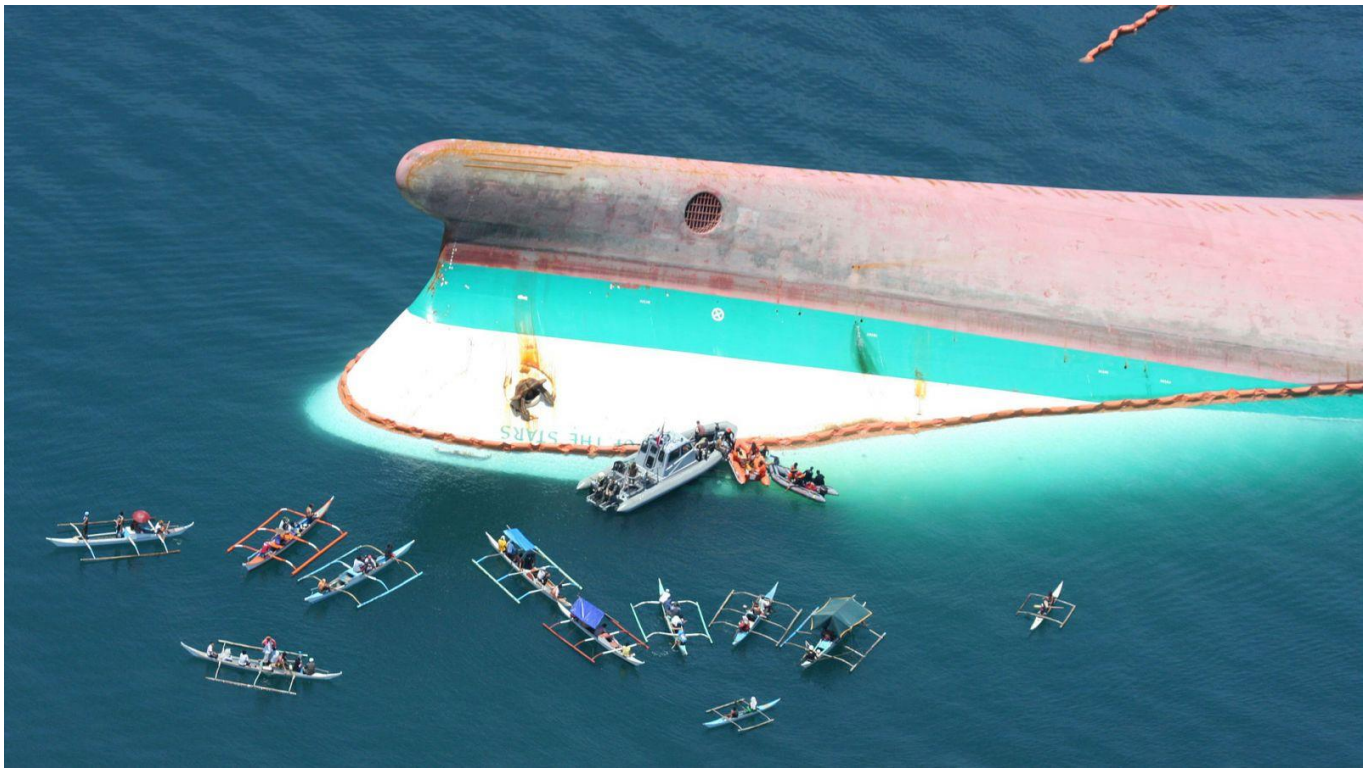
2008-2018, maritime and waterway passenger transport: more than 12,000 dead



Princess of the Stars © **US Navy**

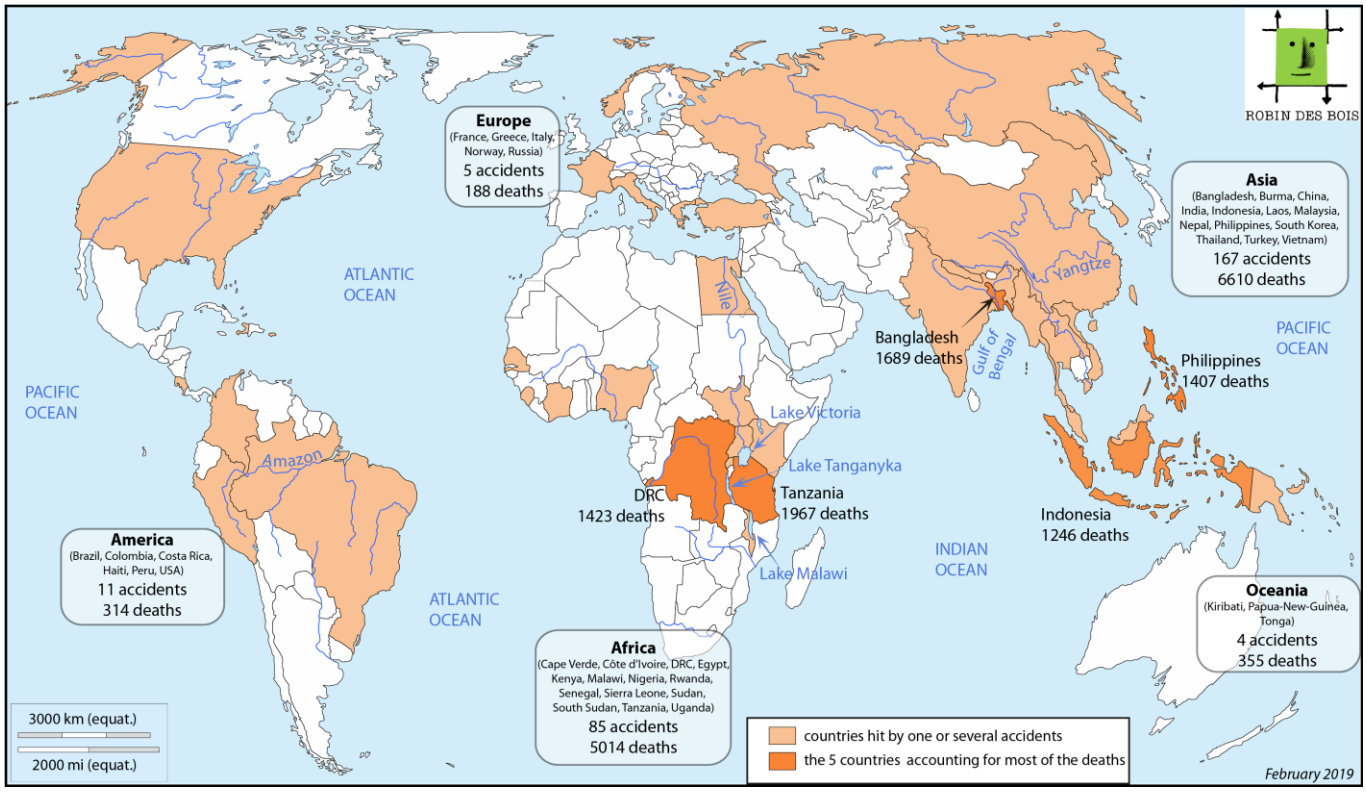
The critical areas are Asia and Africa. The intermediate areas are Oceania and South America. Europe and the Middle East were comparatively saved, unlike the 1986-2005 toll stricken with the sinking of the *Estonia* and *Al Salam 98*. (See 3 February 2006, "Car ferries: more than 21,000 deaths in 20 years").

Since 1986, the safety of maritime and inland passenger ships has not improved. For a minority, it is a hobby. For the majority, it is an everyday must. Many children going to school or women going to the open air markets have been victims of shipwrecks.

The main causes of shipwrecks are goods and passengers in excess, often combined with poor weather conditions, failure to take storm warnings or hurricane alerts into account, poor maintenance and structural fragility of boats of no age and no name.

Shipwrecks are also caused by negligent operating conditions. Ferries or other passenger carriers are not officially registered, lifebuoys and other survival equipment are not available, navigation is carried out at night contrary to national or local regulations.

Between 2008 and 2018, Robin des Bois identified 272 fatal accidents involving passenger vessels. These include shipwrecks, but also collisions, fires in the lower decks or unsecured passenger falls into the water. Most of the ships involved in accidents are operated on regular routes. Others are hired for parties or excursions. Some were operated without any licence.



2008-2018: major passenger ships accidents

All continents have been hit, accidents have occurred in 41 different countries. The total death toll is at least 12,481, or more than 1,000 deaths per year. The extensive use of double ticketing means that the results are approximate. Reported by the press, they sometimes only take into account bodies found and often vary from one source to another.

Beyond the human toll, these accidents are sources of oil pollution in rivers, lakes, coastlines and in the open sea. Most of them leave on the waterbed dangerous wrecks and waste polluting in the long term.

Asia and Africa account for more than 90% of all fatalities and accidents. 5 countries pay the highest price with more than 60% of the deaths: Tanzania, Bangladesh, the Democratic Republic of Congo (DRC), the Philippines and Indonesia. In these countries, boat is a routine means of transport. Inter-island connections in the Filipino and Indonesian archipelagos are mainly maritime. Bangladesh is a riverine country: the Ganges delta extends into a network of several hundred rivers with a cumulative length of 24,000 km. The DRC is crossed by the Congo, the 8th longest river in the world but the second after the Amazon by its flow; it has several large lakes (Kivu, Tanganyka...). In Tanzania, the two high-risk traffic areas are the maritime link between the Zanzibar archipelago and the mainland and Lake Victoria shared with Uganda and Kenya (See also: "Shipbreaking" no. 52", p 3-4, Focus on Africa, Wrecks on Lake Victoria).

The disaster of the decade was the sinking of the *Spice Islander I* off Zanzibar (Tanzania) in 2011, with 1529 fatalities. The other most serious accidents were the *Princess of the Stars* in the Philippines in 2008 (819 fatalities), the *Eastern Star* in China in 2015 (442 fatalities), the *Teratai Prima* in Indonesia in 2009 (332 fatalities) and the *Sewol* in South Korea in 2014 (312 fatalities).

In the 272 accidents recorded, only 111 ships have a name. The others are identified in the press and in the reports of the Worldwide Ferry Safety Association by general (ferry, boat, speedboat...) or local (whaleboat, dhow, launch...) terms. In the Congo Basin, the "whaleboat" refers to a flat-bottomed boat used on rivers or lakes; from 15 to 30 m in length, whaleboats

carry freight and several dozen passengers who are not provided with lifejackets. The term "dhow" is now used to describe small motorized freighters engaged in coastal trade in the Red Sea and Indian Ocean. "Launch" in Bangladesh refers to the thousands of ferries that cross the river network; their size varies, they are often wooden made; their flat bottoms and multiple decks worsen their instability.

The length of ships involved in accidents varies from a dozen to 290 metres. The " large " ships are identified by an IMO number (International Maritime Organisation). This is the rule for passenger ships over 100 gross tonnage; vessels not engaged in international shipping may be exempted. 25 of the ships involved in accidents are registered with the International Maritime Organisation. They are responsible for 3462 deaths, or 29% of the total number of victims. These include former Japanese, European or US ferries that have been sold by their owners in Africa, the Philippines, Indonesia or Oceania at the end of use in their countries of origin. Among them were the two worst accidents of the decade: the *Spice Islander I*, formerly the Greek *Mariana* (see p 18-19) and the *Princess of the Stars*, formerly the Japanese *Ferry Lilac* (see p 5-6). These two ferries, considered out of age and out of service in their first use country, were sold for further trading in the tropics. Exotic exports and the last-ditcher show of profit are putting aside safety. For decades, this practice has resulted in thousands of deaths.

In July 2009, France wished to initiate a policy of responsibility. As part of the national forum named "Grenelle of the Sea", it undertook to "promote the renewal of the Southern countries' fleets by preventing the export from Europe of ships that do not comply with international conventions and European regulation and thus improve ship safety, particularly for passenger transport" (see "Blue Paper of the Grenelle of the Sea commitments, Commitment 49-F"). This commitment has remained a dead letter. In January 2010, the *Onyx* and *Pentalina B*, two car ferries sailing from Finland and the United Kingdom, aged 44 and 40 respectively, towed into the port of Brest following failures at sea, had been able to leave Europe without much trouble. The *Onyx* had finally been directed to the Pakistani shipbreaking yards, but the *Pentalina B* had left for Cape Verde as planned to provide a passenger and Ro Ro cargo ferry service in the archipelago. Fortunately, she didn't have time to kill. In June 2014, she ran aground on a rock in Moia-Moia Bay on the east coast of Santiago Island, no casualties were reported.

Pentalina B, Cape Verde © **wreck-site.eu**

The resales of these antiquities have never stopped.

Some recent examples:
- In September 2018, the former *Coutances* (IMO 7528477) sank while empty and docked at Puerto La Cruz (Venezuela). The former ferry, built in 1978 in Le Havre (France) and operated by Brittany Ferries on the Cherbourg-Poole service, had became the Venezuelan *Rosa Eugenia* at the age of 30 after she was acquired in 2008 by Consolidada de Ferrys (Conferrys).
- On January 18, 2019, the *Maria Rosario*, another Conferrys ship, suffered the same fate; she was the former *Purbeck*, also operated by Brittany Ferries, built in 1978 in Le Havre, first sold to a New Zealand shipowner in 2003 and then to Conferrys in 2006.

