

HELSINKI COMMISSION

Baltic Marine Environment
Protection Commission



Report on shipping accidents in the Baltic Sea area for the year 2005

Introduction

Data on shipping accidents in the Baltic Sea area has been collected since 2000. In 2004 a new reporting format was developed and used for the reporting of accidents starting 2004. **For that reason the data for 2003 and the subsequent years are not fully comparable.** The changed reporting is interpreted as a reason for the increased number of accidents in 2004 and 2005, when compared to 2003.

All Contracting States have provided data on shipping accidents for 2005. The complete reported data is contained in **Annex 1**.

According to the agreed procedure all accidents (including but not limited to grounding, collision with other vessel or contact with fixed structures (offshore installations, wrecks, etc.), disabled vessel (e.g. machinery and/or structure failure), fire, explosions, etc.), which took place in territorial seas or EEZ of the Contracting Party and involved tankers over 150 GT and/or other ships over 400 GT irrespectively if there was pollution or not are reported.

Ship traffic in the Baltic

The IMO regulation requires AIS to be fitted aboard all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and all passenger ships irrespective of size.

To get a full picture of the shipping safety in the Baltic the basic information on the shipping intensity is of importance. **Figures 1 and 2** illustrate the intensity of the ship traffic in the Baltic according to the type of vessels and their draught. A snapshot illustrating the spatial distribution of shipping activities in the whole Baltic can be seen in **Figure 3**. The numeric data used in developing the maps is generated by the HELCOM AIS network and presented in **Tables 1 and 2**.

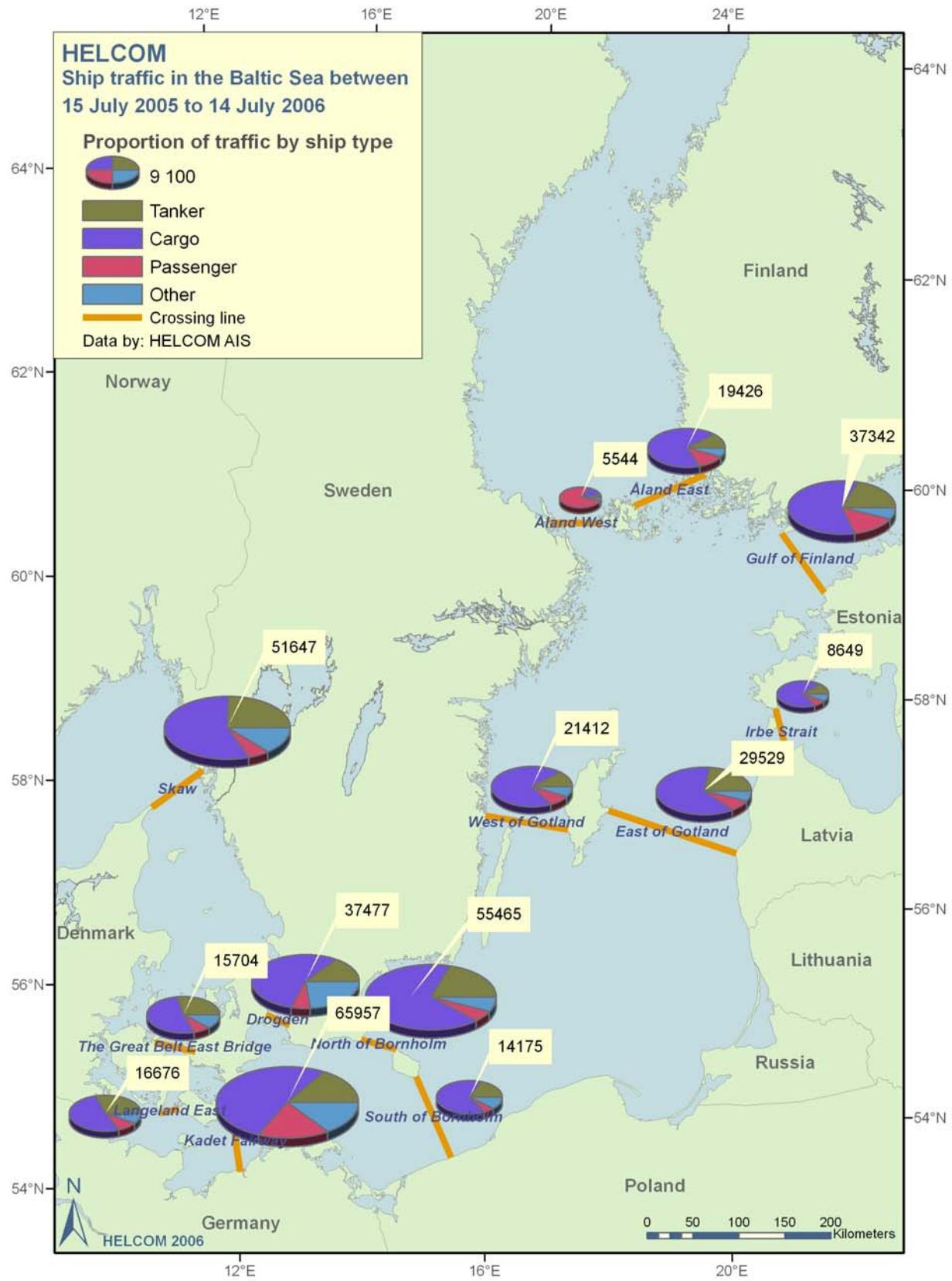


Figure 1

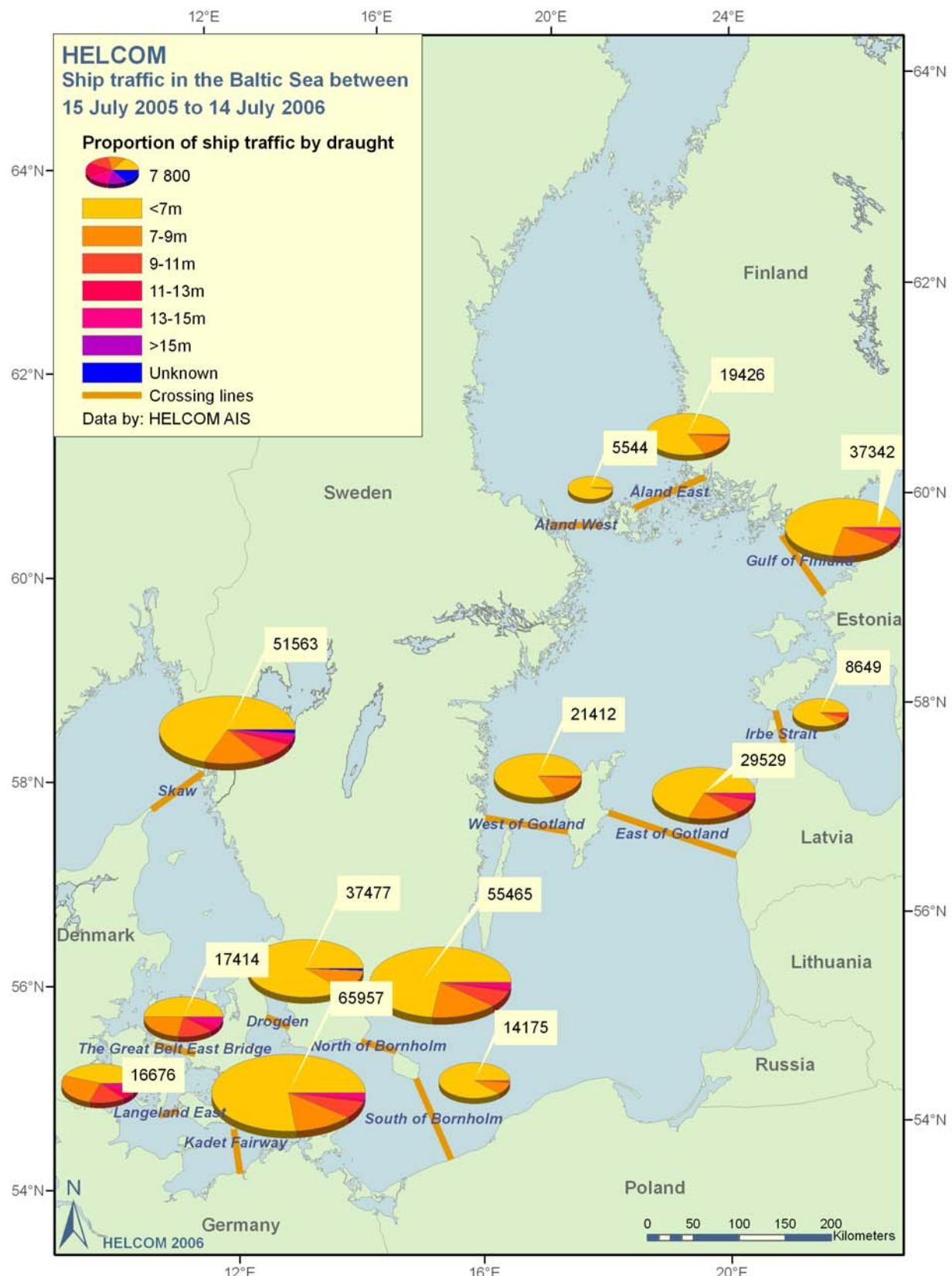


Figure 2

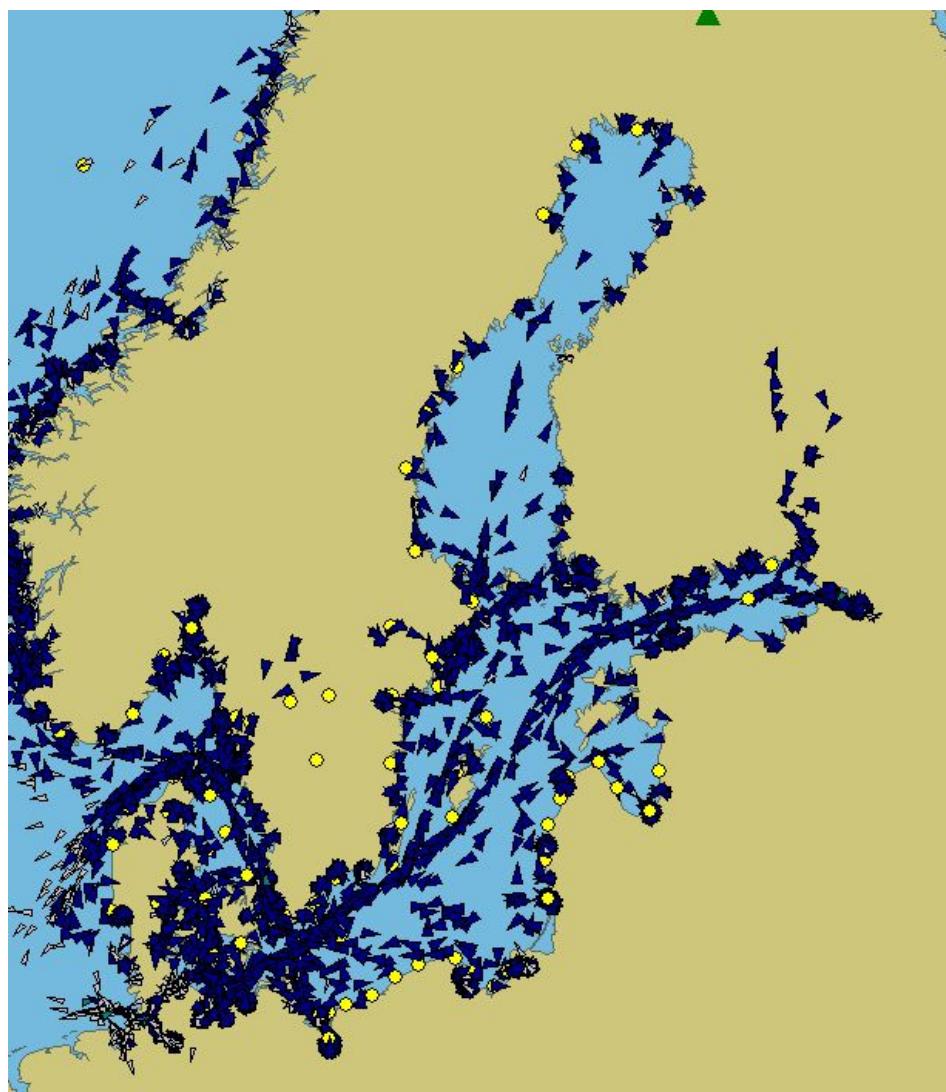


Figure 3

Location	Type of ship				
	Tanker	Cargo	Passenger	Other	Total
Skaw	12714	29943	3233	5757	51647
The Great Belt East Bridge	5088	9119	1497	1710	15704
Drogden	4717	21174	2939	8647	37477
Langeland East	5167	8718	1593	1198	16676
Bornholm North	10286	39579	2576	3024	55465
Bornholm South	2400	9652	777	1346	14175
Kadet Fairway	9127	34518	13930	8382	65957
Gotland West	2111	16139	1789	1373	21412
Gotland East	6528	19431	1988	1582	29529
Åland West	1881	14138	2286	1121	19426
Åland East	162	709	4477	196	5544
Gulf of Finland	6829	23176	5382	1955	37342
Irbe Strait	922	6438	663	626	8649

Table 1

Location	Draught							
	<7m	7-9m	9-11m	11-13m	13-15m	>15m	Unknown	Total
Skaw	34406	9794	4104	1081	1037	483	658	51563
The Great Belt East Bridge	8553	3712	3086	813	954	165	131	17414
Drogden	32996	3711	99 *	15 *	7 *	277 *	372	37477
Langeland East	7498	3877	3181	817	982	195	126	16676
Bornholm North	39571	10231	3365	753	906	250	389	55465
Bornholm South	12577	1194	214	12	43	12	123	14175
Kadet Fairway	50383	9377	3733	820	982	185	477	65957
Gotland West	17554	3200	342	71	35	66	144	21412
Gotland East	19938	5952	2203	460	609	169	198	29529
Åland West	16077	2842	278	53	17	25	134	19426
Åland East	5411	93	7	0	0	5	28	5544
Gulf of Finland	25943	7844	2149	352	603	159	292	37342
Irbe Strait	7447	636	393	81	0	16	76	8649

*) For ships passing the Drogden the maximum draught is 8 m; therefore these numbers are probably due to a reporting error.

