOING REPAIRS AT PORT OF SPAIN ON 2/1/90. TOWED OUT TO SEA AND FIRE EXTINGUISHED; SUBSEQUENTLY SCUTTLED. | FX |
| MOLER VENTURE 1972 | 597 | GIB | GENERAL DRY CARGO | BURELA-DORDRECHT | .. | SPRANG LEAK IN ENGINE ROOM IN LAT. 45 15N., LONG. 06 38W., ON 23/10/90 AND ABANDONED BY CREW; SUBSEQUENTLY SANK APPROXIMATELY 100 MILES N. OF GIJON LATER SAME DAY. | FD |
| MRICA 1974 | 3 395 | IDA | GENERAL DRY CARGO | .. | LOGS | FOUNDERED IN LAT. 05 18 08S., LONG. 136 36 32E., ON 25/1/90 AFTER DECK CARGO SHIFTED DURING A CYCLONE. | FD |
| MTWARA 1972 | 639 | TAN | PASSENGER/GENERAL CARGO | .. | .. | SANK AFTER COLLISION WITH M TANK BARGE 'UHURU' APPROXIMATELY 3 MILES W. OF TUMBATU ISLAND, ZANZIBAR, IN LAT. 05 48.1S., LONG 39 09.9E., ON 29/6/90. | CN |
| MYOJIN MARU No. 8 1989 | 148 | JPN | TUG | HAGI, YAMAGUCHI- SHIMONOSEKI, YAMAGUCHI | .. | FOUNDERED IN LAT. 34 27.3N., LONG. 130 54.8E., ON 4/11/90 IN HEAVY WEATHER. | FD |
| MYRTIDIOTISSA II 1957 | 935 | PAN | GENERAL DRY CARGO | RIJEKA-PREVEZA | TIMBER 838T | STRANDED IN LAT. 44 37N., LONG. 14 15E., ON 2/12/83 AFTER DEVELOPING LIST IN HEAVY WEATHER. REFLOATED 3/12/83 BUT BEACHED AFTER SPRINGING LEAK. REFLOATED, TOWED TO RAS AND THENCE TO RIJEKA; TOWED TO SPLIT, SOLD AND BROKEN UP. | WS |

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| NADINE 1975 | 493 | CAN | FISHING | .. | .. | FOUNDERED 22 MILES OFF GRINDSTONE, MAGDALEN ISLANDS, IN LAT 47 26N., LONG 61 19W., ON 16/12/90. | FD |
| NERONE 1973 | 2 973 | ITL | TANKER | AUGUSTA- MARSAXLOKK | AVIATION FUEL 5.000T | STRANDED ON MUNXAR REEF, 2 MILES OFF MARSASKALA, MALTA, ON 28/12/89. REFLOATED LATER SAME DAY, TOWED TO MARSAXLOKK AND THENCE TO RAVENNA, SUBSEQUENTLY SOLD AND TOWED TO ORTONA FOR BREAKING UP. | WS |
| NEWFOUNDLAND FALCON 1967 | 836 | CAN | FISHING | ST. ANTHONY, NFL | .. | EXTENSIVELY DAMAGED BY FIRE AT ST. ANTHONY, NFL., ON 9/8/90. SUBSEQUENTLY TOWED OUT TO SEA AND SCUTTLED. | FX |
| NIKKEN MARU 1988 | 498 | JPN | GENERAL DRY CARGO | IWAKUNI, YAMAGUCHI- TOKYO | CONTAINERS | SANK AFTER COLLISION WITH MV 'ARIAKE MARU NO. 3' OFF KUSHIMOTO, WAKAYAMA PREF., IN LAT. 33 25.5N., LONG. 135 50.9E., ON 24/6/90. | CN |
| NORTHERN OSPREY 1974 | 1 679 | CAN | FISHING | .. | .. | STRUCK ICE, SPRANG LEAK AND SANK 100-150 MILES OFF CAPE CHIDLEY, NORTHERN LABRADOR, ON 27/6/90. | CT |
| NOVA CURA 1962 | 278 | SVC | GENERAL DRY CARGO | BEVERWIJK-HIRTSHALS | .. | DEVELOPED LIST AFTER CARGO SHIFTED IN LAT. 53 30N., LONG. 04 43E., 9/7/90 AND ABANDONED BY CREW. CAPSIZED AND SANK IN LAT. 53 29 56N., LONG. 04 45 24E., LATER SAME DAY; RAISED, TOWED TO HENDRIK-IDO-AMBACHT. SOLD FOR BREAKING UP. | FD |
| NUESTRA SENORA DE GARDOTZA 1963 | 185 | GBI | FISHING | .. | .. | WRECKED ON ROCKS ON BERE ISLAND, OFF BANTRY, IN LAT. 51 39.34N., LONG. 09 44.94W., ON 30/1/90 IN HEAVY WEATHER. | WS |
| ORIENT PIONEER 1971 | 51 506 | LIB | BULK CARRIER | TUBARAO-KAOHSIUNG | IRON ORE | SUSTAINED HEAVY WEATHER DAMAGE AND SPRANG LEAK IN LAT. 19 21S., LONG. 76 12E., ON 7/1/90. VESSEL ABANDONED BY CREW IN LAT. 17 56S., LONG. 76 08E., ON 8/1/90 AND SUBSEQUENTLY SANK IN LAT. 16 04S., LONG. 69 20E., ON 21/1/90. | FD |
| ORIENTAL LADY 1971 | 2 944 | PAN | GENERAL DRY CARGO | KEELUNG-HONG KONG | .. | BROKE IN TWO AND SANK OFF KEELUNG 16-17/4/90. | FD |
| OSKAR FLOA 1951 | 289 | DMA | REFRIGERATED CARGO | PORTSMOUTH | .. | WRECKED AT PORTSMOUTH, DOMINICA IN LAT. 15 34 24N., LONG. 61 28 09W., ON 17/9/89 AFTER DRAGGING ANCHORS DURING HURRICANE 'HUGO'. | WS |
| PACIFIC EXPLORER 1988 | 164 | NZL | FISHING | FISHING GROUNDS | .. | TOOK WATER AND SANK WHILST FISHING OFF RICHIE BANK, NEW ZEALAND ON 7/1/90. | FD |
| PALANGA 1949 | 499 | HON | GENERAL DRY CARGO | TRIPOLI | .. | DAMAGED BY FIRE WHILST LAID UP AT TRIPOLI, LEBANON ABOUT 7/8/90. SUBSEQUENTLY SOLD AND BROKEN UP. | FX |
| PALAWAN PRINCESS 1956 | 1 232 | PHI | PASSENGER/GENERAL CARGO/FERRY | ILOILO-PUERTO PRINCESA | PASSENGERS | BEACHED OFF PASIG SHOAL, NEAR ROXAS, PALAWAN, IN LAT. 09 55N., LONG. 119 31E., ON 10/4/90 AFTER HOLD HOLED AND ENGINE ROOM FLOODED. | WS |
| PANORMITIS II 1949 | 395 | GRC | FISHING | LOME | .. | CAUGHT FIRE AT LOME ON 3/6/90. VESSEL TOWED OUT AND BEACHED. | FX |
| PASITHEA 1971 | 80 225 | GRC | ORE/OIL CARRIER | PORT WALCOTT, W.A.- WAKAYAMA, WAKAYAMA P | IRON ORE | SAILED FROM KASHIMA, IBARAKI PREF., ON 4/8/90 DURING TYPHOON 'VERNON' AND NOT SINCE HEARD OF. | MG |
| PETINGO 1967 | 38 997 | VAN | BULK CARRIER | SALDANHA BAY- | IRON ORE | STRANDED OFF DURNFORD POINT, S. OF RICHARDS BAY, ON 3/7/90 AFTER SUSTAINING HEAVY WEATHER DAMAGE ON 30/6/90; SUBSEQUENTLY SANK IN LAT. 28 56.9S., LONG. 32 02.7E., ABOUT 9/7/90. | WS |
| PHOENIX R 1976 | 299 | AST | FISHING | .. | .. | FLOODED AND SANK AT MORNINGTON ISLAND, QUEENSLAND ON 7/6/90. | FD |
| PISCES 1972 | 135 | USA | FISHING | .. | .. | CAUGHT FIRE AND SANK IN THE BERING SEA ON 25/11/90 DURING A STORM. | FX |
| PRESIDENTE DIAZ ORDAZ 1961 | 2 914 | MEX | RORO CARGO/FERRY | MAZATLAN | PASSENGERS & VEHICLES, 43. | STRUCK JETTY, BEACHED AND CAPSIZED WHILST DEPARTING FROM MAZATLAN ON 10/8/84. REFLOATED 1/85, TOWED TO GUAYMAS AND LAID UP; SUBSEQUENTLY SOLD AND BROKEN UP. | CT |
| PUMA 1978 | 976 | USR | TUG | SUEZ- | .. | FOUNDERED IN THE RED SEA IN 1989 AFTER BEING OVERRUN BY HER TOW, A DRILLING PLATFORM. | CT |
| PYONG SONG 1968 | 395 | KRN | GENERAL DRY CARGO | NAMPO-YOKKAICHI, MIE PREF. | CLAM | BROKE IN TWO AFTER COLLISION WITH MV 'SPRING DREAM' 5 MILES S.E. OF SHIONOMISAKI LIGHT, IN APPROXIMATELY LAT. 135 45E., LONG. 33 23N., ON 7/12/90 AND SUBSEQUENTLY SANK ON 9/12/90. | CN |