Purbeck. © **Jacques Legangneux**

Maria Rosario. © **Vadim Lasca**

- The former *Corse* (IMO 8003620), built by Dubigeon-Normandie shipyards at Prairie-au Duc (France) in 1983 and former ferry of the Société Nationale Corse-Méditerranée (SNCM) has just arrived in Doha (Qatar). Laid-up since December 2014 in Marseille, she was towed to Greece on May 12, 2016 with 53 tons of asbestos materials and a lot of other hazardous materials. After refitting in Greek shipyards in Salamis and in Chalkis, the former *Corse* is destined for a ferry service linking Qatar, Kuwait and Oman. She became the Palau-flagged *Great Ferry*. She joined another European ferry in the Persian Gulf, the former Norwegian *Trelleborg* owned by the Stena Line, renamed *Sunny*. Both vessels are operated on behalf of the Iranian shipping company Karaneh Line.

2015, the *Corse*. © **Pascal Bredel**

2019, the *Grand Ferry*. © **Aluminox**

- Today the imminent departure for Madagascar of the former *Kreiz er Mor* is announced. Built in 1977 in Paimbœuf by Chauvet shipyards, the *Kreiz er Mor* had been operated between the island of Groix and Lorient in Brittany for 31 years. She had been decommissioned since 2008. She has been undergoing renovation works since October 2017 and would be operated between the Comoros and the west coast of Madagascar.

2012, *Kreiz er Mor.* © **Philippe Gruais**

2008

Date	Ship	Country	Location	Fatalities	Passengers on board (estimation)
28 January		DRC	Lake Tanganyka	13	60
The wooden boat hit a rock and capsized. It was carrying fishermen back from Kalemie where they had gone to sell their fish. According to a survivor, the boat was overloaded and the captain, drunken and hurrying, took a perillous route filled with rocks.					
22 February	*Almirante Montero*	Brazil	Amazon, Novo Remanso, Amazonas State	19	110
Collision with an oil barge shrtly before sunrise. The two-deck ferry sanks. The barge did not stop.					
28 February	*Saurav*	Bangladesh	Buriganga River - Taltala	59	100
Collision with a sand-laden barge. The wooden ferry sanks..					
04 May	*Comandante Sales*	Brazil	Rio Solimoes, Amazon tributary	71	100
One of the worst shipwreck in decades on the Amazon basin. Passengers were returning from a Roman Catholic festival.					

Comandante Sales. © **Alberto César Araújo/AE**

11 May		Haiti	Haiti southern coast	11	100-150
The ship sunk 140 m off the coast. She was carrying passengers, food and charcoal to Port-au-Prince. She was overloaded. Emergency crew were late : the closest salvage boat was running short of gas.					
13 May	*Chanpur*	Bangladesh	Ghorautra River, Nikli	82	150
The ferry is overloaded. She sank during a tropical storm.					
21 June	*Princess of the Stars*	Philippines	Sibuyan Sea, centre of the archipelago	814	870
Princess of the Stars, ex-*Ferry Lilac*. IMO 8323161. Length 193 m. Filipino flag. Built in 1984 in Aioi (Japan) by Ishikawajima-Harima. Classification society Bureau Veritas.					

27 August 2006, Cebu. © **Quentin Williams**

2008

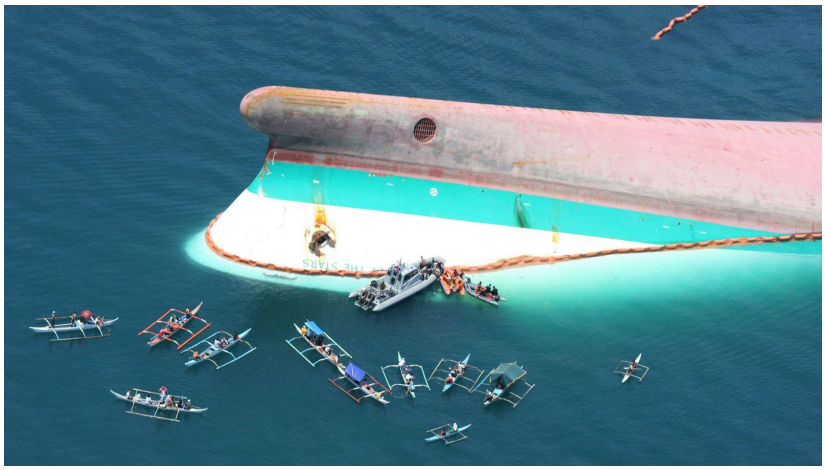
Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

Former Japanese *Ferry Lilac* owned by Shin Nihonkai Ferry; at the time of her launching she is the largest long-distance ferry in the archipelago. She is operated between Maizuru on the west coast of Honshu Island and Otaru on Hokkaido Island. In 2004, she was sold after 20 years of a Japanese career for further operation in the Philippines. She is the flagship in the Sulpicio Lines fleet, the company's largest ship, purchased for US$5 million and considered to have had no major malfunction or mechanical failure. Twice a week, she connects Manila, in the north, to Cebu, in the centre of the archipelago.

On 20 June 2008, at 8 pm, she is allowed to leave Manila passenger terminal despite typhoon Fensheng arrival. 870 passengers and crew members were on board. The typhoon changed course; it entered the ferry's route off Romblon Island, halfway along the journey. On June 21, the *Princess of the Stars* started to list, sent a distress signal around noon and capsized 1 hour later. Sea conditions hindered rescue operations. A few passengers were able to board lifeboats, and about fifty survivors were found 24 hours later stranded on the neighbouring island of Sibuyan. Most passengers remained trapped inside the ferry that has turned upside down.

The salvage of the victims' bodies was stopped one week after the sinking. The ferry also carried 10 tonnes of an organochlorine neurotoxic pesticide, Endosulfan, for use in Del Monte pineapple plantations. It is poorly soluble, toxic and likely to endanger the lives of rescuers. Endosulfan is banned in many countries, its use is regulated in the Philippines.
Operations resumed in Autumn 2008.

The sinking of the *Princess of the Stars* is the worst maritime accident in the Philippines since the *Dona Paz* disaster in 1987 (4300 deaths). Both vessels were owned by Sulpicio Lines



Salvage operations. © **U.S. Navy**

04 July	*Mo Pa Pa Tun*	Burma	Yway River, Irrawady delta	38	82
28 July		Nepal	Kanari River, 440 km away west of Kathmandu	8	25

The river was swollen by the monsoon rains. The boat carried twice its passenger capacity in addition to bicycles and cereal bags.

13 September		France	Seine River	2	12

Paris, saturday night, 10 pm. The pilot of the "bateau-mouche" *La Besogne* struck a speedboat chartered for a birthday party. The speedboat sinks. A man and a 6-year-old boy who remained trapped in the cabin die. No passengers on the "bateau-mouche" were injured. In 2015, the pilot was sentenced to 3 years in prison with a suspended sentence.

2008-2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
14 September	*Hayat N*	Turkey	Sea of Marmara	5	95

Hayat N, ex-*Ciudad de Burgos*, ex-*Mos Freeway*, ex-*Lux Freeway*, ex-*Burgos*, ex-*Roll Vigo*. IMO 7826685. Length 123 m. Turkish flag. Ro Ro ferry built in 1981 in Vigo (Spain) by Enrique Lorenzo y Cia. Classification society Bureau Veritas. Operated from 1990 to 2007 by the Spanish shipowner Compañía Trasmediterranea. Detained in 2006 in Nantes (France). Owned by Serhat Feribot (Turkey).
September 14, 2008. The *Hayat N* left the port of Bandirma in the Sea of Marmara at 11:30 pm. Shortly after departure, the ship started listing and sank in about 15 minutes. She was carrying 68 passengers, 27 crewmen, 73 trucks and 2 cars. One Turkish navy frigate, 4 coastguard vessels, 2 helicopters and 21 divers took part in the rescue operations. 5 fatalities (dead or missing) were reported.

June 2001, Palma de Majorque © **Manuel Moreno**

August 2007, Istanbul. © **Ilhan Kermen**

26 September		Indonesia	Maluku Islands	9	77

Its engine caught fire. The wooden boat sank. The passengers were returning home to celebrate the end of the month of Ramadan. They jumped into the water, 9 of them got drowned.

04 November	*Don Dexter Cathlyn*	Philippines	off Dimasalang, center of the archipelago	52	125

Sea waters were calm. However, a sudden and strong gust of wind blew down the wooden ferry which sank off Masbate Island, 20 minutes after departure.

15 December	*MVCA Mea Jan*	Philippines		50	96

The wooden overboarded ferry failed to dock due to waves and currents. It went adrift and capsized 50 m away from the shore.

2009

04 January		Nepal	Koshi river, Sunsari, East Nepal	43	50-60

In the heavy fog, the boat hit a tree floating in the middle of the river and sank.

11 January	*Teratai Prima*	Indonesia	Makassar Strait, Borneo	330	365

Teratai Prima. Length 57 m. Indonesian flag. Built in 1999 in Samarinda (Indonesia) by Galangan Muji Rahayu. Owned by PT. Bunga Teratai (Indonesia).

The *Teratai Prima* was operated on the crossing of Makassar Strait, connecting Samarinda, East Kalimantan on the island of Borneo and Pare-Pare, South Sulawesi. 9 hours after departing, the ferry struck by cyclone Charlotte sank 50 km off the west coast of Sulawesi. It was 3:00 in the morning, most of the passengers are asleep.

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
Officially, 250 people were registered but according to Indonesian authorities, there were actually 365 passengers and crew members on board. 22 survivors were rescued by fishermen, 17 others were rescued by the Indonesian Navy the next day. sued for ignoring warnings from the weather services, the captain was sentenced to 9 years in prison in August 2009. *Teratai Prima* © **Komite Nasional Keselamatan Transportasi**					
25 January		Vietnam	Gianh River, Mohonpur, Central Vietnam	49	80
The wooden ferry sank 20 m away from the shore. It was designed to carry 12 passengers. Among the victims, 7 girls and 27 women, including 3 pregnant ones. One of the worst shipping accidents in Vietnam.					
26 January	*MB Panihash*	Bangladesh	Alipur Mollar Hat	4	
01 February	*MB Ahmed*	Bangladesh	Turag River	4	
08 February	*ML Nusrat*	Bangladesh	Titas River, Nabinagar	10	40-45
The *ML Nusrat* collides with a motor boat and sinks. The victims are women and children.					
19 February	*ML Fahmida Happy Express*	Bangladesh	Kirtankhola River	49	100-150
The *ML Fahmida Happy Express* is a one-engine and two-deck "launch", 17,83 m in length. In the fog, the cargo vessel *Samin* hit the stern of the ferry which sank in the middle of the river. The ferry was carrying 100 passengers for a capacity of 50.					
03 March	*Qiandongnanke -0181*	China	Qingshui River	10	46
The small public ferry has a capacity of 18 passengers. It's market day, 44 et 2 crewmen have boarded. The ferry hits a rock and sinks.					
20 April		Bangladesh	Meghna River, Keringchar	7	
May	*Faith*	Tanzania	Zanzibar, Unguja Island, port of Stone	9	25
The boat had left Dar-es-Salam. It sinks shorthly before docking at the port of Malindi, Zanzibar.					

© **Daily Star**

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
10 May		Bangladesh	Meghna River, Matlab	5	
23 May	*MB Commando 6*	Philippines	Off Verde Island	12	69

The boat had left Batangas on the archipelago's main island bound for the seaside resort of Puerto Galera on Mindoro island. It sank halfway in the Strait. Among the victims are 3 children and 1 Japanese tourist.

29 May	*Mandiri Nusantara*	Indonesia	Java Sea	5	287

Mandiri Nusantara, ex-*Rising Star V*, ex-*Rising Star III*, ex-*Secho*, ex-*Shonen No Fune Kyokai 21 Seiki Go*, ex-*Hiyama Maru*. IMO 7434614. Length 145 m. Indonesian flag. Built in 1976 in Shimonoseki (Japan) by Mitsubishi for Japanese National Railway. She has been operated for 23 years in Japan, was briefly reflagged in 1999 to South Korea then Panama and finally left for Indonesia after she was acquired by Prima Eksekutif Pt (Indonesia).

The Japanese *Hiyama Maru* © **Space Aero 2**

August 2006, approaching Surabaya © **Ivan Meshkov**

The *Mandiri Nusantara* left Tanjung Perak port in Surabaya, East Java, for Balikpapan, Kalimantan, with 287 passengers and 29 crew members. She suffered a fire 55 km off Karamean island, East Java. Passengers were evacuated but 5 crew members remained trapped on board and died.

Mandiri Nusantara. © **Antara Foto**

29 June	*MB Allardan*	Bangladesh	Padma River, Dohar	7	
11 July		India	Wainganga River, Bhandara, Maharashtra	30	37

A convoy of two boats brings the female farm labourers back to their village after completing their day's work. They capsize. The 3 boatmen and only 4 women manage to swim to the shore.

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
11 July		Haiti	Southern coast, off Rosses Point	38	60

The ship had left Anse à Pitre on the southern coast near the border with the Dominican Republic and was bound for Jacmel in the west. It capsized, the number of passengers on board was uncertain. 22 survivors.

13 July	*Uean Te Raoi II*	Kiribati	off Maiana Island	35	52

The 17 m-long wooden catamaran was built by a local shipyard. She had been operated since May 2009 to connect the main atoll of Tarawa and Maiana in the south. 46 passengers had boarded in addition to the 6 crew members. She was sailing at her top speed of 8 knots and capsized while the Maiana coast was in sight. She had no beacons, navigation lights or lifejackets in sufficient quantity. She also did not have a seaworthiness certificate nor a licence of trade

Uean Te Raoi II prior launching. **© M Savins**

05 August	*Princess Ashika*	Tonga	Off the main island Tongatapu. Nuku'alofa - Ha'afeva route	74	117

Princess Ashika, ex-*Olive Maru n°1*. IMO 7234002. Length 50 m. Fiji flag. Built in 1972 in Takamatsu (Japan) by Shikoku. Former Japanese ferry owned by Shodoshima Kyuko Ferry. She was acquired in 1985 by Fiji Islands-based Northwest Sg Lines & Agencies and sailed all the way from Nagasaki to Fiji. In 1995 she was sold to another Fijian company, Patterson Brothers Shipping Ltd, which operated her for 20 years and finally sold her to the State of Tonga. For safety reasons, *Princess Ashika* was to replace the *MV Olovaha* assigned until then to the inter-island routes in Tonga. It was an interim solution pending the delivery in 2011 of a new vessel ordered thanks to a grant from Japan for NZ$35 million.

