

SUNETTA M.S. AGROUND. (DEEL 5/1)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.



Na geladen te hebben te Fujairah hadden we een voorspoedige reis naar Mombasa in Kenya. De dag voor aankomst (24 juni 1993) kampten we met een zware zeegang.

Het volgende verslag is voorzien van eigen afbeeldingen, kopiën van diverse formulieren en telex berichten en rapporten van de bergings maatschappij Smit-Tak.



In de vroege ochtend van (25 juni 1993) kregen we voor de kust van Mombasa de loods aan boord die het schip de haven in zou loodsen.

Ik werd deze ochtend wakker van het hevig trillen van het schip en het geluid van het keer op keer starten van de hoofdmotor en het voor- en achteruit draaien. Me zelf aangekleed en buiten op dek een kijkje gaan nemen wat er gaande was.

Wat ik vermoede werd bevestigd toen ik op de scheepsbrug kwam. Het m.s.Sunetta was aan de grond gelopen in de vaargeul naar de haven van Mombasa. Mijn camera die altijd stand-by lag uit mijn hut gehaald.



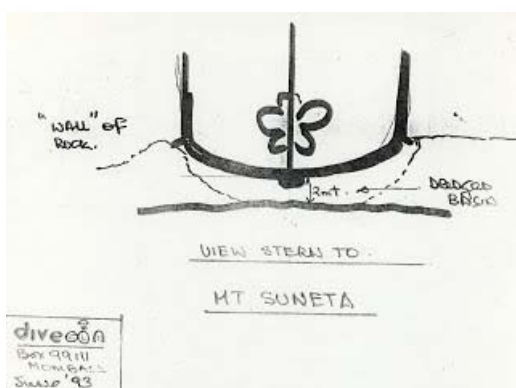
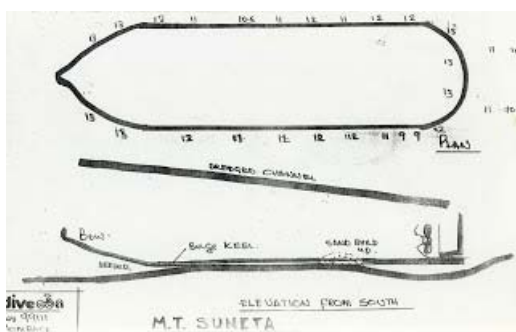
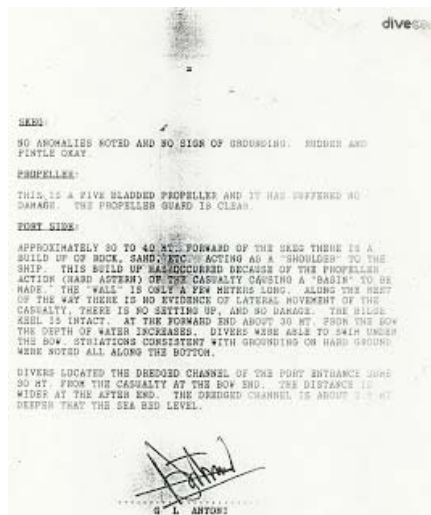
De havensleepboten die het schip begeleiden trachten hun sleeptrossen uit te brengen wat een vertoning werd van zeer slechte vakmanschap van hun kapiteins en de opvarenden.



Nadat een van de sleepboten eindelijk kans had gezien een sleeptros uit te brengen voer deze een deuk in de bakboord scheepshuid ter hoogte van de werkplaats in de machinekamer.



Een tweede sleepboot die te hulp schoot voer over de reeds uitgebrachte sleeptros heen en kreeg deze in zijn schroef. Sleeptrossen dreven doelloos rond de sleepboten op het water.



In de middag werd de positie van het onderwater liggende gedeelte van het schip geïnspecteerd door een duikersteam van Divecon Ltd.

