

# Baltic Accident

## The Scenario

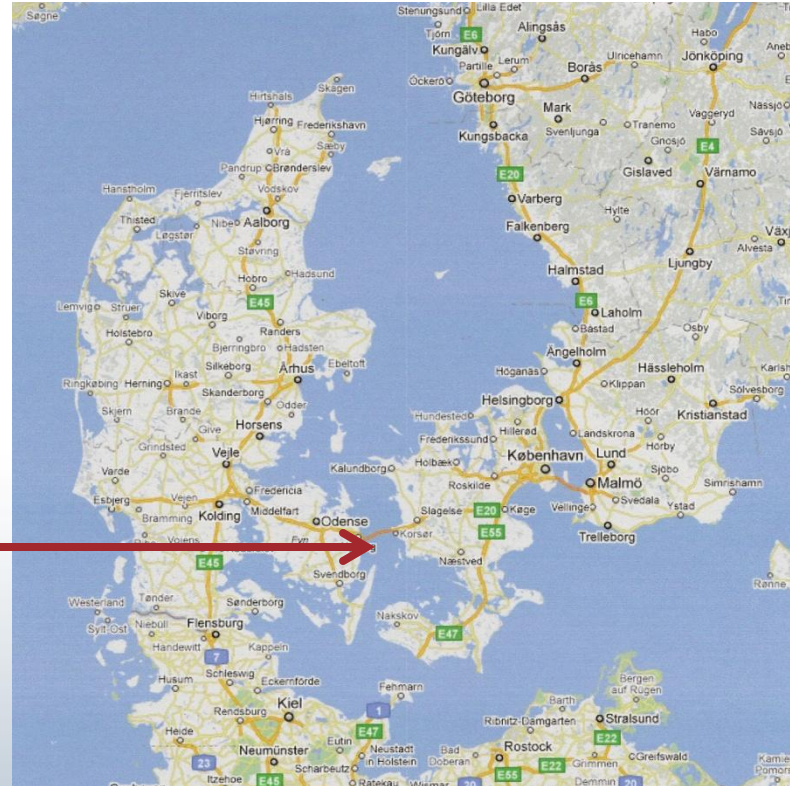
**Captain Andrew Mitchell**

**Marine Director  
RTI Ltd. London**

# Orientation .....

22 October 2009  
1600 hrs

10 miles south of  
Storebelt Bridge



## The weather ...!

Overcast with squally showers

Visibility 3 miles but 1 mile in the rain showers

Wind is westerly, tide is setting east

A typical Baltic late afternoon .....

## Ship Information ...

	Silvia	Northern Glow
Ship Type	Bulk carrier	Bulk Carrier
Built	2009 in China	1981 in Japan
Flag	Liberia	Vanuatu
Gross Tonnage	17 600	18 600
Deadweight Tonnage	25 500	27 500
Draft	9.85 fwd 9.90 aft	10.25 fwd 10.50 aft
Speed at time of incident	11 knots (max manoeuvring)	14 knots (full sea speed)
Cargo	Steel Products	Fertiliser
Number of crew	20	23

## Sun Shipping and the Silvia ...

- Based in Piraeus, traditional company, good track record
- Long term charters with major companies
- Sound company structure, good personnel relationships
- Class and statutory certification from major IACS society but ...
- Three new buildings on order but a charterer has just cancelled



- “**Silvia**” is on her maiden laden voyage
- Some problems encountered during commissioning
- Well managed and with competent personnel
- She has all the latest equipment
- Heading south at max manoeuvring speed

## Northern Shipping and the Northern Glow ...

- Based in Piraeus, new company, business opportunity
- Voyage charters only
- Inadequate company organisation
- Ships +27 years, history of “class withdrawn”
- Staff redundancies on the horizon



- “**Northern Glow**” is being run on a tight budget
- Ship delayed awaiting critical spares outstanding
- Auxiliary generator to be repaired on passage
- Master under orders to “expedite the voyage”
- Heading north at full sea speed

## The casualty site ...



# The animation.....