Princess Ashika was in poor condition. Passengers had reported water ingresses on previous trips, but no action was taken. It was night time when the ship sent a distress signal, most victims were asleep in the lower decks. According to the survivors, *Princess Ashika* sank quickly. She had only completed 5 crossings on her new assignment. This is the worst tragedy of inter-island shipping in Tonga. The Minister of Transport resigned 6 days after the tragedy.

Princess Ashika, Natovi, Fiji, August 2008.
© John Ray

© Tahiti Infos

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
19 August		Bangladesh	Padma River, Shibchar	9	
27 August	*Putra Romo*	Indonesia	Badung Strait	12	29
Shortly after departing Bali, the ship sank suddenly. According to police, there were not enough lifejackets or buoys.					
29 August	*Sari Mulia*	Indonesia	Negara River, Borneo	22	132
The wooden ferry had a capacity of 45 passengers, officially 132 were registered. It sank in the night.					
06 September	*SuperFerry 9*	Philippines	off Mindanao	65	971

SuperFerry 9, ex-*Wilines Mabuhay 5*, ex-*Ariake*. IMO 8517396. Length 141 m. Filipino flag. Built in 1986 in Saiki (Japan) by Usuki Tekkosho. In Japanese times, she was operated with two cargo decks and two passenger decks. She underwent several transformations accordingly to the trade policies of her different shipowners.
Acquired in 1995 by WG & A Jebsens Shipmanagement based in Manila (Philippines), she was renamed *Wilines Mabuhay 5* then *SuperFerry 9*. Additional passenger decks and the conversion of a cargo deck brought her capacity to 1952 passengers. In a final step, she underwent another refitting from Aboitiz Transport System. Two passenger decks were converted to a second cargo deck.

The Japanese *Ariake* © **Toshihiko Mikami**

The Filipino *SuperFerry 9* © **Mike Gutib**

On 5 September 2009, the *SuperFerry 9* leaves General Santos south of Mindanao Island bound for Iloilo in the center of the archipelago; she is carrying 971 passengers and crewmen. In the night and halfway on her voyage, she sends a mayday call after developping a list. One hour later, the master orders the passengers to evacuate in the lifeboats. The ship sinks 11 km off Zamboaga on the western tip of Mindanao 5 hours after the distress signal. According to coast guard reports, she had previously suffered several engine failures.

© Inquirer.net

06 September	*MB Allardan et MB Suchana*	Bangladesh	Buriganga River, Kotwali	4	
Collision.					
09 September	*Teh Teh*	Sierra Leone	Atlantic Ocean, Yawri	229	268
The wooden ferry is overloaded. It connects Shenge in the south of Yawri Bay to Tombo in the north, a suburb of Freetown. Most passengers are young children returning to school after school holidays. There are 39 survivors.					

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
30 September	*Jalakanyaka*	India	Lake Tekkady, Kerala	45	76

The small boat of the Kerala Tourism Development Corporation capsized. It would reportedly have lost its stability when tourists suddenly moved to on one side to film wild animals of the Periyar Wildlife sanctuary.

© drisyadrisya.blogspot

© H. Vibhu

23 October	*MB Tanha*	Bangladesh	Padma River, Sadarpur	15	

Collision with the sand-laden vessel *MB Jakir*

17 November	*Nay Win Tun*	Burma	Ngawun River, Irrawady delta	52	200

The wooden ferry is overloaded. It's night time, it collides with an oil-carrying barge and sinks. Three quarters of the victims are women and children.

21 November	*Dumai Express 10*	Indonesia	îles Riau, au nord de Tokong Hiu	79	334

Dumai Express 10. IMO 8740840. Length 31 m. Indonesian flag. Built in 1999 in Tanjung Pinang (Indonesia) by Ocean Ship. Owned by Lestari Indoma Bahari Pt (Indonesia).

The *Dumai Express 10* was a fast ferry that can reach a speed of 30 knots. She connected Sekupang on Batam Island in the Singapore Strait to Dumai on Sumatra Island. 30 minutes after leaving Batam, sea conditions worsened. The hull cracked, the ferry took in water. The master ordered the passengers and crew to evacuate. The *Dumai Express 10* sank in 1 hour. According to the report of the Indonesian authorities, the ferry was carrying 329 passengers and crew members for an authorised capacity of 265. 228 people were registered on the manifest. The shipwreck killed 75 people.

February 2011. © **Ferry Batam**

25 November		DRC	Lake Mai-Ndombe	90	more than 300

The SODEFOR (Société de Développement des Forêts)-owned ship is licensed to carry lumbers and logs but was actually carrying passengers. SODEFOR is a Congolese subsidiary of Norsudtimber, a company based in Liechtenstein that controls 60% of the timber trade in the DRC. SODEFOR promotes its FSC certification for sustainable forest management. Though, it is regularly pointed out by NGOs for illegal logging outside the authorized areas and for violent conflicts with local forest communities. In addition to these crimes and disorders, there is the illegal transport of passengers. (See accident of 12 April 2015, p. 34)

2009

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
27 November	*Coco-4*	Bangladesh	Tetulia River	85	1500

The *Coco-4* is a triple-deck and two-engine "launch" 42 m in length. She has just docked. She is overloaded, survivors say 1500 passengers had boarded. Most of them were heading to celebrate Eid al-Adha, the Sacrifice festival. To prevent fare-dodge, all exits but one are closed, passengers have to disembark with the help of a wooden plank. Some passengers panick and gather on one side. The ship capsizes.
In April 2017, MS Rahman Shipyard BD Limited, owner of the vessel, was sentenced to pay 480,000 takas (US$5700) in compensation to the victims; 9 crew members were sentenced to 4 years in prison and a fine of 5000 takas each (US$60).

04 December	*Al Helal-1*	Bangladesh	Daira River, Kishoreganj	55	80

The *Al Helal-1* is a double-deck and one-engine "launch" with a length of 22,70 m. Collision in the fog at 8 am with the cargo vessel *Chand Miah.* The *Al Helal-1* sinks. Some passengers manage to reach the shore by themselves. Most victims are women and children. The local authorities will give 2000 takas (24 US$) to each victim's family for burial expenses.

© The Daily Star

24 December	*Catalyn B*	Philippines	off Limbones Island	27	73

The wooden ferry collides with the fishing ship *Anatalia* and sinks.

26 December	*Baleno 9*	Philippines	Verde Island Strait	48	123

Baleno 9, ex-*Tencho Maru*, ex-*Ooshima n°2*. IMO 8961559. Filipino flag. Built in 1972 à Imabari (Japan) par Oura Dock. Acquired in March 2009 by Besta Shipping Lines Inc (Philippines) which operates a fleet of small ferries to connect Batangas on Luçon the main Island and Calapan Mindoro Island. The swell and strong winds in the Strait can make the 40km-crossing dangerous, especially during the monsoon season.

On the evening of 26 December 2009, 37 minutes after leaving Calapan, the *Baleno 9* suffered an ingress of water and sank quickly. Passengers were rescued by other ferries, the *Baleno 3*, *Baleno 5* and *MV de Los Angeles* and a Coast Guard vessel. The Senate investigation revealed that 20 passengers had been registered while they were actually 123, that the vehicles on board including 9 trucks were poorly secured and that some passengers had remained in their cars, thus complicating their access to lifejackets in the event of an accident. 6 dead, 42 missing.

Tencho Maru, port of Katasoba (Japan), January 2008
© TKS/Marine Traffic

Baleno Nine, December 2009, Batangas (Philippines). **© Wiizardhp**

2010

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
04 January		India	Rupnarayan River, West Bengal	18	29
The group of 62 boys from the Kalidas Sporting Club came by bus from Kolkata for a picnic by the river. Some decide to take a boat trip. The boat capsizes, it could hold 12 people but 29 picnickers had piled up Tragic picnic. © **PTI**					
30 January		India	Godavari River, Narsapur, Andhra Pradesh	32	70
The Hindu pilgrims cross the Godavari to reach the temple. Their boat sinks in the middle of the river.					
26 April		DRC	Lake Kivu	32	70
The passengers had departed from Idjwi Island south of Lake Kivu and were heading to the market in Kituku on the north shore. The motorized pirogue capsized.					
14 May		Bangladesh	Daleshwari River, Kishoregonj	17	100
28 May	*Camila*	Peru	Amazon	36	200
The poorly-secured cargo slipped, the boatman manoeuvred abruptly, the overloaded ferry sank.					
08 June		Bangladesh	Sunamganj district	62	
14 June		India	Gange, Ballia, Uttar Pradesh State	62	at least 100
Most passengers were heading to a religious festival. The normal capacity is 30 passengers. Each victims' family will receive 100,000 rupees (US$1,358).					
July		Egypt	Nile, suburbs of Cairo	9	
The ferry is operated for day trips without a licence. It is overloaded and sinks. 9 schoolgirls drown. The boatman is later sentenced to 10 years in prison on charge of negligent homicide.					
06 July		Bangladesh	Shitalakhya River, Narayangonj	13	100
Collision with a sand-laden barge. It's night time. Most passengers are factory workers and shopkeepers who were returning home after the day's work.					
07 July		DRC	Lake Kivu	17	
The convoy of pirogues had left Rwanda. Waves or overloading, they capsize at night. 1 dead, 16 missing and several cows drowned.					
22 July		Uganda	Lake Victoria	10	
29 July	*HB Yedu*	DRC	Kasai River	140	180-250
The level of the river is low. The ferry is heading for Kinshasa, hits a sandbar and capsizes.					
02 August		Uganda	Lake Albert	33	50-90
Merchants were on their way to the northern tip of the Lake. The capacity of the boat was 40 passengers. 17 survivors.					

2010-2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
10 August	*Hastina III*	Indonesia	off Adonara and Lembata Islands	11	88
04 September		DRC	Ruki River, Congo tributary	70	100
The boat was sailing at night without lights. It hit a rock and sank.					
05 September		DRC	Kasai River, Congo tributary	200	
The overloaded ferry was also carrying fuel drums. A fire started, passengers jumped into the water, most drowned. The 15 survivors accused the fishermen of being interested in the drifting goods rather than rescuing them.					
23 October	*KM Karya Terang*	Indonesia	off Palue Island	22	66
The crossing takes 5 hours. The ferry suffers a failure in bad weather and sinks. The death toll is unclear.					
30 October		India	Muriganga River, West Bengal	152	more than 200
Pilgrims were returning from a Muslim festival. The ferry struck a sandbar and capsized; its maximum capacity was 60 passengers.					
29 November	*Papa Jules*	DRC	Lwapala River	18	168
Papa Jules capsized in the early evening. Many fishermen and traders had boarded with their goods.					
19 December		Bangladesh	Surma River	37	150
Night collision with a fishing boat. The 37 victims are women and children.					
27 December		Malaysia	off Mersing	5	29
The boat was carrying 19 Singaporean, 9 Malaysian and one Chinese tourists returning from a fishing trip; it capsized 60 m away from the wharf.					

2011

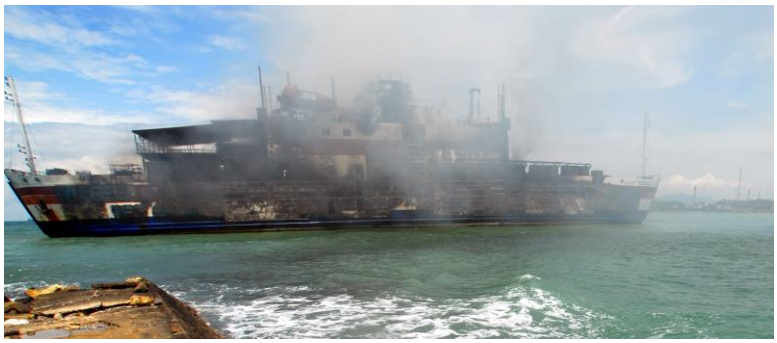
28 January	*Laut Teduh II*	Indonesia	Sunda Strait, separating Java and Sumatra	27	454

Laut Teduh II, ex-*DVD n°II*, ex-*Mercandia VII*, ex-*Superflex Whiskey*. IMO 8611611. Length 96 m. Indonesian flag. Built in 1989 in Appledore (United Kingdom) by Appledore Ferguson. She was to be one in a series of 24 ships, the *Superflex 2000*. This series experienced technical problems from the beginning (soot-covered superstructures due to too short exhaust pipes, excessive fuel consumption for an engine power considered too low...). Finally, only 15 units were built, the *Superflex Whiskey* was the last one. She remained decommissioned after building, was later acquired by Mercandia and left for Denmark. She never entered service for Mercandia and was sold in February 1995 to Vivid Dragon Shipping based in Dalian (China). In 2007, she was acquired by the Indonesian company Bangun Bangun Putra Remaja.

Laut Teduh. **© Komite Nasional Keselamatan Transportasi**

2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)



© Berita Satu - / Lawrence Dami Domahi

The *Laut Teduh II* was connecting the islands of Java and Sumatra. On 27 January 2011, she left the port of Merak on the island of Java and was 5 km from the coast when a fire broke out on a bus in the lower garage deck. Despite the crew's intervention, the fire spread to the other vehicles, the upper garage deck and then the passenger deck.

