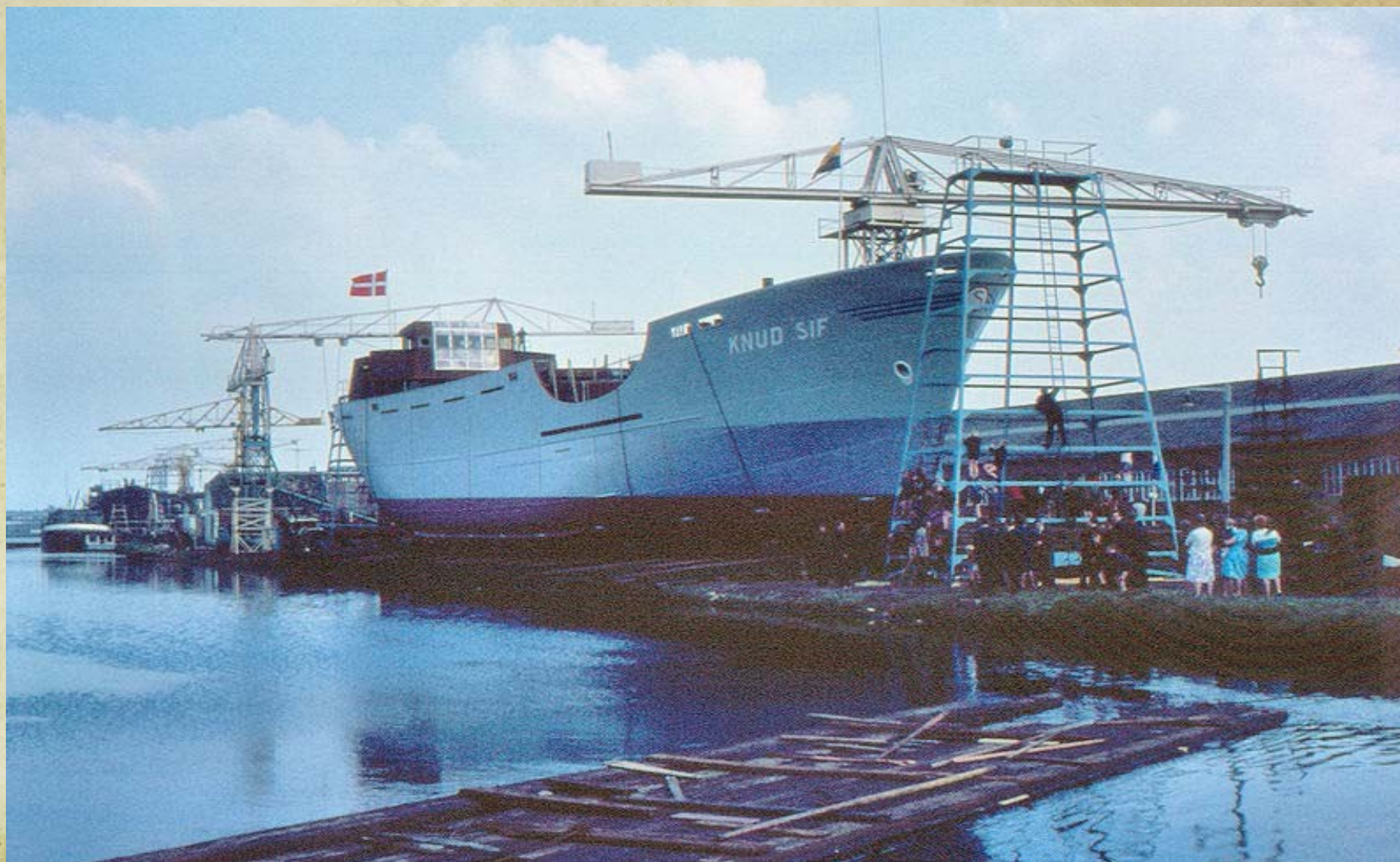


Sunday, March 21, 2010

ANNA II (F/G)



Shortly before the launch. July 7, 1966

Construction of the merchant cargo ship ANNA II began on May 4, 1966, under hull number 587 at the Fa Hijkema & Zonen BODEWES SCHEEPWERK N.V. shipyard in Martenshoek, the Netherlands.

She was launched on July 7, 1966, under the name KNUD SIF on behalf of I/S Knud Sif Kopenhagen. In 1987, she was acquired by G. Johannesen of Uldum and renamed ROSA, then POLA (1992), and finally ANNA II under the ownership of the shipping company POSEIDON III.