REF RST05000149 25JUN93 AC:0001

HEDEN MORGEN OM 06:45 HR LT. IS HET MS 'SUNETTA' BIJ HET AANLOPEN
VAN MOMBASA TIJDENS HOOGWATER AAN DE GROND GELOPEN. HET SCHIP IS
GELADEN, DE WEERSONSTANDIGHEDEN ZIJN GOED. ER ZIJN GEEN ONGEVALLEN
EN TOT OP HEDEN GEEN OLIE POLLUTION. HET SCHIP WAS IN GOEDE CONDITIE
EN ER ZIJN GEEN TECHNISCHE STORINGEN GERAPPORTEERD.

BIJ HET VOLGENDE HOOGWATER IS DE POGING HET SCHIP VLOT TE KRIJGEN
MISLUKT.

EEN TEAM BESTAANDE UIT PERSONEN VAN STB, ZIJN EEN OIL RESPONSE
TEAM, ZIJN ONDERWEG NAAR HET SCHIP. UIT VOORZORG IS OLIE BESTRIJDINGS
MATERIAAL VANUIT SOUTHAMPTON UITGEVLOGEN.

WIJ ZULLEN U VAN DE SITUATIE OP DE HOOGTE HOUDEN.

M.V.G. DE WINTER

NNNN

PRINTED AT: 25JUN93 251929 DRIG ACCT.CODE:0001

(Het begin van dagelijks telegrammen verkeer tussen schip, kantoor en de rest van de vloot.)

Deze dag werd er ook begonnen om de lading gedeeltelijk over te pompen in kleine

tankertjes. Ook het langszij komen van de scheepjes verliep niet geheel vlekkeloos.



In tussen werd het schip door de nog werkende sleepboten zoveel mogelijk in positie gehouden om te voorkomen dat het bij het keren van het tij zou gaan ronddraaien op het rif en het lek zou kunnen geraken.



(Soms leek het wel of ze ons wilden rammen inplaats van langszij komen.)

Tanker runs aground

FROM PAGE 1

Arabia. In the past, such mishaps have resulted in spilling of toxic substance into the sea.

In 1987, the biggest oil spill at the coast occurred when a vehicle rammed into one of the Kenya Power and Lighting tanks at the Kipevu station inside the port releasing hundreds of thousands of metric tons of oil which covered the creek destroying millions of marine life before it was contained in one of the biggest operations in Africa.

The beach line areas that were covered by the toxic liquid have not recovered from the effects of the oil spill and the Kiharani area cannot sustain any plant growth to this day.

The dried-up stems of the trees still upright in the water, reminds one of the environmental devastation while fishermen in the area claim that fish have been driven away by the oil.

(26 juni 1993.)

27 JUN 1993



The oil tanker that ran aground on a sand bank off the Kilindi Harbour on Thursday.

Fears of oil leak as experts arrive at Coast

By NURIANA MUYOFA

and JERUSALEM SPECIAL

Environmentalists and oil spill experts have started meeting in Mombasa to discuss the dangers of a possible oil spill from the wrecked tanker off the Kilindi Harbour.

The Kenya Shell general manager, Mr E. Mwaniki, said last evening that

the accident occurred as a result of the tanker's poor condition and the fact that it had been damaged by a fire some time ago. He said that the ship was carrying about 10,000 tonnes of oil and that it was not yet clear how much oil had leaked into the sea.

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PHOTO: D. G. 4

Experts in bid to rescue ship

FROM PAGE 1

had created a serious "undercurrent" which swept the ship off its track.

However, they confirmed that a contract was awarded early this month for repair of the buoy one of which was operated by the fleeing MV Nadi (1), a Singaporean vessel which defied a court order to ferry Chinese immigrants to America.

Following the two unsuccessful attempts to salvage the stricken vessel, KPA has resolved to reduce its payload by pumping the oil into lighter (smaller tankers) to facilitate relocation by the high tide.