Most passengers were evacuated in the lifeboats and rescued by 8 ferries and 5 tugs. Some jumped into the sea, 27 drowned. The ship without propulsion ran aground on Anyer beach, the fire was extinguished after 5 days.

12 March		Bangladesh	Meghna River, Sreepura	8	35-40
21 April	*MV Bipasha-1*	Bangladesh	Meghna River	45	150

The *Bipasha-1* is a double-deck and one-engine "launch" with a length of 23,35 m. It is overloaded and allegedly hits wreck remains. It's night time, most passengers are asleep. Families will receive 30,000 takas (US$358) for one victim, 45,000 (US$536) for several.

Refloating of the *Bipasha-1*. **© The Daily Star**

25 April		DRC	Lake Kivu	35	46

The ship carries passengers and goods. Bad weather is apparently the cause of the shipwreck..

29 April		Egypt	Nile, Beni Swef	22	

The ferry carries a bus and its passengers to the cemetery. It hits the shore while docking, the bus capsized in the river.

06 June	*KM Martasiah*	Indonesia	Makassar Strait, South Kalimantan	32	105

As every Monday afternoon, *KM Martasiah* leaves Kotabaru at the northern tip of Laut Island. Many traders going to the Geronggang market on the main island have boarded. The wooden boat struck a rock and capsized in bad weather.

2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
07 June		Indonesia		13	48
11 June		Bangladesh	Brahmaputra River	7	12
The boat is sailing in the middle of the river where the current is strongest, it sinks.					
26 June		Bangladesh	Jaducata River, Sunamganj	1	40
The toll of missing persons is undisclosed.					
06 July	*MV Madinar Alo*	Bangladesh	Shitalakkhya River, Muktarpur	32	200
The ferry was licensed to carry 50 passengers. 200 have boarded. It collides with a tanker and sinks.					
10 July	*Bulgaria*	Russia	Volga, Kuybychev Reservoir	122	201

Bulgaria, ex-*Ukraine*. Built in 1955 à Komarno (Tchecoslovakia) by Slovenské lodenice Komárno AS. Length 80 m.

© Davletov Ruslan

With a length of 500 km and a width of 35 km, the Kuybyshev reservoir (or Samara reservoir) on the Volga River is the largest in Europe. The cruise costs 45 € for an adult. Caught in a storm, suffering an engine failure, *Bulgaria* sank in a few minutes 3 km away from the shore. Among the victims, 28 children who were locked in a playroom. This is the worst river accident in Russia in 30 years. Svetlana Inyakina, director of Argo Rech Tour, operator of the ship, sentenced to 9.5 years in prison, was released in 2018 after a one-third reduction of her sentence.

© Maritime Herald

© Glazelki.ru

29 July		DRC	Tshuapa River, Congo tributary	100	220
Night collision with another vessel, no lights. Half of the passengers were able to make it to the shore.					
30 July		Bangladesh	Buriganga River, Balughat	81	100
Night collision with a sand-laden barge.					

2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
16 August		Nepal	Kamala River	20	35
The river was swollen by monsoon rains. The overloaded boat capsized.					
21 August	*MV Island Fastcraft 1*	Philippines	7 km off the coast of Cebu	4	75

Short-circuit in the engine room. The Island Express Ferry's fast ferry was devastated by the fire and sank a few kilometres off the coast. According to the survivors, the fire extinguishers were out of order.

© Wiizard HP

© Cebu Daily News

27 August	*Windu Karsa*	Indonesia	Boni Gulf, Sulawesi	48	139

Windu Karsa, ex-*Windu Karsa Pratama*, ex-*Bisan*. IMO 8032114. Length 56 m. Indonesian flag. Built in 1980 in Omishima (Japan) by Fujiwara. Owned by Bukaka Lintastama (Indonesia).

In the afternoon of 26 August 2011, the *Windu Karsa* leaves Bajoe (South Sulawesi) for Kolaka (South-East Sulawesi), a 86-nautical mile crossing (159 km). It carries 110 passengers, 29 crew members and 25 vehicles. Sea conditions are poor. The ferry suffers a water ingress during the night. It starts to list and sinks shortly after midnight off Lambasina Island, near Kolaka. Passengers are rescued by other ferries and merchant ships which had hurried to the wrecksite. According to Indonesian authorities, there were 91 survivors.

© Komite Nasional Keselamatan Transportasi

10 September	*Spice Islander I*	Tanzania	Indian Ocean, Zanzibar Archipelago	1529	800/2470

Spice Islander I, ex-*Apostolos P*, ex-*Mariana*. IMO 8329907. Length 60 m. Tanzania flag. Built in 1967 en Grèce.
The vessel had been mostly operated on behalf of various shipowners for passenger transport in Eleusis Bay, connecting the port of Piraeus to the islands of the bay. Its capacity is 645 passengers and 45 sailors. Her last Greek shipowner was Hellenic Seaways, from 2005 to 2007.

In 2007, she was 40 years of age but was sold for further trading to Makame MH (Tanzania) and left for the Zanzibar archipelago.

2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

The long-haul voyage to Africa did not go well. The ferry suffered an engine failure off Somalia and drifted; the crew of 10 sailors were running out of water, food and fuel. The *Spice Islander 1* was finally rescued by the American destroyer *USS Stout* taking part in an anti-piracy operation in the region. Repaired by US Navy mechanics, the ferry resumed its journey towards Zanzibar. In Tanzania, she was assigned to the Ungunja / Pemba service, between the main islands of the Zanzibar archipelago. According to regular passengers, she was frequently overloaded.

On September 10, 2011, after a 5-hour route in difficult sea conditions, she sank prior arriving in Pemba. The initial tolls was unclear, and report 200 to 3000 dead or missing. According to the official report published in January 2012, 2470 passengers had boarded, 4 times her official capacity. 941 survived.

Piraeus, 2006 © **Aleksi Lindstrom**

Zanzibar. © **eturbonews**

10 September		China	Fuyi River, Hunan Province	15	45

The propellor got blocked by some iron cables that are used by dredgers, the ferry capsized. It was carrying primary and middle class pupils returning homes for the upcoming Mid-Autumn Holiday.

15 September	*Nordlys*	Norway	Off Aalesund	2	262

Nordlys. IMO 9048914. Built in 1994 in Stralsund (Germany) by Volkswerft. Length 122 m. Norwegian flag. Owned by Hurtigruten ASA (Norvège). Still n service.

The *Nordlys* had left Bergen bound for Kirkenes, beyond the Arctic Circle. While the ship was off Aalesund, 250 km north of Bergen, a fire broke out in the engine room, killing two mechanics. All 207 passengers were evacuated and safe. The crew remained on board to fight the fire

© AP / Svein Ove Ekornesvag

24 September		Indonesia	off Madura, East Java	28	42

2011

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
26 September	*Marina Nusantara*	Indonesia	Mouth of the Barito River, South Kalimantan, Borneo Island	4	443

Marina Nusantara, ex-*Rising Star I*, ex-*Semo Express Ferry 3*, ex-*Car ferry Queen*, ex-*Ho Hoe Car Ferry*, ex-*Korea Car Ferry n°1*, ex-*Dong Nam Jumbo Ferry*, ex-*Kobe Maru n°1*, ex-*Kobe Maru*. IMO 7037052. Length 98 m. Indonesian flag. Built in 1970 in Takamatsu (Japan) by Shikoku. Operated by Shikoku Ferry KK until 1982 on the service connecting Takamatsu on Shikoku Island and Maru then in South Korea. She was operated by several South Korean owners successively Dong Nam Shipping Co Ltd, Ho Hoe Car Ferry Co Ltd, Korea Car Ferry Co Ltd, Cosmo Tiger Corp, Semo Marine Co Ltd.
In 1999 she was acquired by Prima Eksekutif Pt based in Surabaya (Indonesia).
On 26 September 2011, the ferry coming from Surabaya arrived in Banjamarsin; she collided in the mouth of the Barito River with a coal-laden barge. A fire started. The passengers were evacuated, 4 fatalities were reported.

Surabaya, 22 August 2006 © **Ivan Meshkov**

© **Shipwreck log**

28 September	*KM Kirana IX*	Indonesia	port of Tanjung Perak, Surabaya, East Java	8	500

KM Kirana IX, ex-*Yakushima Maru*, ex-*Kosadu Maru*. IMO 8220060. Length 119 m. Indonesian flag. Built in 1983 à Kawajiri (Japan) par Kanda Zosensho. Classification society Biro Klasifikasi Indonesia. Ex Japanese ferry operated by Sado Kisen Co Ltd with Ryotsu as homeport.
Acquired in June 2011 by Dharma Lautan Utama Pt (Indonesia).

Niigata (Japan), June 2008 © **Wakanatsu**

Banjamarsin (Indonesia), May 2018. © **Iwan Afwan**

The *Kirana IX* was docked at Surabaya; 500 passengers have already boarded. A fire started in a truck. The fire was quickly brought under control but caused panic among the passengers who jumped into the water. All 8 victims died trampled to death. *Kirana IX* has resumed operations.

25 December	ferry	India	Lake Pulicat, Tamil Nadu	22	25

All the passengers were kin and celebrating the baptism of the grandson. They went on a day trip on the Lake north of Chennai. The capacity of the boat was 10 people.

13 January	*Costa Concordia*	Italy	Mediterranean Sea, Giglio Island	32	4229

2012

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

Costa Concordia. IMO 9320544. Length 290 m. Italian flag. Built in 2006 in Genova (Italy) by Sestri CN. Classification society Registro Italiano Navale. Owned by Costa Crociere SPA (Italy).

© 1Zoom

© Robin des Bois

Costa Concordia had boarded 3206 passengers and 1023 crew members. On the evening of 13 January 2012, she was sailing along the coastline of Tuscany. On the captain's orders, she came close to the Giglio Island to greet the inhabitants; according to other versions, this practice was reportedly requested by a Costa official. The cruise ship rammed into a rock, took on water and capsized. Coordination of the evacuation during the night was poor. The master abandoned the ship. The final toll was 32 victims.
In 2013, Costa Croisière agreed to pay a fine of €1 million. In 2017, the master was sentenced to 16 years in prison.
Costa Concordia was straightened up in September 2013. In July 2015 she was refloated and towed to Genoa where she was finally deconstructed.

18 January	*Qianbijiedu-4001*	China	Guizhou Province	7	9

Two motorcycles at least have been loaded on the small ferry. They tipped over, they were not properly secured. The unstable boat was difficult to manoeuvre, eventually hit a bridge and capsized.

02 February	*Rabaul Queen*	Papua New Guinea	Solomon Sea, off Finshhafen	165	411

Rabaul Queen. ex-*Ieshima*. IMO 8351297. Length 47 m. Papua New Guinea flag. Built in 1983 in Kawamoto (Japan) by Higashino.
The Japanese ferry *Hieshima* was designed to be operated in calm waters. She used to call at the Japanese ports of the inland sea (Hyogo, Ieshimacho) until 1998. She was then acquired by Auspac Salvage (Papua New Guinea). She left Japan and reached Rabaul, on the island of New Britain in 12 days. In February 1999, the Papua New Guinea Maritime Authority issued her seaworthiness certificate authorizing her to carry 295 passengers on the planned routes and a total of 310 people. After a few trips between Rabaul and the neighbouring island of New Ireland, she was finally assigned to the service connecting the ports of Rabaul and Kimbe in New Britain to Lae on the main island, a voyage of several hundred kilometres.

The Japanese *Ieshima*. **© Commission d'enquête.**

2012

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

Rabaul Queen, arriving Kimbe, New Britain Papua New Guinea. © **Michael Pennay**

Survivors. © **Commission of Inquiry**

On February 1, 2012, at 11 p.m., the *Rabaul Queen* began boarding prior to the 280 nautical mile-long night voyage (518 km) between Kimbe and Lae. According to the report of the Commission of Inquiry, 384 passengers were registered. Along with 16 crew members and 11 children under the age of 3, there were 411 people aboard the Rabaul Queen. Survivors confirm that the ferry was overloaded, with many passengers having to sit on the ground on the deck and stairs. It was raining intermittently, waves washed over the deck forcing passengers to move to find shelter. The ferry was unstable and listing.

At around 6:15 am, sea conditions deteriorated, a succession of waves caused the Rabaul Queen to capsize and sink in 10 minutes. Some passengers were able to board the rafts or catch lifejackets and buoys drifting into the sea. 3 hours after the sinking, a first merchant ship, the MOL Summer, arrived in the area, followed by 4 other ships, the MSC Carole, Cap Scott, Violet and Zhong He. A total of 246 people were rescued.

12 March	*Shariatpur 1*	Bangladesh	Meghna River, Munshiganj	147	250

The *Shariatpur-1* is a triple-deck and one-engine "launch" 31,61 m in length. The number of passengers on board the crowded ferry is "approximate". She is bound for the capital Dhaka. She collided at night with an oil-laden barge.

© **The Daily Star**

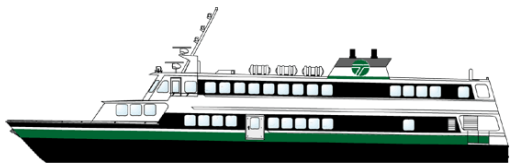
22 March	*Patheinthu-11*	Burma	Irrawaddy Delta	27	99

The ferry capsized while trying to dock, about 20 metres away from the pier. Most passengers were women and children. She was allowed to carry only 20 passengers but she was regularly overloaded: the fare was half the usual fare of other companies.
The families of each victim received of 500,000 kyats (US$318) in compensation a few days after the tragedy.