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|-----------------------------------|--------|-----|----------------------------|---|----|--|---|----|
| RAAD AL-BAKRY VIII 1960 | 12 770 | SAU | TANKER | JEDDAH-PORT SUDAN | .. | DAMAGED BY EXPLOSION AND FIRE APPROXIMATELY 8 MILES S.E. OF PORT SUDAN, IN LAT. 19 34 00N., LONG. 37 25 15E., ON 15/1/90; SUBSEQUENTLY BROKE IN TWO AND AFTPART SANK. FOREPART TOWED TO ALANG FOR BREAKING UP. | FX | |
| RATIBA 1964 | 187 | MOR | FISHING | .. | .. | CAUGHT FIRE IN LAT. 24 43N., LONG. 15 06W., ON 20/11/90. FIRE BROUGHT UNDER CONTROL AND VESSEL TAKEN IN TOW BUT SUBSEQUENTLY SANK. | FX | |
| RAYCHEL 1955 | 424 | HON | GENERAL DRY CARGO | MIAMI, FL. | .. | GENERAL | FOUNDERED OFF MIAMI BEACH ON 18/10/90 AFTER CARGO SHIFTED. | FD |
| REGENCY 1952 | 4 811 | PAN | PASSENGER | BATANGAS | .. | .. | STRANDED AFTER COLLISION WITH M CHEM TANK 'CARANAN' WHILST LAID UP AT BATANGAS ON 11/10/89 DURING TYPHOON 'DAN'; SUBSEQUENTLY REFLOATED, TOWED TO NAVOTAS, MANILA AND BROKEN UP. | CN |
| REGENT KAPUAS 1985 | 5 654 | PAN | GENERAL DRY CARGO | YOKOHAMA, KANAGAWA P-PORT KELANG | .. | STEEL & GENERAL | SANK AFTER COLLISION WITH M CONTAINER VESSEL 'OCEAN BLESSING' OFF HONG KONG, IN LAT. 22 17N., LONG. 115 39E., ON 20/4/90 IN POOR VISIBILITY. | CN |
| REVVEN 1950 | 498 | VEN | GENERAL DRY CARGO | BONAIRE-GUANTA | .. | SALT | FOUNDERED APPROXIMATELY 30 MILES S.E. OF BONAIRE ON 21/6/90. | FD |
| RIO ORINOCO 1976 | 5 999 | CAY | TANKER | MONTREAL, P.Q. | .. | ASPHALT | WRECKED OFF ANTICOSTI ISLAND ON 16/10/90 AFTER DRAGGING ANCHOR IN HEAVY WEATHER. | WS |
| ROSSO 1968 | 2 307 | ITL | RORO CARGO | VALLETTA-LA SPEZIA | .. | .. | WRECKED ON BEACH AT VIBO VALENTIA AFTER TAKING WATER IN LAT. 39 00N., LONG. 15 50E., ON 14/12/90 IN HEAVY WEATHER. | WS |
| RYUZAN MARU No. 28 1978 | 449 | JPN | GENERAL DRY CARGO | MIZUSHIMA, OKAYAMA P-KAGOSHIMA, KAGOSHIMA | .. | STEEL COILS | SANK AFTER COLLISION WITH M OIL/CHEM TANK 'HEGG' OFF SHIKOKU ISLAND ON 24/6/90 IN DENSE FOG. | CN |
| SAE YANG 1972 | 3 372 | KRS | TANKER | INCHON-ULSAN | .. | .. | CAUGHT FIRE WHILST ON VOYAGE FROM INCHON TO ULSAN ON 25/7/90 AND SUBSEQUENTLY SANK IN LAT. 37 03 30N., LONG. 126 03 15E., ON 26/7/90. | FX |
| SAINTE PHILOMAINE 1969 | 199 | HON | GENERAL DRY CARGO | MIAMI, FL-GONAIVES | .. | VEHICLES & RICE | STRANDED N. OF CAYMAN CAY, CUBA PREVIOUS TO 28/11/90. REFLOATED WITH ASSISTANCE AND TEMPORARY REPAIRS EFFECTED; SUBSEQUENTLY TAKEN IN TOW BUT SANK APPROXIMATELY 15 MILES OFF HAITI ON 23/1/91. | WS |
| SALLY ALBATROSS 1980 | 14 330 | FIN | PASSENGER/RORO CARGO/FERRY | STOCKHOLM | .. | .. | CAUGHT FIRE WHILST UNDER REPAIR AT STOCKHOLM ON 9/1/90. FIRE EXTINGUISHED AFTER 24 HRS; VESSEL SUBSEQUENTLY TOWED TO MANTYLUOTO AND THENCE TO NAANTALI AND DISMANTLED. | FX |
| SAM SEUNG No. 35 1983 | 152 | KRS | FISHING | FISHING GROUNDS | .. | .. | FOUNDERED ABOUT 125 MILES OFF NEW ZEALAND, IN APPROXIMATELY LAT. 37S., LONG. 172E., ON 2/5/90 WHILST FISHING IN HEAVY WEATHER. | FD |
| SAN FRANCISCO 1965 | 100 | ARG | FISHING | .. | .. | .. | CAPSIZED AND SANK OFF PUNTA LOGARITMO ON 6/6/89. | FD |
| SANYO MARU 1980 | 199 | JPN | GENERAL DRY CARGO | .. | .. | .. | STRANDED OFF TOI MISAKI, MIYAZAKI PREF., IN LAT. 31 22N., LONG. 131 21E., ON 25/12/90. REFLOATED WITH TUG ASSISTANCE 26/12/90; SUBSEQUENTLY TAKEN TO AMAKUSA, KUMAMOTO PREF., SOLD AND BROKEN UP. | WS |
| SCANTRADER 1964 | 1 591 | MTA | CEMENT CARRIER | BILBAO-SHARPNESS | .. | BULK CEMENT | SAILED FROM BILBAO AT 0400 HRS. ON 11/2/90 FOR SHARPNESS AND NOT SINCE HEARD OF. | MG |
| SCOTIA SEAHORSE 1969 | 193 | USA | TUG/SUPPLY SHIP (O.R.S.V.) | CARUPANO | .. | .. | FOUNDERED OFF THE COAST OF VENEZUELA ON 25/9/89. | FD |
| SEA CARRIER 1972 | 1 400 | EGY | GENERAL DRY CARGO | SOUSSE-MALAGA | .. | .. | FOUNDERED OFF ALMERIA, IN LAT. 36 30N., LONG. 02 42W., ON 12/2/90 IN HEAVY WEATHER. | FD |
| SENEMAR IV 1973 | 299 | SEN | FISHING | FISHING GROUNDS | .. | .. | TOOK WATER, LISTED AND SANK OFF SENEGAL ON 6/5/90 WHILST FISHING. | FD |
| SERRA-J 1987 | 287 | SPN | FISHING | .. | .. | .. | STRUCK SUBMERGED OBJECT, SPRANG LEAK AND SANK OFF DAKAR ON 19/3/90. | CT |
| SHIBA 1957 | 1 599 | SRI | GENERAL DRY CARGO | AQABA-PORT SUDAN | .. | CEMENT | SANK AFTER COLLISION WITH MV 'ALTAAWIN ALARABI' OFF PORT SUDAN ON 13/10/90. | CN |
| SHIN YANG 1966 | 1 489 | KRS | FISHING | .. | .. | .. | SANK AFTER COLLISION WITH M STERN TRLR 'SHINEI MARU NO. 63' IN LAT. 58 32N., LONG. 159 28E., ON 27/6/90. | CN |

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| SHINRIKI MARU No. 7 1965 | 199 | JPN | GENERAL DRY CARGO | SUSAKI, KOCHI PREF- OSAKA | SAWN LUMBER | STRANDED OFF AWAJI ISLAND, IN TOMOGASHIMA STRAIT, IN LAT. 34 15N., LONG. 134 56E., ON 26/1/90. SUBSEQUENTLY REFLOATED, TAKEN TO HINASE, OKAYAMA PREF., SOLD AND BROKEN UP. | WS |
| SIFNOS STAR 1973 | 9 645 | CYP | BULK CARRIER | .. | .. | CAUGHT FIRE IN ENGINE ROOM IN LAT. 21 21 03N., LONG. 61 28 10E., ON 17/7/89 AND ABANDONED BY CREW. STRANDED IN LAT. 25 15N., LONG. 64 20E. SOLD, RENAMED 'MARWAN 10', REFLOATED AND TOWED TO PORT ALANG. SOLD AND BROKEN UP. | FX |
| SILIMNA 1978 | 32 508 | LIB | BULK CARRIER | MORMUGAO-.. | IRON ORE 65.000 T | SUSTAINED CRACK IN HULL IN LAT. 14 59N., LONG. 52 22E., ON 27/5/90 IN HEAVY WEATHER AND STRANDED AT RAS FARTAK. REFLOATED 25/7/90 AND TAKEN TO ADEN; SUBSEQUENTLY SANK IN LAT. 16 51N., LONG. 56 38E., ON 27/8/90 WHILST IN TOW. | WS |
| SKOCZOW 1977 | 5 544 | POL | GENERAL DRY CARGO | GDYNIA-MERSIN | .. | SANK AFTER COLLISION WITH MV 'L'ABANGA' IN APPROXIMATELY LAT. 42 29N., LONG. 09 48W., ON 21/7/90. | CN |
| SMIT MUARA 1981 | 291 | BAH | UTILITY VESSEL | .. | .. | SPRANG LEAK AND SANK OFF SINGAPORE ON 17/12/89 IN HEAVY WEATHER. | FD |
| SONIA CUNHA 1978 | 198 | MOR | FISHING | .. | .. | STRUCK SUBMERGED OBJECT AND SANK OFF TANGIER ON 12/4/90. | CT |
| SOUTHERN MOON 1977 | 4 226 | PAN | GENERAL DRY CARGO | BUSAN | LOGS | TOOK WATER AND SANK IN APPROXIMATELY LAT. 17 57N., LONG. 135 56E., ON 10/1/90. | FD |
| SPANISH GAL 1955 | 120 | SHA | TUG | BAHRAIN | .. | REPORTED FOUNDERED AT BAHRAIN PREVIOUS TO 13/12/83. | FD |
| ST. MARK 1960 | 407 | GBI | STAND-BY SAFETY VESSEL | .. | .. | SANK AFTER COLLISION WITH M TUG 'VIKINGBANK' IN LAT. 52 59.73N., LONG. 01 29.56E., ON 6/8/90. | CN |
| STALSTRAUM 1954 | 299 | NOR | GENERAL DRY CARGO | .. | .. | STRANDED AND SANK OFF SANDNESSJOEN, NORWAY ON 19/1/90. | WS |
| STAR CONNECTICUT 1953 | 23 459 | USA | TANKER | .. | .. | STRANDED APPROXIMATELY 1 MILE S. OF BARBERS POINT, HI., ON 7/11/90. REFLOATED SAME DAY. ARRIVED HONOLULU 18/11/90. SURVEYED. TEMPORARY REPAIRS EFFECTED. ARRIVED SINGAPORE; SUBSEQUENTLY ARRIVED BOMBAY AND SOLD FOR BREAKING UP. | WS |
| SUCCESS STAR 1971 | 199 | HON | GENERAL DRY CARGO | YANGON-MADRAS | LOGS | ENCOUNTERED HEAVY WEATHER IN LAT. 14 00N., LONG. 93 45E., AT 2200 HRS. ON 17/5/90. VESSEL ABANDONED BY CREW AT 0100 HRS. ON 18/5/90 AND PRESUMED TO HAVE FOUNDERED. | FD |
| SURIGAO DEL SUR 1966 | 491 | PHI | FERRY | SURIGAO-CEBU | PASSENGERS | CAUGHT FIRE OFF TANDAG, SURIGAO, IN LAT. 09 10N., LONG. 126 04E., ON 7/11/90. TOWED BACK TO TANDAG PIER, SURIGAO; SUBSEQUENTLY SANK 11/11/90. | FX |
| TA SHENG No. 202 1976 | 271 | CHT | FISHING | SINGAPORE | FISH | CAUGHT FIRE IN ACCOMMODATION AND SANK IN APPROXIMATELY LAT. 23 09S., LONG. 64 22E., ON 23/11/90. | FX |
| TAISEI MARU No. 35 1972 | 467 | JPN | AGGREGATES CARRIER | .. | SAND 800 TONS | SANK AFTER COLLISION WITH M SAND CARRIER 'BUNSHO MARU No. 8' OFF IESHIMA, HYOGO PREF., INLAND SEA, IN LAT. 34 39N., LONG. 134 30E., ON 6/2/90; SUBSEQUENTLY RAISED, TAKEN TO OKAYAMA, OKAYAMA PREF., SOLD AND BROKEN UP. | CN |
| TAKATOZAN MARU 1982 | 1 848 | JPN | CEMENT CARRIER | KANDA, FUKUOKA PR- KANAZAWA, ISHIKAWA P | CEMENT 2.909 TONS | SANK AFTER COLLISION WITH M TANK 'SHAMROCK OCHO' AT ENTRANCE OF KANMON STRAIT, IN LAT. 33 56 49N., LONG. 130 52 10E., ON 28/6/90; SUBSEQUENTLY RAISED, TAKEN TO ETAJIMA, HIROSHIMA PREF., SOLD AND BROKEN UP. | CN |
| TAMBANG IX 1974 | 422 | IDA | TUG | LEMBAR | .. | FOUNDERED APPROXIMATELY 150 MILES OFF JAWA ON 7/1/90 IN HEAVY WEATHER. | FD |
| TAO YUAN HAI 1977 | 64 920 | CHR | BULK CARRIER | PORT KEMBLA, N.S.W. | IRON ORE | SUSTAINED HULL DAMAGE AND HOLDS FLOODED IN LAT. 35 50S., LONG. 79 58E., ON 23/5/90 IN HEAVY WEATHER. ABANDONED BY CREW BY 25/6/90. LAST REPORTED IN LAT. 30 14S., LONG. 81 35E., ON 26/5/90 AND PRESUMED TO HAVE FOUNDERED. | FD |
| TATSUMI MARU No. 8 1988 | 347 | JPN | AGGREGATES CARRIER | IESHIMA, HYOGO PREF- KATSUJURA, CHIBA PREF | STONE | STRANDED, CAPSIZED AND SANK IN LAT. 33 36 13N., LONG. 135 56 12E., ON 4/11/90 IN HEAVY WEATHER. | WS |

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| 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. | FD |
| TIEN FU 1970 | 3 379 | PAN | GENERAL DRY CARGO | KAOHSIUNG- GUANGDONG | 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'. | FD |
| 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. | WS |
| 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. | WS |
| TRADER 1963 | 462 | PAN | RORO CARGO/FERRY | DOUALA-MALABO | PASSENGERS, CONTAINERS & BEER | CAPSIZED AND SANK OFF DOUALA ON 12/ 7/90 IN HEAVY WEATHER. | FD |
| TRAMONTANA 1984 | 1 174 | MEX | FISHING | . . | . . | CAUGHT FIRE AND SANK 460 MILES S.W. OF MANZANILLO, MEXICO ON 1/12/89. | FX |
| 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. | WS |
| 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, N.S. ARRIVED SYDNEY, N.S.; SUBSEQUENTLY TOWED TO PORT ALANG, SOLD AND BROKEN UP. | FD |
| TURIAMO 1967 | 488 | VEN | GENERAL DRY CARGO | . . | PAPER | CAUGHT FIRE IN ENGINE ROOM IN LAT. 15 21N., LONG. 62 54W., ON 16/2/90. VESSEL ABANDONED BY CREW AND PRESUMED TO HAVE FOUNDERED. | FX |
| UNGGULI IV 1957 | 449 | IDA | GENERAL DRY CARGO | . . | COFFEE BEANS 423 T | CAPSIZED AND SANK OFF BELAWAN ON 9/4/84 IN HEAVY WEATHER. | FD |
| 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. | FD |
| VAIHERE 1967 | 200 | FPO | GENERAL DRY CARGO | . . | . . | FOUNDERED 45 MILES E. OF PAPEETE, IN LAT. 17 28S., LONG. 148 33W., ON 20/3/ 90. | FD |
| 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. | FX |
| 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. | CN |
| 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. | CT |
| 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. | CN |
| 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. | FD |
| 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'. | WS |
| 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. 09 26N., LONG. 125 11E., ON 26/2/90. | FX |
| WINTER HAWK 1977 | 101 | USA | FISHING | . . | . . | FOUNDERED 150 MILES W. OF ST GEORGE ISLAND ON 25/11/90 DURING A STORM IN THE BERING SEA. | FD |