By yesterday, an Alba Oil Company vessel, the MV Noorwan, had been pulled alongside the stricken vessel and plans to pump oil from it were at an advanced stage.

A spokesman of Shell International, Mr E. Mwaniki, said the idea was to lighten the vessel by using a 4,000-tonne barge over the next few days before a further salvage attempt is made.

Meanwhile, marine experts warned of a terrible environmental catastrophe on the Kenyan coastline should the ship break up and spill its cargo into the water.

Captain John Odhach, the KPA merchant shipping superintendent, and an oil spill experts warned that, in the eventuality, all the North Coast

beaches which are a major tourist attraction would have to be closed for at least six months to allow a mopping up operation.

He said the South Coast beach areas would be saved because the strong winds were blowing in from the south towards the north and that a spill would spread as far as Lamu.

"With an oil spill you would have to scoop out the sands on the beaches and dump them elsewhere before they could be used again," he said.

According to him, birds that live near the shoreline would die of pollution while all marine national parks and game reserves which hold millions of exotic tropical marine organisms, would also die due to the exposure.

Fishermen in the area would be rendered jobless as the ecosystems relied under the

pollutants from the spill.

"It would be a disaster of national proportions which would be difficult to quantify in monetary terms," he said.

However, KPA as well as Shell Ltd (Kenya) officials expressed optimism that the operation would be concluded without a major disaster.

Mr Mwaniki and Kabura told the Sunday Nation that the vessel had a double tiered hull which provided a safety measure in case it ran aground.

Although damage to the hull could not be ascertained, KPA divers confirmed there was no leak under the vessel.

Four tugboats and crews were deployed to assist in the salvage led by KPA's marine operations manager, Mr Julius Mwangi, and the chief pilot, Captain Lucas Owaga.

27 JUNI 1993



MV Sunetta tugged from Alfa Oil Company siphons out of from a crude oil tanker MV Sunetta that ran aground on a sand bank off Kilindi Harbour on Friday.

Picture by DAVID KIMMEL

(27 juni 1993.)



The oil tanker, mv Sunetta, sinking on the high seas.

Picture by MURRAY MUMFORD

ATTEMPTS to refloat a crippled oil tanker carrying about 80,000 tonnes of crude oil after it ran aground off the Mombasa harbour were last evening temporarily discontinued. But the oil tanker, mv Sunetta, was still holding sway.

The Kenya Shell general manager, Mr E. Mwaniki, said last evening that

By John Klam and Humphrey Malala
A number of experts were on board and there was no oil pollution. He said that there were plans to lighten the crippled vessel using a 4,000-tonne barge over the next few days in an attempt to refloat the ship.

A team of 10 people from the Shell International Group arrived in Mombasa yesterday from London to provide advice and assistance to the local team. A plane carrying oil spill response equipment and four experienced experts landed at about 11 a.m. at Mombasa International Airport. Mombasa, Associated Press.

Turn to Page 2

(27 juni 1993.)

[illegible]

(27 juni 1993.)

PRINTED AT: 27JUN93 272209 ORIG ACCT.CODE:0001

(27 juni 1993.)

By BEATRICE AKINYI

TOP shipping experts will meet in London to investigate who was responsible for the Morro-ha grounding of the Liberian-registered tanker with 87,000 tonnes of crude oil.

The commission of inquiry will also be attended by Lloyd's International, the world body that insures all flag sea ships.

A Kenya Ports Authority spokesman told the press that the commission, which has been set according to international maritime regulations, will deliberate on whether the two parties, Kenya Ports Authority — the receiving port — and the ship owners, Shell International Petroleum Refineries Limited, were responsible for the accident.

Meanwhile, there were futile attempts to refloat the ship by a team of Kenya Ports Authority (KPA) experts, led by the Marine Operations Manager, Captain M. Ketoyo. The team was later joined by a group flown in the morning from Britain, by Shell International.