Table 2

Total accidents

According to the reports from the Contracting States there were 151 ship accidents in the HELCOM area in 2005 (**Figure 4**).

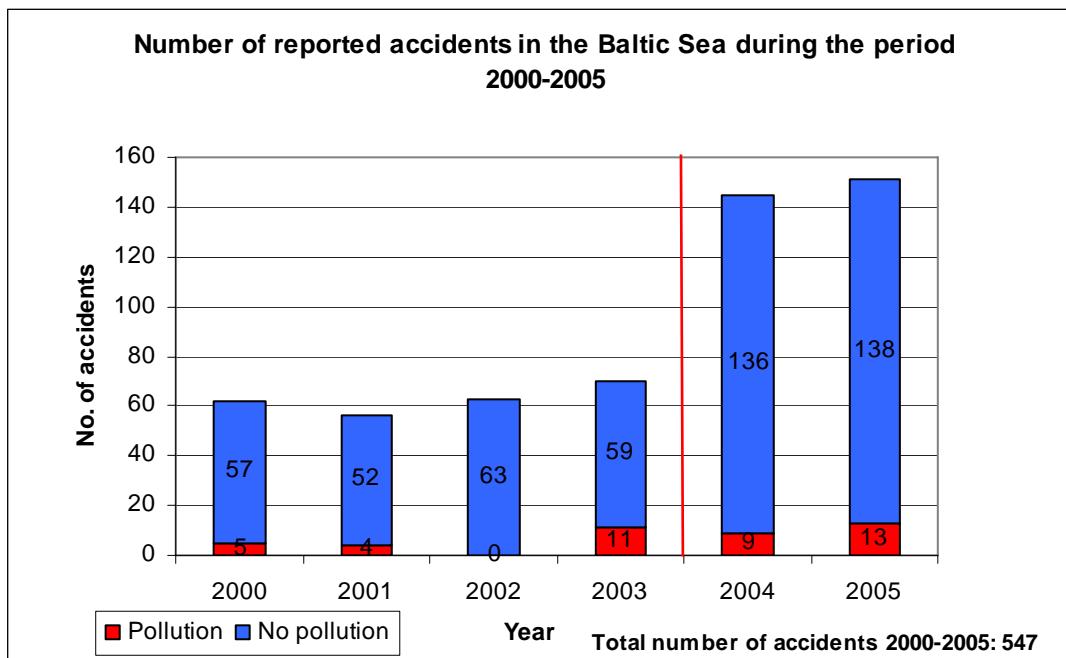


Figure 4

The spatial distribution of the reported accidents in 2005 can be seen in **Figure 5**.

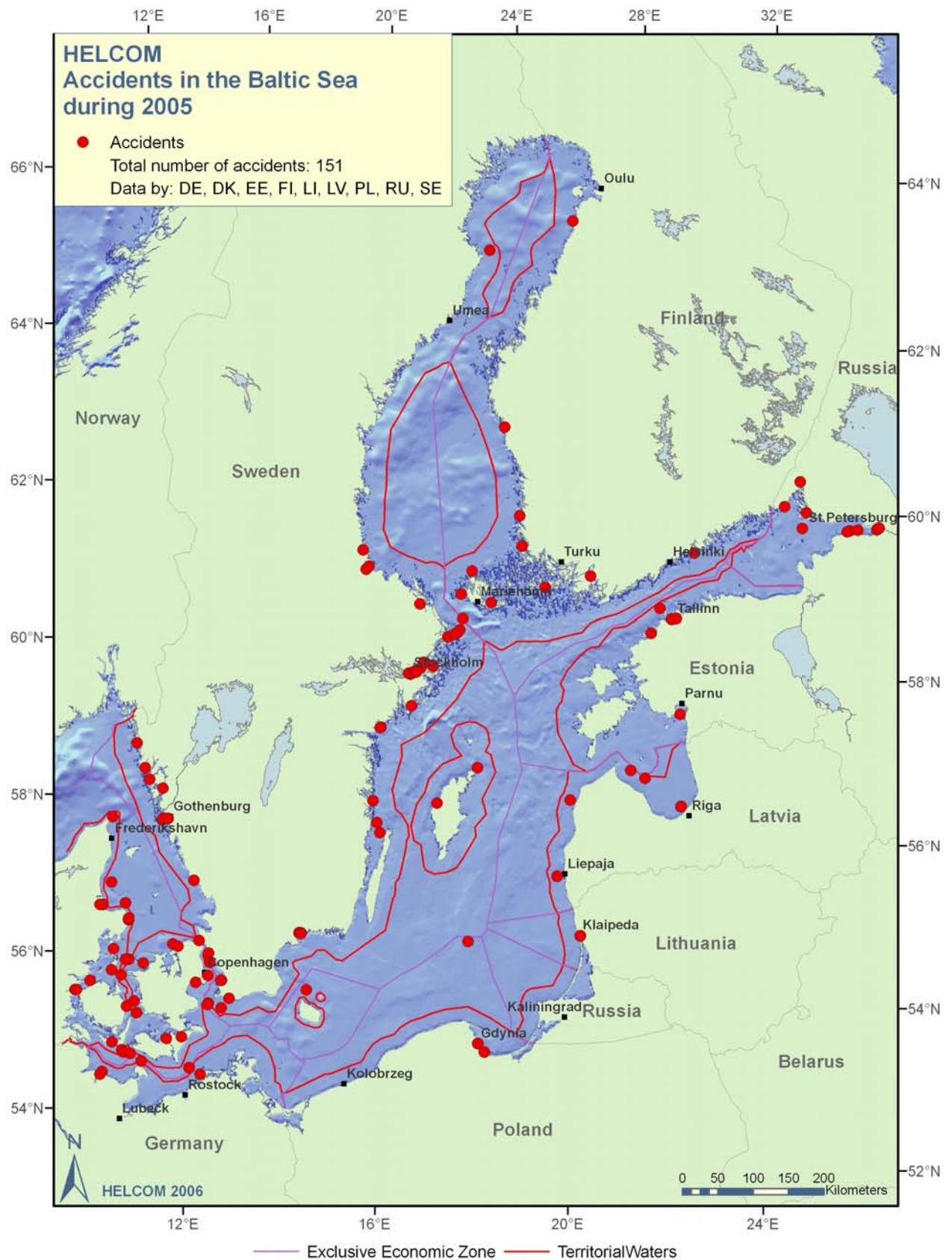


Figure 5

Groundings (36%) and collisions (38%) are the most common types of accidents in the Baltic Sea in 2005 (**Figure 6**). The share of groundings has decreased (40 % in 2004) and the share of collisions has increased (30 % in 2004) compared to 2004.

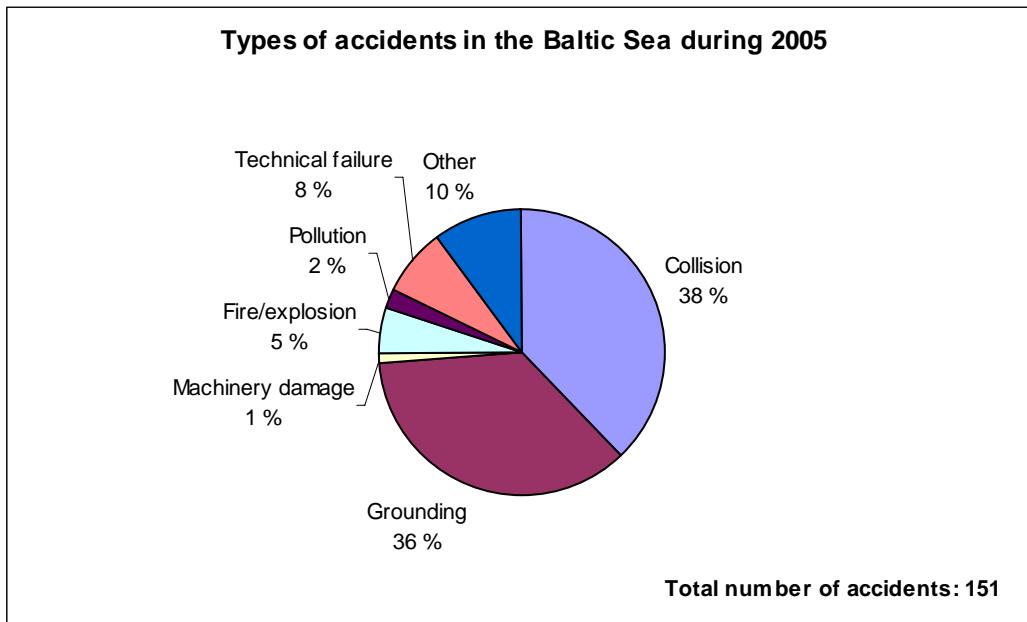


Figure 6

Types of vessels involved in the accidents

As can be seen from **Figure 7** cargo vessels, tankers and ferries are the main groups of vessels involved in accidents.

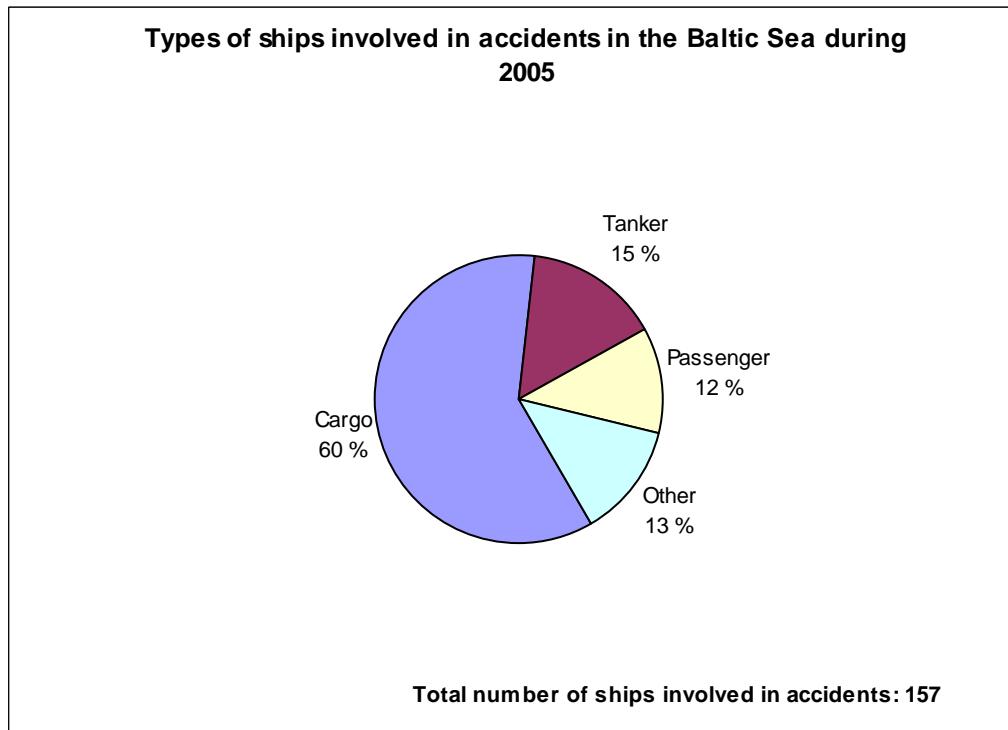


Figure 7

As tankers are often the issue of high concern the map on tanker accidents in 2000-2005 (**Figure 8**) is also presented here.