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| WISUN 1976 | 7 695 | PAN | GENERAL DRY CARGO | HONG KONG - SURABAYA | GENERAL | CAUGHT FIRE IN LAT. 00 43S., LONG. 108 20E., ON 26/10/90. VESSEL ABANDONED BY CREW. TAKEN IN TOW 28/10/90 TO SINGAPORE; TOWED OUT OF PORT AND SANK IN LAT. 04 53 35N., LONG. 110 12 54E., ON 5/11/90 AFTER AN EXPLOSION. | FX |
| WITSHOAL 1944 | 3 638 | PAN | GENERAL DRY CARGO | .. | .. | REPORTED LOST OFF GUYANA PRIOR TO 1989. | XX |
| WITSUPPLY II 1944 | 3 366 | PAN | TANKER | .. | .. | STRANDED OFF ST. MAARTEN IN 9/89; SUBSEQUENTLY REFLOATED AND TOWED OUT TO SEA AND SCUTTLED. | WS |
| WOTAN 1972 | 1 599 | CYP | TUG | BLEXEN-.. | .. | SANK AFTER CONTACT WITH TOW, FLOATING DRY DOCK 'BEJAIA' OFF TERSCHELLING, IN LAT. 53 31 48N., LONG. 05 23 18E., ON 6/7/90 IN HEAVY WEATHER; SUBSEQUENTLY RAISED AND TAKEN TO EEMSHAVEN AND THENCE TO BREMERHAVEN. DISMANTLED. | CT |
| ZAGREB 1967 | 652 | CAN | FISHING | .. | .. | STRANDED ON GREY RIVER ROCKS, OFF NEWFOUNDLAND ON 6/11/90 IN HEAVY WEATHER; SUBSEQUENTLY SANK ON 14/11/90. | WS |
| ZHAN DOU 76 1944 | 7 161 | CHR | GENERAL DRY CARGO | .. | .. | REPORTED STRANDED 1968. BROKEN UP. | WS |
| ZHAR 1 1976 | 199 | MAU | FISHING | .. | .. | CAUGHT FIRE AND SANK OFF MAURITANIA ON 19/7/90. | FX |

Part 2 Details of disposals reported during 1990 not consequent upon casualty

This section includes disposals during 1990, together with disposals from former years not previously reported.

(Listed in alphabetical order of ship name within disposal category.)

Broken up

| Ship's name | Gross Tonnage | Flag | Year of Build | Type | Country | Place of disposal |
|------------------------|---------------|------|---------------|-------------------------------|---------|----------------------------|
| A. MARIE | 5 910 | SVC | 1960 | ORE CARRIER | IND | PORT ALANG |
| ABAKAN | 3 142 | USR | 1967 | TANKER | CHR | HUANGPU |
| ADA MARIE II | 199 | CAN | 1951 | FISHING | CAN | CURLING. NFL. |
| ADRIANA | 164 | POL | 1973 | HYDROFOIL FERRY | POL | |
| AIEI MARU No. 2 | 262 | JPN | 1970 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| AIOI MARU No. 3 | 101 | JPN | 1967 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| AISHO MARU No. 3 | 108 | JPN | 1966 | TANKER | JPN | YOKOSUKA, KANAGAWA PREF. |
| AKASHI MARU No. 19 | 205 | JPN | 1967 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| AKEBONO MARU No. 5 | 198 | JPN | 1970 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| AKEBONO MARU No. 72 | 3 222 | JPN | 1964 | FISHING | IND | PORT ALANG |
| AKI MARU | 198 | JPN | 1971 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| AKI MARU | 297 | JPN | 1962 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| AKIHO MARU | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| ALAZANI | 258 | USR | 1956 | FISH CARRIER | TRK | ALIAGA |
| ALBA III | 2 608 | PAN | 1957 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| ALEXANDER | 4 364 | GRC | 1957 | GENERAL DRY CARGO | TRK | ALIAGA |
| ALEXANDER K | 12 762 | LEB | 1960 | TANKER | TRK | ALIAGA |
| ALMIRANTE SYLVIO MOTTA | 1 157 | BRZ | 1963 | PASSENGER/GENERAL CARGO | UNK | |
| ALORA | 8 540 | SVC | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| ALTAIR | 699 | USR | 1963 | FISHING | UNK | |
| ANA | 9 013 | SVC | 1963 | GENERAL DRY CARGO | IND | PORT ALANG |
| ANI | 7 359 | SVC | 1957 | PASSENGER/GENERAL CARGO | IND | PORT ALANG |
| ANIVA | 3 142 | USR | 1963 | TANKER | IND | PORT ALANG |
| ANTARES | 260 | SPN | 1944 | GENERAL DRY CARGO | SPN | |
| ANTOINETTE | 17 949 | LIB | 1970 | BULK CARRIER | PHI | MANILA |
| ANTONELLA A. | 499 | ITL | 1963 | TANKER | ITL | PORTO NOGARO |
| AOBA MARU | 194 | JPN | 1970 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| ARAGVI | 258 | USR | 1955 | FISH CARRIER | USR | |
| ARAGVI | 11 094 | USR | 1960 | GENERAL DRY CARGO | CHR | |
| ARCO TAMAR | 355 | GBI | 1964 | DREDGER/SAND CARRIER | GBI | |
| ARTEK | 169 | USR | 1969 | FISHING | USR | NEWHAM |
| ASAHI MARU No. 5 | 172 | JPN | 1959 | TANKER | JPN | YATSUSHIRO, KUMAMOTO PREF. |
| ASHRAF I | 497 | LEB | 1950 | GENERAL DRY CARGO | SPN | BARCELONA |
| AUGUST JAKOBSON | 6 455 | USR | 1966 | REFRIGERATED CGO/FISH CARRIER | IND | PORT ALANG |
| AUNTY LIL | 590 | SAF | 1952 | TENDER | SAF | SALDANHA BAY |
| AZUMA MARU No. 3 | 196 | JPN | 1971 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| BABUS | 9 869 | SVC | 1965 | GENERAL DRY CARGO | IND | PORT ALANG |
| BAGAS | 890 | IDA | 1946 | GENERAL DRY CARGO | IDA | TANJUNG PRIOK |
| BAKURIANI | 9 869 | SVC | 1965 | GENERAL DRY CARGO | IND | PORT ALANG |
| BALTIYSKIY-26 | 1 865 | USR | 1965 | GENERAL DRY CARGO | BLG | BRUGGE |
| BANANG | 912 | IDA | 1946 | GENERAL DRY CARGO | IDA | TANJUNG PRIOK |
| BASMA | 11 726 | SVC | 1966 | BULK CARRIER | IND | PORT ALANG |
| BAX | 9 695 | SVC | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| BENTEN MARU | 275 | JPN | 1966 | AGGREGATES CARRIER | JPN | TADOTSU, KAGAWA PREF. |
| BENTEN MARU | 107 | JPN | 1935 | FERRY | JPN | OTSU, SHIGA PREF. |
| BENTEN MARU No. 38 | 127 | JPN | 1972 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| BERTYUL | 402 | USR | 1954 | GENERAL DRY CARGO | USR | NIKOLAYEVSK-NA-AMURE |
| BESSEMER VICTORY | 7 607 | USA | 1945 | GENERAL DRY CARGO | IND | PORT ALANG |
| BIANCA | 5 672 | BAH | 1965 | REFRIGERATED CARGO | IND | PORT ALANG |
| BIGBEN | 6 246 | SVC | 1962 | BULK CARRIER | IND | PORT ALANG |
| BILE BAY | 18 810 | SVC | 1954 | TANKER | IND | PORT ALANG |
| BIMOLI 01 | 1 041 | IDA | 1945 | TANKER | IDA | JAKARTA |
| BIMOLI 02 | 415 | IDA | 1962 | TANKER | IDA | JAKARTA |
| BINTANG UTARA | 4 039 | ECU | 1963 | TANKER | PER | PISCO |
| BIRYUSA | 3 674 | USR | 1970 | TANKER | BNG | CHITTAGONG |
| BISAN MARU | 497 | JPN | 1973 | TANKER | JPN | OKAYAMA, OKAYAMA PREF. |
| BISK | 10 472 | SVC | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| BIZEN MARU No. 1 | 186 | JPN | 1963 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| BLACK GEM | 313 | GBI | 1949 | DREDGER/SAND CARRIER | GBI | PADSTOW |
| BOGORODSK | 141 | USR | 1957 | FISHING | USR | |
| BOROVICHI | 5 227 | USR | 1965 | RESEARCH | IND | PORT ALANG |
| BOWERY BAY | 1 578 | USA | 1959 | SLUDGE CARRIER | UNK | |
| BOZE No. 11 | 264 | JPN | 1961 | FERRY | JPN | OKAYAMA, OKAYAMA PREF. |
| BRANDON | 586 | GIB | 1957 | GENERAL DRY CARGO | PTG | LISBON |
| BRAVO GEORGE | 9 084 | HON | 1966 | GENERAL DRY CARGO | IND | PORT ALANG |
| BRITISH | 2 475 | SVC | 1960 | RESEARCH/MOTHER SHIP | IND | PORT ALANG |
| BRYANSKIY RABOCHIV | 9 813 | USR | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| BUCURESTI | 9 224 | RUM | 1962 | GENERAL DRY CARGO | TRK | ALIAGA |
| BUDAPEST | 4 451 | HUN | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| BURMA | 166 | GBI | 1967 | TUG | GBI | SHEERNESS |
| BYELKINO | 2 433 | USR | 1962 | FACTORY FISHING | CHR | DALIAN |
| BYSTRYY | 132 | USR | 1964 | TUG | USR | |
| CABO MORAS | 250 | SPN | 1928 | WHALER | SPN | |
| CAHAYA HARAPAN | 801 | IDA | 1962 | GENERAL DRY CARGO | IDA | |
| CAMPANILLA | 652 | SPN | 1957 | TANKER | SPN | VALENCIA |
| CAMPONARAYA | 472 | SPN | 1965 | TANKER | SPN | BILBAO |
| CAMPORROBLES | 472 | SPN | 1965 | TANKER | SPN | BILBAO |
| CARITA | 140 | GBI | 1913 | GENERAL DRY CARGO | GBI | MILTON REGIS |
| CASTELLANO IV | 477 | CNR | 1964 | FISHING | SPN | |