By yesterday afternoon, M.V. Sanema was still stuck in the

sandbank off Kilindini Harbour's channel where it grounded on Friday morning while on its way to deliver crude oil to the Mombasa Petroleum Refineries. There was, however, no evidence of leakage allaying fears of a massive oil spill wiping out the entire aquatic life in the Kenyan coast.

A press conference addressed by KPA marketing and Public Relations Manager Alex Kabuga and the traffic Operations Manager Engineer Jacob Makau, was held that so far neither oil leakage nor pollution had been reported and that the vessel was stable and its hull intact.

In the meantime, a ten-man team arrived in Mombasa from Britain to provide advice and assistance to the KPA team, while another plane carrying oil-spill equipment and five experts landed at Moi International Airport.

When *Sunday Times* team visited the grounded ship another vessel, *MT Narcysa* of Alba Oil Company was busy unloading oil from the ill-fated tanker in an attempt to lighten it.

Intussen werden er mensen overgevologen van kantoor Rotterdam naar Mombasa en tot ieders verbazing ook een nieuwe gezagvoerder en stuurman. Zowel de gezagvoerder als de stuurman werden onder druk van kantoor Londen uit hun functie ontheven. Op deze manier wilde Londen een voorbeeld stellen voor de gehele Shellvloot zonder een nader onderzoek van de oorzaak af te wachten. Dit besluit zette aan boord van de Sunetta enorm veel kwaad bloed. ook werd er een extra werktuigkundige mee aan boord gestuurd die het schip in het geheel niet kende. Ons bleef de vraag; Waarvoor?

SUNETTA.M.S. AGROUND. (DEEL 5/3)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.



(Al de verplichte vlaggen in top van de radarmast en het sein 'onmanoeuvrbaar'.
Duidelijk zijn op de schoorsteen nog de ringen herkenbaar van het oude Sanko
embleem.)

Experts in bid to refloat oil tanker

By Humphrey Masilo and John Klam

KENYA'S Shell has launched a massive operation to pump out crude oil from the oil-spilled American oil tanker, *MS Sunetta*. At the same time, Shell Limited and Kenya Ports Authority are also attempting to refloat the oil tanker which was aground on Friday off the Mombasa harbour.

The Kenya Shell general manager, Mr C. Mwambi, said last night that a large, 400-tonne, had off-loaded low viscosity kerosene of crude oil from the oil-spilled tanker and was discharging the load at the Kipera oil terminal.

Mr Mwambi said the 400 tonnes will be this morning taken to the Kipera oil terminal from the tanker via the Shell and Kenya Ports Authority personnel will attempt to refloat the tanker tomorrow morning.

He said Shell representatives met with officials of the Kenya Wildlife Service (KWS) to discuss the impact of the oil spill on the wildlife.

Kenya Wildlife Service (KWS) is working to help the oil spill response team which arrived at the Mombasa International Airport on Saturday afternoon from London. Several aircraft were refuelled and transferred to trucks ready for transport if necessary.

Earlier in the morning, Mr Mwambi had said the Prime Minister's office had said there were plans to hire another 1,200 tonne barge to assist in offloading the crude oil from the tanker in order to lighten the ship and refloat it.

Attempts to refloat the tanker which was carrying 80,000 tonnes of crude oil were on Saturday afternoon. The ship was aground as she was carrying the Kipera oil terminal.

The ship belongs to Shell International Petroleum Company and her cargo, kerosene for Kenya Airlines for passenger use, was from the Gulf.

A series of six experts from Shell International arrived in Mombasa in the weekend from London to provide advice and assistance to the local team involved in attempts to refloat the oil tanker.

Attempts to refloat the ship in the high sea after it was aground have so far been unsuccessful. A number of specialists are on board and there is no evidence of oil pollution.

A commission of inquiry is expected to probe the cause of the accident. The inquiry will be held in London.

(28 juni 1993.)