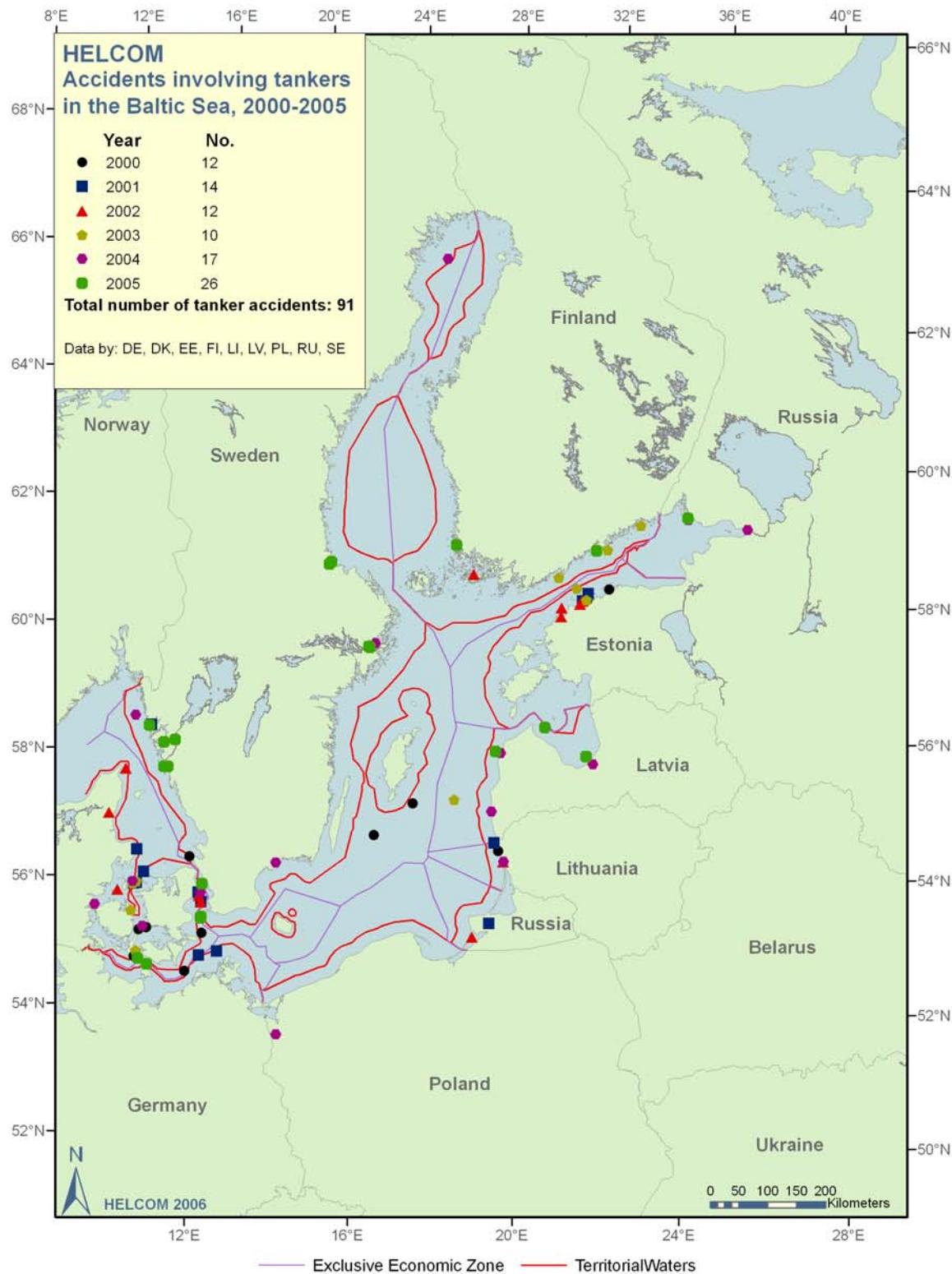


Figure 8

Causes of accidents

The main reason for an accident to happen is human factor (42 %), followed by technical failure (23 %) according to the reports of the Contracting States (**Figure 9**).

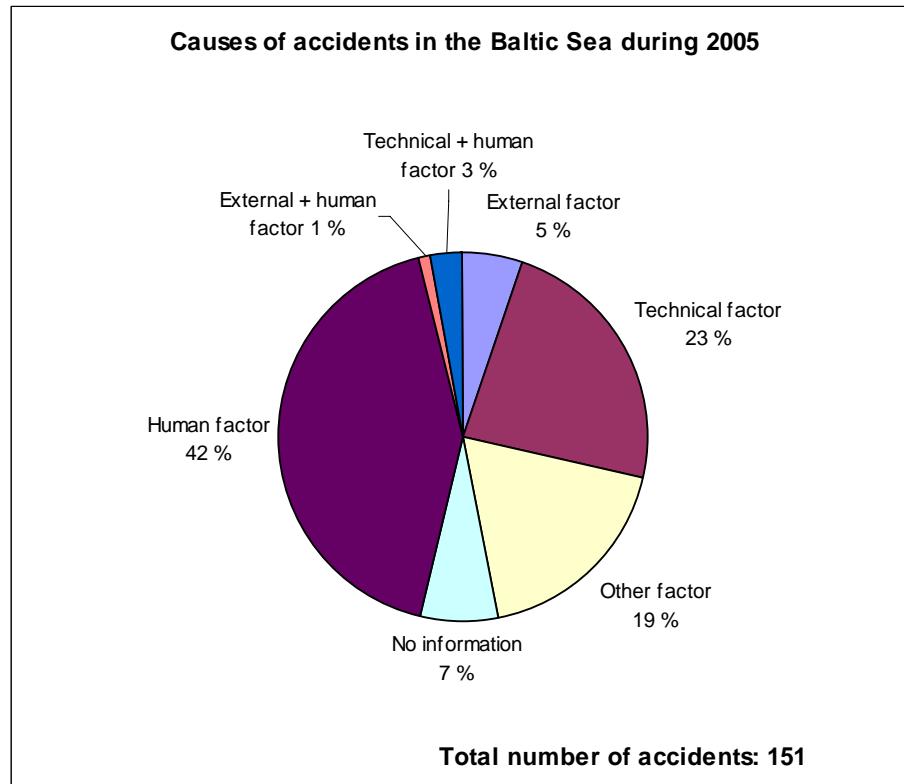


Figure 9

Human factor seems to be the main cause (nearly 50%) also in accidents causing pollution (**Figure 10**).

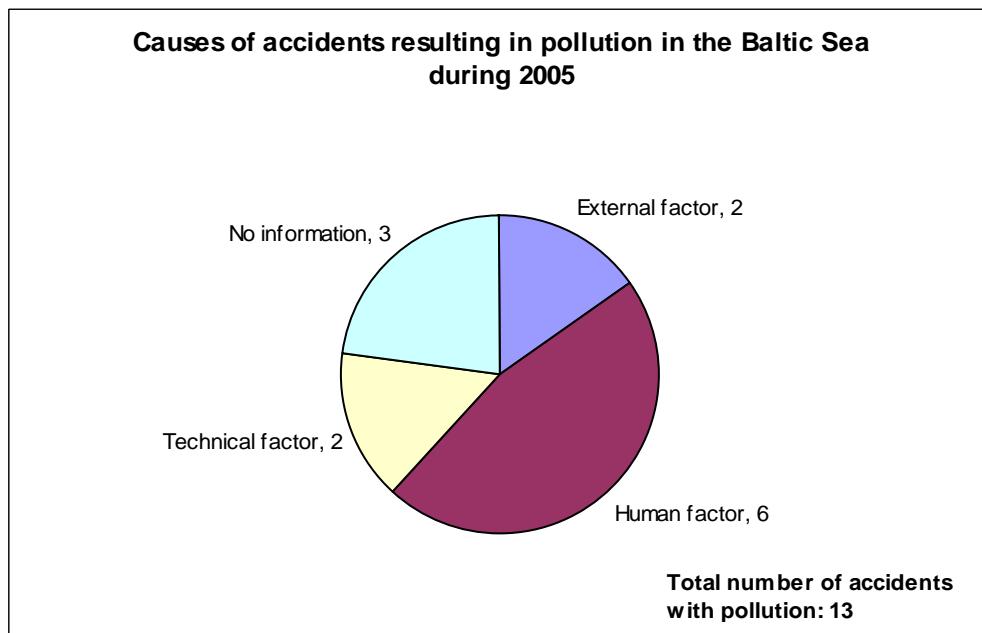


Figure 10

Groundings

Accounting for 36 % of the total number of reported accidents in 2005, groundings are one of the main type of accidents in the Baltic (**Figure 11**).

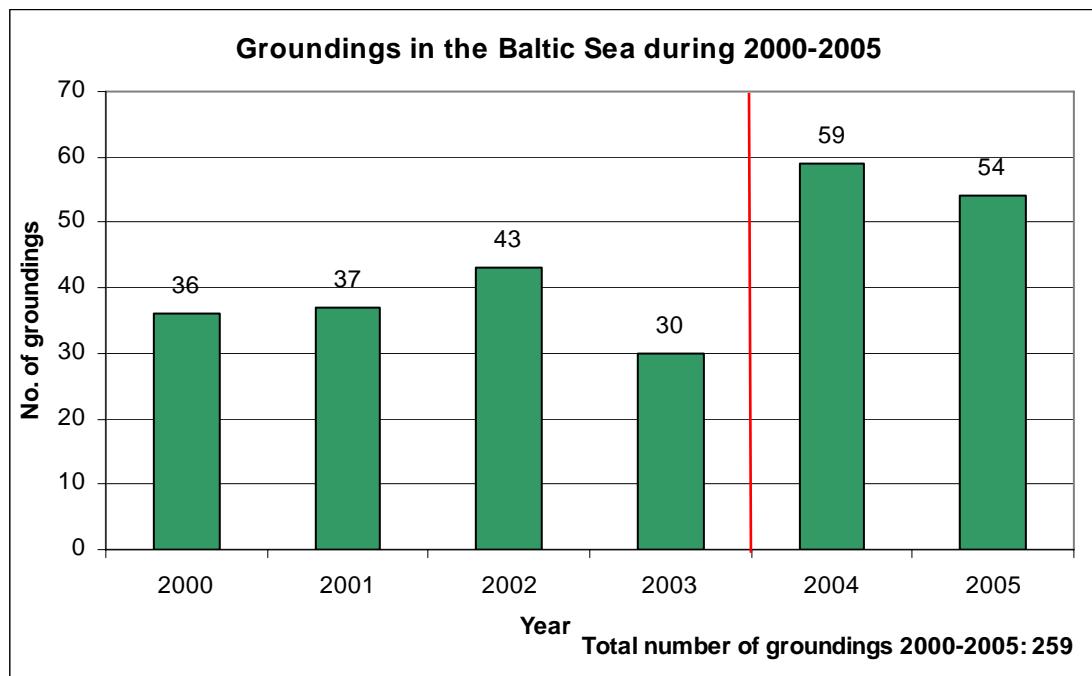


Figure 11

The map of the reported groundings in 2000-2005 (**Figure 12**) clearly indicates the areas of primary concern:

- Danish straits
- Gulf of Finland, especially the Estonian coast
- Åland archipelago area
- Swedish coast of the Baltic Proper
- Ports

The other areas where groundings have occurred deserve the attention of the relevant states as well.

The map of groundings in 2005 (**Figure 13**) points to the Danish straits, the Swedish coast of the Baltic Proper and the Åland archipelago area as well as the ports in the Gulf of Finland.

