



National Research  
Council  
Canada

Conseil National de  
Recherches  
Canada

Institute for Ocean  
Technology

Institut des Technologies  
Océaniques

## Ship-Iceberg Collision Incident Report



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### Vessel Characteristics

<b>Name:</b> Cairngowan	<b>Prime Mover:</b> Steam
<b>Flag:</b> UK	<b>Transmission:</b> Unknown
<b>ASPPR Ice Class:</b> Unknown	<b>Power (kW):</b>
<b>Lloyd's Class:</b> Unknown	<b># Propellers:</b>
<b>Baltic Class:</b> Unknown	<b>Prop. Type:</b> Unknown
<b>Vessel Type:</b> Cargo - General	<b>Service Speed:</b> 11
<b>Owner:</b> Cairn Line Ltd.	<b>Stern Form:</b>
<b>Registered Country:</b> UK	<b>Steel Grade:</b> Unknown

**Year of Manufacture:** 1919

**Bow Shape:** Unknown

**Stem Angle:**

**Dimensions (m):**

**Length:** 121.9  
**Beam:** 16  
**Depth:**

**Mass (tonnes):**

**Gross:** 5295  
**Net:** 0  
**Dead:**

**Miscellaneous Vessel Notes:**

Laid down as "War Oriole"  
1919 Cairngowan  
1935 Brightcomet  
1936 Chi Sing  
1938 Yamahagi Maru  
1944 Bombed and Sunk

### Collision Details

**Date:** 20-Jun-1929

**Visibility (nautical miles):**

**Visibility:** Poor

**Visibility - Fog:** Thick fog

**Visibility - Snow:** Unknown

**Visibility - Light:** Daylight

**Collision Speed:**

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**Air Temperature:**

**Water Temperature:**

**Wind Speed:**

**Wave Height:**

**Sea State:** Unknown



## Damage Details

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<b>Damage Sustained:</b> Yes	<b>Damage Report No. :</b>
<b>Scenario:</b> Direct Impact	<b>Steel Failure Type:</b> Unknown
<b>Severity:</b> Crushed	<b>Size - Length (m):</b>
<b>Location:</b> Bow	<b>Size - Height (m):</b>
<b>Code:</b> Hole	<b>Damage Below WL (m):</b>
<b>Length of Downtime:</b>	<b>Damage Above WL - Height (m):</b>
<b>Cost of Downtime:</b>	<b>Damage Above WL - Length (m):</b>
<b>Cost to Repair:</b>	
<b>No. Lives Lost:</b>	
<b>No. Injuries:</b>	<b>Cause of Deaths/Injuries:</b> Unknown
<b>Cargo Loss:</b> Unknown	
<b>Pollution:</b> Unknown	<b>Pollution Potential:</b> Unknown

### Cause of Damage:

Struck a berg head on at 6 or 7 knots, 150 miles (240 km) SE of St. John's at 6 a.m. in thick fog. Iceberg was very large, higher than the topmast of the ship, with a flat top and spurs projecting near the waterline. Did not see it until too close to prevent collision.

### Damage Description:

Severe and extensive damage to forecastle and No. 1 hold. Forepeak filled with water and 5' (1.5 m) in #1 hold. Bow considerably damaged from tip to waterline and shifted to starboard. Large hole near water line and considerable damage to ship's hull. Weight of water caused shift to starboard. Had to enter dry dock and cartgo from #1 hold removed.

## Ice Details

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**Ice Briefing Received:** Unknown

**Iceberg Population:**

**IIP Iceberg Number:**

**Sea Ice Concentration:**

**Position of Nearest Known Iceberg:**

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**Iceberg Shape:** Unknown

**Latitude:** 0 ° ' " N

**Iceberg Size:** Unknown

**Longitude:** 0 ° ' " W

**Length:**

**Date of Observation:**

**Width:**

**Iceberg Tonnage:**

## Route Details

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**Geographic Area:** Grand Banks

**Origin:** Montreal

**Collision Latitude:** 45 ° 51 ' " N

**Destination:** London

**Collision Longitude:** 050 ° 13 ' " W

**Distance:**

**Locale Accuracy:** Known

**Cargo at Event:** Grain, lumber and general cargo.

**Voyage:**

**Displacement:**

**Draft FWD (m):**

**Captain's Experience:** Unknown

**Radar Equipped?:** Unknown

**Radar Details:**

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