



INTERNATIONAL  
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COMPENSATION  
FUND

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Agenda Item 5

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ENGLISH ONLY

## NAGASAKI SPIRIT INCIDENT

### Note by the Director

1 During the night of 19 and 20 September 1992, the Liberian tanker NAGASAKI SPIRIT (52 787 GRT) collided with the container vessel OCEAN BLESSING in the Northern Straits of Malacca. The NAGASAKI SPIRIT was en route from the Arabian Gulf to Brunei and was carrying 40 000 tonnes of crude oil on board. As the result of the accident, both vessels caught fire. The cause of the collision is not yet known. Two crew members of the NAGASAKI SPIRIT were rescued and the master was found dead. In spite of large scale search and rescue operations, the remaining crew members are still missing. All crew members onboard the OCEAN BLESSING were found dead.

2 The fire on the NAGASAKI SPIRIT has been extinguished. The ship is under tow to a safe location for lightening. The ship appears to have been holed over a length of some 30 metres in way of N°4, N°5 and N°6 port side tanks. The quantity of oil which escaped from the vessel is estimated at approximately 12 000 tonnes, but most of the oil appears to have burned or dissipated. Remnants of oil slicks have been seen some 10–15 nautical miles south west of Langkawi, an island close to the Malaysian border with Thailand. Surveillance and monitoring operations continue and the Malaysian authorities have mobilised equipment to Langkawi to protect sensitive areas. It is understood that there has been no pollution of Indonesian coastal waters or shorelines.

3 Of the States in the area, Indonesia is Party to both the Civil Liability Convention and the Fund Convention, whereas Singapore is Party to the Civil Liability Convention but not to the Fund Convention. Malaysia is not Party to either of these Conventions.

4 It is unlikely that the IOPC Fund will be called upon to pay compensation as a result of this incident. The Director has nevertheless been closely following the developments.

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