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|----------------------|----|-----|-----|------|--------------------------------|-----|-----------------------------|
| CEDROS | 1 | 227 | PTG | 1966 | GENERAL DRY CARGO | PTG | LISBON |
| CESAR CUINAS | | 376 | SPN | 1964 | FISHING | SPN | PUERTO DE SANTA MARIA |
| CHANDBALI | | 362 | IND | 1919 | GENERAL DRY CARGO | UNK | |
| CHARISMA N | 16 | 683 | IND | 1965 | BULK CARRIER | IND | HALDIA |
| CHIDORI MARU No. 3 | | 127 | JPN | 1971 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| CHITOSE MARU No. 3 | | 205 | JPN | 1970 | AGGREGATES CARRIER | JPN | TADOTSU, KAGAWA PREF. |
| CHOHO MARU | | 472 | JPN | 1969 | FISHING/TRAINING | JPN | AKO, HYOGO PREF. |
| CHOUN MARU No. 23 | | 144 | JPN | 1970 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| CHOUN MARU No. 25 | | 144 | JPN | 1970 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| CHOUN MARU No. 6 | | 144 | JPN | 1971 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| CHOUN MARU No. 7 | | 144 | JPN | 1971 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| CHOYU MARU | | 199 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| CHRISTEL | 7 | 927 | CYP | 1968 | GENERAL DRY CARGO | IND | PORT ALANG |
| CHRYSOULLA H | | 998 | CYP | 1954 | GENERAL DRY CARGO | UNK | |
| CHUO MARU No. 11 | | 494 | JPN | 1970 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| CHUO MARU No. 2 | | 119 | JPN | 1970 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| CLUJ | 3 | 090 | RUM | 1962 | GENERAL DRY CARGO | TRK | ALIAGA |
| COASTAL I | 10 | 900 | SVC | 1952 | TANKER | IND | PORT ALANG |
| CONCAGUA | 10 | 484 | MTA | 1969 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| CONDOR | 8 | 164 | CHL | 1965 | GENERAL DRY CGO/CONTAINER SHIP | IND | PORT ALANG |
| CONEY ISLAND | 1 | 430 | USA | 1938 | SLUDGE CARRIER | UNK | |
| CROIDTE AN DUIN | | 115 | GBI | 1948 | FISHING, SAILING | GBI | KILKEEL |
| CZAPLA | | 171 | POL | 1952 | SALVAGE SHIP | POL | |
| DAIFUKU MARU | | 133 | JPN | 1970 | GENERAL DRY CARGO | JPN | TOBISHIMA-MURA, AICHI PREF. |
| DAIFUKU MARU No. 10 | | 198 | JPN | 1969 | AGGREGATES CARRIER | JPN | AKO, HYOGO PREF. |
| DAIFUKU MARU No. 3 | | 112 | JPN | 1965 | GENERAL DRY CARGO | JPN | OKAYAMA, OKAYAMA PREF. |
| DAIGEN MARU | | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | TADOTSU, KAGAWA PREF. |
| DAIGEN MARU No. 5 | | 257 | JPN | 1966 | AGGREGATES CARRIER | JPN | TADOTSU, KAGAWA PREF. |
| DAIKICHI MARU | | 112 | JPN | 1965 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| DAITO MARU No. 33 | | 114 | JPN | 1976 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| DAIUN MARU No. 8 | | 199 | JPN | 1970 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| DAIYU MARU No. 2 | | 498 | JPN | 1970 | GENERAL DRY CARGO | JPN | KOZA, WAKAYAMA PREF. |
| DELTA SUD | 29 | 508 | USA | 1973 | BARGE CARRIER | BNG | FOUZDERHAT BEACH |
| DEN MARU No. 28 | | 124 | JPN | 1971 | FISHING | JPN | SETODA, HIROSHIMA PREF. |
| DNEPR | | 258 | USR | 1957 | REFRIGERATED CGO/FISH CARRIER | TRK | ALIAGA |
| DOBROGEA | 9 | 105 | RUM | 1961 | GENERAL DRY CARGO | TRK | ALIAGA |
| DOKAI MARU No. 11 | | 143 | JPN | 1964 | TUG | JPN | OKAYAMA, OKAYAMA PREF. |
| DON | 10 | 672 | HON | 1963 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| DON ANGELITO | | 863 | PHI | 1961 | GENERAL DRY CARGO | PHI | CEBU |
| DON CAMILO | 2 | 353 | PHI | 1951 | GENERAL DRY CARGO | PHI | MANILA |
| DONA PAULA | | 164 | IND | 1961 | TUG | IND | GOA |
| DOSHIN MARU | | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| DUKSHAS | | 164 | USR | 1976 | FISHING | USR | |
| DUSHANBE | 2 | 349 | USR | 1956 | FACTORY FISHING | TRK | ALIAGA |
| EBISU MARU No. 1 | | 116 | JPN | 1970 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 18 | | 120 | JPN | 1971 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 2 | | 115 | JPN | 1970 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 33 | | 114 | JPN | 1971 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| EBISU MARU No. 35 | | 113 | JPN | 1971 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| EBISU MARU No. 51 | | 113 | JPN | 1968 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 6 | | 114 | JPN | 1969 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| EBISU MARU No. 68 | | 101 | JPN | 1966 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 7 | | 114 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| EBISU MARU No. 77 | | 114 | JPN | 1971 | FISHING | JPN | TAKAMATSU, KAGAWA PREF. |
| EBISU MARU No. 78 | | 114 | JPN | 1971 | FISHING | JPN | TAKAMATSU, KAGAWA PREF. |
| EBISU MARU No. 8 | | 197 | JPN | 1970 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| EIFUKU MARU | | 176 | JPN | 1969 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| EIFUKU MARU No. 2 | | 137 | JPN | 1962 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| EIHO MARU No. 2 | | 100 | JPN | 1967 | GENERAL DRY CARGO | JPN | TAHARA, AICHI PREF. |
| EIHO MARU No. 3 | | 192 | JPN | 1965 | GENERAL DRY CARGO | JPN | TAHARA, AICHI PREF. |
| EIJU MARU | | 109 | JPN | 1965 | GENERAL DRY CARGO | JPN | GAMAGORI, AICHI PREF. |
| EIKO MARU No. 2 | | 157 | JPN | 1964 | GENERAL DRY CARGO | JPN | SASEBO, NAGASAKI PREF. |
| EISEI MARU No. 1 | | 162 | JPN | 1960 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| EISEI MARU No. 11 | | 160 | JPN | 1962 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| EISEI MARU No. 3 | | 167 | JPN | 1973 | GENERAL DRY CARGO | JPN | AKO, HYOGO PREF. |
| EL IMAM EL HASSAN | 1 | 286 | EGY | 1961 | GENERAL DRY CARGO | EGY | ALEXANDRIA |
| EL KEBIR II | | 351 | MOR | 1957 | TUG | MOR | CASABLANCA |
| ESPENUCA | | 161 | CNR | 1956 | FISHING | SPN | |
| EVE | 4 | 615 | ABB | 1960 | GENERAL DRY CARGO | IND | PORT ALANG |
| FENG TSAI | 20 | 620 | PAN | 1966 | BULK CARRIER | IND | PORT ALANG |
| FENLLA | | 140 | SPN | 1956 | GENERAL DRY CARGO | SPN | |
| FEODOSIYA | 1 | 920 | USR | 1963 | RESEARCH | IND | PORT ALANG |
| FORELE | | 502 | USR | 1959 | FISHING | SPN | SAN ESTEBAN DE PRAVIA |
| FORNELO | | 252 | SPN | 1960 | GENERAL DRY CARGO | SPN | |
| FRANCESCO NULLO | 8 | 620 | POL | 1964 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| FROZEN LULIS | 8 | 076 | HON | 1968 | REFRIGERATED CARGO | IND | PORT ALANG |
| FUDO MARU | | 182 | JPN | 1960 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| FUJIGAWA MARU | | 495 | JPN | 1970 | GENERAL DRY CARGO | JPN | TADOTSU, KAGAWA PREF. |
| FUJIIHIRO MARU | 2 | 428 | JPN | 1968 | LIMESTONE CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| FUJITAKA MARU No. 5 | | 199 | JPN | 1969 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| FUKU MARU No. 2 | | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| FUKUJIN MARU | | 436 | JPN | 1972 | AGGREGATES CARRIER | JPN | SASEBO, NAGASAKI PREF. |
| FUKUJIN MARU No. 2 | | 198 | JPN | 1970 | AGGREGATES CARRIER | JPN | HAKODATE, HOKKAIDO PREF. |
| FUKUJIN MARU No. 8 | | 192 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| FUKUMIYA MARU No. 8 | | 138 | JPN | 1972 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| FUKUSHIGE MARU No. 8 | | 199 | JPN | 1959 | GENERAL DRY CARGO | JPN | NAKAGAWA, TOKUSHIMA PREF. |
| FUKUYOSHI GO No. 1 | | 425 | JPN | 1969 | SHIP, UNKNOWN TYPE | JPN | MISUMI, KUMAMOTO PREF. |
| FUKUYOSHI MARU | | 161 | JPN | 1972 | TANKER | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| FUKUYU MARU No. 1 | | 122 | JPN | 1960 | TANKER | JPN | SODEGAURA, CHIBA PREF. |
| FYRIS | | 299 | DEN | 1940 | GENERAL DRY CARGO | DEN | GRAASTEN |
| GALATI | 3 | 090 | RUM | 1960 | GENERAL DRY CARGO | TRK | ALIAGA |
| GALLUZZO | | 222 | ITL | 1961 | TUG | ITL | NAPLES |
| GAO SHAN | 4 | 101 | PAN | 1956 | GENERAL DRY CARGO | IND | PORT ALANG |
| GAYDAMAK | | 163 | USR | 1976 | FISHING | USR | |