(Het kostte keer op keer de lichterscheepjes veel moeite om netjes langsij van de Sunetta af te meren.)

DUTCH TEAM TO REFLOAT TANKER

THE Liberian oil tanker which ran aground on a sandbank in the Kilindini channel will be salvaged tomorrow in an intricate operation mounted by a Netherlands support vessel by Smit-Tak International.

The salvage operation will involve attempts to pull the vessel MP Swenne free the sandbank and deep water using a 4,000 horse power tug, a derrick from the Kenya Shell limited signed by their public relations chief, Mr. E. Mwambi said.

Said said the Kenya Ports Authority (KPA) are currently seeking other opportunities to

By MIANO KIBU and IDUNA KAGOH

Spill of 22 lighters in channel. Mr Mwambi said the said that plan to refloat the vessel on the light tug services at Wadsworth were well underway.

The tanker ran aground on Friday morning, sending tonnes of a probable spill of 20,000 tonnes of crude oil, when it was hit by the sandbank off the Kilindini port entrance.

However, the KPA public relations manager, Mr. Alex Kibaga stressed that the oil spill yesterday.

Does seem contrary to what is stated. There were no lighters

brought by the stranded tanker. Both KPA and Shell said the tonnage of 4,000 tonnes of crude oil from the vessel had already been captured by a lighters named 'Svenne' and discharged at the Kipera oil storage near Mombasa Oil Refinery tank.

Mr Mwambi said his company representatives had held an emergency meeting to set the logistics of moving any derrick and rig to be used by oil spill.

He said "Shell representatives met with members of the Kenya Wildlife Service on Sunday to brief them on the current situation, and to identify environmentally sensitive areas south of Mombasa, in a precaution."

The oil spill response equipment, he said, from Shell International land office in London were being transferred to the Kenyan port following a temporary closure of the Kilindini channel. "KPA wish to inform the public that all activities at the port are going on as normal," Mr Kibaga said adding that Swenne has not hindered the channel where it is grounded."

In the meantime, KPA has ordered shipyards in a narrow of the local press that overhauled cargo ships had already been directed to the oil spill port following a temporary closure of the Kilindini channel. "KPA wish to inform the public that all activities at the port are going on as normal," Mr Kibaga said adding that Swenne has not hindered the channel where it is grounded."

(28 juni 1993.)

Het was intussen wel duidelijk dat we op eigenkracht nooit van het rif zouden loskomen en ook niet al de hulp van de lokale sleepboten. Zo werd de hulp en kennis verzocht van de bergingsmaatschappij Smit-Tak om het schip vlot te krijgen.

No spill yet from stuck oil tanker

By NATION REPORTERS

The Liberian tanker, MP Swenne, that ran aground on a sandbank off the Kilindini Harbour with a cargo of 20,000 tonnes of crude oil is still stable with the hull intact and no oil spill, the Kenya Shell General Manager, Mr. E. Mwambi, said yesterday.

In a Press release, Mr Mwambi said a large haul loaded 4,000 tonnes of crude oil from the vessel, which it was currently discharging at the Kipera Oil Terminal.

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Experts dispel fears

FROM PAGE 1

spilled into the Mombasa Harbour tanks.

He said the large vessel return to the Swenne early today to load more crude oil from the ship.

Mr Mwambi said the Shell company and the Kenya Ports Authority (KPA) were exploring other possibilities to speed up the process to lighten the load and refloat the vessel during the high tide on Tuesday or Wednesday.

"Shell representatives met with members of the Kenya Wildlife Service yesterday to brief them on the current situation, and to identify environmentally sensitive Coastal areas north of Mombasa as a precaution," Mr Mwambi said in the Press release.

The statement further said that oil spill response equipment was being off-loaded from two

aircrafts which had earlier arrived at the Moi International Airport and would be transferred to the port just in case they were needed.

Shipping experts say the the accident occurred at a spot where one of the bays that guide ships into the harbour has been missing for a long time.

