

Very serious marine casualty

November 2024

**Marine casualty
Safety Investigation
Law 4033/2011**

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

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigation State. The content of this Interim Report is based on currently 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.

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.

M/V "ROVANA" (ex RAPTOR)

M/V Rovana was a 4.294 gross tonnage Moroni registered General Cargo vessel engaged in international trade. She was built in 1984 in Turkey, by Sedef Shipyard. The vessel had a length overall of 97.42 m and a moulded breadth of 16.60. M/V ROVANA was classed by Hellas Naval Bureau of Shipping. Propulsive power was provided by a 6 cylinder HANSHIN marine diesel engine, producing 2,944 kW. At the time of the examined marine casualty she was crewed with 14 seafarers, including the Master (11 with Egyptian nationality, 2 with Syrian nationality and 1 with Indian nationality).

Marine Accident Synopsis

M/V 'ROVANA' departed from El Dekheila, Alexandria (Egypt), loaded with 6.400 mt of salt, with destination Istanbul (Turkey). On 25th November 2023 at approximately 23:30 and at position Lat: 31°22.61'N and Long: 030°04.79'E, 4.5 n.m SW of Lesvos island, the Master informed JRCC Piraeus via Olympia Radio CH.16 that the vessel was not under command due to adverse weather conditions, requesting for towage assistance. At approximately 23:37, JRCC Piraeus established contact with M/V 'ROVANA' and the Master informed that vessel's engine is working properly and requested for towage assistance. At 05:50, on the 26 November 2023 JRCC Piraeus requested an update on the situation and the Master informed that the vessel's seaworthiness has not been affected. At 07:05 the Master responded to Piraeus JRCC calling and reported that the vessel suffered a mechanical failure and they were occupied to repair it. At approximately 08:20 the Master transmitted a "MAYDAY" via VHF CH. 16 due to crew's fatigue and reported that the vessel suffered a slight list. Piraeus JRCC launched a SAR operation and order the nearby vessels to proceed to the RAPTOR's position. However, at approximately 09:17 the 1st vessel that approached the casualty area reported that there was no sight of the vessel, visual or by radar, indicating that the vessel had sunk. The SAR operation continued with aerial and sea water means and at approximately 11:28 one crew member was found and recovered alive by a SAR Helicopter. One crew member was recovered dead. The SAR operation was concluded on the 1st December 2023 .

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 26th of November 2023 that led to a very serious marine casualty.
- The Interim Report does not constitute legal advise in any way and should not be construed as such.

Investigation / Evidence collection

As it was not possible to retrieve evidence from the vessel HBMCI requested pertinent data from the managers. However, until present time the requested data has not been provided. Therefore, limited information is available concerning the previous condition of the vessel, the crew and the shipboard operations.

Final safety Investigation Report

The draft safety Investigation report will be prepared as soon as all evidence has been collected and analyzed; the draft report will be circulated to involved and interested parties for consultation.

SHIPS PARTICULARS

Name	ROVANA (ex RAPTOR)
Flag / Port of Registry	Union of Comoros / Moroni
IMO	8212350
Ship's type	General Cargo
LOA	97,42 m
Gross Tonnage	4.294 gt
Engine / Power	(01) DIESEL ENGINE/25944 KW
Construction	Steel
Year of built/shipyard	1984/Sedef Shipyard , Turkey
Call sign	D6A2547
Breadth	16,60 m
Net tonnage	2848
Type of hull	Single hull

MARINE CASUALTY

Date & time	26/11/2023 at approximately 09:28 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Wind: NW 7-8 bft with gusts up to 30 knots, clear sky, day
Location of casualty	Lat: 39 ° 04,11 N, Long: 025° 53,7 E
Damages to ships	Total loss
Fatalities / injuries	The body of one crewmember was recovered from the sea (Egyptian Nationality) and twelve (12) crewmembers are missing (9 of Egyptian Nationality, 2 of Syrian Nationality and 1 of Indian Nationality) / One (01) crewmember of Egyptian Nationality was recovered alive



M/V ROVANA (ex RAPTOR), source: Marine Traffic

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