2012

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
30 April		India	Brahmaputra River, Dhubri, Assam State	103	300
The ferry had neither lifejackets nor lifeboats and was overloaded.					
12 June		Philippines	off Palawan Island	7	
The wooden ferry sinks. The death toll is at least 7 fatalities.					
07 July		Sierra Leone	off the coast, between Conakry and Freetown	30	
The boat connects Conakry, Guinea and Freetown, Sierra Leone. It flows in bad sea conditions.					
18 July	*Skagit*	Tanzania	Zanzibar, Chumbe Island	144	290

IMO 8645284. Length 34 m. Tanzania flag. Built along with a sistership, the *Kalama*, in 1989 in New Orleans (Louisiana, USA) by Halter Marine on the design of fast ferries used to service offshore oil rigs in the Guf of Mexico. The two vessels had been ordered by WSF (Washington State Ferries), a public body operating a ferry service in Washington State. The two ships did not enter service on delivery because of the lack of budget to operate them. They were loaned to the City of San Francisco after the 17 October 1989 earthquake to ferry passengers in the Bay pending the bridges to be repaired.



Skagit, Seattle, USA, 2004. © **Steven-J.-Pickens**

At the end of this assignment, the two ferries departed for Washington State and began their careers in Puget Sound. They had to face various criticisms: passengers complaining about rolling and poor thermal insulation of these Louisiana ships, residents worrying about coastal erosion caused by waves when ferries travel at their cruising speed of 25 knots. They were then repositioned in calmer waters on the service connecting directly Vashon Island to downtown Seattle. This assignment will last until the two vessels were withdrawn from service in 2009. After failed sale attempts on eBay, *Skagit* and *Kalama* were sold to a Tanzanian company in 2011 to be operated on the route connecting Zanzibar to the mainland

On 18 July 2012, the *Skagit* left Dar-es-Salaam around noon for a 4-hour crossing to Zanzibar. Sea conditions deteriorated as she approached the archipelago. The ferry capsized. The number of passengers on board was unclear. Despite an authorized capacity of 250 passengers, officially 281 passengers (including 31 children) and 9 crew members were on board. The number of survivors was 146. The official death toll of 144 dead and missing has been reduced according to some sources. The Tanzanian shipowner would have aligned with the capacity authorised by the American administration for operation in inland waters with 380 passengers standing.

After the *Skagit* shipwreck, her sistership *Kalama* was withdrawn from service.

Skagit, Tanzania. © **Tanzania-Daily-News**

2012

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
29 July	*Super Shuttle RoRo 1*	Philippines	Sibuyan Sea, Tablas Island	1	105

Super Shuttle RoRo 1, ex-*Mihara Maru*, ex-*Cebu Trader*, ex-*Loulan*, ex-*Ugland Carrier*, ex-*Dona Luisa*, ex-*Ugland Carrier*, ex-*Ramses Carrier*. IMO 7700439. Length 97m. Filipino flag. Built in 1978 in Brevik (Norway) by Trosvik Versted.

Ugland Carrier. © **Sjø Historie**

Super Shuttle RoRo 1. © **glenn-shipsnapshots.blogspot**

In 1998, after a 20-year career in Europe for Norwegian interests, the ship was acquired by a Japanese shipowner and operated from then onwards in Asia between Russia and the Japanese archipelago. In 2011, she was sold to the Filipino company Asian Marine Transport Corp.
On 31 July 20012, the *Super Shuttle RoRo 1* was carrying 57 passengers, 48 crewmen and 16 vehicles from Dumaguit in the centre of the archipelago to Batangas, near Manila. Shortly after departure, she tried to take shelter from a cyclone but ran aground on the island of Tablas. A fire broke out, the passengers and crew evacuated in the lifeboats and were rescued, but one passenger died.

© **ShipwreckLog**

26 September	*Bahuga Jaya*	Indonesia	Sunda Strait, between Java and Sumatra islands	7	213

Bahuga Jaya, ex-*Tri Star 8*, ex-*The Blessed Mother*, ex-*Blessed Mother*, ex-*Baja Mar*, ex-*Benchjigua*, ex-*Bonanza*. IMO 7206392. Length 94 m. Indonesian flag. Built in 1972 in Ulsteinvik (Norway) by Ulstein Mekaniske Verksted for the Norwegian Fred Olsen & Co which was her main operator in the first part of her career. Chartered in 1972 by the Finnish Silja Line and in the summer of 1976 by Brittany Ferries on the Roscoff-Plymouth and Saint-Malo-Portsmouth routes. In 1980, she left Northern Europe for Madeira to be operated by the subsidiary Lineas Fred Olsen SA. From 1994 onwards, she has been operated by Bajamar in the Canary Islands. In 2001, at the age of 31, she was sold to MBRS Lines, named after the initials of the ports served by the company (Manila - Bachawan - Romblon - San Agustin) and left for the Philippines. In 2007, she was sold to the Indonesian Atosim Lampungpelayaran Pt (Indonesia) for use on the Sunda Strait crossing between Java and Sumatra.

2012

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

Bonanza **coll. Per Jensen**

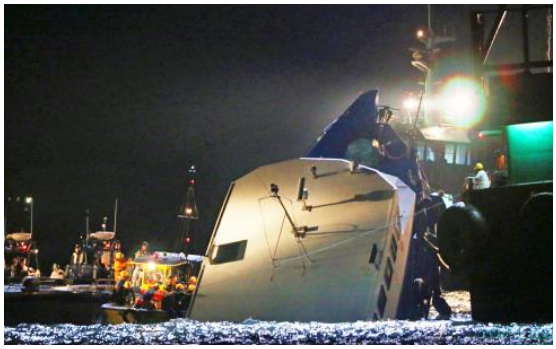
Bahuga Jaya, Sunda Strait, 2010**. © AF van Rhijn**

On 26 September 2012, the *Bahuga Jaya* was carrying 40 crew members, 173 passengers, 10 motorcycles, 22 cars and 48 trucks of various sizes. She collided with the chemical tanker *Norgas Cathinka* and sank in less than 20 minutes, 4 nautical miles from the coast. Most passengers did not have time to put on their life jackets, but about ten local ferries quickly provided assistance.

01 October	*Lamma IV*	China	Hong Kong	39	124

IMO 8657586. Hong Kong flag. Built in 1996. Owned by Hong Kong Electric Co (Hong Kong, China).

July 2010, Hong Kong © **Ivan CK Chan**



October 2012 © **Sam Tsang**

after refloating. © **CNN**

National holiday in China. Employees and their families have boarded the Hong Kong Electric Company's *Lamna IV* to watch the fireworks. The ferry collided with another ferry, the *Sea Smooth*, and sank. 7 fire department ships, 20 ambulances and 210 rescue personnel were mobilized. The sinking caused 38 deaths. It is the deadliest maritime disaster in Hong Kong since 1971 and the sinking of the *Fat Shan* in a cyclone between Hong Kong and Macao, 88 dead.

04 October	*Kevin 2*	Philippines	off Boracay Island	3	30

Early afternoon. The storm was sudden but violent. The Taiwanese tourist boat capsized. All of them had life jackets. The victims are two women aged 71 and 49 and a 2-year-old girl.

2012-2013

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
08 November		Bangladesh	Gulf of Bengal	60	110
The boat was carrying 110 jobseekers towards Malaysia. It sank 25 km off the coast of Teknak. 11 survivors were arrested by the Bangladeshi police as illegal migrants including 2 Rohingyas.					

2013

08 February	*MV Sarosh*	Bangladesh	Meghna River, Mushiganj	84	60-100
The *Sarosh* is a double-deck and one-engine "launch" 17,08 m in length. She collides with a sand-laden barge.					
March		Nigeria	off the coast of Cross River State	100	
The boat had left nearby Benin.					
19 April	*Leao do Norte*	Brazil	mouth of the Amazon River, Cachoeiira do Arari	14	60
The ferry capacity was 25 passengers.					
May		Tanzania	Between Tanga and Pemba Island	3	
The wooden dhow was connecting Zanzibar and the mainland.					
28 May	*Bakun Mas Express Boat*	Malaysia	Balui River, district of Belaga, Borneo	23	204
The passengers were going home to celebrate the Dayak festival in Central Sarawak. The ferry was carrying three times the allowed capacity. It hit debris and sank.					
14 June	*Lady of Carmel*	Philippines	Sibuyan Sea	9	82
The Medalion Transport ferry was connecting Albay south of the main island of Luzon and Masbate in the centre of the archipelago. Before dawn, halfway on the 50 km crossing, the *Lady of Carmel* suffered an engine failure 1 km off the coast of Burias Island. Waves hammered the vessel, ropes tying up the 2 buses and the truck on board got loose, the vehicles slipped to one side; the ship capsized and sank in a few minutes.					

© abiano Villela/ TV Liberal

Lady of Carmel, 19 January 2012. **© James Gabriel Verallo**

2013

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
16 August	*St. Thomas Aquinas*	Philippines	Cebu - Mactan Channel	137	870

St. Thomas Aquinas, ex-*SuperFerry 2*, ex-*Aboitiz SuperFerry II*, ex-*Aboitiz SuperFerry 2*, ex-*Ferry Sumiyoshi*. IMO 7304663. Length 139 m. Filipino flag. Built in 1973 in Onomichi (Japan) by Onomichi Zosen for Meimon Car Ferry KK for operation on the route connecting Osaka and Shinmoji, on the northern coast of Kyushu Island, the southernmost of Japan's main islands. At that time, in addition to the car deck, there are 2 and a half cargo decks and 1 and a half passenger deck.

Ferry Sumiyoshi. **collection Ken Murayama**

In 1992, after 19 years of service, the *Ferry Sumiyoshi* was acquired by Cebu-based Aboitiz Shipping Corporation and left for the Philippine archipelago. She was renamed *Aboitiz SuperFerry 2* and refitted: there was now 4 passenger decks, increasing the ship's capacity from 900 to 2643 passengers, the vehicle deck could load 108 trailers. The ferry was serviced to connect Manila in the north to Cebu in the center of the archipelago in 22 hours. As some Filipino shipping companies merged, the ship was renamed and eventually refitted. Thus, she was again converted in 2003 to be able to load containers on 2 decks; her capacity dropped to 904 passengers.

In 2012, she passed under control of 2GO Group, a merger of Aboitiz Transport System and Negros Navigation. She was assigned to the service connecting Manila and Zamboanga or Nasipit on the southern island of Mindanao via Cebu.

St Thomas Aquinas, 19 January 2013, Mactan Channel. **© Philippines Shipspotters**

Sulpicio Express Siete **© Cebu Daily News**

On the evening of 16 August 2013, the *St Thomas Aquinas* was approaching the port of Cebu; she was behind schedule and was proceeding at 16 knots in a high-traffic area. She collided with the cargo ship *Sulpicio Express Siete* at the exit of the Mactan channel which separates the eponymous island from Cebu. The ferry sank in a few minutes. Despite the intervention of the coast guard and local fishermen, the disaster toll reported 137 dead or missing among the ferry's 870 passengers and crew.

28 September		Nigeria	Niger River, Malilli, Niger State	142	150

Passengers are returning from the weekly Malili market loaded with goods. The ferry is overloaded and breaks in two.

2013-2014

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
03 November		Thaïlande	From Lan Island to Pataya	9	200
The boat has boarded 200 tourists on a trip from Lan Island to Pattaya. The maximum capacity was 150, the cause of the shipwreck is unclear, engine failure or crowd movement. There was not enough life jackets. Among the 6 dead, 3 Thai, 2 Russians and one Chinese tourists.					
28 December	*Sanda Island*	Sierra Leone	Tagrin Bay, Freetown	23	49
45 passengers and 4 crewmen have boarded the ferry. She collided in the early evening with the *Sabenty*, a ship used by Beltship Management to carry its workers.					

2014

05 January	*Kilimanjaro II*	Tanzania	Indian Ocean, Zanzibar archipelago	25	

Kilimanjaro II is a fast ferry built in 2010 by the Australian company Incat Crowther. 30 m-long, she can accomodate up to 500 passengers. Her cruise speed is 24 knots, her maximum speed 28 knots. On 5 January 2014, waves were strong during the crossing towards Malindi, several passenger were thrown overboard. 5 drowned, about 20 were reported missing.

© Incat Crowther

14 January		South Sudan	White Nile, Malakal	200	200-300
Passengers, women and children, were trying to escape fighting in the town of Malakal, the 2nd largest in the country. The crossing cost 150 Sudanese pounds (66 US$). The boat capsized in the middle of the river. Two survivors.					
22 March		Uganda	Lake Albert, Ntoroko	205	250
The boat carries some traders and refugees who are returning home to DRC. It sank due to a mechanical failure.					
02 April		Nigeria	Majidun River, Lagos Lagoon	14	28
According to the survivors, the captain was going too fast. Waves would have reportedly broken up the vessel.					
16 April	*Sewol*	South Korea	off Jeju Island	312	476

Sewol, ex-*Ferry Naminoue*. IMO 9105205. Length 146 m. South Korean flag. Built in 1994 in Nagasaki (Japan) by Hayashikane for Oshima Unyu. After 18 years of operation in Japan, she is purchased in 2012 by Chonghaejin Marine Co Ltd (South Korea). Additional bridges are built by the South Korean shipowner. The ferry is serviced on the regular connection between Incheon, near Seoul, and the subtropical and tourist island of Jeju, south of the peninsula.