Twenty-one experts from the Shell International Petroleum Company head office in London flew into Mombasa on Friday armed with oil spill response equipment as such any spread when the tanker is finally lifted from the sandbank at the entrance of Kilindini.

Mombasa, the KPA yesterday refused Press reports (not in the Nation) that the grounded tanker had closed the entrance to the port preventing entry to ships destined for the port and forcing them to head for the port of Tanga or Salala in Tanzania.

Intussen werd er dagelijks door het duikersteam de bodem van het schip geïnspecteerd in afwachting van het personeel van Smit-Tak.



In de verte de kust met de stad Mombasa. Zo werden er zelfs toeristische tochtjes vanuit de haven georganiseerd om van onze ellende te kunnen genieten. Maar aangezien ze te dicht bij het schip rond bleven varen werd er snel een einde aan deze sensatie vaart gemaakt.



Aangezien één van de sleepboten met motorstoring in de haven moest blijven kregen we

de hulp van een supply-boot, wat ook geen gewicht in de schaal legde.



(Een gedeelte van de bemanning van de Sunetta die dag en nacht met een ploegendienst van 6 op/ 6 af present was aan dek.)



(30 juni 1993. Een van de bolders op het voorschip werd door de supply-boot van zijn fundatie afgetrokken.)



(1 juli 1993. Het overpompen van de lading werd intussen aan beide zijde van het schip gedaan in de lichter tankertjes.)

Shortage of diesel feared

By Karanja Alex

AN imminent fuel shortage faces the country in the next two weeks, oil industry sources indicated yesterday.

Expounding on the matter, a senior official at the Eiso terminal in Mombasa, who sought anonymity, said the shortage would affect diesel consumers mostly following the crude oil tanker mishap off the port of Mombasa last Friday.

The tanker, *MF Sunetta*, ran aground after hitting a reef. It is loaded with some 80,000 tonnes of crude oil which would be pumped straight to the Kenya Petroleum Refineries (KPR) at Changamwe for refining. Salvage attempts which are expected to succeed today have been going on for the last few days round the clock.

The source further said that the diesel shortage "which is going to be severe," could be worsened by the fact that the supply of the product to the consumers has not been steady.

Except for the crippled tanker, the KPA's 14-day shipping roster does not indicate whether there will be another tanker scheduled to call at the port in the next week.

Other senior personnel in the oil industry speculated that the KPR had exhausted its crude stocks and if the *Sunetta's* cargo gets there late, "the shortage is imminent".

Salvage tug leaves Holland for Kenya

By Humphrey Mutalo

A 13-horsepower salvage tug from Smit-Tak Company of Holland is on the way to Mombasa to help salvage the crippled *Liberian oil tanker MF Sunetta*, which ran aground Friday. Scheduled to arrive at the Port of Mombasa today.

The *MF Sunetta* barge of Alfa Oil Company was yesterday jammed by another barge, *revelant*, a victim of some crude oil from the crippled oil tanker.

The Kenya Shell General Manager, Mr. L. Mwambi, said some 5,000 tonnes of crude oil had been pumped out of the vessel.

Mr Mwambi said further quantities of crude oil would be off-loaded from the ship using the two barges now available.

And an international commission of inquiry will be set up in London to find out the cause of the accident, a spokesman of the Kenya Ports Authority (KPA) said.

The KPA has been criticised for shirking its ship rescue and salvage department, which is a vital tool in any port.

Members of the salvage team complained that the KPA displayed off the tug on Monday, which rescued vessels along the Kenya Coast.

It was said in a Singapore company and re-owned Smit-Tak. It is especially equipped in the Bahrane.

Mwambi, which had sailed the only 15,000 tonnet vessel, was said "because it had no facilities on the coast," a source disclosed.

(29 juni 1993.)

Oil spill detectors deployed

By TIMES Reporter

OIL spill response equipment was yesterday deployed in the Kilindini harbour channel where an oil tanker, *MF Sunetta*, ran aground with 87,000 tonnes of crude.

