

ANNEX 3

IMO MARINE CASUALTY AND INCIDENT REPORT

SUPPLEMENTARY INFORMATION ON VERY SERIOUS AND SERIOUS CASUALTIES

1. Principal findings and form of casualty investigation

The current standing in the casualty investigation centers on two potential circumstances, causative to the accident: firstly the findings on missing and not adequately utilized aids to navigation by the pilot and Captain in narrow waters and secondly on the outcome of a specified stability enquiry, stating that the actual loading condition of the vessel could have significantly compromised the stability of the vessel after massiv water penetrated into the ship through holes ripped into the ship's bottom while hitting the ground.

Norway, being the Coastal State, has taken the lead. The Norwegian Maritime Directorate has established a working group investigating in the ship's technical matters, while the Maritime Investigator in Bergen is focussing on the navigation and operating of the vessel. It has been jointly agreed that all parties concerned will contribute in a final consolidated investigation report, containing the summary of findings, inclusive those of the Flag State

2. Action taken

Pending and will result in the outcome of the investigation

3. Findings affecting international regulations

Reference to Chapter II-1, Parts B/B-1 of SOLAS (int. requirements for watertight subdivisons/damage stability). Chapter VI, Part B (int. requirements for loading and stowing of cargo), SOLAS Ch. V Reg. 22, Navigation Bridge Visibility

4. Assistance given (SAR operation)

Yes - large scale land side controlled rescue effort, initiated immediately after the Master had announced the grounding via radio.