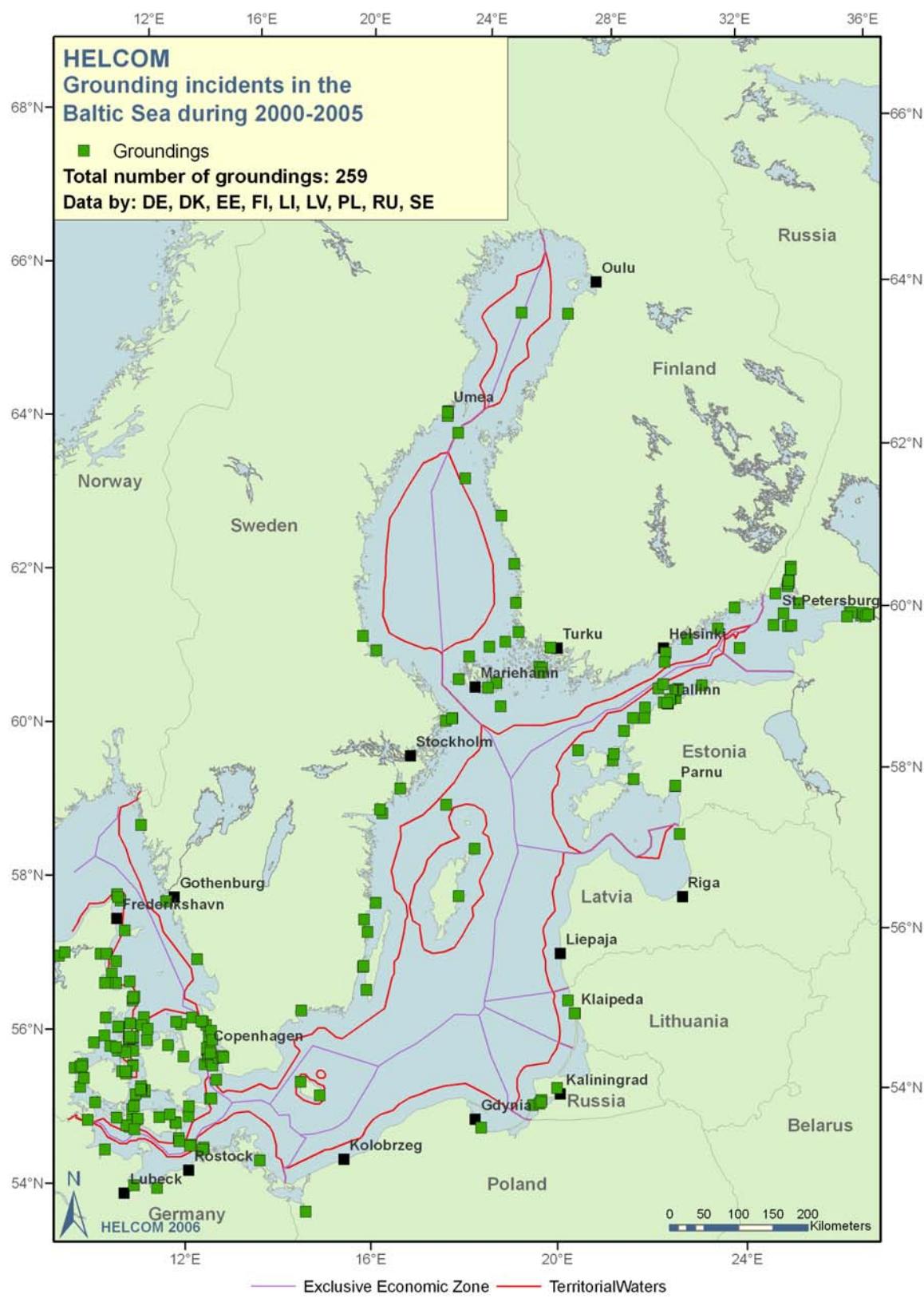


Figure 12

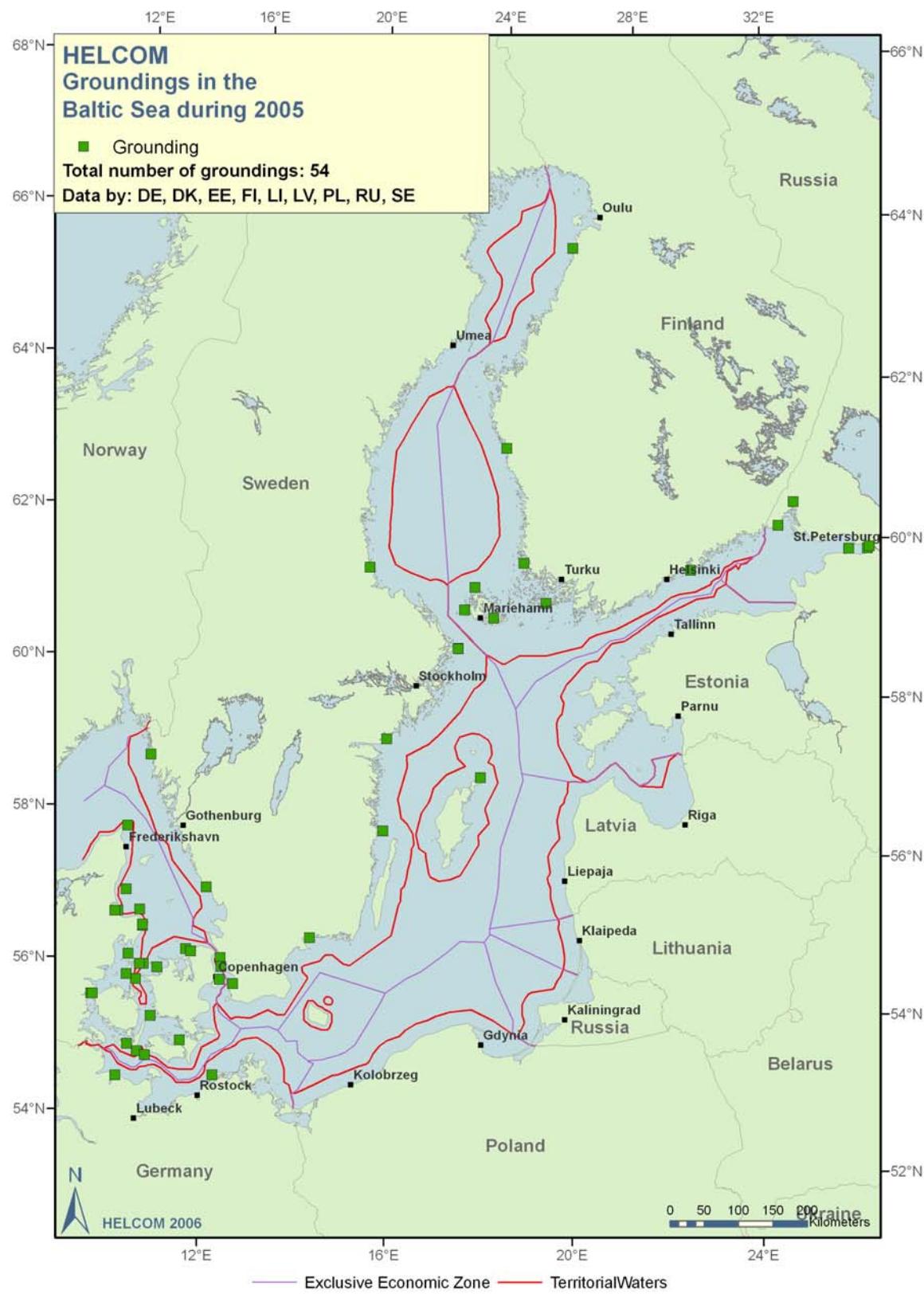


Figure 13

Groundings in the Danish straits and adjacent area (**Figure 14**) account for more than a half of all groundings registered in 2000-2005. Moreover, the statistics do not show any decrease in the number of groundings in the area in recent years (**Figure 15**).

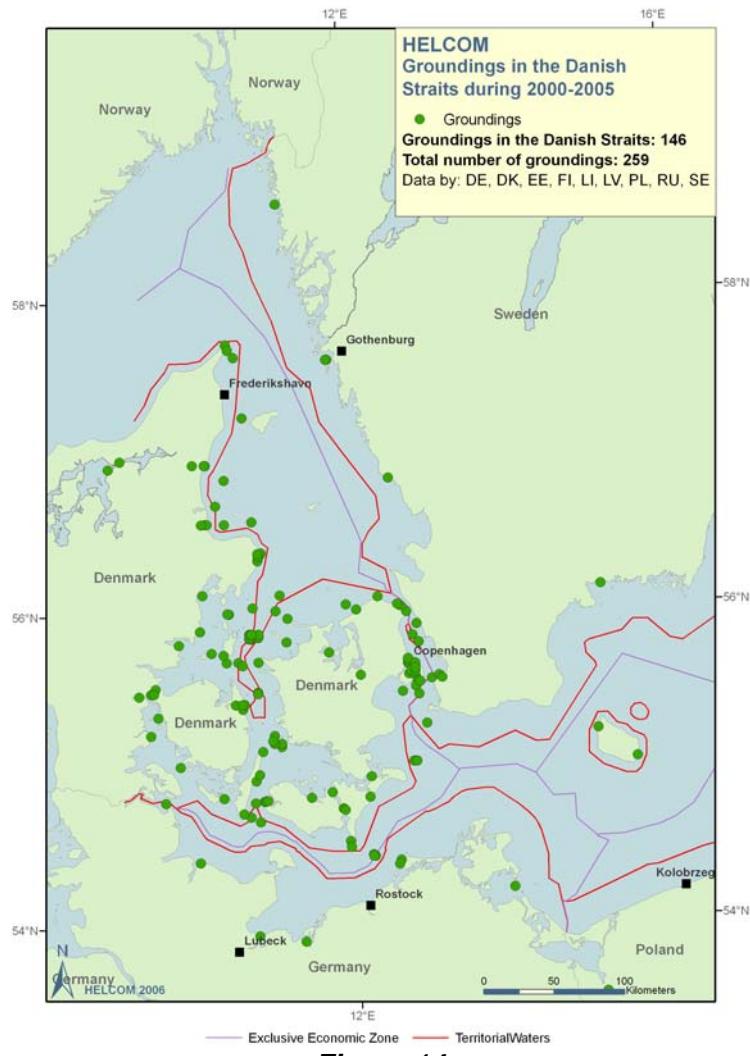


Figure 14

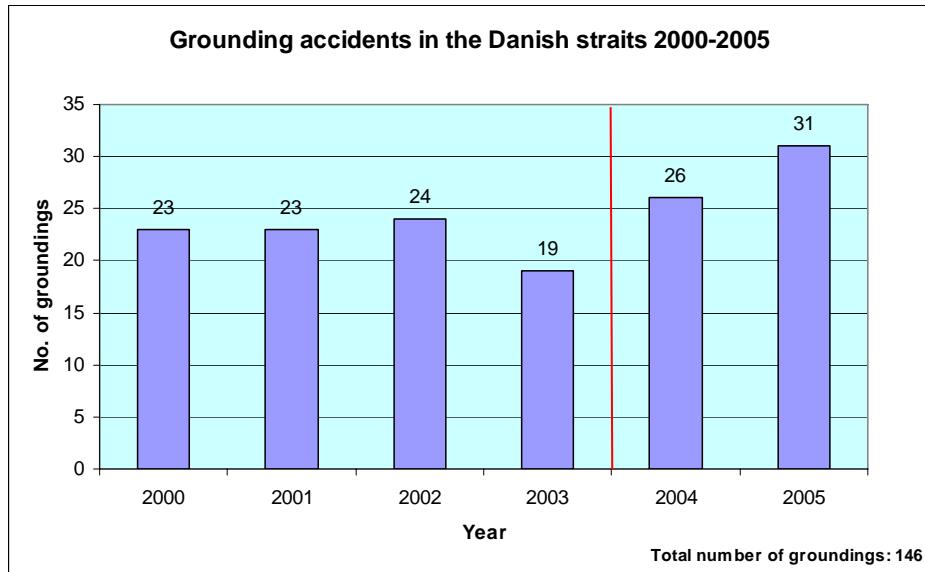


Figure 15

Groundings in the Gulf of Finland area illustrated by **Figures 16 and 17**.

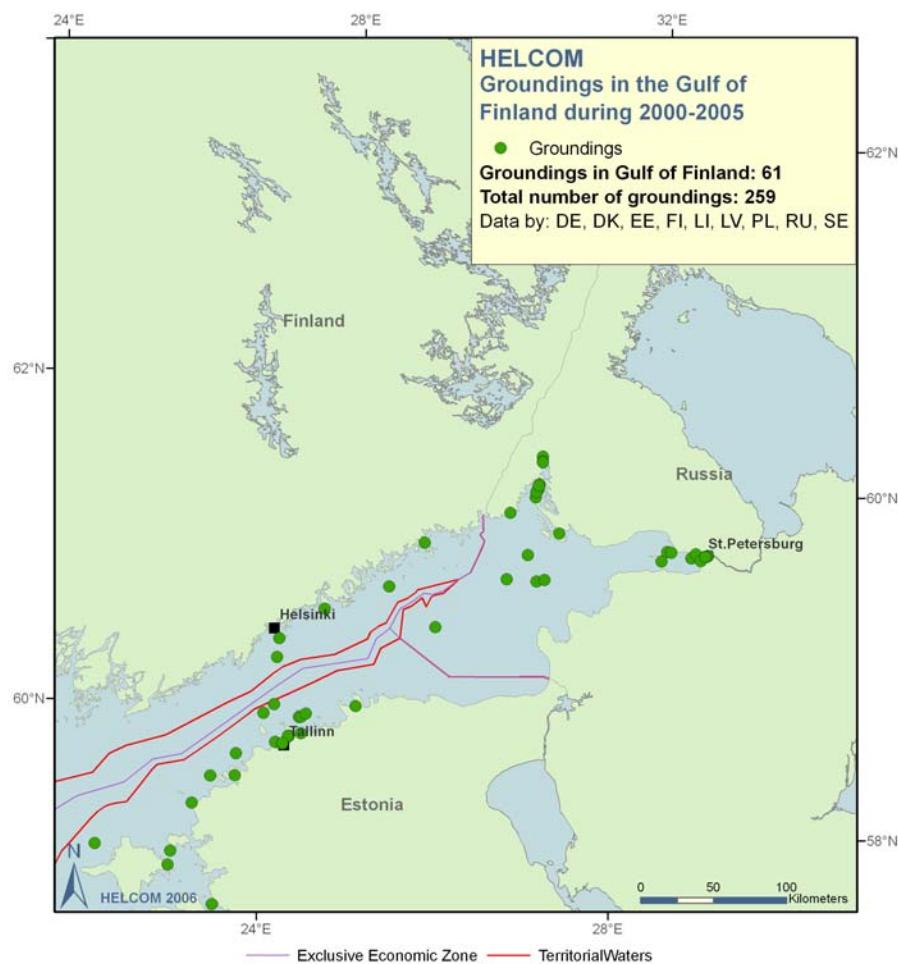


Figure 16

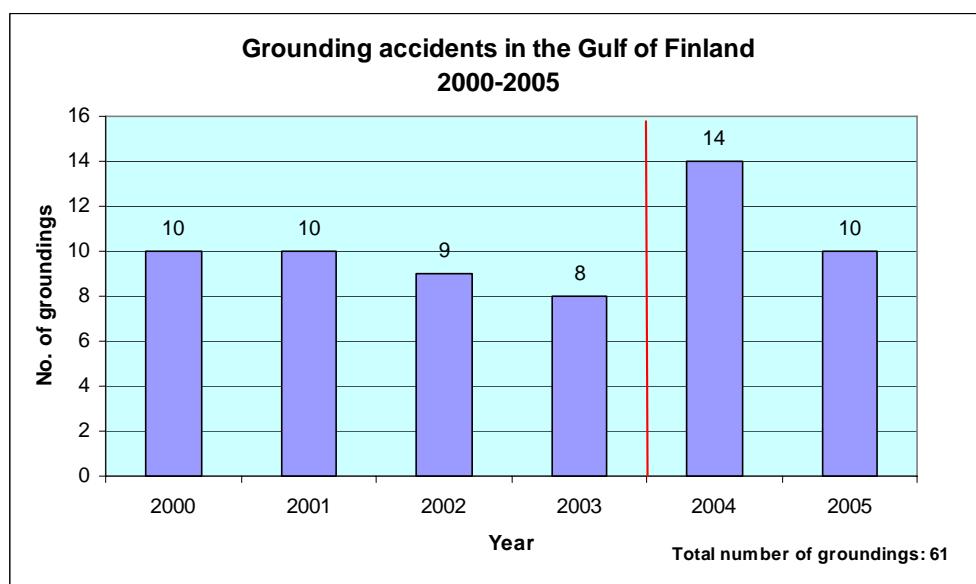


Figure 17

Figure 18 illustrates the pilot presence on board during grounding accidents in 2005. Significantly improved data provides a good basis for further analysis of the relation between groundings and the absence of pilot on board.