This is in readiness for today's fifth attempt to salvage the vessel and prevent any oil spillage on the Kenyan coast.

The equipment has been imported from Britain by the Kenya Shell Company and was yesterday cleared by the Customs Department.

The salvage operation will involve attempts to pull the vessel from the sandbank into deep waters using a 4,000 horse power tug and will be monitored by the Netherlands super tug owned by Smit-Tak International.

By yesterday, some 5,000 tonnes of oil had been pumped out of the vessel.

Further meetings between the Kenya Wildlife Service personnel and the director of Kenya Marine and Fisheries Institute were held yesterday to map out strategies should there be any spillage.

Plans to re-float oil tanker set

By NJUGUNA MUTONYA

Contingency plans for re-floating the *Liberian oil tanker, the MF Sunetta*, which last week ran aground on a sandbank off the Kilindini Harbour, are almost complete, the Kenya Shell Oil Company said yesterday.

A statement said a series of meetings had been held between a spill response team from United Kingdom and local

marine scientists and conservationists.

The team visited the Kenya Marine and Fisheries Institute in Mombasa yesterday to try and formulate the course of action should there be an oil spill.

Shell's public affairs manager, Mr J. K. Muriu, said the team was trying to address a "worst case scenario" so that they could

act speedily to contain a spill.

However, the double-tiered hull of the *MF Sunetta* was still intact, allaying fears of a spill.

The pumping of oil from the stricken vessel was intensified yesterday with the acquisition of another light tanker to assist the *MF Norcen*, which has been engaged in that effort since Saturday.

REF RST05030149 29JUN93 AC:0001
UPDATE 'SUNETTA' PER 29/06/93.

DE SITUATIE VAN DE SUNETTA IS TEN AANZIEN VAN HET VORIGE BERICHT ONGEWIJZIGD. HET SCHIP LIGT NOG STEEDS GEROEID BIJ MOMBASA. HET SCHIP IS VOLLEDIG INTACT EN TECHNISCH OPERATIONEEL, ER IS GEEN POLLUTIE. TOT NU TOE ZIJN DRIE LICHTERINGEN SUCCESVOL UITGEVOERD MET EEN TOTAAL VAN 5729 TON. SLEEPOOT ASSISTENTIE IS ONDERWEG EN ZAL, AFHANKELIJK VAN DE WEER-CONDITIES, OP ZIJN VROEGST VRIJDAG ARRIVEREN.

WIJ ZULLEN U OP DE HOOGTE HOUDEN.

M.V.G. DE WINTER

+

NNNN
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Het lichten van de lading ging dag en nacht door en waren er aan dek steeds mensen aanwezig. De ploegen draaiden zodoende een dienst van 6 op / en 6 af. Van een ieder aan boord werd dan ook de uiterste inspanning gevraagd om olie verontreiniging te voorkomen.

Iedere ton lading die uit het schip werd gepompt in de lichterscheepjes werd gecompenseerd door in de ballasttanks buitenboordwater te pompen dit om te voorkomen dat het schip door de zeegang op en neer zou stoten met haar bodem op het rif waarop het lag.

Het was intussen wachten op het team van Smit-Tak en hun materiaal om het schip vlot te trekken.

SUNETTA.M.S. AGROUND. (DEEL 5/4)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.



(Door de hoge zeegang was er voor dew sleepers niets anders te doen dan rondjes om het schip te varen.)

Op 30 juni 1993 kwam de bergings kapitein van Smit Tak aan boord. Er werd gelijk begonnen met het opstellen van een werkplanning hoe de komende dagen te werk te gaan om het schip weer vlot te krijgen.

Veel benodigd materiaal werd per vliegtuig overgevoerd naar Mombasa en zou spoedig aan boord afgeleverd worden.



