

## ANNEX 1

### IMO MARINE CASUALTY AND INCIDENT REPORT

#### SHIP IDENTIFICATION AND PARTICULARS

Administrations are urged to supply the ship identification information listed for all marine casualties reports submitted to the Organization.

#### SHIP PARTICULARS

1. **IMO Number:** 9229910
2. **Name of Ship:** ROCKNES
3. **Flag State:** Antigua & Barbuda
4. **Type of Ship:** FFP ( Flexible Fall Pipe) vessel/ Gravel Dumper

1. Liquefied Gas Tanker
- .2 Chemical Tanker
- .3 Oil Tanker
- .4 Other Liquids (non-flammable) Tanker
- .5 Bulk Dry (general, ore) Carrier
- .6 Bulk Dry / Oil Carrier
- .7 Self Discharging Bulk Dry Carrier
- .8 Other Bulk Dry (cement, woodchips, urea and other specialized) Carrier
- .9 General Cargo Ship
- .10 Passenger / General Cargo Ship
- .11 Container Ship
- .12 Refrigerated Cargo
- .13 Ro-Ro Cargo
- .14 Passenger / Ro-Ro Cargo Ship
- .15 Passenger Ship
- .16 High Speed Craft
- .17 Other Dry Cargo (livestock, barge, heavy cargo, etc.) Carrier

- .18 Fish Catching Vessel
- .19 Fish Factory Ship / Fish Carrier
- .20 Offshore Supply Ship
- .21 Other Offshore Ship
- .22 Research Ship
- .23 Towing / Pushing Tug
- .24 Dredger
- .25 Other Activities Ship
- .26 Non – Propelled Ships
- .27 Other Ships Structures

- 5. **Gross Tonnage:** 17.765
- 6. **Length overall:** 166,70m
- 7. **Classification Society:** GL (100A5 IW OESP, DP2) Nr.: 094803
- 8. **Registered Ship owner:** Reederei H.J.Hartmann "Kvitnes"Gmbh
- 9. **Ship Manager/Operator** AJ Ship Management GmbH, Leer, Gy.
- 10. **Previous Names:** MV "Kvitnes"
- 11. **Previous Flag:** German
- 12. **Previous Class Society:** -
- 13. **Date of contract/keel laid/delivery:** 2001
- 14. **Date of Major Conversion:** 31.03. 2003
- 15. **Deadweight:** 25618,4 m/t

16. **Hull Material**

- .1 steel
- .2 light alloy
- .3 ferro cement
- .4 wood
- .5 GRP
- .6 composite materials

17. Hull Construction
- .1 single hull
- .2 double hull
- .3 double bottom
- .4 double sides
- .5 mid deck
- . 6 other
18. **Building Yard:** J.J. SIETAS KG Schiffswerft GmbH & Co. Hamburg
19. **Hull number** 1177
20. **Date of total loss/constructive total loss/scrapping:** n/a
21. **Number of crew:** 29 + 1 pilot
22. **Number of passengers:** n/a

### PRELIMINARY CASUALTY DATA

1. Date and time (local onboard): 19.01.2004, 16:30 LT
2. Position/location: Vatilestraumen (Raune Fjord) Norway
3. Initial event<sup>1</sup>
- collision
- stranding / grounding
- contact
- fire or explosion
- hull failure / failure of watertight doors/ports, etc.
- machinery damage
- damage to ship or equipment
- capsizing / listing
- missing / assumed lost
- other

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<sup>1</sup> For an explanation of the terms below see annex 2

#### 4. Consequences

- total loss of the ship
- ship rendered unfit to proceed\*
- ship remains fit to proceed\*\*
- pollution
- loss of life
- serious injuries

#### 5. Summary of events

The vessel, fully loaded with 23.243 mt of gravel and a max. draught of 10,47 mtr, being en-route from Skalevikneset (Bergen)/Norway to Emden/Germany capsized very shortly after grounding with Starboard side close to the Revskolten lighthouse when navigating southwards through the narrow Vatilestraumen fairway within the Norwegian Raune Fjord. From the entire 30 persons on board 18 crewmembers lost their lives, after the remaining 12 survivors were rescued in a dramatic action either by airlifting or drilling through the hull into the overturned vessel, dragged by rescue workers to shallow waters on the nearby embankment

The accident occurred at twilight on a snowy winterday. Witnesses have stated that the vessel significantly heeled to Starboard after she hit the ground. There was a pilot on board and beside the Captain the bridge complement was professional and in line to rules and requirements.

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\* The ship is in a condition, which does not correspond substantially with the applicable conventions, presenting a danger to the ship and the persons on board or an unreasonable threat of harm to the marine environment.

\*\* The ship is in a condition, which corresponds substantially with the applicable conventions, presenting neither a danger to the ship and the persons on board nor an unreasonable threat of harm to the marine environment.