



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: Lucien Paquin | Prime Mover: Diesel | |
| Flag: Canada | Transmission: Geared | |
| ASPPR Ice Class: Type B | Power (kW): 6562 | |
| Lloyd's Class: 100A1 | # Propellers: 1 | |
| Baltic Class: Unknown | Prop. Type: Controllable Pitch (CP) | |
| Vessel Type: General Cargo | Service Speed: 17 | |
| Owner: Logistec Corp. Inc. | Stern Form: | |
| Registered Country: Sweden | Steel Grade: Unknown | |
| Year of Manufacture: 1969 | Miscellaneous Vessel Notes: | |
| Bow Shape: Unknown | Built as "Boreland (II) 1979 renamed "Sunemerillon" 1982 renamed "Mesange" 1985 renamed "Lucien Paquin" 2001 renamed "Igen Ice" Ice Class 1 LMC UMS Stenghtened for heavy cargoes | |
| Stem Angle: | | |
| Dimensions (m): | | Mass (tonnes): |
| Length: 135.45 | | Gross: 10034 |
| Beam: 21.52 | | Net: 7005 |
| Depth: 11.7 | Dead: 12802 | |

Collision Details

| | |
|--|--|
| Date: 20-Jul-1985 | Air Temperature: 6 |
| Visibility (nautical miles): 10 | Water Temperature: |
| Visibility: Good | Wind Speed: 3 |
| Visibility - Fog: Clear | Wave Height: |
| Visibility - Snow: Clear | Sea State: Ice covered - Moderate |
| Visibility - Light: Unknown | |
| Collision Speed: | |
| Kerwin Place | Place Kerwin |
| P.O. Box 12093 | C.P. 12093 |
| St. John's, Newfoundland | St. John's, Terre-Neuve |
| A1B 3T5 | A1B 3T5 |
| Fax:(709) 772-2462 | Télécopieur:(709) 772-2462 |



Damage Details

| | |
|---|--|
| Damage Sustained: Yes | Damage Report No. : 422 |
| Scenario: Striking concealed growler/ber | Steel Failure Type: Unknown |
| Severity: Denting | Size - Length (m): |
| Location: Bow | Size - Height (m): |
| Code: Plate | 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: | |
| No. Injuries: | Cause of Deaths/Injuries: Unknown |
| Cargo Loss: Unknown | |
| Pollution: Unknown | Pollution Potential: Unknown |

Cause of Damage:

Struck multi-year ice or bergy bit/growler while navigating through varying ice conditions in Hudson Straits. The master and crew were unaware of damage until reaching port. Two ice observers with acclerometers were also unaware of any unusual impact. Approximate position given.

Damage Description:

Bow plating torn, dented, detached between 12 and 14 foot draft lines. Ice was ~10 feet thick. Vessel had twice previously been damaged in ice and temporary repairs carried out. The temporary repairs were carried away in the ice, the cement box behind a doubler plate on the bow was incompletely filled with cement, and there was insufficient welding around the doubler plate. Inspection carried out at port showed that the top of the doubler plate at the 20 foot draught mark had become detached from the shell plating down to the 12 foot

Ice Details

Ice Briefing Received: Good Forewarning

Iceberg Population:

IIP Iceberg Number:

Sea Ice Concentration: 1

Position of Nearest Known Iceberg:

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Iceberg Shape: Unknown

Latitude: 0 ' " N

Iceberg Size: Multi-Year

Longitude: 0 ' " W

Length:

Date of Observation:

Width:

Iceberg Tonnage:

Route Details

Geographic Area: Hudson Strait

Origin: Montreal

Collision Latitude: 61 ° 25 ' " N

Destination: Wakeham Bay, Quebec (Hudson)

Collision Longitude: 065 ° 30 ' " W

Distance:

Locale Accuracy: Estimated

Cargo at Event: 4457 metric tons general cargo

Voyage:

Displacement:

Draft FWD (m): 6.12

Captain's Experience: High

Radar Equipped?: Yes

Radar Details:

Decca RMS 1230

Decca RM 729

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