The moment of her launch. July 7, 1966

TECHNICAL SPECIFICATIONS, SHIP DATA

Original name: KNUD SIF

Flag: Denmark

Current name: ANNA II, Piraeus registry number 9988.

Previous names: KNUD SIF (1966), ROSA (1987), POLA (1992).

Builder: Fa Hijlkema & Zonen BODEWES SCHEEPWERK N. V.
in Martenshoek, the Netherlands.

Launched: July 7, 1966, as newbuilding No. 587. **Owners:**

1. I/S Knud Sif, Copenhagen
Denmark. (1966)
2. G. Johannesen, Uldum. (1987)
3. POSEIDON III Shipping Company

Engine: ATLAS MAK

Engine power: 750 BHP

Ship type: Merchant ship (Motorship).

Overall length: 62 meters

Deadweight tonnage: 1,058 metric tons

Gross Tonnage (GT): 499 Net Tonnage: 347

International call sign: OUYC2

IMO: 6612104

International Distinctive Signal: SW6061

Sinking: July 20, 1995

Crew: 8 people. They abandoned ship in time and boarded the Maria II, which transported them safely to Mykonos.



Crossing the River Humber in England. October 14, 1985. © Patrick Hill



HISTORICAL RETROSPECTIVE

The Anna II, captained by Theodoros Kon. Stamatelis and with a total crew of eight, had set sail at approximately 11:50 a.m. on July¹⁹, 1995, loaded with 1,232 metric tons of cement and bound for the port of Samos.

At approximately 11:30 p.m. on the same day, while the ship was sailing 7 nautical miles north of the eastern tip of Mykonos, at coordinates 37° 35' North and 25° 29' East, it received a call from the starboard side, while stormy northerly winds of 8 on the Beaufort scale.

To relieve the vessel's load, the captain, taking the wind from astern, changed course to the south. On this course, he approached Cape Evros on Mykonos at a distance of 2 nautical miles. At this point, the ship's bearing reached 25° to starboard and the main engine was shut down.

The captain transmitted the "SECURITE" distress signal to coastal stations and passing vessels. Subsequently, as it was approaching the coast, it dropped the port anchor as well, having been notified by the Mykonos Port Authority that a tugboat was on its way to meet it.

At approximately 2:45 a.m. on the following day, July 20, 1995, the tugboat Leon 1, the fishing vessel Maria II, and the passenger-car ferry Samaina arrived. At approximately 3:00 a.m., the "Anna II" was moored and held in place until the dropped anchor was retrieved. However, due to a malfunction



to the electric generator, the hoisting process was halted, and at the same time, the towline snapped.

A new attempt was made, and a new towline was attached to the stern of the Anna II. In the meantime, 5 of the 8 crew members had fallen overboard and boarded the inflatable raft, which was being held in place by a rope attached to the Anna II. The towing operation began, and at approximately 4:00 a.m., all the shipwrecked crew members boarded the Maria II and were transported to Kalafatis Bay in Mykonos, where they were taken in by the Port Authority.

In the meantime, the towing operation continued until 6:00 a.m., when the ships had reached a distance of 7/10 of a mile from Kalafatis Bay on Mykonos. However, the towing operation came to an unfortunate end, as the Anna II sank at that location.

