



# INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)  
**MARINE CASUALTY SAFETY INVESTIGATION**  
 Sinking of M/V NOUR M

**Marine casualty  
 Safety Investigation**

**Law 4033/2011 as amended and  
 applies**  
 (summary extract of art. 1.b, 4.1.a  
 & 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

**Points of Interest**

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 11th of December 2013 that led to very serious marine casualty.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

**Very serious marine casualty**

**December 2014**

HBMCI conducts the safety investigation of issued marine casualty. The content of this Interim Report is based on current available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. All times quoted are local times (UTC +2) unless otherwise stated.

**Marine casualty synopsis**

M/V “Nour M” was a general cargo vessel trading in the Black Sea and Mediterranean Sea. On 09 November 2013 she had arrived in Rodos port with 09 crew members including Master, having departed on 11 October 2013 from Oktyabrsk - Ukraine heading for Libya. On the day of her arrival at Rodos Port she had been detained, following a Port State Control inspection by Local Coast Guard PSC Office.

On 11 December 2013 at approximately 0700, “NOUR M” under Sierra Leone Flag, IMO 7226627 was berthed portside alongside at “Colossos” commercial dock in the port of Rodos (Rhodes) Island and manned with 04 crew members including Master without any cargo on board. Weather conditions by that time were extremely bad with prevailing winds NNW strong gale to storm force 9-10 bfrs. Sea state in the port was estimated to be with waves 4-5 meters high.

At approximately 0730 Coast Guard Officers on patrol reported to the Local Coast Guard Authority that forward mooring lines of “NOUR M” had parted. Following the incident Master and crew of “NOUR M” were advised by the Coastguard Authority to sail or hereby undertake the shifting of “NOUR M” to a safer berthing position as vessel’s current mooring position in relation to the situation she was brought to were posing a risk to the safety of the ship, her crew and sea environment.

Skippers of the two Tugs operating in the port of Rodos were instructed to assist “NOUR M” if required by her Master. However due to the prevailing weather conditions they stated that it was not possible to provide towing services or to render any assistance.

At approximately 0830 Master decided to abandon “NOUR M” and order his crew to get off on the dock as due to vessel’s heavy rolling and pitching it was impossible and infeasible to stay on board or proceed to any actions towards to securing her. According to his statement further staying on board “NOUR M” would endanger crew’s safety.

At approximately 0940 remaining mooring aft lines of “NOUR M” parted and she started drifting towards to the south passenger ships’ dock.

At approximately 1000 “NOUR M” had drifted for almost 300 meters when she struck with her port bow and got alongside on passenger ships’ dock “Dorieas” almost 100 meters from the passenger ships’ dock “Aigaion” where POPAX PREVELIS was berthed. “NOUR M” remained alongside heavily striking on the dock due to the excessive rolling ,causing cracks and deformations at her aft quarter shell plating.

Following the resulting situation a group of seafarers from the deck crew of ROPAX PREVELIS and port Tugs volunteered to assist and boarded “NOUR M” in order to secure her with new mooring lines. However “NOUR M” had eventually started listing to port due to water ingress at engine’s room compartment from extended cracks on her port aft quarter.

At approximately 1230 “NOUR M” was finally sunk in front of passengers’ ships dock “Dorieas” at a depth of approximately 7 meters.

On 12 November 2013 following the improvement of weather conditions oil containment booms and antipollution materials were set around the sunk vessel.

NOUR M was abandoned by her owners and necessary actions to remove the wreck were undertaken by the Port Authority of RODOS. Salvage operations commenced on 22 May 2014 and were completed by 04 September 2014.

Investigation	Final safety Investigation Report
<p>The safety Investigation and analysis conducted has highlighted several contributing and underlined factors that led to the sinking of NOUR M. Such factors include in random order inappropriate precautionary measures, poor judgment, lack of communication and others as will be listed in the expected Final Report.</p>	<p>A draft safety Investigation report is under preparation and is expected to be finalized shortly and circulated to involved and interested parties for consultation.</p> <p>The final safety Investigation report will subsequently be issued following the consultation period.</p>



**Marine casualty  
Safety Investigation  
Law 4033/2011 as amended and  
applies**

(Conjunction extract of art. 1.b,  
4.1.a & 4.1.b)

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**FACTUAL INFORMATION**

**Vessel's Particulars**

<b>Name</b>	<b>Nour M</b>
<b>Flag</b>	Sierra Leone
<b>Registry</b>	Freetown
<b>Ship's type</b>	General Cargo
<b>IMO</b>	7226627
<b>Call sign</b>	9LB2134
<b>LOA</b>	75.42m
<b>Breath</b>	12.92 m
<b>Year of built</b>	1972
<b>Shipyard</b>	SVENVORG, SKIBSV, AERFT, A/S DENMARK
<b>Construction</b>	Steel
<b>Gross Tonnage</b>	1432
<b>Net Tonnage</b>	869
<b>Engine / Power /Speed</b>	One diesel engine ATLAS MAK 6MU451 A.K.S.A.N 24647
<b>Classification Society</b>	International Register of Shipping
<b>Minimum Safe Manning</b>	06

**Voyage Particulars**

<b>Port of departure</b>	Oktyabrysk - Ukraine
<b>Trading Area</b>	Black Sea & Mediterranean Sea
<b>Cargo on board</b>	No
<b>Crew on board</b>	09 during voyage / 04 prior and during the marine accident

**Marine Casualty Information**

<b>Date &amp; time</b>	11 December 2013 at 1230 LT
<b>Type of marine casualty</b>	Very serious marine casualty
<b>Weather &amp; environmental conditions</b>	Wind force NNW 9 bfrs / sea state high waves 4m-5m / good visibility
<b>Location of casualty</b>	Port of Rodos
<b>Damages to ship</b>	Extended structural at port quarter /sinking / total loss
<b>Fatalities / injuries</b>	None

**NOUR M in the port of Rodos**