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| GEIYO MARU No. 23 | 481 | JPN | 1972 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| GENUA | 295 | ITL | 1962 | TUG | ITL | VADO LIGURE |
| GEORGIAN BAY | 11 392 | CNL | 1954 | BULK CARRIER, GREAT LAKER | TRK | ALIAGA |
| GIDROLOG | 167 | USR | 1970 | FISHING | TRK | ALIAGA |
| GINYO MARU No. 2 | 195 | JPN | 1970 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| GIZHIGA | 7 684 | SVC | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| GLAVMORNEFT | 640 | USR | 1952 | CRANE PONTOON | USR | |
| GOLD LEAF | 7 070 | LIB | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| GOONZARAN | 55 534 | KRS | 1968 | ORE/OIL CARRIER | IND | PORT ALANG |
| GOPLAN | 940 | SVC | 1959 | GENERAL DRY CARGO | PAK | GADANI BEACH |
| GORDYY | 821 | USR | 1959 | FISHING | USR | |
| GRANTHAM | 5 943 | HON | 1961 | GENERAL DRY CARGO | IND | TADRI |
| GRISHA AKOPYAN | 3 224 | USR | 1965 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| GRUSGUBBEN | 298 | NOR | 1907 | GENERAL DRY CARGO BARGE | NOR | STAVANGER |
| HAIN | 8 135 | SVC | 1962 | ORE CARRIER | IND | PORT ALANG |
| HAKKO MARU | 198 | JPN | 1967 | TANKER | JPN | OKAYAMA, OKAYAMA PREF. |
| HAKUCHO MARU No. 13 | 199 | JPN | 1969 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HALAULA VICTORY | 7 638 | VAN | 1945 | GENERAL DRY CARGO | IND | HOOGHLY RIVER |
| HARIMA MARU | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | IZUMI-OTSU, OSAKA PREF. |
| HARIMA MARU No. 20 | 484 | JPN | 1973 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| HAROLD H. JAQUET | 9 750 | LIB | 1958 | SULPHUR CARRIER | IND | PORT ALANG |
| HATLOYTRAL | 174 | NOR | 1959 | FISHING | NOR | STAVANGER |
| HATSUEI MARU No. 17 | 199 | JPN | 1970 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HATSUHO MARU No. 3 | 198 | JPN | 1968 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HAVGLYTT | 284 | NOR | 1955 | FISHING | NOR | HUNDVAG |
| HAZEL | 20 095 | SVC | 1966 | BULK CARRIER | IND | PORT ALANG |
| HELMSDALE | 433 | GBI | 1966 | GENERAL DRY CARGO | GBI | BLYTH |
| HERBERT BAUM | 998 | GEU | 1966 | FISHING | PAK | GADANI BEACH |
| HIDAKA | 130 | JPN | 1962 | PATROL SHIP (NAVAL) | JPN | KITAKYUSHU, FUKUOKA PREF. |
| HIKARI MARU | 284 | JPN | 1971 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| HIRO MARU No. 81 | 114 | JPN | 1968 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| HIRO MARU No. 82 | 114 | JPN | 1968 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| HISAKEI MARU | 199 | JPN | 1967 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| HITOMI MARU | 199 | JPN | 1971 | AGGREGATES CARRIER | JPN | SODEGAURA, CHIBA PREF. |
| HIYOSHI MARU No. 21 | 493 | JPN | 1972 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| HOEI MARU No. 12 | 341 | JPN | 1967 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HOEI MARU No. 3 | 189 | JPN | 1968 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HOEI MARU No. 5 | 199 | JPN | 1970 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| HOKKAI MARU | 214 | JPN | 1971 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| HOKUYO MARU No. 1 | 116 | JPN | 1969 | FISHING | JPN | HAKODATE, HOKKAIDO PREF. |
| HOPE VICTORY | 7 607 | USA | 1945 | GENERAL DRY CARGO | IND | PORT ALANG |
| HORAI MARU No. 28 | 446 | JPN | 1971 | AGGREGATES CARRIER | JPN | TADOTSU, KAGAWA PREF. |
| HORAI MARU No. 85 | 272 | JPN | 1968 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| HOSEI MARU No. 17 | 114 | JPN | 1970 | FISHING | JPN | |
| HOSEI MARU No. 2 | 106 | JPN | 1962 | GENERAL DRY CARGO | JPN | TOBISHIMA-MURA, AICHI PREF. |
| HOSEI MARU No. 8 | 166 | JPN | 1963 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| HOSHIN MARU No. 2 | 508 | JPN | 1964 | LIMESTONE CARRIER | JPN | |
| HOSHO MARU No. 31 | 283 | JPN | 1966 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| HOUSTON | 12 068 | CYP | 1968 | BULK CARRIER | IND | BOMBAY |
| HOWA MARU | 195 | JPN | 1971 | TANKER | JPN | YOKOHAMA, KANAGAWA PREF. |
| HOWA MARU | 499 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| HOWA MARU No. 5 | 441 | JPN | 1974 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| HUNGARIA | 4 451 | HUN | 1968 | GENERAL DRY CARGO | IND | PORT ALANG |
| HURRICANE | 5 508 | USA | 1945 | DRILLING SHIP | SNG | SINGAPORE |
| HYANG SAN | 8 940 | KRN | 1959 | GENERAL DRY CARGO | IND | PORT ALANG |
| HYUGA MARU | 499 | JPN | 1972 | CEMENT CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| IGARATXA | 205 | SPN | 1948 | FISHING | SPN | |
| IKHTILOG | 335 | USR | 1958 | RESEARCH | TRK | ALIAGA |
| ILIDZA - I | 204 | YUG | 1965 | HOPPER BARGE | YUG | |
| ILIDZA - II | 204 | YUG | 1965 | HOPPER BARGE | YUG | |
| IRIS MARU | 249 | JPN | 1966 | LIQ. GAS CARRIER | JPN | KOCHI, KOCHI PREF. |
| ISE MARU No. 11 | 251 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| IVA | 492 | YUG | 1950 | GENERAL DRY CARGO | YUG | KLADOVO |
| IWONA | 164 | POL | 1976 | HYDROFOIL FERRY | POL | |
| JALAMOHAN | 9 612 | IND | 1971 | GENERAL DRY CARGO | IND | PORT ALANG |
| JAMAL | 2 433 | USR | 1966 | FACTORY FISHING | IND | PORT ALANG |
| JAY AMBIKA | 9 928 | IND | 1970 | BULK CARRIER | IND | PORT ALANG |
| JUN SHAN | 4 032 | PAN | 1957 | GENERAL DRY CARGO | IND | PORT ALANG |
| JUNEI MARU No. 2 | 198 | JPN | 1971 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| JUNG KEUM No. 1 | 569 | KRS | 1967 | GENERAL DRY CARGO | KRS | BUSAN |
| JURADO | 1 979 | COL | 1960 | GENERAL DRY CARGO | COL | CARTAGENA DE INDIAS |
| JYOEIZAN MARU | 134 | JPN | 1963 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| K. TSIOLKOVSKY | 258 | USR | 1955 | FISHING | USR | |
| KAIEI MARU | 294 | JPN | 1969 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| KAIEI MARU No. 21 | 180 | JPN | 1968 | LIQ. GAS CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| KAISEI MARU | 413 | JPN | 1972 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| KAISEI MARU No. 18 | 332 | JPN | 1971 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KAISEI MARU No. 26 | 209 | JPN | 1967 | REFRIGERATED CGO/FISH CARRIER | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KAISHIN MARU No. 8 | 199 | JPN | 1964 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KAISHO MARU No. 8 | 159 | JPN | 1970 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| KAKHETI | 2 177 | USR | 1967 | FACTORY FISHING | TRK | ALIAGA |
| KAKURYO MARU No. 2 | 134 | JPN | 1960 | TANKER | JPN | YOKOSUKA, KANAGAWA PREF. |
| KAKURYU MARU | 193 | JPN | 1975 | GENERAL DRY CARGO | JPN | YATSUSHIRO, KUMAMOTO PREF. |
| KAKUYO MARU No. 1 | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KAKUYO MARU No. 2 | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KAKUYO MARU No. 3 | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KAKUYO MARU No. 5 | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KAKUYO MARU No. 7 | 199 | JPN | 1971 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KAKUYO MARU No. 8 | 199 | JPN | 1971 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KALEVALA | 641 | USR | 1970 | FISHING | TRK | ALIAGA |
| KALI | 5 524 | SVC | 1959 | REFRIGERATED CGO/FISH CARRIER | IND | SACHANA |
| KALIMANTAN | 861 | IDA | 1951 | GENERAL DRY CARGO | IDA | |
| KANNON MARU No. 18 | 149 | JPN | 1963 | GENERAL DRY CARGO | JPN | YOKOHAMA, KANAGAWA PREF. |
| KANSAI MARU | 156 | JPN | 1959 | TANKER | JPN | OGAKI, HIROSHIMA PREF. |

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|---------------------|--------|-----|------|-------------------------------|-----|------------------------------|
| KAPITAN ANTONYENKO | 169 | USR | 1969 | FISHING | USR | |
| KAPITAN BYKOVSKIY | 169 | USR | 1968 | FISHING | USR | |
| KAPITAN OREKHOVSKIY | 169 | USR | 1968 | FISHING | USR | |
| KARL MARX | 11 023 | SVC | 1971 | GENERAL DRY CARGO | IND | BOMBAY |
| KARYA UTAMA | 1 156 | IDA | 1958 | GENERAL DRY CARGO | IDA | CIREBON |
| KASPIYSK | 863 | USR | 1966 | FISH CARRIER | USR | |
| KASUGA MARU No. 5 | 169 | JPN | 1964 | TANKER | JPN | KUDAMATSU, YAMAGUCHI PREF. |
| KATSU MARU No. 38 | 130 | JPN | 1968 | FISHING | JPN | HAKODATE, HOKKAIDO PREF. |
| KATSURA MARU No. 35 | 299 | JPN | 1971 | FISHING | JPN | HIKETA, KAGAWA PREF. |
| KAZU MARU | 497 | JPN | 1971 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| KAZU MARU No. 3 | 244 | JPN | 1968 | AGGREGATES CARRIER | JPN | SHIMONOSEKI, YAMAGUCHI PREF. |
| KAZU MARU No. 8 | 199 | JPN | 1969 | GENERAL DRY CARGO | JPN | IWAGI, EHIME PREF. |
| KEGOSTROV | 5 277 | SVC | 1966 | RESEARCH | IND | PORT ALANG |
| KEISHO MARU | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KELLA | 12 229 | CYP | 1969 | BULK CARRIER | IND | PORT ALANG |
| KHATRI 5 | 5 080 | UAE | 1962 | REFRIGERATED CGO/FISH CARRIER | IND | PORT ALANG |
| KHRABRYI | 368 | USR | 1953 | TUG | USR | |
| KHUZAM | 4 380 | RAK | 1967 | GENERAL DRY CARGO | IND | BOMBAY |
| KICCHO MARU No. 28 | 404 | JPN | 1968 | FISHING | JPN | |
| KINEI MARU | 199 | JPN | 1962 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KINKAI MARU No. 15 | 195 | JPN | 1961 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KINSEI MARU No. 21 | 198 | JPN | 1970 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| KINUURA MARU | 3 169 | JPN | 1970 | VEHICLES CARRIER | KRS | BUSAN |
| KISAN MARU No. 2 | 197 | JPN | 1968 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KISEN MARU No. 10 | 122 | JPN | 1970 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| KIYO MARU No. 11 | 127 | JPN | 1974 | AGGREGATES CARRIER | JPN | SODEGAURA, CHIBA PREF. |
| KIYO MARU No. 17 | 114 | JPN | 1972 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KIYO MARU No. 18 | 114 | JPN | 1972 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| KIYO MARU No. 35 | 113 | JPN | 1968 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KIZAN MARU | 8 859 | JPN | 1962 | FACTORY SHIP | IND | PORT ALANG |
| KOAN MARU | 298 | JPN | 1959 | GENERAL DRY CARGO | JPN | |
| KOEI MARU | 150 | JPN | 1970 | GENERAL DRY CARGO | JPN | IZUMI-OTSU, OSAKA PREF. |
| KOEI MARU | 196 | JPN | 1969 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KOEI MARU No. 18 | 196 | JPN | 1969 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KOEI MARU No. 5 | 187 | JPN | 1970 | GENERAL DRY CARGO | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| KOGA MARU | 173 | JPN | 1976 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KOHO MARU | 130 | JPN | 1969 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| KOLOSS | 199 | NTH | 1939 | GENERAL DRY CARGO | NTH | HENDRIK -IDO-AMBACHT |
| KOMADORI MARU | 109 | JPN | 1969 | FERRY | JPN | OKAYAMA, OKAYAMA PREF. |
| KONGO MARU | 160 | JPN | 1968 | TUG | JPN | SODEGAURA, CHIBA PREF. |
| KONPIRA MARU | 127 | JPN | 1938 | FERRY | JPN | NOMASAKI, NAGASAKI PREF. |
| KORYU MARU | 221 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| KOSEI MARU | 146 | JPN | 1970 | TANKER | JPN | OKAYAMA, OKAYAMA PREF. |
| KOSEI MARU No. 18 | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| KOSEI MARU No. 2 | 198 | JPN | 1977 | TANKER | JPN | AKO, HYOGO PREF. |
| KOSEI MARU No. 8 | 198 | JPN | 1971 | GENERAL DRY CARGO | JPN | NAGOYA, AICHI PREF. |
| KOTA MULIA | 9 301 | SNG | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| KOTA SALAM | 10 786 | SNG | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| KOTA SEGAR | 10 793 | SNG | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| KOTA WARUNA | 9 934 | SRI | 1966 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| KOWA MARU No. 17 | 143 | JPN | 1972 | TANKER | JPN | SASEBO, NAGASAKI PREF. |
| KOYO MARU | 112 | JPN | 1953 | RESEARCH/FISHING | JPN | HAKODATE, HOKKAIDO PREF. |
| KOYO MARU No. 1 | 198 | JPN | 1970 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| KOYO MARU No. 11 | 104 | JPN | 1975 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KOYO MARU No. 5 | 196 | JPN | 1967 | GENERAL DRY CARGO | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| KOYO MARU No. 8 | 196 | JPN | 1970 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| KOZEROG | 2 435 | USR | 1963 | FACTORY FISHING | TRK | ALIAGA |
| KRASNOGORSK | 268 | USR | 1986 | FISHING | USR | |
| KRASNORECHIVYY | 169 | USR | 1969 | FISHING | USR | |
| KUNIHURO MARU | 298 | JPN | 1967 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KURAKAKE MARU No. 3 | 235 | JPN | 1964 | FERRY, TWIN-HULL | JPN | HAKONE, KANAGAWA PREF. |
| KWANGCHOW | 3 535 | PAN | 1963 | GENERAL DRY CARGO | IND | PORT ALANG |
| KYO MARU No. 8 | 199 | JPN | 1970 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KYODO MARU No. 11 | 197 | JPN | 1968 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| KYOEI MARU No. 10 | 198 | JPN | 1968 | GENERAL DRY CARGO | JPN | AKO, HYOGO PREF. |
| KYOEI MARU No. 11 | 102 | JPN | 1974 | TANKER | JPN | |
| KYOEI MARU No. 5 | 255 | JPN | 1966 | GENERAL DRY CARGO | JPN | SODEGAURA, CHIBA PREF. |
| KYOFUKU MARU No. 33 | 114 | JPN | 1970 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KYOFUKU MARU No. 35 | 114 | JPN | 1970 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KYOKUEI MARU | 486 | JPN | 1970 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KYOKUJU MARU | 149 | JPN | 1969 | TANKER | JPN | AKO, HYOGO PREF. |
| KYORIKI MARU | 199 | JPN | 1964 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| KYORYU MARU | 127 | JPN | 1972 | FISHING | JPN | IWAGI, EHIME PREF. |
| KYOTOKU MARU No. 5 | 113 | JPN | 1968 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| KYOWA MARU No. 12 | 197 | JPN | 1962 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| KYOWA MARU No. 2 | 199 | JPN | 1977 | TANKER | JPN | AKO, HYOGO PREF. |
| LA GALLITE | 500 | TUN | 1967 | GENERAL DRY CARGO | TUN | BIZERTA |
| LA PLATA | 9 390 | CUB | 1965 | GENERAL DRY CARGO | IND | PORT ALANG |
| LAKE MICHIGAN | 14 029 | CYP | 1968 | BULK CARRIER | IND | PORT ALANG |
| LAKER | 7 469 | USA | 1962 | BULK CARRIER | IND | PORT ALANG |
| LARGAVISTA | 22 046 | MTA | 1961 | TANKER | IND | PORT ALANG |
| LE GRAZIE | 134 | ITL | 1929 | GENERAL DRY CARGO | ITL | LA SPEZIA |
| LENA | 142 | POL | 1975 | HYDROFOIL FERRY | POL | |
| LENKORAN | 22 463 | USR | 1962 | TANKER | UNK | |
| LERICI | 141 | ITL | 1906 | FERRY | ITL | LA SPEZIA |
| LESKOV | 2 805 | USR | 1960 | FACTORY FISHING | UNK | |
| LI SHAN | 3 295 | PAN | 1958 | GENERAL DRY CARGO | IND | PORT ALANG |
| LILAIDA | 562 | PAN | 1952 | GENERAL DRY CARGO | SPN | PUERTO DE SANTA MARIA |
| LIVEN | 1 701 | BUL | 1964 | GENERAL DRY CARGO | TRK | ALIAGA |
| LLOYD SANTAREM | 7 695 | BRZ | 1975 | GENERAL DRY CARGO | BRZ | RIO DE JANEIRO |
| LSCO PIONEER | 2 398 | PHI | 1955 | TANKER | UNK | |
| LUH CHANG | 8 082 | PAN | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| LUIA CACERES | 2 499 | VEN | 1969 | RORO CARGO/FERRY | COL | MAMONAL |
| LUMBARDA | 361 | YUG | 1955 | DECK-CARGO BARGE | YUG | |