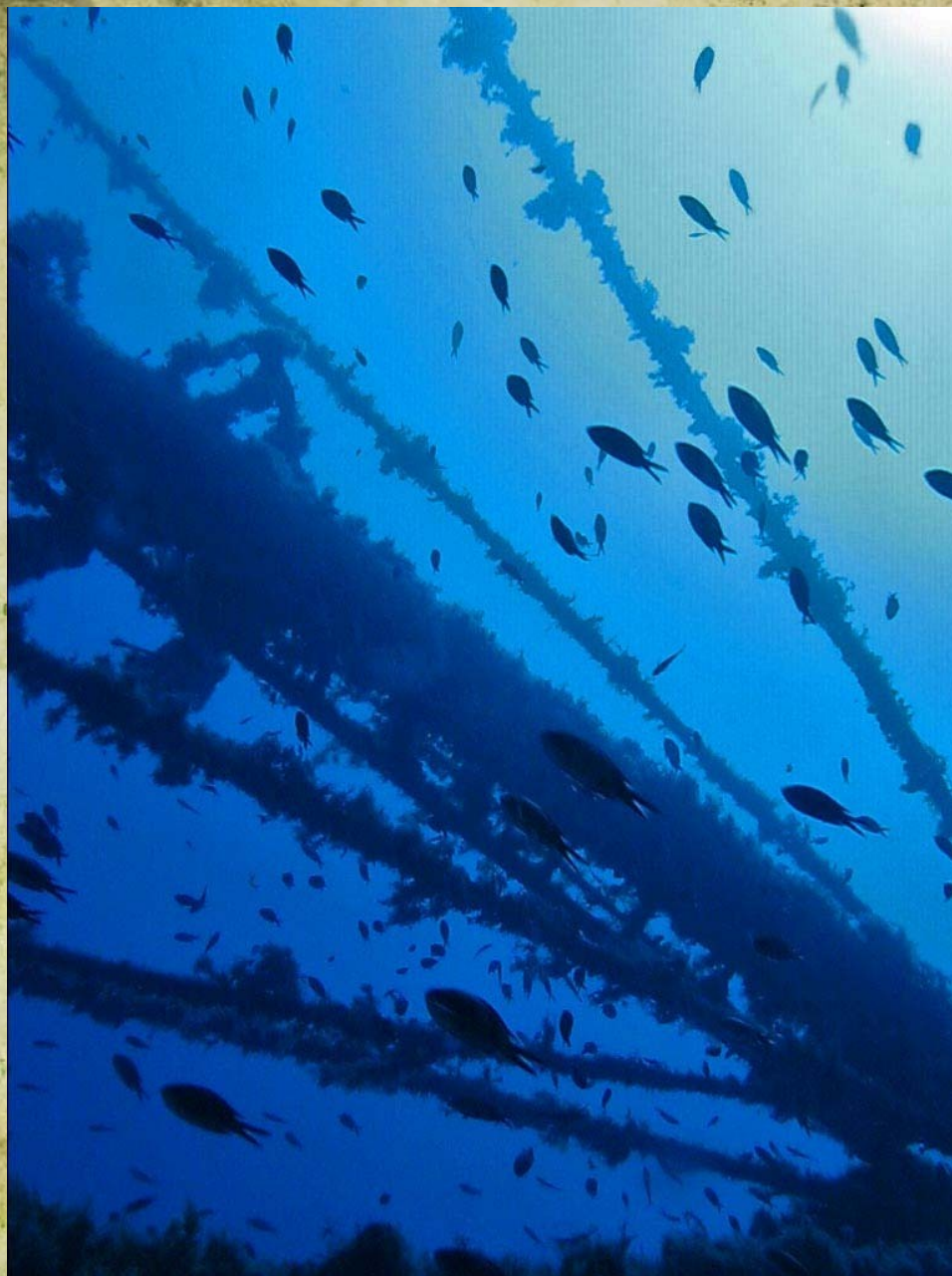
Passing under the Humber Bridge in England. June 16, 1987. © Patrick Hill





THE CURRENT CONDITION OF THE WRECK

The wreck's hull lies intact, resting on its starboard side on the sloping sandy seabed. The maximum depth at the stern is 21 meters, while it reaches 36 meters near the bow. The ship's propeller is still on its shaft. The midship mast with its rigging is still in place, while the stern mast has been severed and rests on the seabed. The bridge and the small wheelhouse are still in good condition, though the equipment is missing—it was apparently removed by human hands. In the holds, the sacks of cement have also sunk, leaving a little space for sargos, pantelis, chanos, perch, lipfish, and some schools of nunfish, which now constitute its permanent—or ephemeral—crew.



SOURCES:

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- <http://www.jmarcussen.dk/maritim/register/listelr.html>
- <http://www.kustvaartforum.com>
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PHOTOS:

- 1, 2. P. Tukker www.kustvaartforum.com
- 3, 7 Patrick Hill www.shipspotting.com/modules/myalbum/photo-461527-Knud+Sif
www.shipspotting.com/modules/myalbum/photo-42963-Rosa
- 4. Areti Levogianni
- 5, 6, 8, 10 Manolis Bardani
- 9. Google Earth
- Additional photos www.dive.gr/gr/gallery/index.html

VIDEO:

- http://www.youtube.com/watch?v=J7UAqk7u_Wg
Video footage from the early days of the shipwreck by Kostas Thoktaridis's team.
- <http://www.youtube.com/watch?v=SWSEY9BIXVg>
Video footage from a diving expedition to the wreck. October 2009.

THANK YOU:

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