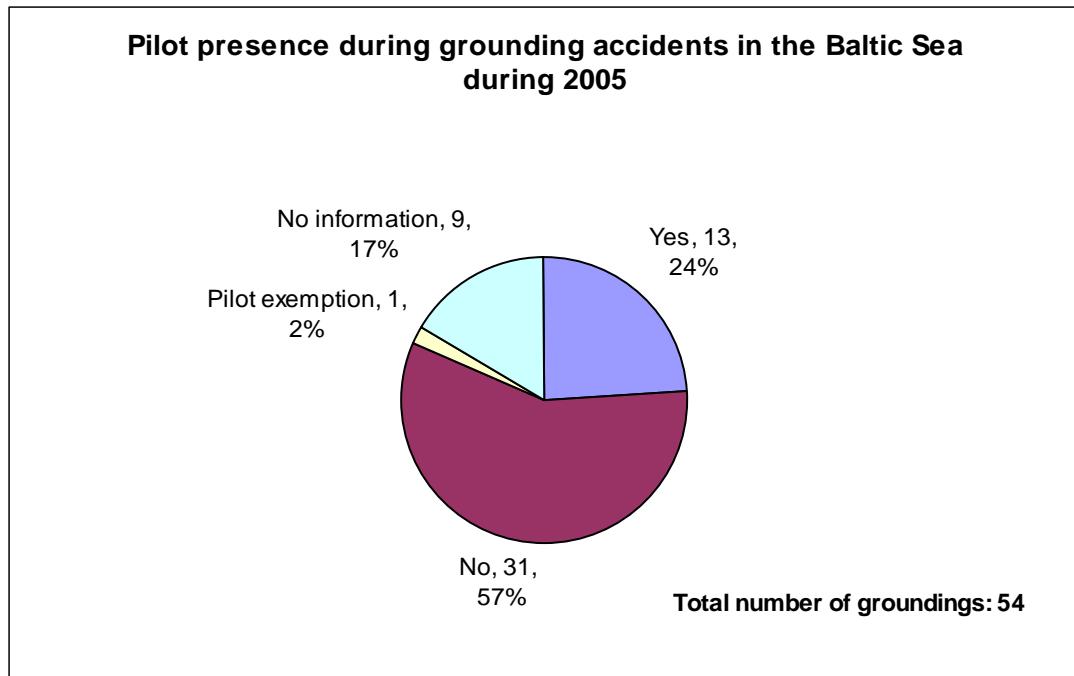


Figure 18

Collisions

Amounting to 57 cases or 38 % of all accidents in 2005 and 153 cases (28%) in 2000-2005, respectively, collisions became the most frequent type of shipping accident in the Baltic in 2005. Moreover, the number of reported collisions has been increasing significantly during last years (**Figure 19**).

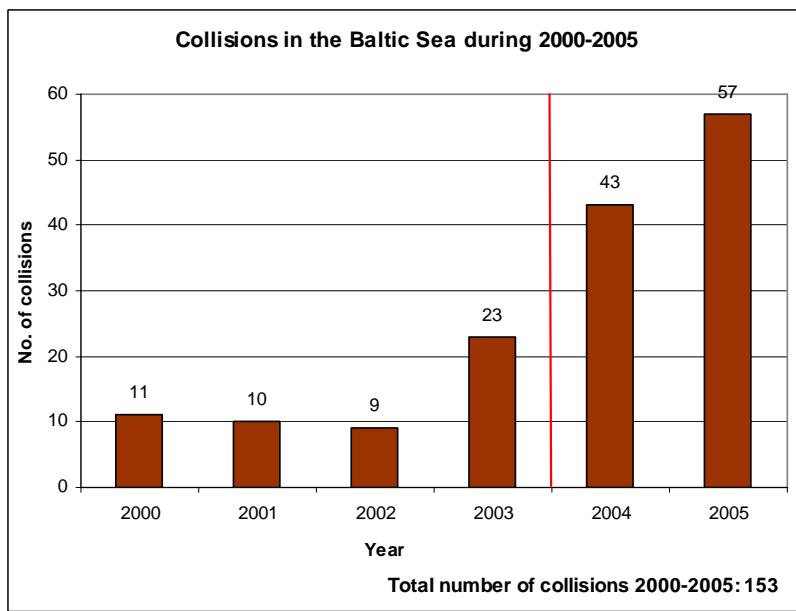


Figure 19

Ship to ship collisions account for 60% of all collision cases in 2005 and the rest of the cases were collisions with fixed and/or floating structures, e.g. peers, navigation signs etc. (**Figure 20**).

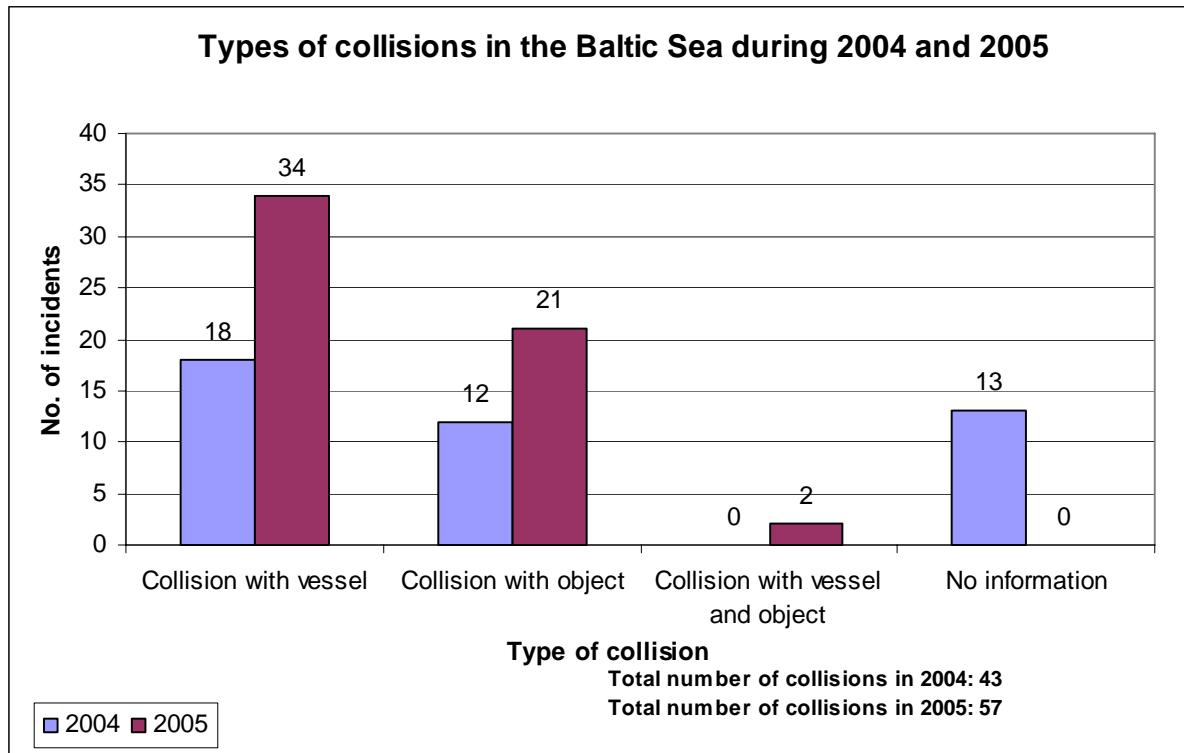


Figure 20

Spatially collisions are not so clearly accumulated in few areas as groundings but the maps of collisions during 2005 (**Figure 21**) and during 2000-2005 (**Figure 22**) are pointing to the Danish straits and the ports (approaches to ports) as the most risky areas for ships to collide. Some trend of growth in the number of collisions in these areas can be identified (**Figures 23-26**).

