

CREST UNITY

IMO No: 9020089 BULKER 1991 / 16725 GT

OWNER & HOMPEPORT:

Daiwa Kisen K.K., Japan

YARD INFORMATION:

Imabari Zosen K.K.

Ehime (Japan)

SCRAPPING INFORMATION:



Lyttelton (New Zealand) 24/7/1999 © A. Calvert

GENERAL INFORMATION:

Name: Crest Unity IMO No: 9020089

Ex: Built: 3/1991

Type: Bulk Carrier Status: In Service

SubType: Timber Flag: Panama

DWT: 28,454 Draft: 9.74 Builder: Imabari

GT: 16,725 LOA: 169.03 Owner: Forward Gloria

Navigation S.A.

NT: 10,435 Beam: 27.20 Speed/Cons: 13.90/-

Class: NK Depth: 13.60 Engine Type: Hitachi

Gear: Cr 4(30.5)

OWNER & FLAG HISTORY:

SALES, TRANSFERS & RENAMINGS:

CREST UNITY	1991-99	Forward Gloria Navigation S.A., Panama
CORAL BULKER	1999-00	Alderran Shg. Ltd., Hong Kong

GENERAL VESSEL INFORMATION:

On the 25th of December 2000, in heavy sea and strong, the bulk carrier Coral Bulker, registered in Hong-Kong, is waiting at anchor in front of Viana do Castelo harbour (Portugal) for the master's office to grant it a place alongside the quay, as it came from Tallinn (Estonia) with a cargo of wood shavings and timber. At 11pm, the ship runs aground near the beacon of the outside breakwater of the harbour. Its bilge is severely damaged and the starboard side tank n 4 and the engine room are flooded. The whole crew members are evacuated by helicopter.

The 100 to 150 tonnes of propelling heavy fuel which leak out of the ship are going to pollute the beaches situated in the northern and southern areas of the grounding place and the estuary of the Lima river too. The shoreline clean-up operations will permit to recover 6,500 bags of fuel and polluted sand. The Viana do Costello harbour is concerned, it has been protected by floating booms.

The vessel is declared constructive total loss. The maritime rescue company TITAN Marine, contracted by the P&I Club to remove the shipwreck under supervision of the Portuguese Navy, mobilizes immediately its staff and equipment based in Fort Lauderdale (Florida) and Newhaven (GB).

Of fuel and lubricating oil remaining aboard. On January the 21st, after a few breaks due to gusts of wind, the 42 tonnes are finally pumped and transferred to earth in tank lorries. Otherwise, 8 tonnes of emulsion will be recovered at the water surface too.

The tree trunks stocked on the deck, then the hold boards and finally the lumber and wood shavings stored in the holds, are unloaded alternately. It's not an easy task to carry out because the deck is regularly swept across by the waves.

The strategy elaborated by TITAN Marine to manage the operation consists in hoisting the wreck on the breakwater to cut it to shape safely.

At first, superstructures are removed. Three weeks of work are necessary to do that. Then, the vessel is cut into two parts with a 17 tonne pestle-graver guided from a winch installed on the ground and with one of the cranes nearby which is dedicated to this end. Once this difficult and risky operation has been successfully completed, the bow part of the Coral Bulker is hoisted on the top of the breakwater with shackles and winches soldered to the hold boards placed on the inner part of the breakwater. The burying in the breakwater of these boards of 7.5 metres long, 7 metres wide and weighing 80 tonnes each, is not an easy job. Traction movement is synchronized from a control tower established on the breakwater by using spare parts of the vessel's superstructure. The cutting out of the sheet metal of the bow part is finished on the 25th of March 2001. The operations concerning the stern part of the bulk tanker are exactly the same. The stern is hoisted on the breakwater on June the 9th and will be cut out too.

www.le-cedre.fr/uk/spill/coral/coral.htm

Last update: 15/5/2005