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|----------------------|--------|-----|------|--------------------------------|-----|--------------------------|
| M. O. T. DREDGE I | 1 204 | IND | 1965 | DREDGER | IND | CANNANORE |
| MAKI MARU | 199 | JPN | 1962 | GENERAL DRY CARGO | JPN | |
| MALDIVE NATION | 9 999 | MDV | 1957 | BULK CARRIER | IND | PORT ALANG |
| MANCUNIUM | 1 378 | GBI | 1946 | SLUDGE CARRIER | GBI | NEWPORT. GWENT |
| MANIZALES | 10 301 | PAN | 1971 | GENERAL DRY CARGO | IND | PORT ALANG |
| MANPO MARU | 195 | JPN | 1970 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| MANSEI MARU No. 11 | 114 | JPN | 1972 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MANSEI MARU No. 12 | 114 | JPN | 1972 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MANSEI MARU No. 31 | 114 | JPN | 1974 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MANSEI MARU No. 32 | 114 | JPN | 1974 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MANSEI MARU No. 37 | 114 | JPN | 1968 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MANSEI MARU No. 52 | 114 | JPN | 1967 | FISHING | JPN | |
| MANUEL ECHEVARRIA | 148 | SPN | 1949 | FISHING | SPN | |
| MARE AMICO | 1 599 | ITL | 1953 | GENERAL DRY CARGO | ITL | NAPLES |
| MARK | 7 684 | SVC | 1968 | GENERAL DRY CARGO | BNG | FOUZDERHAT BEACH |
| MARWAN 14 | 2 652 | UAE | 1968 | FACTORY FISHING | IND | PORT ALANG |
| MARWAN 15 | 2 652 | UAE | 1968 | FACTORY FISHING | IND | PORT ALANG |
| MARWAN 17 | 11 924 | AJM | 1962 | CEMENT CARRIER | IND | PORT ALANG |
| MARZENA | 164 | POL | 1975 | HYDROFOIL FERRY | POL | |
| MASHTAGI | 3 821 | USR | 1964 | TANKER | USR | BAKU |
| MASSO 17 | 167 | SPN | 1943 | FISHING | SPN | |
| MASU MARU No. 21 | 114 | JPN | 1974 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| MASU MARU No. 22 | 114 | JPN | 1974 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| MASU MARU No. 31 | 119 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MASU MARU No. 32 | 119 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MATSUEI MARU | 179 | JPN | 1967 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| MAUNALEI | 17 504 | USA | 1944 | CONTAINER SHIP/VEHICLE CARRIER | CHR | HUANGPU |
| MB-6132 | 132 | USR | 1966 | TUG | USR | |
| MEIHO MARU No. 7 | 377 | JPN | 1962 | FISHING | JPN | TSUKUMI, OITA PREF. |
| MEIJI MARU No. 6 | 419 | JPN | 1969 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| MEISEI MARU | 149 | JPN | 1968 | TANKER | JPN | YOKOHAMA, KANAGAWA PREF. |
| MEIYO MARU | 9 040 | JPN | 1961 | FACTORY SHIP | CHR | SHANGHAI |
| MEYERT MENNO | 167 | NTH | 1963 | FISHING | NTH | AMSTERDAM |
| MIDORI MARU | 280 | JPN | 1964 | FERRY | JPN | OTSU, SHIGA PREF. |
| MIECO QUEEN | 228 | MAI | 1956 | GENERAL DRY CARGO | UNK | |
| MIKHAIL LOMONOSOV | 3 898 | USR | 1957 | RESEARCH | TRK | ALIAGA |
| MILITOB I | 486 | MAI | 1961 | GENERAL DRY CARGO | UNK | |
| MILOS J | 4 638 | SVC | 1960 | GENERAL DRY CARGO | IND | PORT ALANG |
| MIYAHIDE MARU | 199 | JPN | 1968 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| MIYAHIDE MARU No. 2 | 422 | JPN | 1970 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| MIYAWAKA MARU No. 76 | 189 | JPN | 1972 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MIZUHO MARU | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| MOHAMMED ALBAKRI X | 12 503 | SAU | 1963 | TANKER | IND | PORT ALANG |
| MOHANA | 5 743 | IND | 1965 | HOPPER/DREDGER | IND | CALCUTTA |
| MONTE JAIZQUIBEL | 209 | SPN | 1949 | FISHING | SPN | |
| MONTE SAN MARCOS | 209 | SPN | 1949 | FISHING | SPN | |
| MORZHOVETS | 5 277 | SVC | 1966 | RESEARCH | IND | PORT ALANG |
| MUGARDOS | 204 | SPN | 1961 | FISHING | SPN | |
| MYOEI MARU No. 8 | 195 | JPN | 1969 | AGGREGATES CARRIER | JPN | AIOI, HYOGO PREF. |
| MYOJIN MARU No. 18 | 199 | JPN | 1962 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| MYOJIN MARU No. 2 | 353 | JPN | 1968 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| MYOJIN MARU No. 8 | 199 | JPN | 1969 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| NABIL | 1 576 | LEB | 1946 | GENERAL DRY CARGO | LEB | |
| NAGASAKI No. 5 | 445 | JPN | 1972 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| NAIKAI MARU | 388 | JPN | 1971 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| NAKAEI MARU | 172 | JPN | 1958 | TANKER | JPN | TADOTSU, KAGAWA PREF. |
| NAKAYOSHI MARU | 357 | JPN | 1966 | AGGREGATES CARRIER | JPN | SODEGAURA, CHIBA PREF. |
| NAKAZURU MARU No. 1 | 219 | JPN | 1967 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| NANAYETS | 3 556 | USR | 1966 | REFRIGERATED CGO/FISH CARRIER | CHR | HUANGPU |
| NARDEN | 1 232 | HON | 1957 | GENERAL DRY CARGO | ITL | NAPLES |
| NAVITIMBER | 4 531 | SVC | 1964 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| NEFTEGORSK | 1 754 | SVC | 1967 | TANKER | IND | PORT ALANG |
| NEVEL | 5 277 | SVC | 1966 | RESEARCH | IND | PORT ALANG |
| NICHIWAKA MARU No. 8 | 496 | JPN | 1968 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| NIHO MARU | 238 | JPN | 1969 | AGGREGATES CARRIER | JPN | SODEGAURA, CHIBA PREF. |
| NIKA | 10 916 | VAN | 1968 | BULK CARRIER | IND | PORT ALANG |
| NIKO | 5 625 | GFR | 1956 | GENERAL DRY CARGO | IND | PORT ALANG |
| NIKOLAY SEROV | 658 | USR | 1968 | FISHING | USR | |
| NIKOLAYEV | 9 901 | USR | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| NINH GIANG | 9 416 | VNM | 1968 | GENERAL DRY CARGO | IND | PORT ALANG |
| NIPPO | 113 | JPN | 1977 | GENERAL DRY CARGO | JPN | SAIKI, OITA PREF. |
| NISSHIN MARU No. 5 | 112 | JPN | 1978 | TANKER | JPN | YOKOSUKA, KANAGAWA PREF. |
| NISSHO MARU No. 13 | 199 | JPN | 1969 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| NITTO MARU No. 31 | 174 | JPN | 1968 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| NITTO MARU No. 32 | 172 | JPN | 1968 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| NITTO MARU No. 35 | 174 | JPN | 1968 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| NITTO MARU No. 36 | 172 | JPN | 1968 | FISHING | JPN | TADOTSU, KAGAWA PREF. |
| NITTO MARU No. 51 | 144 | JPN | 1969 | FISHING | JPN | ETAJIMA, HIROSHIMA PREF. |
| NOGINSK | 1 754 | USR | 1968 | TANKER | IND | PORT ALANG |
| NOGLIKI | 570 | USR | 1970 | FISHING | USR | |
| NOJIMA | 869 | JPN | 1962 | PATROL SHIP (NAVAL) | JPN | TADOTSU, KAGAWA PREF. |
| NONOS | 8 295 | MTA | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| OBYEKTIVNYY | 169 | USR | 1969 | FISHING | USR | |
| OKURA MARU | 103 | JPN | 1971 | FISHING | JPN | ONDO, HIROSHIMA PREF. |
| OM | 10 825 | SVC | 1961 | GENERAL DRY CARGO | IND | PORT ALANG |
| ONTAKE MARU No. 11 | 125 | JPN | 1973 | FISHING | JPN | YOBUKO, SAGA PREF. |
| OREL | 1 069 | USR | 1958 | TUG | JPN | |
| OSCAR | 10 618 | SVC | 1969 | GENERAL DRY CARGO | IND | PORT ALANG |
| OSHIMA MARU No. 8 | 188 | JPN | 1970 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| OSINNIKI | 508 | USR | 1960 | FISHING | USR | |
| OZORNOY | 167 | USR | 1971 | FISHING | USR | |
| PAPAGO | 697 | PHI | 1957 | GENERAL DRY CARGO | UNK | |
| PATRIOT | 775 | USR | 1969 | FISHING | TRK | ALIAGA |
| PAWEL | 5 403 | SVC | 1965 | GENERAL DRY CARGO | BNG | CHITTAGONG |