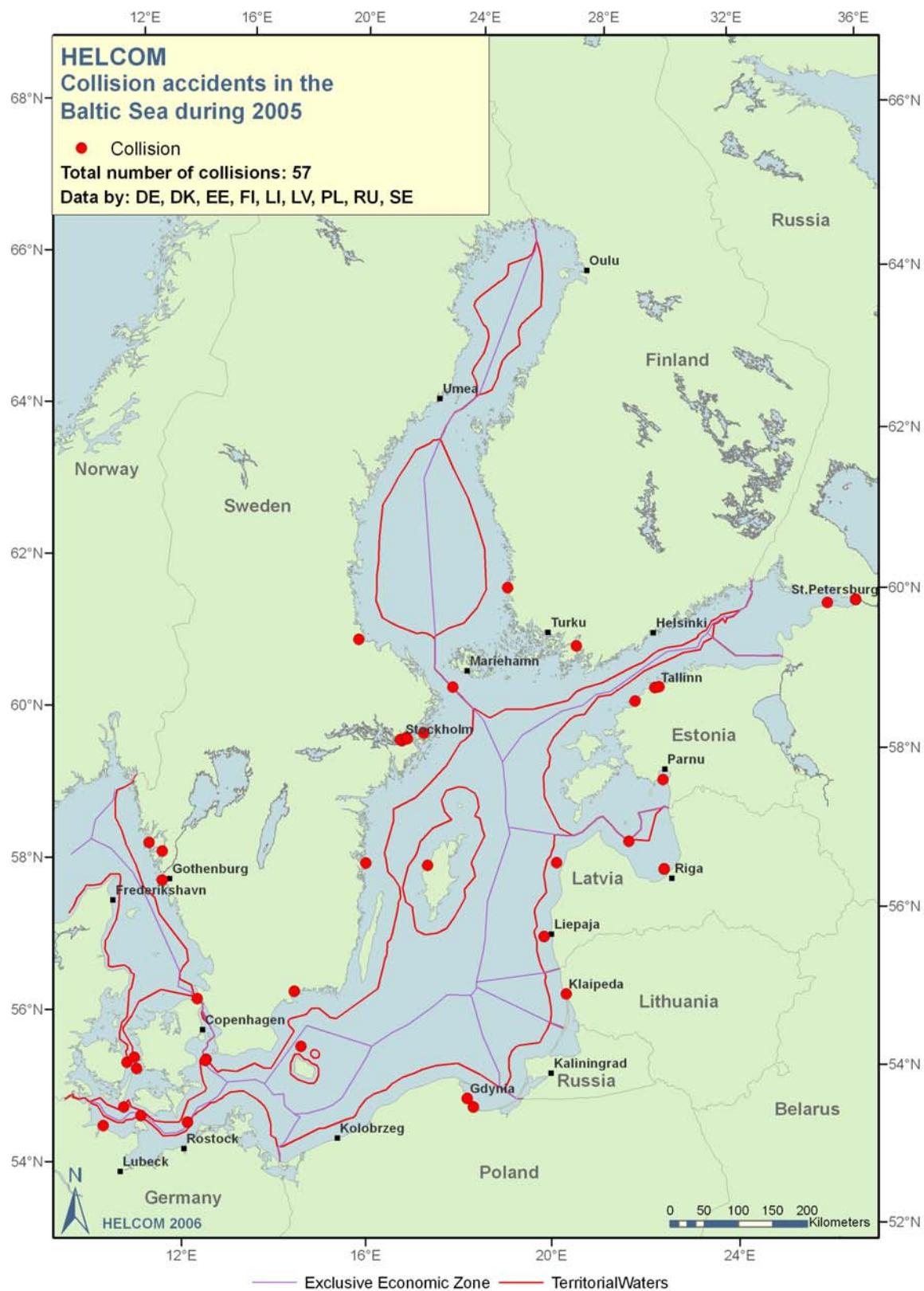


Figure 21

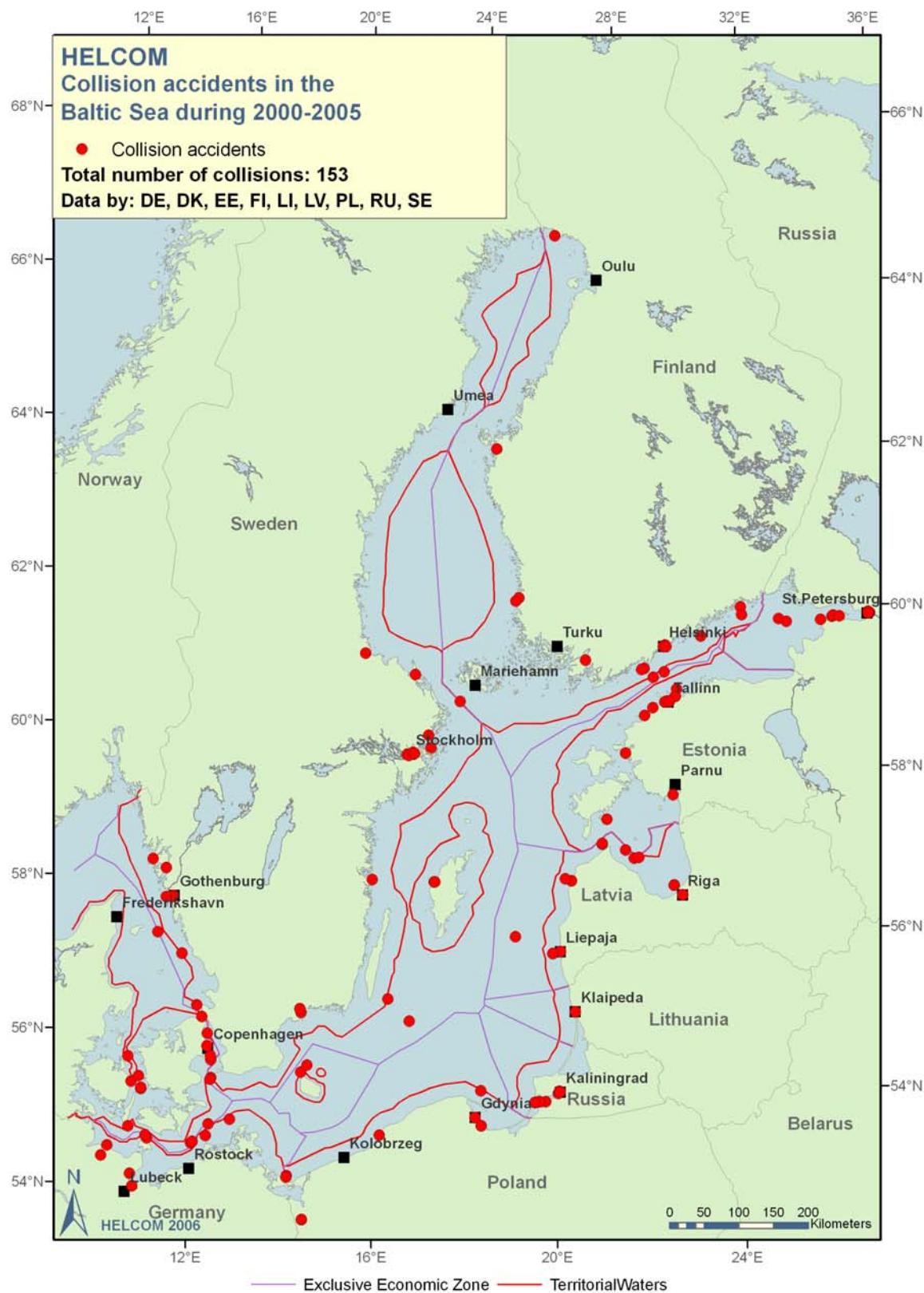


Figure 22

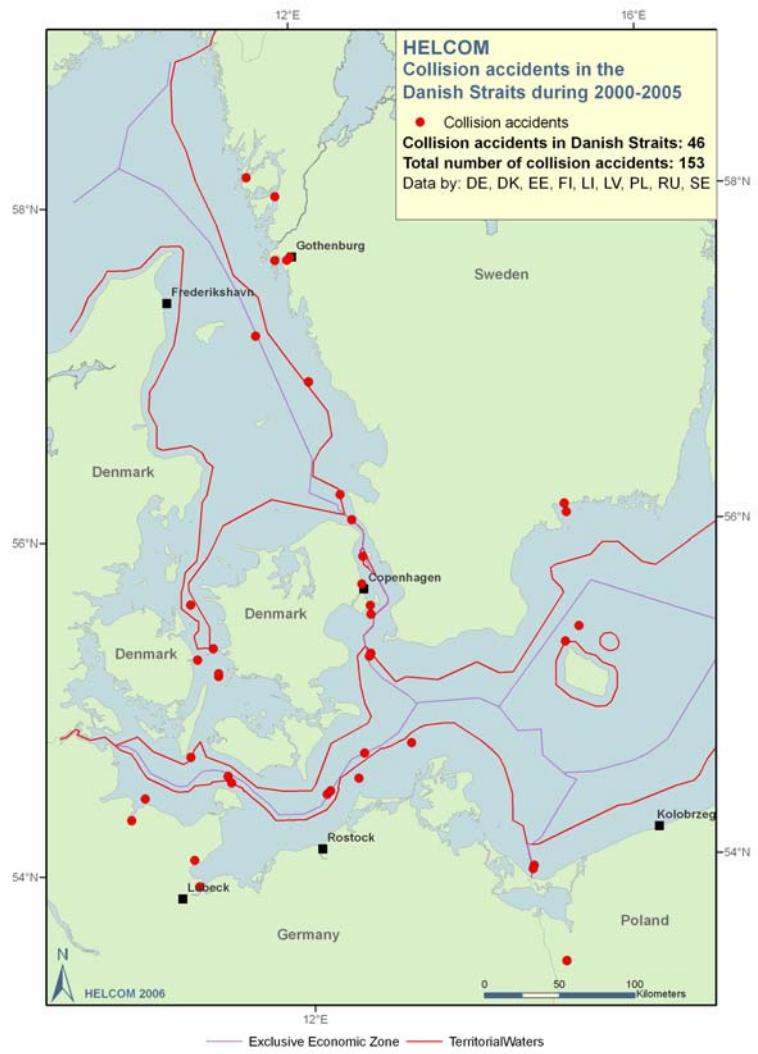


Figure 23

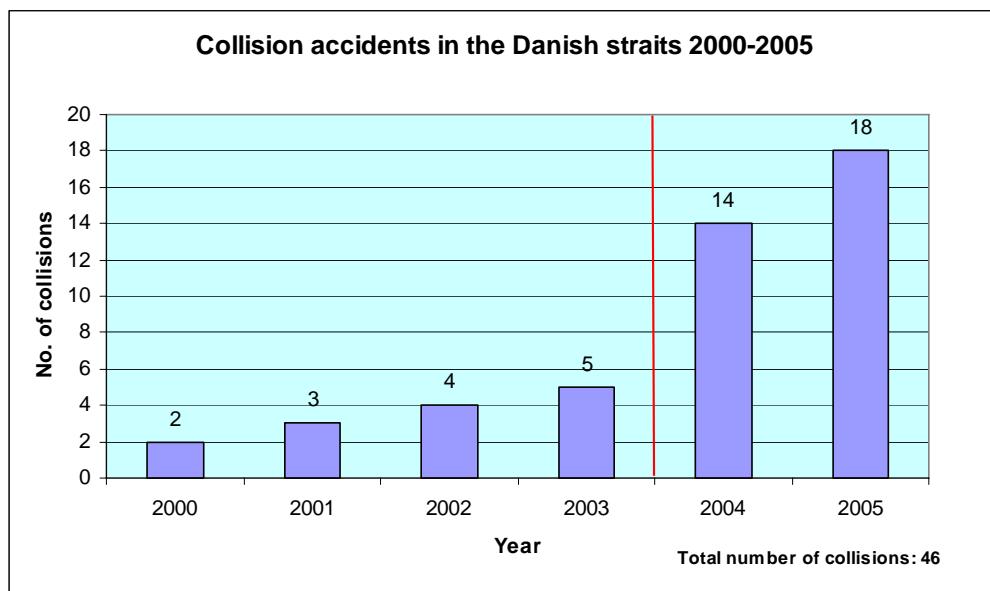


Figure 24

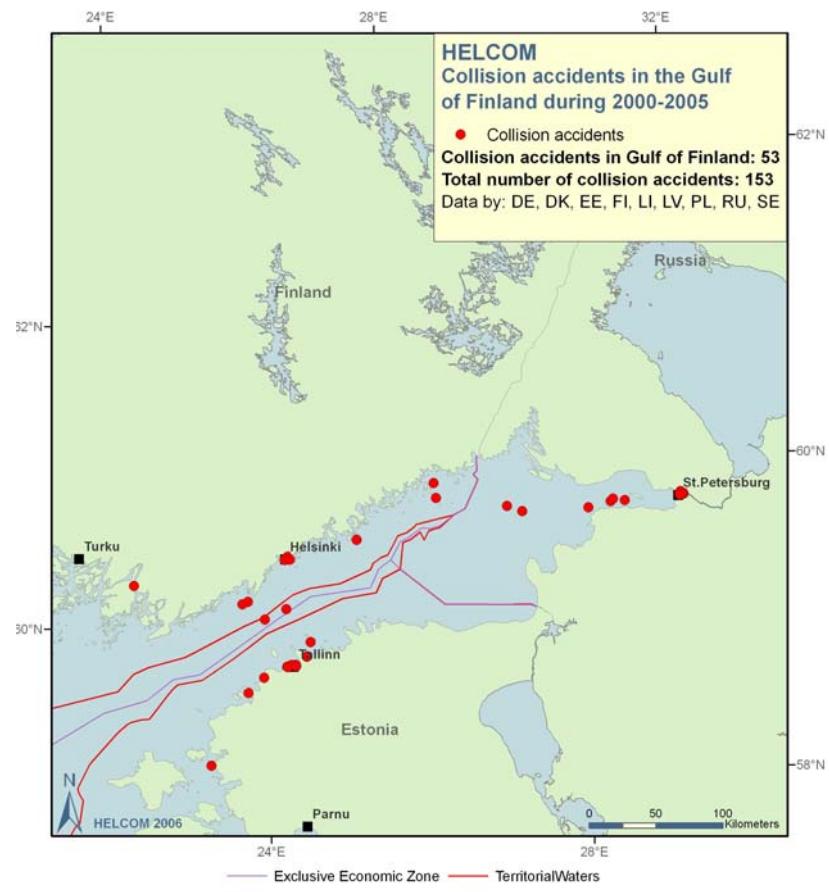


Figure 25



Figure 26

Since July 2005 HELCOM AIS has been able to provide additional information for the analysis of each individual collision case by respective Contracting States and the findings of such investigations would be useful to be discussed during HELCOM MARITIME meetings with a view to identify the possible need and possibilities of HELCOM actions in this area.

Accidents with pollution

Accidents with pollution traditionally get more attention of the competent authorities and media. According to the 2000-2005 data, 8-9 % of the reported accidents end up with some kind of pollution. The spatial distribution of the accidents in 2005 causing pollution can be seen in **Figure 27**. 13 accidents with pollution were reported in 2005, as presented in **Figure 28** and **Table 3**.

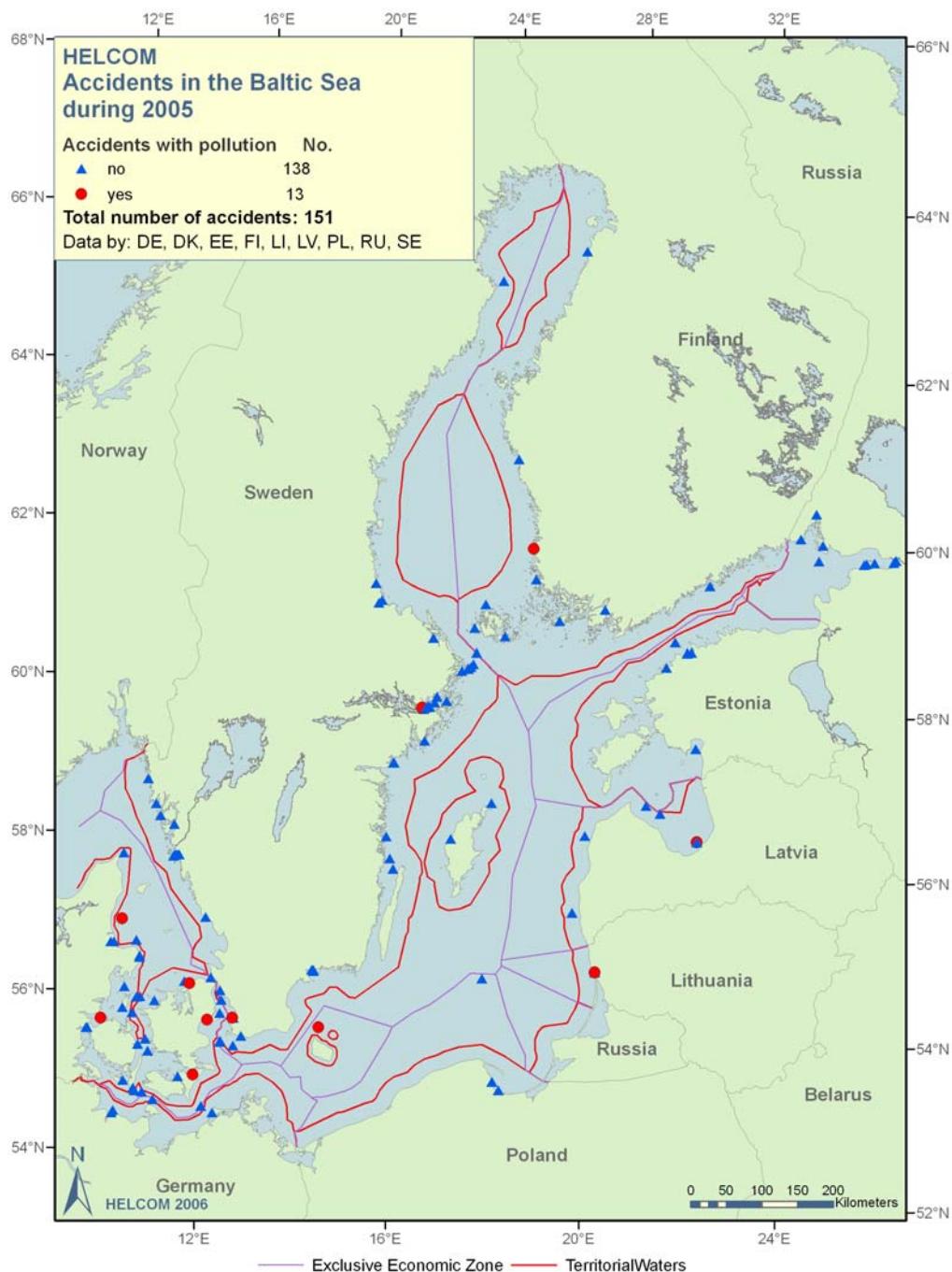


Figure 27

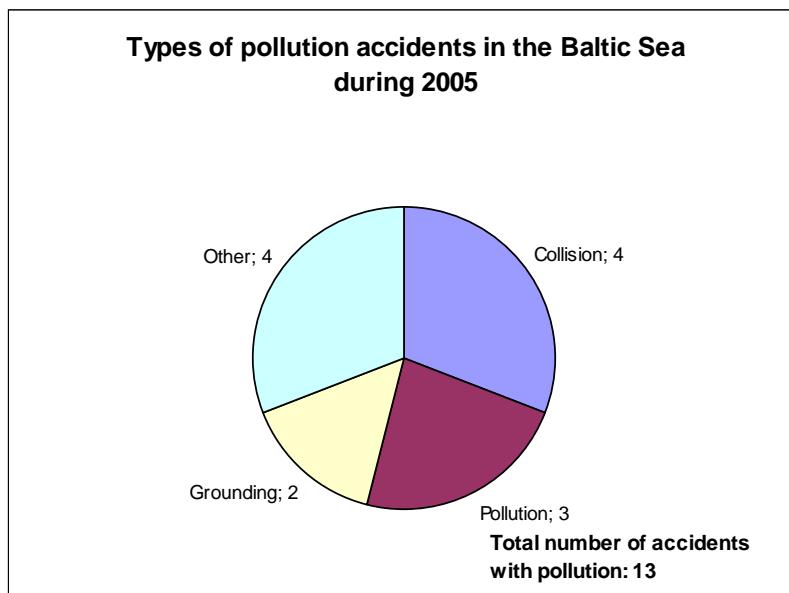


Figure 28

Country	Date	Ship(s), ID, flag	Ship type(s)	Size (GT)	Cargo	Type of accidents	Cause	Type and amount of pollution
Denmark	15.02.05	KCL Banshee, IMO: 8221363	Cement carrier	3615		Grounding	Extreme weather conditions	Diesel oil
Denmark	12.3.05	Baltic Tara/Ramona, IMO: 9052707 / C/S: OU4878	General cargo/Fishing	26506 / ?		Collision	Operational error committed by others/faulty bridge discipline	Diesel Oil
Denmark	12.08.05	Susan, OWDT	Fishing	3,5		Grounding	Technical error at main steering engine	Diesel Oil
Denmark	20.08.05	?????				Loss	n/a	Diesel Oil
Denmark	10.09.05	Bamse	Pleasure			Loss	n/a	Diesel Oil
Denmark	30.11.05	Unique	Pleasure	?		Loss	n/a	Diesel Oil
Finland	30.11.05	OISV, FI	Barge	698	dry cargo (wood)	Collision with fairway-mark	External factor (wind) + human factor	701 m3 of wood fell into the sea
Lithuania	11.05.05	8121044, DE	Dredger	2172	Nil	Fuel oil spillage during bunkering	Human factor	Fuel oil; 71 l collected from the water
Lithuania	11.12.05	7600768, MT	Dry cargo vessel		Phosphate 33000	Oil spill	Human factor	Fuel oil 5m ³
Latvia	17.01.05	Silene, LV	Oil tanker	744	Bunker	Contact with bollard	Human factor	MDO 0.5m ³
Latvia	04.03.05	Vikland, MT	Oil tanker	6763	Oil	Pollution	Technical factor	Gasoline 0.1m ³
Sweden	14.10.05	SHCB, SE	Other vessel	814	Empty	Collision with other object	The task not well planned	Oil (diesel)
Sweden	18.02.05	SICD, SE	Passenger which is used in intern. Traffic	33163	Cars + passengers	Spillage	Other conditions concerning the construction and maintenance of the ship	Bunker oil

