

SECOND EVERGREEN ACCIDENT IN TWO WEEKS WRECKS CRANE

MARK MAGNIER | Feb 25, 1987 7:00PM EST

An Evergreen Marine Corp. containership hit and effectively destroyed a \$1.3- million container crane in Baltimore this week.

The accident happened as the Ever Living, which carries 1,810 20-foot- equivalent units of containers, was docking at the Dundalk Marine Terminal early Monday. It was the second accident involving an Evergreen vessel in two weeks. On Feb. 14 another of the line's containerships, the Ever Link, was hit in Keelung Harbor by a Panamanian-registered ore carrier in heavy fog. The Ever Link suffered minor damage but the ore carrier sank. An investigation determined that the Ever Link was not at fault.

The Coast Guard classified the Baltimore incident as a major marine accident because of the extensive property damage involved. No one was hurt in the incident, which happened during a snowstorm. The ship was not seriously damaged, a spokesman said.

A spokesman said that as the ship approached the pier about 3 a.m. Monday, the flare portion of the ship's bow hit the leg of the crane, sending it crashing back onto the pier. The crane landed on an aluminum service building used by longshoremen.

Lt. Cmdr. T.C. Healey, who is heading the Coast Guard investigation, said the master and the third mate were in the wheelhouse but that direction commands were being given by Raymond Jenkowiak, the docking pilot. Mr. Jenkowiak would not comment. Tsai Kuo Chine, the master, and Fang Cherng Lin, the third mate, were said to be en route to New York, the vessel's next port of call.

A spokesman for Evergreen Marine declined to comment pending the results of the Coast Guard investigation and another one being mounted by the company.

The Maryland Port Administration said it is trying to decide whether to replace the ruined structure with a new or a used crane. A used crane would cost over \$1 million and could be in service faster than a new crane, which could cost as much as \$3.3 million. An MPA spokesman said the question of who pays the bill will be answered after the Coast Guard completes its investigation and the insurance companies make their reports.

He said the loss would not hurt Baltimore's capacity. The port was planning to take this crane out of service next month anyway for some routine maintenance on the crane runners. The port has nine other container cranes available at the Dundalk Marine Terminal and two more at the South Locust Point facility. At the time of the accident, the spokesman said, the crane was in its normal retracted position. He added that the terminal has no design features that make navigation difficult.

Coast Guard hearings were conducted Tuesday and Wednesday, with testimony from the ship's master and third mate, the docking pilot, the captains of two attending tugboats, an MPA police officer, a line handler, and Thomas Powers, the MPA director of safety. The docking pilot and tug captains were from the Baker-Whitely Co.