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| PELARGOS | 955 | HON | 1962 | GENERAL DRY CARGO | ITL | PORTO NOGARO |
| PETER NELL | 2 912 | GDR | 1963 | FACTORY FISHING | SPN | SANTANDER |
| PETROBRAS II | 5 716 | BRZ | 1973 | DRILLING SHIP | BRZ | RIO DE JANEIRO |
| PETROEMPAT | 518 | SNG | 1952 | TANKER | UNK | |
| PIATRA NEAMT | 1 283 | RUM | 1965 | LIVESTOCK CARRIER | TRK | ALIAGA |
| PIREAS | 4 531 | HON | 1964 | GENERAL DRY CARGO | IND | SACHANA |
| PNOC KATIPUNAN | 1 232 | PHI | 1959 | TANKER | UNK | |
| POKLADISTYY | 169 | USR | 1970 | FISHING | USR | |
| POSSIDONIA II | 5 094 | SVC | 1955 | REFRIGERATED CARGO | IND | PORT ALANG |
| PUNENTE DE VARGAS | 214 | SPN | 1960 | FISHING | SPN | |
| PUL SENTOSA | 12 752 | PHI | 1967 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| PUTRA DELI | 662 | IDA | 1956 | GENERAL DRY CARGO | IDA | BELAWAN |
| PUTRA MULIA | 868 | IDA | 1950 | GENERAL DRY CARGO | IDA | BELAWAN |
| RADAR | 103 | NOR | 1952 | GENERAL DRY CARGO | NOR | VEDAVAGEN |
| RADIY | 3 360 | USR | 1966 | TANKER | PTG | LISBON |
| RAL | 144 | DEN | 1912 | DREDGER | DEN | LEMVIG |
| RAVENSTVO | 676 | USR | 1967 | FISHING | USR | |
| REPINO | 1 920 | USR | 1966 | FACTORY FISHING | TRK | ALIAGA |
| RIBBOK | 4 594 | PAN | 1967 | HOPPER/DREDGER | IND | PORT ALANG |
| RINA REE | 16 595 | SVC | 1968 | BULK CARRIER | IND | BOMBAY |
| RIO BAKER | 370 | CHL | 1964 | GENERAL DRY CARGO | CHL | |
| RISSEI MARU No. 2 | 194 | JPN | 1969 | AGGREGATES CARRIER | JPN | |
| ROBKIY | 844 | SVC | 1962 | RESEARCH | USR | |
| RON | 10 478 | SVC | 1962 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| ROOPVATI | 310 | IND | 1965 | TUG | IND | BOMBAY |
| RUSTAM RUSTAMOV | 617 | USR | 1965 | TUG | USR | |
| RUZHINO | 629 | USR | 1971 | FISHING | USR | |
| RYOKA MARU No. 2 | 199 | JPN | 1973 | TANKER | JPN | OKAYAMA, OKAYAMA PREF. |
| RYUSEI MARU No. 8 | 119 | JPN | 1973 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SAFINAZ | 4 674 | SVC | 1970 | GENERAL DRY CARGO | IND | BOMBAY |
| SAIHI MARU No. 2 | 106 | JPN | 1962 | PASSENGER/FERRY | JPN | |
| SAINT NICHOLAS | 508 | HON | 1957 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| SAISEI MARU | 195 | JPN | 1975 | HOSPITAL SHIP | JPN | AIOI, HYOGO PREF. |
| SAITA MARU | 229 | JPN | 1971 | GENERAL DRY CARGO | JPN | YOKOSUKA, KANAGAWA PREF. |
| SAKAE MARU No. 12 | 198 | JPN | 1971 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| SALKLIP | 394 | SAF | 1973 | HOPPER BARGE | SAF | DURBAN |
| SALLY | 11 627 | KUW | 1966 | BULK CARRIER | IND | PORT ALANG |
| SANEI MARU No. 36 | 124 | JPN | 1974 | AGGREGATES CARRIER | JPN | SODEGAURA, CHIBA PREF. |
| SANGAR | 3 398 | USR | 1962 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| SANSEI MARU | 233 | JPN | 1972 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| SANSHA MARU No. 31 | 297 | JPN | 1975 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| SANTA BARBARA II | 9 322 | PAN | 1967 | GENERAL DRY CARGO | IND | PORT ALANG |
| SANTOKU MARU | 169 | JPN | 1970 | TANKER | JPN | AKO, HYOGO PREF. |
| SAYO MARU No. 51 | 192 | JPN | 1967 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SCOTT MISENER | 15 279 | CNL | 1954 | BULK CARRIER, GREAT LAKER | IND | PORT ALANG |
| SEA TRADER | 9 383 | SVC | 1968 | BULK CARRIER | IND | BOMBAY |
| SEA TRADER | 10 804 | MTA | 1962 | GENERAL DRY CARGO | IND | PORT ALANG |
| SEACORE DRAGON | 818 | GIB | 1944 | PRODUCTION TESTING VESSEL | GIB | DUNDEE |
| SEIGYOKU MARU | 199 | JPN | 1964 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SEIHO MARU | 187 | JPN | 1965 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SEIKO MARU No. 3 | 277 | JPN | 1970 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| SEIREN MARU No. 3 | 194 | JPN | 1965 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| SEISHIN MARU | 198 | JPN | 1969 | TANKER | JPN | YUTAKA, HIROSHIMA PREF. |
| SEISHO MARU No. 25 | 129 | JPN | 1972 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| SEIUN MARU No. 8 | 196 | JPN | 1967 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SEMYON CHELYUSKIN | 2 380 | USR | 1965 | ICEBREAKER | CHR | |
| SENZAN MARU No. 1 | 183 | JPN | 1968 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SETIA JAYA | 1 381 | HON | 1964 | TANKER | UNK | |
| SHALES | 4 520 | SVC | 1963 | GENERAL DRY CARGO | IND | PORT ALANG |
| SHARON | 14 452 | USL | 1945 | BULK CARRIER, GREAT LAKER | USA | BROWNSVILLE, TX |
| SHINEI MARU | 163 | JPN | 1979 | GENERAL DRY CARGO | JPN | AIOI, HYOGO PREF. |
| SHINEI MARU No. 8 | 103 | JPN | 1970 | TANKER | JPN | OKAYAMA, OKAYAMA PREF. |
| SHINEI MARU No. 8 | 466 | JPN | 1960 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SHINKO MARU No. 17 | 191 | JPN | 1969 | TUG | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SHINKO MARU No. 50 | 157 | JPN | 1969 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| SHINKO MARU No. 6 | 198 | JPN | 1969 | GENERAL DRY CARGO | JPN | OKAYAMA, OKAYAMA PREF. |
| SHINMEI MARU No. 8 | 146 | JPN | 1967 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHINPO MARU No. 12 | 199 | JPN | 1970 | GENERAL DRY CARGO | JPN | AIOI, HYOGO PREF. |
| SHINPO MARU No. 5 | 171 | JPN | 1969 | TANKER | JPN | TAKAMATSU, KAGAWA PREF. |
| SHINRIKI MARU No. 11 | 482 | JPN | 1973 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SHINSEI MARU | 164 | JPN | 1970 | TANKER | JPN | AIOI, HYOGO PREF. |
| SHINSEI MARU No. 2 | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHINSEI MARU No. 80 | 277 | JPN | 1968 | FISHING | JPN | YAMAGAWA, KAGOSHIMA PREF. |
| SHINSHO MARU | 197 | JPN | 1964 | FISHING | JPN | YUTAKA, HIROSHIMA PREF. |
| SHINTO MARU | 470 | JPN | 1972 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SHINTOKU MARU No. 11 | 199 | JPN | 1970 | AGGREGATES CARRIER | JPN | KAWAJIRI, HIROSHIMA PREF. |
| SHINYU MARU No. 15 | 146 | JPN | 1967 | TANKER | JPN | YOKOHAMA, KANAGAWA PREF. |
| SHINYU MARU No. 8 | 496 | JPN | 1974 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHIRVANNEFT | 3 821 | USR | 1963 | TANKER | USR | BAKU |
| SHISAKA MARU | 163 | JPN | 1968 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHOAN MARU | 325 | JPN | 1969 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHOEI MARU | 121 | JPN | 1963 | GENERAL DRY CARGO | JPN | KOCHI, KOCHI PREF. |
| SHOEI MARU No. 3 | 100 | JPN | 1970 | TANKER | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SHOKYU MARU | 187 | JPN | 1970 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHOSEI MARU No. 30 | 122 | JPN | 1978 | FISHING | JPN | KAMIISO, HOKKAIDO PREF. |
| SHOSEI MARU No. 8 | 196 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SHOTOKU MARU No. 15 | 295 | JPN | 1963 | FISHING | JPN | YATSUSHIRO, KUMAMOTO PREF. |
| SHOUHO MARU No. 3 | 176 | JPN | 1968 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| SHOUN MARU | 194 | JPN | 1969 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SHOWA MARU No. 103 | 199 | JPN | 1969 | TANKER | JPN | YOKOSUKA, KANAGAWA PREF. |
| SHOWA MARU No. 3 | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| SHOWA MARU No. 7 | 499 | JPN | 1972 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| SHUNKO MARU | 295 | JPN | 1969 | AGGREGATES CARRIER | JPN | YUTAKA, HIROSHIMA PREF. |
| SHVENCHENELYAY | 163 | USR | 1976 | FISHING | USR | |

