National Research
Council
Canada

Recherches Canada

Institute for Ocean Technology

Institut des Technologies

Conseil National de

Océaniques

Ship-Iceberg Collision Incident Report



Page 1 of 3

Vessel Characteristics

Name: Mary Morris

Flag:

ASPPR Ice Class: Unknown
Lloyd's Class: Unknown

Baltic Class: Unk

Unknown

Vessel Type:

Owner:

Sailing Vessel

Registered Country:

Year of Manufacture:

Bow Shape: Unknown

Stem Angle:

Dimensions (m):

Length: Gross:
Beam: Net:
Depth: Dead:

Prime Mover: Sail

Transmission: Unknown

Power (kW):

Propellers:

Prop. Type: Unknown

Service Speed:

Stern Form:

Steel Grade: Unknown

Miscellaneous Vessel Notes:

Bark burthen 393 40/95 tons.

Collision Details

Date: 01-Jul-1855

Visibility (nautical miles): 0.01

Visibility: Poor

Thick fog

Visibility - Snow: Unknown

Visibility - Light: Daylight

Air Temperature:

WaterTemperature:

Wind Speed:

WaveHeight:

Sea State: Unknown

Collision Speed:

Visibility - Fog:

Kerwin Place P.O. Box 12093

St. John's, Newfoundland

A1B 3T5

Fax:(709) 772-2462

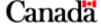
Place Kerwin C.P. 12093

Mass (tonnes):

St. John's, Terre-Neuve

A1B 3T5

Télécopieur:(709) 772-2462



Ship-Iceberg Collision Incident Report



Page 2 of 3

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: Plate Damage Below WL (m):

Length of Downtime:

Damage Above WL - Height (m):

Damage Above WL - Length (m):

Cost to Repair:

No. Lives Lost: 0

No. Injuries: Cause of Deaths/Injuries: Unknown

Cargo Loss: Unknown

Pollution: Unknown Pollution Potential: Unknown

Cause of Damage:

From Greenock, June 16, struck a huge berg, 3/4 mile long and 100' higher than the main mast in thick fog at 1:30 pm. Could not bear away so boats lowered to haul her around. Wind caught her again and brought her back against the berg

Location unknown but assumed to be on or near the Grand Banks...

Damage Description:

First impact, bowsprit, jib-boom and starboard anchor were forced in across the forecastle and the cutwater and larboard bow stove in.

Second impact was broadside bring down the foretopmast, fore and maintopgallant masts, rigging, yards, and sails

Not clear if the ship was actually leaking.

Ice Details

Ice Briefing Received: Unknown

Iceberg Population: IIP Iceberg Number:

Sea Ice Concentration: Position of Nearest Known Iceberg:

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



Ship-Iceberg Collision Incident Report



Page 3 of 3

Iceberg Shape: Pinnacle Latitude: ° ' N

Iceberg Size: Very Large Longitude: ° ' " W

Length: 1200 Date of Observation:

Width:

Iceberg Tonnage:

Route Details

Geographic Area: Grand Banks

Collision Latitude: 46 ° ' " N

Collision Longitude: 046 ° ' " W

Locale Accuracy: Estimated

Voyage:

Displacement: Draft FWD (m):

Captain's Experience: Unknown

Radar Equipped?: Unknown

Radar Details:

Origin: Greenock

Destination: New York

Distance:

Cargo at Event: Passengers, and probably cargo.

A 1851 passenger list has 213 on

board plus crew.

