



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> Terra Nova             | <b>Prime Mover:</b> Diesel                              |
| <b>Flag:</b> Canada                 | <b>Transmission:</b> Unknown                            |
| <b>ASPPR Ice Class:</b> Type B      | <b>Power (kW):</b> 1720                                 |
| <b>Lloyd's Class:</b> 100A1         | <b># Propellers:</b> 1                                  |
| <b>Baltic Class:</b> Unknown        | <b>Prop. Type:</b> Fixed Pitch (FP)                     |
| <b>Vessel Type:</b> Cargo - General | <b>Service Speed:</b> 12                                |
| <b>Owner:</b> Puddister Trading Co. | <b>Stern Form:</b>                                      |
| <b>Registered Country:</b> Canada   | <b>Steel Grade:</b> Unknown                             |
| <b>Year of Manufacture:</b> 1962    | <b><u>Miscellaneous Vessel Notes:</u></b>               |
| <b>Bow Shape:</b> Unknown           | ex. Sir John Crosbie ('80)                              |
| <b>Stem Angle:</b>                  | --Ice Strengthened                                      |
|                                     | --Rolls Royce 4 SA 8-cyl.                               |
|                                     | --Ship Characteristics are included in Norland Database |
|                                     | --Max. draft: 2.1m.                                     |
|                                     | Renamed "Holsetn" 1992                                  |
| <b><u>Dimensions (m):</u></b>       | <b><u>Mass (tonnes):</u></b>                            |
| <b>Length:</b> 77.12                | <b>Gross:</b> 1859                                      |
| <b>Beam:</b> 12.86                  | <b>Net:</b> 1086  |
| <b>Depth:</b> 6.1                   | <b>Dead:</b> 2210                                       |

### Collision Details

|                                       |                            |
|---------------------------------------|----------------------------|
| <b>Date:</b> 03-Oct-1990              | <b>Air Temperature:</b> -5 |
| <b>Visibility (nautical miles):</b> 2 | <b>Water Temperature:</b>  |
| <b>Visibility:</b> Limited            | <b>Wind Speed:</b> 30      |
| <b>Visibility - Fog:</b> Clear        | <b>Wave Height:</b> 2      |
| <b>Visibility - Snow:</b> Snow        | <b>Sea State:</b> Moderate |
| <b>Visibility - Light:</b> Unknown    |                            |
| <b>Collision Speed:</b>               |                            |
| 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

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|   |  |
|---|--|
| <b>Damage Sustained:</b> Yes                    | <b>Damage Report No. :</b>               |
| <b>Scenario:</b> Striking concealed growler/ber | <b>Steel Failure Type:</b> Unknown       |
| <b>Severity:</b> Puncture                       | <b>Size - Length (m):</b>                |
| <b>Location:</b> Hulls                          | <b>Size - Height (m):</b>                |
| <b>Code:</b> Plate                              | <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> 0                        |  |
| <b>No. Injuries:</b> 0                          | <b>Cause of Deaths/Injuries:</b> Unknown |
| <b>Cargo Loss:</b> No                           |  |
| <b>Pollution:</b> Unknown                       | <b>Pollution Potential:</b> Unknown      |

### Cause of Damage:

Struck multi-year ice or concealed bergy bit/growler in clear weather on the approaches to Lancaster Sound. CCGS icebreaker master believed excessive speed to be cause.

### Damage Description:

Initially, vessel sustained fracture in shell plating at F-strake on the starboard side of No. 1 hold at the 4.5m draft line. While following the Coast Guard ship "Pierre Radisson" in Admiralty Inlet on the 4th in very close pack, grey-white and multi-year ice, more ice damage sustained to the shell plating on the port side of the forepeak ballast tank at the F-strake at the 4.4 to 5.0 m draft marks. After temporary repairs at Nanisivik on voyage to Pond Inlet during the period October 12 to 15. received further ice damage which caused No. 1

## Ice Details

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**Ice Briefing Received:** Ice Reports Receive

**Iceberg Population:**

**IIP Iceberg Number:**

**Sea Ice Concentration:** 9

**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

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**Geographic Area:** Baffin Bay Area

**Origin:** Baffin Bay

**Collision Latitude:** 73 ° 48 ' " N

**Destination:** Nanisivik

**Collision Longitude:** 078 ° 04 ' " W

**Distance:**

**Locale Accuracy:** Known

**Cargo at Event:**

**Voyage:**

**Displacement:**

**Draft FWD (m):** 4.95

**Captain's Experience:** High

**Radar Equipped?:** Unknown

**Radar Details:**

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