

Conseil National de Recherches Canada

Institute for Ocean Technology Institut des Technologies Océaniques

Ship-Iceberg Collision Incident Report



Page 1 of 3

Vessel Characteristics

Name: Carnival S	pirit		Prin	ne Mover:	Diesel Electric	
Flag: Panama			Trai	nsmission:	Electric	
ASPPR Ice Class:	None		Pow	/er (kW):		62370
Lloyd's Class:	100A1		# Pr	opellers:		2
Baltic Class:	Unknown		Pro	p. Type:	Azimuth Thrusters	
Vessel Type:	Passenger		Serv	vice Speed	22	
Owner: Carnival Lines		Ster	n Form:			
Registered Countr	y: Finland		Stee	el Grade:	Unknown	
Year of Manufacture: 2001		Miscellaneous Vessel Notes:				
Bow Shape: Unk	nown			2,680 pas	senger cruise liner	
Stem Angle:						
<u>Dimensions (m):</u>	Ma	<u>ss (tonnes):</u>				
Length:	292.5	Gross:	85900			
Beam:	38.8	Net:				
Depth:	13.6	Dead:				

Collision Details

Date: 01-Jun-2005			
Visibility (nautical miles):		Air Temperature:	
Visibility: Unknown		WaterTemperature:	
Visibility - Fog: Unknown		Wind Speed:	
Visibility - Snow: Unknown		WaveHeight:	
Visibility - Light: Unknown		Sea State: Unknown	
Collision Speed: Kerwin Place P.O. Box 12093 St. John's, Newfoundland A1B 3T5 Fax:(709) 772-2462	Place Kerwin C.P. 12093 St. John's, Terre-Neuve A1B 3T5 Télécopieur:(709) 772-2462		Canadä

Ship-Iceberg Collision Incident Report



Damage Details

Damage Sustained: Yes		Damage Report No. :	
Scenario: Glancing Blow		Steel Failure Type: Unknown	
Severity: Denting		Size - Length (m):	
Location: Propeller		Size - Height (m):	
Code: Propulsor		Damage Below WL (m):	
Length of Downtime:		Damage Above WL - Height (m):	
Cost of Downtime:		Damage Above WL - Length (m):	
Cost to Repair:			
No. Lives Lost:	0		
No. Injuries:		Cause of Deaths/Injuries: Unknown	
Cargo Loss: No			
Pollution: No		Pollution Potential: No	

Cause of Damage:

While on cruise in Alaskan Fiords is said to have struck a bergy bit or growler. Remains unconfirmed by USCG.

Damage Description:

Bent a blade, or blades of starboard propeller of azipod unit causing excessive vibration and the need to shut down the propulsor. The reduced speed prevented a subsequent cruise from meeting itinenary to great disappointement to passengers. Blade was hydraulically bent back to shape by divers in Juneau. "My wife and I were on the Carnival Spirit that departed Whittier on 8 June. I would like to to first state some facts and hopefully this will answers some of your questions. The ship DID NOT have an engine problem. The

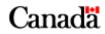
Ice Details

Ice Briefing Received: Unknown

Iceberg Population:

Sea Ice Concentration:

Kerwin Place P.O. Box 12093 St. John's, Newfoundland A1B 3T5 Fax:(709) 772-2462 Place Kerwin C.P. 12093 St. John's, Terre-Neuve A1B 3T5 Télécopieur:(709) 772-2462



IIP Iceberg Number:

Position of Nearest Known Iceberg:

Ship-Iceberg Collision Incident Report



Iceberg Shape: Unknown

Iceberg Size: Unknown

Length: Width:

Iceberg Tonnage:

Page 3 of 3 ° ' " N

Longitude: ° ' " W

Date of Observation:

Latitude:

Route Details

Geographic Area: Alaskan Waters	Origin: Vancouver
Collision Latitude: ° ' " N	Destination: Whittier, Alaska
Collision Longitude: ° ' " W	Distance:
Locale Accuracy: Unknown	Cargo at Event: Passengers
Voyage:	
Displacement:	
Draft FWD (m): 8	
Captain's Experience: Unknown	
Radar Equipped?: Unknown	
Radar Details:	

Kerwin Place P.O. Box 12093 St. John's, Newfoundland A1B 3T5 Fax:(709) 772-2462 Place Kerwin C.P. 12093 St. John's, Terre-Neuve A1B 3T5 Télécopieur:(709) 772-2462