Table 3

Denmark	25.10.2005	h:50:00		56,0333	10,5833	Rodina, IMO: 7741328	bulk carrier	30596	n/a		Grounding	no info	n/a	n/a	n/a	n/a		no				
Denmark	11.11.2005	h:58:00		55,9000	10,8500	Ever Mighty, IMO: 9128489	bulk carrier	39376		13	Grounding	human factor	navigatorial error	no		the hull was indented		no				
Denmark	24.11.2005	h:18:00		55,7667	10,5333	Fortuna	n/a	??		0	Grounding	other	n/a	n/a		indentation to the hull		no				
Denmark	25.11.2005	h:06:00		57,7167	10,6000	Barbara, IMO: 6607185	general cargo	1068	n/a		Grounding	no info	n/a	n/a	n/a	n/a		no				
Denmark	30.11.2005	h:30:00		55,6333	10,0500	Unique	pleasure	?		n/a	Other	no info	n/a	n/a			yes	diesel oil				
Denmark	03.12.2005	h:28:00		55,6667	12,7000	Hringur, IMO: 8956669	fishing	473		0	Grounding	other	n/a	n/a		scratches on the ship's side, keel and indentation to the propeller	no					
Denmark	06.12.2005	h:44:00		55,2167	11,0833	Vertigo/Zierna Lodzka, IMO: 8417601/8418746	bulk carrier / do.	15502 / 17458	n/a		Collision	no info	n/a	n/a/n/a		n/a		no				
Denmark	28.12.2005	h:20:00		54,7000	10,9333	No Sydstrøm, IMO: 8008412	tanker	1881		0	Grounding	other	n/a	n/a	n/a		no					
Estonia	09.02.2005	h:26:00		58,2583	24,3722	Nova, NL	general cargo	1978		4	peatmoss in bulk	Collision	external factor	Icing	no	operation of the ship		no	no			
Estonia	22.02.2005	h:10:00		59,3389	24,0861	Orfeas, MH	bulk carrier	30228		11,35	steel scrap for smelting	Collision	human factor	heavy waves	yes	operation of the ship	minor hull damages	no	no			
Estonia	01.04.2005	h:56:00		59,4611	24,6611	Beluga Endeavour, AG	general cargo	9611		6,4	containers	Collision	human factor	heavy waves	yes	speed limits	minor hull damages	no	no			
Estonia	29.06.2005	h:50:00		59,4583	24,6639	Akvile, LT	general cargo	3893		4,4	ballast	Collision	external factor	and hard winds	yes	weather restriction	hull damages of the deck construction	no	no			
Estonia	30.08.2005	h:14:00		59,4556	24,7776	Translandia, FI	passenger ro-ro cargo ship	13700		5,7	rolling stock (vehicles)	Collision	human factor	tension and	yes	speed limits	hull damages above water line	no	no			
Estonia	27.09.2005	h:36:00		59,7389	19,2417	Regina Baltica, EE	passenger ferry	18345		5,38	rolling stock (vehicles)	Grounding	technical factor	passage on the narrow waterway	no	operation of the ship	hull and quay structures damaged	no	no			
Finland	22.03.2005	h:00:00	Archipelago Sea	60,0667	20,2667	OITQ, FI	passenger/car ferry	854		passengers	Grounding	technical factor			no		minor hull damages underwater part	no	no			
Finland	01.04.2005	h:00:00		60,7175	21,2858	CQSW, PT	tanker (double hull)	3790		ballast	Grounding	technical factor	captain had small amounts of alcohol in blood	yes		dents		no	no			
Finland	19.04.2005	h:00:00		62,2467	21,3683	P3YL9, CY	dry cargo vessel	3183		ballast	Grounding	technical factor		yes		dents	no	no				
Finland	23.05.2005	h:00:00		60,2278	19,5417	OIJJ, FI	passenger/car ferry	6850		passengers	Grounding	technical factor		no		hull damage	no	no				
Finland	27.05.2005	h:00:00		60,1528	21,6856	ZOTZ8, UK	ro-ro ship	11530		dry cargo	Grounding	technical factor		yes		none	no	no				
Finland	30.09.2005	h:00:00		60,5000	19,9036	OJLG, FI	dry cargo vessel	2068		bulk (dry)	Grounding	other		no		dents & cracks in bulb	no	no				
Finland	02.11.2005	h:00:00		64,6694	24,4028	PFIA, NL	dry cargo vessel	6142		bulk (dry)	Grounding	external factor + human factor		yes		none	towing	no				
Finland	05.11.2005	h:00:00	Archipelago Sea (Strömma)	60,1911	22,8744	OITK, FI	dry cargo vessel	1197		bulk (dry)	Collision	technical factor + human factor		no	lockin/out and communication neglected	small dents	no	no				
Finland	30.11.2005	h:00:00	Archipelago Sea	61,1000	21,3500	OISV, FI	barge	698		dry cargo (wood)	Collision	external factor + human factor		no	bad seamanship	some damage in bow	no	yes	wood fell into the sea	701 m3		
Finland	10.12.2005	h:00:00		60,2167	25,5944	SMTW, SE	oil tanker (double hull)	8770		oil	Grounding	technical factor		yes		hole in b/w tank	no	no				
Lithuania	11.05.2005	h:40:00	Port of Klaipėda	55,7167	21,1333	8121044, DE	dredger	2172		5	oil	Pollution	human factor		no	bunkering operation	dents & cracks	specialised oil recovery ships	yes	fuel oil	71 l collected from the water	
Lithuania	29.05.2005	h:10:00	Port of Klaipėda	55,7167	21,1333	7528594, BZ	ro-ro cargo Ship	14374		7,3	general cargo	Collision	human factor		yes	operation of the ship	environment pollution	no	no			
Lithuania	11.12.2005	h:00:00	Port of Klaipeda Berth 69	55,7167	21,1333	7600768, MT	dry cargo vessel		35271	11,2	phosphate 33000	Pollution	human factor		no	operation of the ship	damage to the berth	no	yes	fuel oil	5m³	
Latvia	09.01.2005	h:55:00	Ventspils	57,4379	21,4111	Northern Bell Nis, NO	oil tanker	44324		9,8	oil	Collision	external factor	hard winds (hurricane)	no	operation of the ship	environment pollution	tug harbour	no			
Latvia	17.01.2005	h:02:00	Riga	57,1083	23,9490	Silene, LV	oil tanker	744		2,8	bunker	Collision	human factor	no	no	operation of the ship	hull plating	no	yes	mdo	0.5m³	
Latvia	26.01.2005	h:55:00	Riga	57,1083	23,9490	Sankt Peterburg, RU/Baltic Meridian, LR	oil tanker/reefer	4378/10424		3/6,9	ballast/ballast	Collision	technical factor	no	yes	deficiency of the ship	leakage	no	no			
Latvia	04.03.2005	h:00:00	Riga	57,1083	23,9490	Vikland, MT	oil tanker	6763		oil	Pollution	technical factor	no	no	deficiency of the ship	light/light	no	yes	gasoline	0.1m³		

Latvia	23.03.2005	h:53:00		57,5472	23,2417	Varma, LV/Maciej Rataj, MT	Ice breaker/general cargo	4121/215 31	7/6.2	no/ballast	Collision	technical factor	no	no	deficiency of the ship	no	no	no			
Latvia	29.04.2005	h:54:00	Liepaja	56,5064	20,8296	Wilson Gijon, BB	general cargo	2514		4 ballast	Collision	technical factor	no	yes	deficiency of the ship	light/hull plating	no	no			
Latvia	17.05.2005	h:44:00	Liepaja	56,5064	20,8296	Emerald, LV	general cargo	2795		5,2 scrap metal	Other	human factor	no	no	operation of the ship	hull plating	no	no			
Latvia	24.08.2005	h:03:00	Riga	57,1083	23,9490	Silene, LV	oil tanker	744		2,9 bunker	Fire	technical factor	no	no	deficiency of the ship	no	no				
Latvia	28.09.2005	h:15:00	Riga	57,1083	23,9490	Alpina, BZ	general cargo	2861		ballast	Collision	technical factor	no	no	operation of the ship	no	no				
Latvia	16.10.2005	h:01:00	Liepaja	56,5064	20,8296	Baltic Tara, AG	general cargo	2650		3,4 ballast	Collision	human factor	no	yes	use of pilot	light	no	no			
Latvia	14.11.2005	h:04:00	Riga	57,1083	23,9490	Silene, LV/Hemo, AG	oil tanker/general cargo	744/2240	2,7/5.1	bunker/timber	Collision	external factor	hard winds	no	weather restriction	hull plating	no	no			
Latvia	22.12.2005	h:35:00		57,6778	22,9472	Fryken, AN	oil tanker	3987		5 ballast	Fire	technical factor	no	no	deficiency of the ship	no/light	no	no			
Poland	24.02.2005		Gdynia harbour	54,5333	18,5500	Komet III, IMO: 8919831, UK	container	4169		5,5 containers	Other	human factor	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Poland	28.03.2005		Gdansk harbour	54,4167	18,6667	Kopalnia Zoflowka, IMO: 7361520, PA	bulk	9117		8,5 bulk cargo	Collision	human factor	n/a	yes	n/a	n/a	n/a	n/a	n/a	n/a	
Poland	30.07.2005		Gdynia harbour	54,5333	18,5500	Stena Baltica, IMO: 8416308, Baltic Sea	ferry	31189		5,5 people, trailers	Collision	external factor	n/a	no	ferry exceeded allowed speed on the fairway	n/a	no	n/a	n/a	n/a	
Poland	08.10.2005			55,8389	18,6056	Stena Baltica, IMO: 8416308, Baltic Sea	ferry	31189		5,5 people, trailers	Other	human factor	n/a	no	n/a	bow doors, bulbous bow	no	n/a			
Poland	16.10.2005		Gdynia Harbour	54,5333	18,5500	North Ocean, IMO: 7530016, PL	stern trawler	1846		6 n/a	Other	other	n/a	no	n/a	n/a		n/a			
Poland	07.11.2005		Gdansk Harbour	54,4167	18,6667	OCL Nevsky, IMO: 9231834, LU	container	9981		7 containers	Collision	technical factor	n/a	yes	n/a	n/a		n/a			
Poland	08.12.2005		Gdynia harbour	54,5333	18,5500	MCS Patricia, IMO: 9000209, PA	container	13651		8,5 containers	Collision	human factor	n/a	yes	n/a	minor damage of the hull		n/a			
Russia	11.01.2005		Port St. Petersburg	59,9333	30,3000	mv A. Grin, IMO: 9057331, RU	general cargo	2319		3 ballast	Collision	technical + human factor	no	yes	ship order	dents of the ship's bulbous bow	no	no			
Russia	11.03.2005			60,0000	29,5567	Sestro-Retsk, RU/lb Ermak, RU	dry cargo vessel/ice-breaker	3415/140 59		3,2 wood 3000 m3	Collision	human factor	heavy ice	no	navigation rules	damage to other vessel	no	no			
Russia	25.03.2005			60,0000	29,5000	Alexandr Baskin, RU	pilot boat	91		2,2 no	Other	human factor	heavy ice	no	local rules	damage to propeller shafts	salvage	no			
Russia	16.04.2005			59,9167	30,2333	mv Atherton Ice, IMO: 7711866, KH	refrigerator	3095		5,9 ballast	Grounding	human factor	river current	yes	no tugs	sunken	towing	no			
Russia	29.04.2005		Port St. Petersburg	59,9333	30,3000	mv Amur-2540, IMO: 8857045, RU	general cargo	3086		3 ballast	Grounding	human factor	no	yes	navigation rules	no	no	no			
Russia	12.05.2005		Port St. Petersburg	59,9333	30,3000	mv Nevsky-25, RU	bulk	2250		2,4 ballast	Grounding	human factor	no	no	navigation rules	damage to hull	towing	no			
Russia	17.05.2005		Port St. Petersburg	59,9333	30,3000	mv Storm Bay, IMO: 8307911, VC	reefer	10325		7,3 ballast	Grounding	human factor	storm weather	yes	navigation rules	no	no	no			
Russia	22.05.2005		Gulf of Finland	59,6222	24,4333	MV Ladoga-106, IMO: 8700060, RU	general cargo	1853		4,1 metal, wood 1941 t	Machinery damage	technical factor	no	no	no	damage to vessel, lock	no	no			
Russia	16.06.2005		Port St. Petersburg	59,9333	30,3000	mv Baltic Meridian, IMO: 7710927, LR	reefer	10424		7,5 ref. cargo 4357 t	Collision	human factor	no	yes	navigation rules	damage to port engine	no	no			
Russia	19.06.2005		Port St. Petersburg	59,9333	30,3000	mv Sormovs-kiy-118, IMO: 7943287, RU	general cargo	2478		4 wood 3102 m3	Collision	human factor	no	yes	navigation rules	damage to borth vessels	no	no			
Russia	29.06.2005		Port St. Petersburg	59,9333	30,3000	mv Argonaut, IMO: 7639642, BZ	general cargo	2361		3,5 ballast	Collision	human factor	no	yes	navigation rules	damage to borth vessels	no	no			
Russia	04.07.2005		Port St. Petersburg	59,9333	30,3000	mv Santos Star, IMO: 7117319, BS	reefer	14512		6,9 ballast	Collision	human factor	no	yes	yes	damage to other vessel	no	no			
Russia	08.07.2005		Gulf of Finland	60,1917	28,4250	Vih, IMO: 6873742, RU/Shstandart, Russia	tug-boat/dumb barge	164/65		3,4/1.0 no/no	Technical failure	technical + human factor	no	no	register, navigation, local rules	damage to vessel alongside	no	no			
Russia	01.08.2005		Port St. Petersburg	59,9333	30,3000	Mv Nevsky-22, RU	bulk	2250		2,5 ballast	Collision	technical factor	no	no	no	damage to berth	no	no			
Russia	22.08.2005		Port St. Petersburg	59,9333	30,3000	Siroko, IMO: 8523307, RU	tug-boat	333		3,4 n/a	Collision	human factor	no	no	navigation rules	damage to ship and vessels a/side	no	no			
Russia	14.09.2005			60,7667	28,7000	Ladoga-101, RU	dry cargo vessel	1853			Grounding	no info		yes		damage to vessel a/side		no			
Russia	20.09.2005		Port St. Petersburg	59,9333	30,3000	mv Walsertal, IMO: 8918796, NL	general cargo	5624		5,9 cont. 1505 t	Collision	human factor	no	yes	navigation rules		no	no			
Russia	20.10.2005		Port St. Petersburg	59,9333	30,3000	mv Argonaut, IMO: 7639642, BZ	general cargo	2361		n/a	ballast	Collision	human factor	no	yes	no	damage to both vessels	no	no		
Russia	21.10.2005		Port St. Petersburg	59,9333	30,3000	Ecomarin-1, RU	water cleaning station	3950		2,2 n/a	Explosion	human factor	no	no	fire rules	damage to both vessels	shore fire gang	no			