The Japanese *Ferry Naminoue* **DR**

The Korean *Sewol* © **MarineTraffic**

2014

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

The *Sewol* left the port of Incheon on the evening of 15 April 2014 with a delay due to fog. The ferry started to list and eventually capsized the following morning at the tip of the Korean peninsula; she had just changed course towards Jeju Island. The majority of passengers were high school students and their teachers. The investigation pointed out the ship's lack of stability due to additional decks, the overloading of cargo on board (3,608 t compared to 987 t recommended), the disastrous management of the evacuation by a poorly trained crew and the disorganised rescue operations. The shipowner committed suicide in June 2014, his daughter accused of misappropriation ran away from Korea. In March 2015, the master, 14 crew members and managers of Chonghaejin Marine Co Ltd were sentenced on appeal to heavy prison terms, including life imprisonment for the captain convicted of homicide.
The wreck was refloated in the spring of 2017. (See "Shipbreaking # 47" p 81-82). In July 2018, the courts ordered the South Korean State, which was found responsible for the poor management of the rescue effort, to pay 150,000 euros to the families of the victims with an additional 30,000 euros to the parents of schoolchildren.

© Yonhap

© Korea Herald

02 May		Tanzania	Pemba - Zanzibar route	5	

Passengers on the Azam Marine ferry were enjoying the sundeck. 5 of them fell into the water and drowned.

03 May	*Shathil-1*	Bangladesh	Ramnabad River, Patuakhali	38	60

The *Shathil-1* is a double-deck and one-engine "launch" 25,10 m in length. This is her 2nd collision in 3 months. She was refloated after a collision with another ferry on 27 January; her route permit had been renewed.

Shathil-1, Length 25 m
Interferry Conference Manila 2016 presentation

© Daily Star

05 May	*Rossignol*	DRC	Lake Kivu	12	26

An unmanned aerial vehicle of the UN peacekeeping mission MONUSCO spotted a boat in distress on Lake Kivu near Goma. An Uruguayan rescue boat was able to save 14 passengers.

© MONUSCO

2014

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
15 May	*Miraj-4*	Bangladesh	Meghna River, Munshiganj	79	150-200

Miraj-4, Length 36 m
Interferry Conference Manila 2016 Presentation

The *Miraj-4* was a triple-deck and one-engine "launch" 35,67 m in length. She had left Dhaka and was heading for Shariatpur. She capsized. She had a 122-passenger capacity. According to local authorities, from 200 to 350 people had boarded. Each victim's family will receive US$256 in compensation.

© bdnews24

© Daily Star

07 June		Uganda	Lake Victoria	13	30-40
The boat was on its way from Koome Island northwest of Lake Victoria, near Kampala. Tolls are contradictory. The official death toll is 13 victims, 28 survivors.					
18 June		Malaysia	Malacca Strait, Sungai Air Hitam	36	97
The wooden "pompong" was carrying Indonesian migrant workers. It sank 3 km off the Malaysian shores. There was 61 survivors.					
27 June		DRC	Lake Kivu	18	
18 bodies were recovered. The global toll was unknown.					
24 July		Malaysia	Malacca Strait	11	21
The Indonesian migrant workers were returning to Sumatra to celebrate the Eid al-Fitr festival in their families. The ferry is overloaded and sank 27 km off the Malaysian southern coast.					
29 July		Bangladesh	Padma River, Kushtia	12	19
The victims were to celebrate the Eid festival. Families will receive 20,000 takas (238 US$) as funeral costs					
03 August	*LMV Dignity*	Sierra Leone	Sherbro River	11	43
The boat was overloaded. It suffered an engine failure, then a water ingress from waves and rain and sank. 32 passengers were rescued.					

2014

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
04 August	*Pinak 6*	Bangladesh	Padma River	172	250

The *Pinak-6* was a double-deck and one-engine "launch" 19,50 m in length. Passengers were returning to Dhaka after celebrating the end of Ramadan with their families. The journey was only 16 km but the ferry was overloaded, its official capacity was 85 passengers, it sank.

Interferry Conference Manila 2016 Presentation

Screenshot of the shipwreck

05 August	Bangladesh	Surma River, Golapganj	5	16

Collision with a fishing ship.

10 August	Indonesia	Lake Sentani, Kwadeware, Papua Province	4	27

Sunday afternoon. The ferry is overloaded. Most passengers were members of the Evangelical Church of Indonesia (GIDI).

17 August	Indonesia	Lombok - Komodo route	2	25

Shipwreck in a stormy night. The ship was carrying European and New Zealand tourists from Lombok to Komodo.

21 August	Nepal	Bagmati River, Pipra Rajbara	40	40

The Bagmati River was swollen by monsoon rains.

30 August	Kenya	Nzoia River	8	15

The river flows into Lake Victoria 4 km further. It was swollen by recent rains. The boat was sailing up to Mau Mau's market, hit debris and capsized.

13 September	*Maharlika II*	Philippines	Surigao Strait, south of Leyte Island	9	119

Maharlika II. IMO 8129773. Length 60 m. Filipino flag. Built in 1984 à Mariveles (Philippines) by Philippine Dockyard. Owned by Philippines Government Public Works.

© Mike Baylon

The *Maharlika II* encountered a steering failure in Surigao Strait which separates Leyte and Mindanao Islands. She ran adrift. Whipped up by typhoon Luis, she sank 11 km off the coast. 110 passengers and crew were rescued by 3 merchant ships and the Philippine Navy. Only 84 were registered. The shipwreck killed 9 people.

2014-2015

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
17 September		Tanzania	Lake Tanganyka	10	80
70 survivors includina newly-wed couple.					
07 October	*Jabal Nur*	Indonesia	Bali Sea	43	51
The ferry sank shortly after departing Raas Island. She was heading for Singaraja, 120 km away on the Balinese northern coast. Passengers were returning from a wedding ceremony.					
12 December	*Mutambala*	DRC	Lake Tanganyka	258	490
The ferry sank 90 km away from Kalemie. It was overloaded. The death toll is unclear, there are 232 survivors, most of them male. Some have been clinging on to petrol cans and other floating objects as life rings for hours.					
28 December	*Norman Atlantic*	Greece	Adriatic Sea	30	505

Norman Atlantic, ex-*Akeman Street*. IMO 9435466. Built in 2009 in Porto Viro (Italy) by Visentini. Length 186 m. Italian flag. Owned by Visemar di Navigazione Srl (Italy).
The ferry was operated by the Greek company Anek Lines. She had left Patras in Greece bound for Ancona (Italy). The fire broke out in garage deck n°4, 44 nautical miles away from Corfu. Two lifeboats were out of order, some of the passengers were air lifted. Overloaded liferafts capsized, causing several people to drown. Among the victims, 25 official passengers, at least 3 stowaways but also 2 Albanian crew from the rescue tug *Iliria*. The *Norman Atlantic* is still docked in Bari, pending the completion of the investigations,. She will then be broken up.

© Guardia Costiera

2015

03 January		Rwanda	Nyabarongo River, Nile basin	12	23 au moins
Most of the passengers were crossing the river to head for the Butamwa market in the suburbs of Kigali.					
08 January	*Pura Vida Princess*	Costa Rica	Pacific Ocean	3	109

Cruise to Tortuga Island. The catamaran was hit by strong waves, capsized and eventually sank 15 km off the coast. The victims were three elderly British, Canadian and US tourists.

© Itravel Costa Rica

© capture d'écran

2015

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
9 January	*Vicente*	Cape Verde	Atlantic Ocean	15	26

Vicente, ex-*Vis*, ex-*Sydfyn*. IMO 6518279. Length 57 m. Cape Verde flag. Built in 1965 in Flensburg (Germany) by Flensburger. She started her career in 1965 in Northern Europe for the Danish company Nordisk Færgefart A/S. From 1976 to 2011, she has been operated in Southern Europe by Jadrolinie based in Croatia. In 2011, she left the European shores after she was acquired by Tuninha Transporte Maritimo Sa (Cape Verde).

Sydfyn, 1966 **collection Bernt Skjøtts**

Vis, 2006 © **Ian Boyle**

On 9 January 2015, the *Vicente* departed from Praia, capitale city of the Archipelago bound for Fogo Island. She sank 6 km off the coast, shortly before arrival.

23 January	*Esther*	Sierra Leone	off Ricketts Island, south of Freetown	2	
13 February		Bangladesh	Paira River, Taltoli	7	200

The wooden ferry was overloaded, passengers were going to attend a three-day religious festival. When it reached the confluence with the Gulf of Bengal, it suffered an abrupt engine failure. Passengers panicked and moved to one side. The ferry capsized. Families will receive 20,000 takas (238 US$) as compensation.

22 February	*Mostofa*	Bangladesh	Padma River, Paturia	100	150/200

The *Mostafa* is a double-deck and one-engine "launch" 24,08 m in length. After colliding with the cargo ship cargo *Nargis-1*, the ferry sank within minutes. Around 50 passengers were rescued. Three days after the shipwreck, 78 bodies have been recovered; the toll of missing is uncertain.

23 February		Indonesia	River, Sulawesi	5	20

According to survivors, the boat would have suffered a water ingress.

13 March	*Aung Takon-3*	Burma	Gulf of Bengal, Arakan Coast	63	232/400

The ferry suffered a water ingress 2 and a half hours after departing Kyaukphyu, on the Arakan coast. It sank within an hour. It belonged to a public company, and was overloaded, with a ticket price of 2500 kyats (1.6 US$) compared to 15,000 kyats (9.6 US$) on private ferries. The victims' families will receive 1.2 million kyats (US$770) as compensation from the regional government, the survivors 500,000 (US$320).

© Myanmar Times

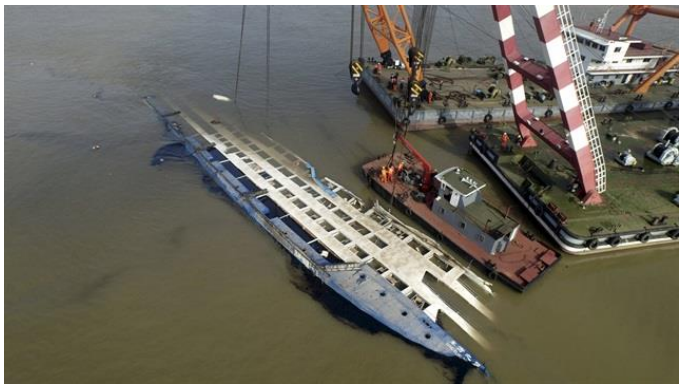
© Deniz Haber

2015

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
26 March		Kenya	Lake Turkana	9	17
30 March		Bangladesh	Padma River, Shibganj	12	
The boat was sailing at night.					
01 April		Bangladesh	Meghna River, Gazaria	5	70
Night collision with a sand-laden barge. The ferry sank. Passengers were heading to Chandpur to attend the Lengtar Mela festival.					
02 April		Bangladesh	Buriganga River, Fatullah	16	70-80
Yet another collision with a sand-laden barge. This time again, passengers were returning from the festival. The victims' families will receive 20,000 Tk (238 US$).					
02 April		Philippines	Sulu Sea	6	55
The ferry connects Jolo and Tapul islands, southwest of the archipelago. It carries passengers and about a hundred cement bags. It sank during the 20-km crossing.					
12 April		DRC	Lake Mai-Ndombe	2	164
The ship of the Société de Développement des Forêts (SODEFOR) lost part of its log cargo and capsized. Officially it was not licensed to carry passengers.					
26 May		Laos	Nam Ngum River, Mekong tributary.	10	39 + crew
The ferry has a capacity for only 15 passengers; about 35 elementary school students traveling to take their examination and 4 teachers had boarded.					
28 May		Bangladesh	Meghna River, Narsingdi	8	
The boat capsized in bad weather.					
01 June	*Eastern Star*	China	Yangtze River, Hubei Province	442	456

Of her Chinese name *Dongfang Zhi Xing*, translated as *Eastern Star* or *Oriental Star*. Built in 1994 by Chongqing Chuandong Shipyard. Length 76 m.

Cruise on the Yangtze River in the Three Gorges dam area. In the evening, the *Eastern Star* was hit by a storm, capsized and sank in a few minutes. The majority of passengers were elderly tourists who were already asleep. 14 survivors were found after the shipwreck. The search for survivors involved hundreds of rescuers, extended over 1300 km but remained useless. It is the worst river or maritime disaster in China since the explosion and sinking of the *SS Kyangya* in December 1948 off Shanghai (3000 to 4000 deaths according to reports).



© Yeni Safak

5 June 2015, refloating operations **© Xinhua/Cheng Min**

2015

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
09 June	*KMP Titian Muhibah*	Indonesia	Makassar Strait	27	97
The ferry connects Bontang on Borneo Island and the west coast of Sulawesi. She sinks in the morning. The *USS Rushmor*e, a US Navy dock landing ship, is cruising in the Strait and rescue 65 people. Fishermen were also able to rescue 5 of them drifting clinged onto logs and jerrycans.					
11 June		Bangladesh	Meghna River, Manpura	28	100
Late morning, the storm is blowing. The boat sinks. According to locals, it suffered a crack from waves. The victims' families will receive 20,000 takhas (US$238), the wounded 5,000 (US$60).					
© The Daily Star					
01 July		Nigeria	River, Ojo, Lagos State	6	15
The boat was carrying 14 children on the way to school and capsized.					
02 July	*Kim Nirvana-B*	Philippines	Off Ormoc, Leyte Island	61	206
The overloaded ferry capsized shortly afer leaving the port. The victims were trapped inside the overturned boat.					
© Keith Inghug			**© Philippines News**		
23 July		Egypt	Nile, suburbs of Cairo	36	
Passengers were celebrating an engagement. The boat sank after colliding with a barge. At least 20 of the victims are children.					
25 July		Bangladesh	Brahmaputra River, Mymensingh	5	30
The boat is overloaded. The victims are secondary school students.					
03 September		Malaysia	Malacca Strait, Sabak Bernam	50	around 70
The Indonesian migrant workers were heading back to Sumatra after termination of their contracts. The overloaded wooden boat sank. 19 survivors.					

