



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

Name: Dracona	Prime Mover: Steam
Flag: UK	Transmission: Unknown
ASPPR Ice Class: Unknown	Power (kW):
Lloyd's Class: Unknown	# Propellers:
Baltic Class: Unknown	Prop. Type: Unknown
Vessel Type: Freighter	Service Speed: 10
Owner: Thomson Line	Stern Form:
Registered Country: UK	Steel Grade: Unknown
Year of Manufacture: 1884	

Bow Shape: Unknown
Stem Angle:

Dimensions (m):

Length:
Beam:
Depth:

Mass (tonnes):

Gross: 1854
Net: 1245
Dead:

Miscellaneous Vessel Notes:

Steel screw steamer. Captain Sangster.
Other sources list owner as Donaldson Line
(?), but unlikely; see The Ships List.

Collision Details

Date: 16-May-1885

Visibility (nautical miles):

Visibility: Poor

Visibility - Fog: Unknown

Visibility - Snow: Unknown

Visibility - Light: Night

Collision Speed:

9
Kerwin Place
P.O. Box 12093
St. John's, Newfoundland
A1B 3T5
Fax:(709) 772-2462

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Place Kerwin
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Air Temperature:

Water Temperature:

Wind Speed:

Wave Height:

Sea State: Unknown



Damage Details

Damage Sustained: Yes	Damage Report No. :
Scenario: Direct Impact	Steel Failure Type: Unknown
Severity: Crushed	Size - Length (m):
Location: Bow	Size - Height (m):
Code: Hole	Damage Below WL (m):
Length of Downtime:	Damage Above WL - Height (m): 3
Cost of Downtime:	Damage Above WL - Length (m): 2
Cost to Repair:	
No. Lives Lost:	
No. Injuries:	Cause of Deaths/Injuries: Unknown
Cargo Loss: Unknown	
Pollution: Unknown	Pollution Potential: Unknown

Cause of Damage:

Hit a berg on the Grand Banks at 11 p.m. steaming at 10 kts. before reversing engines. Iceberg was thought to be a fog bank at first and the helm was put over and engines stopped. When realized couldn't miss, engines were reversed at full speed and were in this condition when impact occurred. Surrounded by many bergs next day. Lat - lon estimated.

Damage Description:

Extensive damage with hole in bow, not leaking behind collision bulkhead. The stem, from the 16' (4.9 m) draught mark for 10' (3 m) or more up was flattened back about 3' (1 m) on the port bow, and 5' (1.5 m) on the starboards, while above that the stem was split perpendicularly. Cargo unharmed. Put into Halifax May 20, offloaded freight and proceeded to Montreal, un-repaired, on May 24. Hole in bow 3'x4' (0.9 x 1.2 m).

Ice Details

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

Geographic Area: Grand Banks

Origin: Charente, France

Collision Latitude: 46 ° 06 ' " N

Destination: Halifax - Montreal

Collision Longitude: 047 ° 36 ' " W

Distance:

Locale Accuracy: Estimated

Cargo at Event: Brandy

Voyage:

Displacement:

Draft FWD (m):

Captain's Experience: Unknown

Radar Equipped?: Unknown

Radar Details:

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