Russia	22.10.2005			59,9833	29,7667	OOCL Nevskiy, IMO: 9231834, LU	container ship	9981		8,8	cont. 7845 t	Grounding	technical factor	no	yes	no	one crew life, damage to vessel	no	no					
Russia	21.11.2005		Port St. Petersburg	59,9333	30,3000	mv Green Maloy, IMO: 8804579, UK	reefer	5084		6,1	ref. cargo 1550 t	Grounding	technical factor	no	yes	navigation rules		no	no					
Russia	01.12.2005		Port St. Petersburg	59,9333	30,3000	mv Asari, IMO: 8898374, RU	bulk	634		3,7	ground 450 m3	Grounding	external factor	n/a	no	no	damage to propeller	n/a	no					
Russia	24.12.2005	Berth N1 of port Primorsk		60,3667	28,6333	Sakhalin Island, CY	oil tanker	120000		8,6	ballast	Other	other	foul a contact of a vessel with stationary hydrotechnical structure	yes	non observance of the standard practical techniques and ship preparation of the sea	damage to hull	no	no					
Russia	01.11.2005			60,517	28,133	Suvetar, FI	pleasure boat				grounding	no info		no		no								
Sweden	22.01.2005	h:45:00		57,3333	16,8667	SWXO, GR	dry cargo	6467		7,4	bulk	Other	other		no		not known		no					
Sweden	08.02.2005	h:20:00		60,9333	17,1833	ZDGE6, GI	dry cargo	2785		5,68	dry cargo/mixed cargo/containers	Grounding	human factor		no		less serious casualty		no					
Sweden	11.03.2005			57,6833	11,8333	PCGE, NL	ro-ro	21005		7,5	unknown	Technical failure	technical factor		n/a		less serious casualty		no					
Sweden	20.03.2005	h:15:00		58,6667	17,1500	PBDM, NL	dry cargo	2535		5,42	dry cargo	Grounding	human factor		no		less serious casualty		no					
Sweden	15.03.2005	h:15:00		57,6833	11,8167	SHCX, SE	ro-ro	16948		5,37	trailers/flat bed	Machinery damage	other		pilot exemption cert.		less serious casualty		no					
Sweden	08.04.2005	h:30:00		55,6000	13,0000	J8UE2, VC	dry cargo	1181		4,5	ballast	Grounding	other		no		less serious casualty		no					
Sweden	14.04.2005	h:55:00		58,6667	17,1333	ESXF, EE	dry cargo	999		4,66	dry cargo	Other	other		no		less serious casualty		no					
Sweden	26.04.2005	h:50:00		56,1167	12,5333	LJLQ3, NO	cold transport vessel	2380		4,73	unknown	Collision	other		no		less serious casualty		no					
Sweden	24.05.2005	h:50:00		56,1500	14,8167	P3NP6, CY	dry cargo	21142		11,35	oil/oil products	Collision	other		yes		less serious casualty		no					
Sweden	24.05.2005	h:50:00		56,1500	14,8167	LDJB3, NO	dry cargo	1881		5,41	ballast	Collision	human factor		no		less serious casualty		no					
Sweden	03.06.2005	h:42:00		56,1500	14,8500	V2PY5, AG	dry cargo	2345		5,31	ballast	Grounding	other		no		less serious casualty		no					
Sweden	17.07.2005	h:30:00		56,1333	14,8500	J8B3078, VC	dry cargo	1719		3	ballast	Technical failure	technical factor		yes		less serious casualty		no					
Sweden	03.08.2005	h:00:00		58,0167	19,3500	J8B3075, VC	dry cargo	1547		unknown	Grounding	human factor		no		less serious casualty		no						
Sweden	23.08.2005	h:05:00		57,6667	11,7667	PCIT, NL	container vessel	4984		7,06	dry cargo	Technical failure	technical factor		yes		less serious casualty		no					
Sweden	21.11.2005	h:50:00		57,4667	16,8167	OUZE6, DK	dry cargo	494		3,7	cry cargo	Grounding	other		n/a		less serious casualty		no					
Sweden	11.07.2005	h:30:00		56,8833	12,4667	ZDFE4, GI	dry cargo	4071		5,7	dry cargo	Grounding	human factor		yes		less serious casualty		no					
Sweden	01.12.2005			59,3000	18,0167	SDHJ, SE	dry cargo	1155		4,25	dry cargo	Collision	other		no		less serious casualty		no					
Sweden	26.12.2005	h:00:00		60,1667	18,4667	SGHZ, SE	dry cargo	2877		6,85	bulk	Fire	technical factor + human factor		no		less serious casualty		no					
Sweden	23.12.2005	h:00:00		64,5000	21,8333	P3FF6, CY	bulk carrier	2818		5,81	dry cargo	Other	human factor		no		less serious casualty		no					
Sweden	16.08.2005	h:40:00		58,1833	11,4833	SIHV, SE	tug- and towing vessel	496		3,2	empty	Collision	other		no		less serious casualty		no					
Sweden	14.10.2005	h:00:00		59,3167	17,9833	SHCB, SE	other vessel	814		3	empty	Collision	human factor		no		less serious casualty		yes	oil (diesel)				
Sweden	10.11.2005	h:45:00		58,6500	11,2000	OZLP, DK	Working ship	582		2,77	bulk	Grounding	other		no		Serious casualty		no					
Sweden	05.01.2005	h:50:00		59,3667	18,6000	SBFW, SE	passenger	686		2,84	passenger	Collision	technical factor		no		less serious casualty		no					
Sweden	17.01.2005	h:48:00		59,3167	18,0833	OJLF, FI	passenger which is used in intern. traffic	35000		6,5	passenger	Technical failure	technical factor		pilot exemption cert.		less serious casualty		no					
Sweden	20.01.2005	h:42:00		55,2500	12,9667	SIEB, SE	passenger which is used in intern. traffic	42075		6,5	cars + passengers	Fire	technical factor		no		less serious casualty		no					
Sweden	31.01.2005	h:58:00		55,3000	12,6667	C6RA9, BS	passenger	12087			cars + passengers	Collision	other		no		less serious casualty		no					
Sweden	01.02.2005	h:20:00		59,7500	19,3167	SMQE, SE	passenger which is used in intern. traffic	25996		6	cars + passengers	Technical failure	technical factor		pilot exemption cert.		less serious casualty		no					

Sweden	04.02.2005	h:15:00		58,9000	17,9500	SGPI, SE	passenger which is used in intern. traffic	29746		6,4 cars+ passengers	Technical failure	technical factor		pilot exemption cert.		less serious casualty		no			
Sweden	09.01.2005	h:30:00		57,6333	18,2833	SGPI, SE	passenger which is used in intern. traffic	29746		6,4 empty	Collision	external factor		no		less serious casualty		no			
Sweden	08.02.2005	h:58:00		55,3667	13,1500	SEAU, SE	passenger which is used in intern. traffic	18060		5,8 cars + passengers	Fire	other		no		less serious casualty		no			
Sweden	18.02.2005	h:00:00		55,6000	12,9833	SICD, SE	passenger which is used in intern. traffic	33163		6,75 cars + passengers	Other	human factor		pilot exemption cert.		less serious casualty		yes	bunker oil		
Sweden	18.04.2005	h:15:00		57,6833	11,9000	SLOA, SE	passenger	900		4,33 empty	Other	human factor		yes		less serious casualty		no			
Sweden	01.05.2005	h:10:00		59,3667	18,3000	SBFW, SE	passenger	686		2,84 empty	Technical failure	other		no		less serious casualty		no			
Sweden	30.05.2005	h:21:00		59,7833	19,3833	SHNL, SE	passenger which is used in intern. traffic	34414		6,6 cars + passengers	Fire	human factor		no		less serious casualty		no			
Sweden	02.07.2005	h:55:00		59,7167	19,0667	SLVF, SE	passenger which is used in intern. traffic	6336		4,69 cars + passengers	Technical failure	technical factor		no		less serious casualty		no			
Sweden	27.09.2005	h:30:00		59,7333	19,2333	ESEJ, EE	passenger which is used in intern. traffic	18345		5,51 cars+ passengers	Grounding	technical factor		pilot exemption cert.		less serious casualty		no			
Sweden	02.03.2005	h:50:00		57,6833	11,7833	C6FY4, BS	oil tanker	58911		15,02 oil/oil products	Collision	other		yes		less serious casualty					
Sweden	08.04.2005	h:35:00		58,3333	11,3833	SJBU, SE	chemical tanker	2406		5,98 ballast	Technical failure	technical factor		pilot exemption cert.		less serious casualty					
Sweden	22.05.2005	h:00:00		59,3333	18,1333	V7CE2, MH	oil tanker	10937		9,44 ballast	Collision	human factor		yes		less serious casualty					
Sweden	11.06.2005	h:55:00		58,0667	11,8000	ONBP, HK	gas tanker Lpg	3465		5,8 unknown	Collision	human factor		yes		less serious casualty					
Sweden	20.07.2005	h:30:00		57,6833	11,9000	SBPA, SE	chemical tanker	1924		5,14 oil/oil products	Technical failure	technical factor		yes		less serious casualty					
Sweden	16.07.2005	h:30:00		59,3167	18,1667	EBWH, ES	oil tanker	4401		7,5 oil/oil products	Collision	other		yes		less serious casualty					
Sweden	27.08.2005	h:30:00		60,6833	17,2000	LAUV4, NO	chemical tanker	5973		unknown	Collision	other		yes		less serious casualty					
Sweden	15.10.2005	h:45:00		60,7167	17,2833	MQPS8, Isle of Man	chemical tanker	5480		8,3 unknown	Technical failure	technical factor		yes		less serious casualty					
Sweden	09.12.2005	h:34:00		57,6833	11,8667	SFPN, SE	oil tanker	903		4,19 oil/oil products	Other	technical factor		no		constructive total loss					
Sweden	28.12.2005	h:21:00		55,8333	12,7500	A8HI2, LR	chemical tanker	4753		6,65 oil/oil products	Grounding	other		no		less serious casualty					
Sweden	23.06.2005	16:22		59,917	19,500	SHZT, SE	dry cargo	4483		6,99 dry cargo	Collision	other		no		less serious casualty		no			
Sweden	15.10.2005	15:00		57,750	16,783	ESRL, EE	ro-ro	8023		5,08 trailers/flat bed	Collision	human factor		no		less serious casualty		no			
Sweden	19.05.2005	21:12		59,433	18,383	OIWS, FI	passenger which is used in intern. traffic	34384		cars + passengers	Fire	other		pilot exemption cert.		less serious casualty		no			
Sweden	31.01.2005	5:58		55,300	12,667	SMPA, SE	oil tanker	4248		5,64 oil/oil products	Collision	human factor		no		less serious casualty					