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|-------------------------|--------|-----|------|--------------------------------|-----|----------------------------|
| SIGHISOARA | 1 276 | RUM | 1964 | GENERAL DRY CARGO | TRK | ALIAGA |
| SILVANA | 1 086 | HON | 1954 | GENERAL DRY CARGO | TRK | ALIAGA |
| SIR JAMES DUNN | 12 433 | CNL | 1952 | BULK CARRIER, GREAT LAKER | TRK | ALIAGA |
| SMIALY | 8 429 | SVC | 1967 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| SMOK | 1 049 | POL | 1937 | REPAIR SHIP | SPN | SANTANDER |
| SNEZHINKA | 255 | USR | 1952 | FISHING | USR | |
| SOLENT LEE | 756 | GBI | 1959 | DREDGER/SAND CARRIER | GBI | RAINHAM, KENT |
| SORYU MARU | 160 | JPN | 1942 | TUG | JPN | ETAJIMA, HIROSHIMA PREF. |
| SOVIETSKIY AZERBAIDZHAN | 8 840 | USR | 1961 | RORO CARGO/FERRY | USR | BAKU |
| SOYO MARU | 12 951 | JPN | 1960 | FACTORY SHIP | CHR | |
| SRTM-8448 | 699 | USR | 1966 | FISHING | USR | |
| STAR CALIFORNIA | 23 460 | USA | 1954 | TANKER | IND | PORT ALANG |
| STATE OF MADHYA PRADESH | 9 376 | IND | 1965 | GENERAL DRY CARGO | IND | BEYPORE |
| STEFANOS | 2 275 | GRC | 1960 | GENERAL DRY CARGO | UNK | |
| STELLA RIGEL | 1 595 | NEA | 1971 | TANKER | COL | MAMONAL |
| SUEHIRO MARU No. 5 | 138 | JPN | 1968 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| SUGIEI MARU No. 5 | 218 | JPN | 1969 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| SUMATRA II | 4 698 | IDA | 1956 | HOPPER/DREDGER | UNK | |
| SUMIFUKU MARU No. 8 | 368 | JPN | 1970 | AGGREGATES CARRIER | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| SUMIKAI MARU No. 16 | 197 | JPN | 1967 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| SUMIKO MARU | 199 | JPN | 1971 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| SUMIYOSHI MARU No. 11 | 198 | JPN | 1969 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| SUMIYOSHI MARU No. 3 | 127 | JPN | 1968 | GENERAL DRY CARGO | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| SUMIYOSHI MARU No. 5 | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| SUMIYOSHI MARU No. 5 | 199 | JPN | 1971 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SUMIYOSHI MARU No. 5 | 162 | JPN | 1966 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SUMIYOSHI MARU No. 5 | 170 | JPN | 1970 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| SUMIYOSHI MARU No. 8 | 197 | JPN | 1969 | GENERAL DRY CARGO | JPN | YOKOHAMA, KANAGAWA PREF. |
| SUNAHATA MARU No. 11 | 197 | JPN | 1969 | GENERAL DRY CARGO | JPN | YOKOHAMA, KANAGAWA PREF. |
| SUZUYOSHI MARU No. 16 | 133 | JPN | 1967 | GENERAL DRY CARGO | JPN | YOKOHAMA, KANAGAWA PREF. |
| SWEET RORO | 4 051 | PHI | 1970 | RORO CARGO/FERRY | IND | PORT ALANG |
| SYLWIA | 164 | POL | 1973 | HYDROFOIL FERRY | POL | |
| TAGA MARU No. 11 | 283 | JPN | 1969 | FISHING | JPN | HACHINOHE, AOMORI PREF. |
| TAIAN MARU No. 3 | 490 | JPN | 1965 | GENERAL DRY CARGO | JPN | |
| TAIHO MARU | 196 | JPN | 1970 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| TAIHO MARU | 113 | JPN | 1961 | TUG | JPN | KITAKYUSHU, FUKUOKA PREF. |
| TAIHO MARU No. 2 | 199 | JPN | 1964 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TAIKO MARU No. 1 | 142 | JPN | 1967 | GENERAL DRY CARGO | JPN | YOKOHAMA, KANAGAWA PREF. |
| TAISEI MARU No. 3 | 198 | JPN | 1969 | AGGREGATES CARRIER | JPN | KITAKYUSHU, FUKUOKA PREF. |
| TAISEI MARU No. 38 | 196 | JPN | 1969 | GENERAL DRY CARGO | JPN | SASEBO, NAGASAKI PREF. |
| TAISHO MARU | 134 | JPN | 1970 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| TAISHO MARU No. 11 | 192 | JPN | 1970 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| TAISHO MARU No. 5 | 169 | JPN | 1963 | TANKER | JPN | HIGASHINO, HIROSHIMA PREF. |
| TAIYO MARU No. 8 | 111 | JPN | 1974 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| TAKAHARU MARU No. 11 | 199 | JPN | 1970 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| TAKIS E | 29 586 | GRC | 1966 | TANKER | BNG | CHITTAGONG |
| TALNAKH | 601 | USR | 1971 | FISHING | USR | |
| TAMAFUJI MARU | 292 | JPN | 1963 | GENERAL DRY CARGO | JPN | |
| TENJIN MARU | 199 | JPN | 1964 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TENJIN MARU No. 10 | 199 | JPN | 1970 | GENERAL DRY CARGO | JPN | SASEBO, NAGASAKI PREF. |
| TENJIN MARU No. 16 | 198 | JPN | 1969 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| TENJIN MARU No. 18 | 499 | JPN | 1973 | GENERAL DRY CARGO | JPN | OKAYAMA, OKAYAMA PREF. |
| TENJIN MARU No. 8 | 196 | JPN | 1969 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| TENRYU MARU | 145 | JPN | 1961 | GENERAL DRY CARGO | JPN | TAKAMATSU, KAGAWA PREF. |
| TENYO | 120 | JPN | 1961 | RESEARCH | JPN | SODEGAURA, CHIBA PREF. |
| TENYO MARU No. 5 | 198 | JPN | 1969 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| TENYO MARU | 132 | JPN | 1968 | TANKER | JPN | YOKOSUKA, KANAGAWA PREF. |
| TENYU MARU No. 28 | 124 | JPN | 1980 | FISHING | JPN | HABORO, HOKKAIDO PREF. |
| TENYU MARU No. 8 | 199 | JPN | 1968 | GENERAL DRY CARGO | JPN | MATSUSHIMA, KUMAMOTO PREF. |
| TEXACO MINNESOTA | 15 622 | USA | 1943 | TANKER | THA | BANGKOK |
| THEODORA | 637 | NTH | 1958 | TANKER | SPN | VIGO |
| TIGRE | 12 379 | ITL | 1970 | GENERAL DRY CGO/CONTAINER SHIP | IND | PORT ALANG |
| TOKAI MARU No. 1 | 697 | JPN | 1969 | TANKER | JPN | TATEYAMA, CHIBA PREF. |
| TOKAI MARU No. 11 | 347 | JPN | 1970 | GENERAL DRY CARGO | JPN | TATEYAMA, CHIBA PREF. |
| TOKAI MARU No. 11 | 181 | JPN | 1970 | TANKER | JPN | TATEYAMA, CHIBA PREF. |
| TOKAI MARU No. 12 | 248 | JPN | 1967 | GENERAL DRY CARGO | JPN | TOKYO |
| TOKAI MARU No. 3 | 199 | JPN | 1969 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TOKAI MARU No. 3 | 197 | JPN | 1967 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| TOKAI MARU No. 5 | 197 | JPN | 1967 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| TOKUHIRO MARU No. 10 | 134 | JPN | 1969 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| TOKUJIN MARU No. 11 | 199 | JPN | 1970 | AGGREGATES CARRIER | JPN | OKAYAMA, OKAYAMA PREF. |
| TOMOFUKU MARU No. 2 | 211 | JPN | 1970 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TOMOFUKU MARU No. 3 | 495 | JPN | 1973 | DREDGER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TONAN MARU No. 5 | 190 | JPN | 1964 | TANKER | JPN | TAKAMATSU, KAGAWA PREF. |
| TONG HUA | 8 588 | CHR | 1958 | GENERAL DRY CARGO | UNK | |
| TORREGRADE | 361 | ITL | 1962 | TUG | ITL | VADO LIGURE |
| TOSHI MARU No. 15 | 647 | JPN | 1957 | WHALER | JPN | AKO, HYOGO PREF. |
| TOULA | 1 647 | SPN | 1963 | FACTORY FISHING | SPN | |
| TOWA MARU | 188 | JPN | 1969 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| TOYOSU MARU | 433 | JPN | 1970 | CEMENT CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TOZAI MARU No. 2 | 254 | JPN | 1970 | TANKER | JPN | ETAJIMA, HIROSHIMA PREF. |
| TRITON | 189 | GRC | 1948 | TUG | UNK | |
| TRUSKAVETS | 1 211 | USR | 1956 | GENERAL DRY CARGO | USR | |
| TSELINOGRAD | 5 217 | USR | 1956 | REFRIGERATED CGO/FISH CARRIER | TRK | ALIAGA |
| TSUSHIMA MARU | 194 | JPN | 1969 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| UBAGAN | 305 | USR | 1957 | TANKER | USR | |
| UCHTIVYY | 169 | USR | 1969 | FISHING | USR | |
| UDANG NATUNA | 46 476 | LIB | 1964 | TANK BARGE | IND | PORT ALANG |
| UKIKI MARU No. 18 | 199 | JPN | 1970 | AGGREGATES CARRIER | JPN | SETODA, HIROSHIMA PREF. |
| UMITAKA MARU No. 2 | 103 | JPN | 1969 | TANKER | JPN | SODEGAURA, CHIBA PREF. |
| URAGO MARU No. 18 | 175 | JPN | 1973 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| USERDNY | 169 | USR | 1969 | FISHING | USR | |
| UST-101 | 107 | POL | 1960 | FISHING | POL | |
| UST-103 | 106 | POL | 1963 | FISHING | POL | |

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|------------------------|--------|-----|------|----------------------|-----|----------------------------|
| UST-106 | 106 | POL | 1965 | FISHING | POL | |
| VATRA DORNEI | 1 283 | RUM | 1965 | LIVESTOCK CARRIER | TRK | ALIAGA |
| VENTURE | 39 722 | LIB | 1967 | ORE/BULK/OIL CARRIER | IND | PORT ALANG |
| VER | 3 231 | SVC | 1965 | GENERAL DRY CARGO | IND | PORT ALANG |
| VERDI | 18 402 | PAN | 1964 | TANKER | IND | PORT ALANG |
| VISHVA ADITYA | 11 178 | IND | 1973 | GENERAL DRY CARGO | IND | PORT ALANG |
| VOLGA | 4 531 | SVC | 1964 | GENERAL DRY CARGO | BNG | FOUZDERHAT BEACH |
| VOLGOGRAD | 862 | USR | 1965 | FISH CARRIER | USR | |
| VRANCEA | 9 100 | RUM | 1962 | GENERAL DRY CARGO | TRK | ALIAGA |
| VYAZMA | 8 461 | SVC | 1964 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| WAHENG | 6 105 | SVC | 1959 | GENERAL DRY CARGO | CHR | HUANGPU |
| WAKA MARU | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | KITAKYUSHU, FUKUOKA PREF. |
| WAKABA MARU | 194 | JPN | 1970 | FISHING | JPN | SASEBO, NAGASAKI PREF. |
| WAKAHIDE MARU | 476 | JPN | 1970 | GENERAL DRY CARGO | JPN | ANAN, TOKUSHIMA PREF. |
| WAKASHIO MARU | 113 | JPN | 1970 | TANKER | JPN | SODEGAURA, CHIBA PREF. |
| WAKASUGISAN MARU | 3 578 | JPN | 1969 | GENERAL DRY CARGO | JPN | OKAYAMA, OKAYAMA PREF. |
| WALCOTT | 69 788 | PAN | 1974 | ORE/OIL CARRIER | IND | PORT ALANG |
| WATERCOCK | 161 | GBI | 1967 | TUG | GBI | SHEERNESS |
| WAY | 4 712 | GBI | 1963 | HOPPER/DREDGER | IND | PORT ALANG |
| WLA-104 | 106 | POL | 1961 | FISHING | POL | WLADYSLAWOWO |
| WLA-135 | 108 | POL | 1959 | FISHING | POL | WLADYSLAWOWO |
| WLA-293 | 106 | POL | 1978 | FISHING | POL | WLADYSLAWOWO |
| XIMENA | 13 404 | SVC | 1961 | BULK CARRIER | IND | PORT ALANG |
| YAHATA | 122 | JPN | 1972 | FISHING | JPN | IWAGI, EHIME PREF. |
| YAHATA MARU No. 8 | 199 | JPN | 1967 | GENERAL DRY CARGO | JPN | ETAJIMA, HIROSHIMA PREF. |
| YAKHROMA | 12 957 | USR | 1967 | BULK CARRIER | CHR | |
| YAKOV | 2 407 | SVC | 1965 | FACTORY FISHING | IND | PORT ALANG |
| YAM-SUF | 567 | ISR | 1966 | FISHING | SAF | CAPE TOWN |
| YAMAMEH | 457 | SYR | 1953 | GENERAL DRY CARGO | GRC | PIRAEUS |
| YANO MARU No. 3 | 199 | JPN | 1969 | AGGREGATES CARRIER | JPN | ETAJIMA, HIROSHIMA PREF. |
| YANTI | 1 500 | ITL | 1967 | GENERAL DRY CARGO | ITL | NAPLES |
| YASHIMA MARU No. 11 | 199 | JPN | 1970 | TANKER | JPN | TAKAMATSU, KAGAWA PREF. |
| YONG CHANG | 5 582 | CHR | 1964 | GENERAL DRY CARGO | IND | PORT ALANG |
| YOSHISHIGE MARU No. 11 | 485 | JPN | 1973 | AGGREGATES CARRIER | JPN | AKO, HYOGO PREF. |
| YUFUTSU MARU | 2 373 | JPN | 1967 | RORO CARGO | CHT | KAOHSIUNG |
| YUNYY LENINETS | 11 206 | USR | 1965 | GENERAL DRY CARGO | BNG | CHITTAGONG |
| YURIY MALAKHOV | 2 177 | USR | 1967 | FACTORY FISHING | | |
| YUSEI MARU No. 23 | 198 | JPN | 1974 | TANKER | JPN | SETODA, HIROSHIMA PREF. |
| YUTAKA MARU | 294 | JPN | 1968 | GENERAL DRY CARGO | JPN | SETODA, HIROSHIMA PREF. |
| ZANGELAN | 3 380 | USR | 1962 | GENERAL DRY CARGO | USR | BAKU |
| ZEINA I | 1 035 | LEB | 1956 | GENERAL DRY CARGO | LEB | TRIPOLI |
| ZEMBRA | 499 | TUN | 1967 | GENERAL DRY CARGO | TUN | BIZERTA |
| ZENRIN MARU No. 1 | 114 | JPN | 1970 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| ZENRIN MARU No. 33 | 114 | JPN | 1970 | FISHING | JPN | KITAKYUSHU, FUKUOKA PREF. |
| ZENTOKU MARU No. 38 | 198 | JPN | 1970 | AGGREGATES CARRIER | JPN | YATSUSHIRO, KUMAMOTO PREF. |
| ZETA | 8 742 | SVC | 1958 | GENERAL DRY CARGO | IND | SACHANA |
| ZEVS | 828 | USR | 1960 | TUG | IND | PORT ALANG |
| ZONICA | 31 026 | PAN | 1970 | ORE CARRIER | BNG | CHITTAGONG |

Scuttled

| Ship's name | Gross Tonnage | Flag | Year of Build | Type | Place of disposal |
|--------------------|---------------|------|---------------|------------------------|--|
| CATALINA TRADER | 148 | CAN | 1946 | FISHING | OFF CATALINA, NFL., CANADA |
| EL PARNE | 251 | SPN | 1966 | FISHING | OFF HUELVA, SPAIN |
| ELLIOT POLING | 860 | USA | 1953 | TANKER | OFF NEW JERSEY, UNITED STATES OF AMERICA |
| GRAND MONARCH | 324 | CAN | 1963 | FISHING | IN LAT. 47 42 00N., LONG. 56 08 00W. |
| JAMES TOMPKINS | 233 | CAN | 1967 | FISHING | IN LAT. 42 00N., LONG. 65 15W. |
| NORDCAPP | 315 | HON | 1972 | RORO CARGO | OFF THE WEST COAST OF MEXICO |
| ROST | 152 | ICL | 1960 | FISHING | OFF SAUDARKROKUR, ICELAND |
| SALTON SEA | 190 | HON | 1973 | SUPPLY SHIP (O.R.S.V.) | OFF SHETLAND ISLANDS, UNITED KINGDOM |
| SENDAI | 329 | JPN | 1962 | PATROL SHIP (NAVAL) | OFF KAGOSHIMA, KAGOSHIMA PREF., JAPAN |
| WINDWARD TRADER | 499 | HON | 1956 | GENERAL DRY CARGO | OFF POMPANO BEACH FL., UNITED STATES OF AMERICA IN LAT. 26 13 85N., LONG. 80 04 00W. |
| ZUIRYO MARU No. 51 | 147 | JPN | 1966 | FISHING | OFF KASHIMA, SHIMANE PREF., JAPAN |