2015-2016

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
01 November	*Yazar Tun*	Burma	Chindwin River, Kalewa	12	65
The *Yazar Tun* hit a rock and capsized at 5:30 am. The number of passengers on board is unclear. There are 53 survivors.					
Rescue operations, 1st November 2015. © **Ko Toe Gyi**					
30 November		DRC	Lake Kivu	24	44
The speed boat owned by a public operator had left Goma north of Lake Kivu and was heading south towards Bukavu.					
12 December		Bangladesh	Buriganga River, Narayanganj	5	
The boat sinks after colliding with another ship.					
18 December		DRC	Lake Mai-Ndombe	88	118
According to investigators the "whaleboat" was in poor condition. Her roof was reportedly blown away by the wind, suffocating passengers prior the ship eventually sank. There were about 30 survivors.					
19 December	*Marina Baru 2B*	Indonesia	Bay of Bone	78	122
Marina Baru. Fast ferry. Length 32 m. Indonesian flag. Built in Indonesia by PT. Ocean Ship, Tanjung Pinang. Owned by PT. Balibis Putra (Indonesia). The crossing of the Bay of Bone between Kolaka, South Sulawesi, and Siwa, South-East Sulawesi, is 200 km. The *Marina Baru* sank about 20 km off the coast. The fast ferry was not overloaded. Survivors were wearing lifejackets.					
© Komite Nasional Keselamatan Transportasi			Evacuation, **passenger photo**		

2016

January		Nigeria	port of Lagos	7	17
1 January		Egypt	Nile, north of Cairo	15	18
The ferry had a capacity for 7 passengers; its license had expired.					
26 January		Bangladesh	Meghna River, Chandpur	9	
Collision with an oil barge in the fog. 6 of 9 victims are children.					

2016

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
04 March		Indonesia	Bali Strait, between Bali and Java	10	51
The boat was connecting Gilimanuk port in Bali and Banyawangi port on Java. It capsized in calm weather. 10 missing according to the manifest officially reporting 51 passengers and crew.					
Screenshot of the shipwreck					
05 May	*KM Vega*	Indonesia	Muara Selangot, East Kalimantan	7	40
Passengers are heading to a wedding ceremony. The *KM Vega*, also used as fishing boat, carries twice her capacity and sinks 12 km off the coast.					
04 June	*Shuanglong*	China	Lake Bailong, Guangyuan, Sichuan Province	15	18
Day cruise on the Lake. 3 survivors					
11 June		DRC	Lake Mai-Ndombe	20	about 100
Two "whaleboats" sailing in opposite directions collide in the fog. One sinks, the other runs away. The death toll is 20, but the number of missing is not mentioned.					
25 June		Kenya	Nzoia River, Bondo	9	17
Among the victims, members of the local band going to perform on a saturday night show on Ndeda Isand.					
04 July	*PS Masud*	Bangladesh	Kirtankhola River, Charbaria.	6	700
Collision with another ferry, the *Surovi-7,* which has already set down all her passengers. The victims' families will receive 50,000 takas (US$525 as compensation), the wounded 10,000 takas (US$105).					
23 July		Bangladesh	Arial Kha River, Narsingdi	12	at least 100
About a hundred passengers are heading to a temple for a religious ceremony. The ferry sinks. According to survivors it would have suffered a crack.					
25 July		Malaysia	Malacca Strait, Johor State	28	62
The ship is carrying Indonesian migrant workers. It sank just in front of the Malaysian shores.					
21 August		Indonesia	Riau Islands	15	17
The wooden « pompong » capsized 7 minutes after departing. 2 survivors.					
24 August		Nigeria	Egbe Dam Lake, Gbonyin	4	7
World Bank contractors were on a job inspection. They were not wearing lifejackets.					

2016

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
18 September		Thailand	Chao Praya River, Ayutthaya	26	150

The passengers are Thai Muslims returning from a religious ceremony. The ferry is overloaded : it is carrying 3 times her passenger capacity, hits a bridge pillar and sinks.

© Bangkok Post

21 September	*Oishi*	Bangladesh	Sandhya River, Banaripara	30	50-60

The river bank collapsed. The slab of mud fell on to the overloaded ferry still docked and sank it.

07 October		Indonesia	Bengawan Solo River, Java	7	25

The wooden boat was carrying 25 Islamic boarding school male students. It capsized about 10 m prior to reach land.

13 October		Bangladesh	Meghna River, Raipura	4	6

The boat was also carrying a huge amount of timber and 12 cows that drowned along with her owners. The owner of the boat and the timber trader were able to reach the shore. The victims' families will receive 15,000 takas (179 US$) as compensation and 20 kg rice.

15 October	*Aung Soe Moe Kyaw 2*	Burma	Chindwin River, Monywa	99	250

The ferry carries twice its passenger capacity. Most of the victims are students and teachers; they are returning home to celebrate Thadingyut, the Festival of Lights, the second most popular Buddhist festival in Burma, with their families.

Chindwin River, rescue operations. © **AFP**

02 November		Indonesia	Singapore Strait, off Nongsa	54	93

The speedboat is carrying Indonesian migrant workers returning from Malaysia. It sinks prior arriving at Batam Island, Indonesia.

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
19 November		Uganda	Lake Albert	10	21
28 November	*Kanzam Express*	Philippines	South China Sea, île Itbayat Island	2	7
The ferry had no passengers on board and sank; two crew members drowned.					
07 December		Nigeria	Badagry waterways, Lagos State	3	
Collision on the lagoon.					
23 December		Uganda	Lake Albert	30	45
The football team is on its way to play a Christmas game. The boat carrying the players and fans capsizes. 15 survivors.					
31 December	*Zahro Express*	Indonesia	between Jakarta and Tidung Island	40	237
Fire and explosion in the engine room 15 mn after departure from Jakarta. Passengers were on their way to celebrate New Year on Tidung Island. 100 were officially registered, 197 have been rescued, 23 dead and 17 missing are reported… The *Zahro Express*, 26 m in length, was built in 2013.					

© KBK News

© Maritime Herald

2017

10 January	*MV Burudan*	Tanzania	Indian Ocean, Zanzibar	18	52
The dhow was connecting Tanga on the mainland to Pemba Island in the Zanzibar archipelago. She has loaded assorted foodstuffs, beer, chicken feed and passengers. She sank at dawn close to the coast. According to maritime authorities, *Burudan* was a coaster licensed to carry cargo. As a result, she did not have enough lifejackets. The 34 survivors were rescued by fishermen.					
23 January		Malaysia	off Johor Bahru	38	45
The Indonesian migrant workers had left Batam, Riau Islands. Their boat sank on arrival in Malaysia. It would have capsized due to strong waves. 7 passengers were saved, 19 drowned, about twenty were reported missing.					

© The Jakarta Post

07 February		Malaysia	off Tawau, Sabah State, Borneo	13	15

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
The ferry is operated for the crossing of Cowie Bay. It sinks. There are only 2 survivors.					
26 February		India	Gulf of Bengal, Manapad, Tamil Nadu State	9	20
The fishing boat is hired for day cruise. It capsizes 200 m off the shore. Of the 9 victims, there are 5 women and 3 children.					
28 March		Bangladesh	Panguchi River, Morrelganj	25	100
30 March		Bangladesh	Meghna River, Sonargaon	19	120
Passengers are heading for Beltali fair south of Dhaka, capital city. The ferry is overloaded.					
03 April		Bangladesh	Sandwip Channel, Chittagong	23	au moins 50
Rough weather and tidal waves, the boat sinks. Chittagong district will give 25,000 takas (US$298) to each victims' family.					
08 April	*Ngwe Kyare Pwin*	Burma	Ngawun River, lrrawaddy Delta	32	66
The passengers were returning from a wedding ceremony in Pathein. The vessel sank in the early evening after colliding with a boat carrying gravel.					
13 April		Indonesia	Surabaya River, Wringinanom, East Java	8	12
The overloaded wooden boat was carrying mining workers.					
13 April		Indonesia	Anggararahan swamps, Jatiraga, West Java	9	14
The boat was ferrying the farmers to their rice field across the swamps. The overloaded boat sank.					
15 April		Nigeria	Niger River, Malale, Niger State	8	150
The traders were returning from Ngaski market. The ferry hit a log and capsized.					
17 April		Malawi	Lake Malawi	5	60
The members of the Presbyterian Church of Central Africa were back from Easter celebrations. The wooden boat was overloaded.					
23 April		Indonesia	Buntut Gurung River, West Kalimantan	6	35
Due to an engine failure, the boat hit logs and sank. Passengers were going to attend the Sports and Arts Week (PORSENI) competitions in Nanga Dangkan.					
25 April		Senegal	off Bettenty coast	20	72
All passengers except 2 were women.					
30 April		Bangladesh	Padma River, Talaimary	5	
08 June	*Alad Express 2*	Philippines	between Sibuyan and Romblon Islands	5	49
The ship was connecting Sibuyan and Romblon Islands.					

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
12 June		Bangladesh	Buriganga River, Sadarghat	12	80-85
Monsoon period. The weather conditions were rough. The ferry sank in the evening. The survivors managed to swim to the shore.					
20 June		Kenya	Indian Ocean, Lamu archipelago	10	22
The dhow was carrying passengers and building materials. It sank in Mkanda Channel separating Lamu and Manda Islands.					
26 June	*El Almirante*	Colombie	El Penol Lake, Guatapé	37	170
The lake, located 68 km from Medellin, is a popular tourist destination in the region. It was a 3-day weekend for the Feast of the Sacred Heart. The cruise was full. A few minutes after leaving the dock, the boat sank in a few minutes. Despite the intervention of many boats of all kinds, there were 37 fatalities.					
El Colombiano / screenshot You Tube					
19 July		Philippines	off Bantayin Island	1	12
Passengers were Taiwanese tourists on a cruise to Central Philippines islands. The victim was a 63-year-old women trapped inside the ship.					
21 July		Indonesia	Mamberamo River, Batani, Papua	13	28
The ship is ferrying passengers who are going to attend a religious ceremony in Batani. It hit adrift tree trunks and sank.					
26 July		Indonesia	Borneo East Coast	19	48
The speedboat connects Tarakan to Tanjung Selor, North Kalimantan in 1 h. It sank 10 minutes after departure.					
13 August	*MV Samaki*	Kenya	Indian Ocean, Lamu Archipelago	9	
The ship was ferrying the candidate, who lost his bid in the recent General Election, and his family to Manda airport; it capsized.					
20 August		Nigeria	Ilashe Lagoon, Lagos State	12	
Passengers were to attend a religious service on the other side of the lagoon. The overloaded "banana boat" capsized. No passenger was wearing a lifejacket.					

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
23 August		Brazil	rio Xingu, Ponta Negra, Para State	50	70
20 survivors. There was no manifest but the authorities evaluates at least 70 passengers had boarded. Rio Xingu. © **Daily Hunt**					
24 August		Brazil	Bay of All Saints, Bahia State	18	129
2nd accident in two days in Brazil. Tourists were returning from Itaparica Island. According to the Authorities, the ferry with an official capacity of 160 passengers was not overloaded.					
07 September		Bangladesh	Khowai River, Habiganj	4	
The ship is carrying passengers and cement bags. The victims are 3 women and one child.					
11 September	*Mahanagar* et *Nariya-2*	Bangladesh	Padma River, Shariatpur	25	50-60
The river banks collapse in the ferry terminal area. ferries. Six "launches" are anchored at the terminal, two capsize. Most fatalities are crew members.					
14 September		Nigeria	Niger River, Bagudo, Kebbi State	53	102
The traders were coming from nearby Niger and were heading to Lolole market.					
14 September		India	Yamuna River, Ganges tributary, Katha, Uttar Pradesh State	50	60
Every day, the villagers take the boat to get to work. Its capacity was only 35, it sank in the middle of the river. 10 survivors. The State Authorities will give 200,000 rupees (US$2,700) in compensation to the victims' families. Yamuna River, 14 September 2017, rescue operations. © **AP**					
16 September		Nigeria	Kaduna River, Kiri, Niger State	12	30
The traders were heading to Shiroro market. 18 survivors.					

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
19 September		DRC	Lake Edward	17	30
Most of the victims were women and children trying to escape fighting in North Kivu.					
04 October		Nigeria	Niger River, Kebbi State	43	60
The boat hit a drifting tree trunk in the rain-swollen river. 17 survivors.					
11 October	*Sealink*	Nigeria	Lagos Lagoon	1	20
The boat hit a sumerged object and sinks. The victim is a female police sergeant.					
01 November		Bangladesh	Pagla River, Brahmanbaria	5	100
About a hundred high school girls were going to take an exam. Their boat hit the pillar of a bridge under construction and sank. 2 girls drowned, 3 were reported missing, the others swam to shore or were rescued by locals. According to the parents, the boat had boarded twice its passenger capacity. The school principal put forward a lack of money for not renting the necessary number of boats. The victims' families will receive 20,000 takas (US$238) as compensation.					
09 November		DRC	Lake Tanganyka	10	21
All victims are children, none wearing lifejackets.					
12 November		India	Krishna River, Ibrahimpatnam, Andhra Pradesh State	16	38
After a day visiting temples and tourist sites, the members of the Ongole Walking Club had missed the last boat for an excursion on the river. They hired a private one. Just before docking, the night began to fall, the boat hit a sand bar and capsized. According to local authorities, no passengers were wearing lifejackets, contrary to the instructions given to official operators.					

Pagla River, locals rush to rescue the high school girls. © **The Daily Star**

The overturned boat. © **ANI**

2017

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
08 December		Nigeria	Kaduna River, Niger State	2	

The woman gave birth in the boat on the way to Wushishi hospital. The boat was carrying a motorcycle but it was decided to unload it because fuel could be inconvenient to the newborn; the manoeuvre caused the boat to capsize, the baby and his young uncle drowned.

21 December	*Mercraft 3*	Philippines	Philippines Sea, off Real	92	258

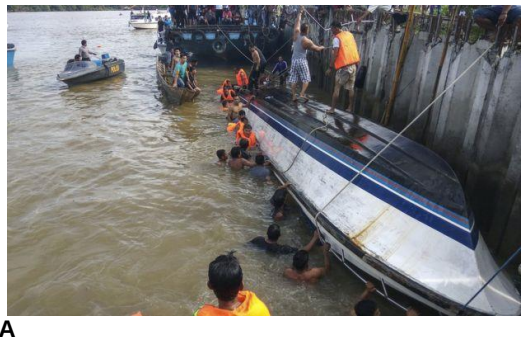
The *Mercraft 3* was the fastest and newest ferry connecting Real on the eastern coast of Luzon, main island of the archipelago, and Polillo Island. The fare for the 40-km crossing is 210 Filipino pesos (4,20 €). she sank after taking in water: visibility was poor, she had struck a metal buoy.

© kirschnick

2018

01 January	*Anugrah Express*	Indonesia	Celebes Sea	9	51

The *Anugrah Express* was a fast ferry connecting Tanjung Selor and Tarakan in the north of the Indonesian part of Borneo Island. She capsized and sank for an unknown reason at 8:15 am.



© EPA

03 January	Indonesia	Sumatra southern coast	13	55

Already the 2nd fatal ferry accident in Indonesia. The boat was hit by a large wave and capsized.

13 January	India	Indian Ocean, Dahanu, Maharashtra State	3	40

Saturday afternoon after class hours. About 40 schoolgirls have boarded on a short day cruise. They shared their photos on Facebook. The overloaded ferry capsized 3 km of Parnaka Beach. Three girls drowned.

Parnaka Beach. **© Palghar/DNA**

© Indian Express

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
18 January	*Butiraoi*	Kiribati	Pacific Ocean Nonouti-Betio route	81	88

The wooden catamaran, 17,50 m in length, connects Nonouti to the main Island Tarawa on a 260 km-long voyage. *Butiraoi*'s capacity is 25 passengers; it's time to return to school, she is carrying 88 passengers along with 35 t of coconut. She disappeared. 7 survivors were found drifting in a liferaft a week later. The *Butiraoi* would have broken in two.

© WP-NFCC#4

© New Zealand Navy

07 February	Nigeria	Niger River, Shanga, Kebbi State	18	78

Collision on the river. The two ships were carrying globally 73 passengers. There are 60 survivors.

28 February	DRC	Congo River, Kwamouth	115	260

A convoy of three boats capsized. Officially 260 passengers were registered on the manifest. There would actually have been 500.

07 March	Bangladesh	Kirtonkhola River, Barisal	6

Collision. The victims were going to attend a prayer in Char Monai.

23 March	Bangladesh	Shitalakkhya River, Rupganj	5	14

It's night time. A sand-laden ship hit the boat from behind.

08 April	Côte d'Ivoire	Sassandra River, Soubré	15	19

The "motorized pirogue" is overloaded; in addition to passengers, it has loaded cargo and motorbikes. It suffered an engine failure, took in water and eventually sank. 12 students who were returning to school after the end of Easter holiday and 3 women drowned.

24 April	DRC	Ubangui River, Congo tributary	47

Three-quarters of Dongo's inhabitants (DRC) were fleeing fighting between the army and the Enyele militia. The boat was overloaded and capsized while crossing the Ubangui River, border between the DRC and Congo.

15 May	India	Godavari RIver, Devipatnam, Andhra Pradesh State	40	50

Friday, late afternoon. The ferry capsized. 10 survivors. Among the victims, around twenty were returning from a wedding.

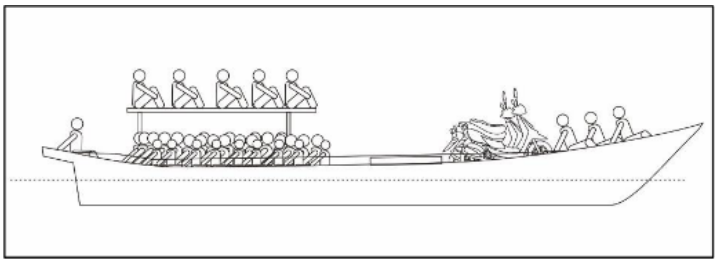
25 May	DRC	Momboyo River, Congo tributary, Tshuapa	50	110

The ship carries passengers and a large number of goods. It sinks for an unknown reason. According to local authorities, it was sailing at night and without lights. The exact death toll is undisclosed.

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
13 June	*Arista*	Indonesia	off Makassar, Sulawesi du Sud	18	73

Passengers were to celebrate Idul Fitri (the breaking of the Ramadan fast) on the small island of Lampo Barrang 17 km from Makassar. The *Arista* was a traditional wooden boat 12 m in length, reportedly built in 2016, she is operated without a licence. She was carrying passengers, their luggage and two motorcycles. According to witnesses, 5 passengers were travelling on the roof of the shelter in the middle of the ship, three others on the bow.
Just after passing the harbour breakwater, the *Arista* capsized and sank. There were no lifejackets on board. Fishermen and other passenger boats rushed to rescue of the castaways. Most of the victims were women and children.



Configuration at the time of the accident **© Komite Nasional Keselamatan Transportasi**

18 June	*KM Sinar Bangun*	Indonesia	Lake Toba, North Sumatra	167	188

The *KM Sinar Bangun* is a wooden ferry 17, 50 m in length. She connects Simanindo port on Samosir Island in the center of Lake Toba and Tigaras port. The crossing of the arm of the lake that occupies the crater of an old volcano is about fifteen km long. The maximum capacity of the *Sinar Bangun* was 60 passengers. 188 of them have boarded and dozens of motorcycles have been loaded. Late in the afternoon, she sank to a depth of 450 m. There were only 45 lifejackets. A few passengers managed to swim to shore. Others were rescued by local fishermen. According to the survivors, the victims remained trapped in the lower deck at the time of the sinking. The latest official toll is 21 survivors, 3 dead and 164 missing.

© Pojok Satu

KBK News

02 July		Malaysia	Singapore Strait, off Johor	19	44

The Indonesian migrant workers' ship sinks just off the Malaysian coast. There are 25 survivors.

03 July	*KM Lestari Maju*	Indonesia	Selayar Island, South Sulawesi	35	190

Lestari Maju, ex-*Mercury*, ex-*Kensho Maru n°8*, ex-*Shinriki Maru n°5*. IMO 8720541. Length 57 m. Indonesian flag. Built in 1988 in Higashino (Japan) by Kamishima. She left for Indonesia in 2002 and became the *Lestari Maju* owned by Bahari Makmur Lines. She has been registered by her new owner Pelayaran Lintas Benua Pt based in Pontianak, West Kalimantan as a passenger/ Ro Ro cargo ship since 2016.

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)

The *Lestari Maju* left Bira port at the south eastern tip of South Sulawesi bound for Pamatata on Selayar Islands. She was carrying 190 passengers and crew, 18 motorbikes, 14 cars, 14 trucks, 2 buses and cash money to be paid as bonus to the local civil servants. Sea conditions were rough, the ferry took in water. The master deliberately ran the ship aground 200 m close to shore and commanded evacuation. Some passengers jumped into the water without a lifejacket. Fishermen carried out the initial rescue operations. According to the Indonesian Authorities, the death toll accounted for 35 fatalities.

© **National Disaster Mitigation Agency**

© **Kompas**

05 July	*Phoenix*	Thailand	off Phuket	56	117

Monsoon time. Despite a storm warning, the boat had departed with 105 tourists, 93 of whom were Chinese nationals and 12 guides and crew. It sank 5 km off the coast.

Rescue. © **Asia One**

Phoenix on the seabed.

10 July	Nigeria	River, Sokoto State	22	30

The boat was overloaded with traders and their goods. It capsized.

14 July	India	Godavari River, Pasuvullanka	6	32

The boat was allowed for 10-15 people. Most of the passengers are high school students going to school. It was also carrying goods, including 4 motorcycles. It struck a pillar of the bridge under construction and sank. Five of the victims were schoolgirls.

Salvage operations. © **ANI**

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
18 July		DRC	Congo River, Tshopo province	26	100
The overloade boat is sailing by night withou lights; it hit a rock and sank.					
19 July		USA	Table Rock Lake, Branson, Missouri	17	31
The "duck boat", a kind of floating bus designed after the 2nd World War dock landing ships, is caught in a sudden storm. It capsized prior to be able to reach land.					
"Duck boat" © **Charlie Riedel /AP**			Just prior shipwreck. **screenshot ABC News**		
28 July		Nigeria	Niger Delta, Bakana, Rivers State	6	25
Most passengers are going to attend a burial. None is wearing a lifejacket.					
02 August		Nigeria	Sokoto River, Gandi, Sokoto State	21	50
They had fled their village after attacks by cattle thieves and were returning home across the river. The overloaded boat capsized.					
05 August		Nigeria	Niger Delta, Abuloma	2	24
Saturday evening. The boat capsized. The two victims are childrens.					
15 August		Sudan	Nile, Bouhayra	24	
Recent heavy rains have made the roads impassable. The children go to school by boat. Engine failure in the middle of the river, the ship was swept away in the strong current and sank.					
21 August		Bangladesh	Rangamati River, Goma	1	25
21 August	*Pubali / Maharaj-1*	Bangladesh	Buriganga River, Sadarghat	1	
Two ferries collided.					
27 August		Kenya	Indian Ocean, Jomvu, Mombasa	2	12
The wooden dhow capsized off Mombasa.					
28 August		Bangladesh	Jamuna river, Alokdia	3	100
Collision with a sand-laden ship. Survivors were able to swim to the shore.					
31 August		Bangladesh	Chalanbeel wetlands, Paikpara	5	22
The tourist boat capsized in the current.					
05 September		India	Brahmaputra, Guwahati, Assam State	28	40
Engine failure, the ferry capsized. 12 survivors.					

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
19 September	*HB Espoir*	DRC	Mongala River, Congo tributary	27	60
The death toll, 27 fatalities, does not take the missing into account.					
20 September	*Nyerere*	Tanzania	Lake Victoria, between Ukora and Bugolora	224	265

The *Nyerere*, named after Julius Nyerere, the first President of the United Republic of Tanzania, connects Ukerewe Island and Ukara Island 10 km away, in the southern part of Lake Victoria. The ferry capsized a few dozen metres before arrival in Ukara. According to witnesses, the ship lost stability due to a number of passengers gathering at the exit to disembark quickly. The employee who sold the tickets on board drowned with his register, the death toll is unclear. The latest official toll reported 224 deaths (126 women, 71 men, 17 young girls and 10 boys) and 41 survivors. The capacity of the boat was 101 passengers. However, witnesses and survivors estimated that more than 300 or even 400 people had boarded.

Nearly two days after the shipwreck, Augustine Charahni, the chief engineer, was extracted alive from his engine room by the divers who were searching for corpses.

DR

© Stephen Msengi

05 October		Bangladesh	Turag River, Savar	10	25
Early evening. Collision with a sand-laden ship.					
11 October		DRC	Ubangui River, Congo tributary	15	
The boat hit a rock and sank on the Ubangui, in northeastern DRC. The death toll varied depending on sources from 15 to 42 victims.					
24 October		Nigeria	Katsina Ala River, Niger sub-tributary, Benue State	20	40
The boat capsized. It was carrying 18 motorbikes and passengers heading for a burial in Buruku in southeastern Nigeria. The State governor pointed out the lack of infrastructures; in particular, he estimated the construction of a bridge would make transportation easier and safer .					
08 November	*God Bless*	Nigeria	Lagos Lagoon	8	20
The ship was sailing by night; it collided with a wooden water supply service boat and sank. According to the director of the Lagos State Waterways Authority (LASWA), the agency responsible for the lagoon and canals, transport operators continue to operate at night despite the agency's order.					

2018

Date	Ship	Country	Location	Fatalities (dead or missing)	Passengers on board (estimation)
15 November		Nigeria	Tafa River, Ogun State	13	29
Another night accident. It was the last boat bound for Ipokia. Traders have boarded with their goods. The boat was sailing without lights. According to some witnesses, it suffered an engine failure, according to others it was overloaded. It struck a bridge and capsized. No passenger was wearing a lifejacket. 16 survivors.					
24 November		Uganda	Lake Victoria	90	more than 100
On every week end, the "party boat" is chartered for parties. On Saturday evening, it was anchored 150 m away from the shore and capsized. 27 survivors. There were more than 100 people on board. Among the victims were fishermen whose boats sank under the weight of the drunk and too numerous passengers who jumped on them.					

© Ruth Nasejje Esther

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KOMITE NASIONAL KESELAMATAN TRANSPORTASI - REPUBLIK INDONESIA

Laporan Investigasi Kecelakaan Kapal Laut Tenggelamnya KM. *Teratai Prima* Di Perairan Tanjung Batu Roro, Sulawesi Selatan. 11 Januari 2009

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2008-2018, maritime and waterway passenger transport: more than 12,000 deaths
Supplement to "Shipbreaking", the bulletin of information and analysis on ship demolition.

Editors, documentation and translation :
Christine Bossard / Jacky Bonnemains