(Steeds bij het keren van het tij werd het schip in positie gehouden door de sleepboten.)

Distribution: Client
File No. one couple to Unit Tax Rotterdam
Date: 21-10-1992

PLANNING FOR THE REFLOATING OPERATION M.T. "SINETTA"

Prepared by : Salvors K.P.A. and Smit Tak.
Planned date for the first refloating operation:

Wednesday, June 22 1993

Tidal information : position 4-14 South 219-19 East
(off Milldam, in port)
High water time 0555 Height 2.5 mtrs
Low water time 0536 Height 1.0 mtrs
High water time 1321 Height 2.1 mtrs
Low water time 1352 Height 0.8 mtrs

AA. General condition of the vessel

For the refloating operation it is assumed that the vessel is in an intact condition with all tanks and compartments sound as is the situation at time of preparation of this planning.

By the start of this day the condition of the ship will be as such that:

1. A total of 7820 tonnes have been lightened of the vessel.
2. Lightened weight has been replaced by clean ballast water retained in both No. 2 wingtanks.
3. Ballast lines and pump operational, and ballastwater can be pumped out in approx. 4 hours.
4. Calculated mean draft at start of operation 13.11 mtrs trim 0.60 mtrs to the stern.
5. Calculated mean draft after discharge of ballastwater: mean draft 12.30 mtrs 2 even keel.
6. Cargo quantities in the tanks have been shifted as such that the maximum stowage possible is obtained to limit the spill of oil in case of breach of tank during refloating.

BB. Available tug for refloating operation.

1. "Smit-Lloyd III" bollard pull 100 tons.
2. 4 pre. port/castal tugs of 40 tons bollard pull.
3. One port tug of 30 tons bollard pull.
4. One stand-by tug for general services.

CC. Under keel clearance.

According to the soundings taken over various previous High waterperiods the least depth found at the same height of water was 11.3 mtrs. (on the starboard side in way of bulkhead between No. 4 and 5 wingtank.)
Other depths found on the port and starboard sides vary from 13.4 mtr to 11.5 mtrs.
The minimum calculated clearance at time of high water will be 6 cm at the least depth found and overall the average clearance is expected to be around 50 cm.
It has to be noted that soundings and draft readings taken were accurate to the best possible due to the height of the swell.
Further information of bottom conditions was obtained during the various diving surveys.

DD. Distribution of available bollard pull.

See attached sketch.

EE. Planning.

0510 Start deballasting No. 2 wingtanks overboard.

0610 Daylight
Start hooking up "Smit-Lloyd III" to the stern.

0636 Low water.

0730 Start hooking up 3 K.P.A. tugs distributed over the port side as per attached sketch.

0950 All tugs fast and stand-by
deballasted 6000 tonnes.

Final decision to continue.
A yes is: continue deballasting.
A no is: start ballasting.

1100 Weight on the tug lines.

1130 Complete deballasting.
Increase gradually the pull on the tug lines.
Attempt to pull the vessel broad side into the channel with intention to move over the stern as well.

1230 Depending on movement and lifelines of vessel attempt can also be made to apply varying pulling forces to bow and stern to force vessel out of present position.

1321 High water.
Expected vessel to be afloat before this time.

After refloating the vessel will be towed over the stern to a safe distance of at least two miles from present position, so where the K.P.A. tug will be released and the "Smit-Lloyd III" have to be shifted to the bow.
Under the control of the "Smit-Lloyd III" the vessel will be manoeuvred as such that a general diving survey can be executed.
Deflections of main engine have to be taken to support the decision to use the main engine again.

Note:
Condition of vessel described under AA. can most probably already be obtained by June 29 th.
However Unit K.P.A. of "Smit-Lloyd III" will be destroyed on the 19th.

Attempts to refloat the vessel on the 19th and manoeuvring the vessel to a safe position is not to be considered due to the various experiences during operations with the support of the K.P.A. tug only.
Support of a leading tug in the 100 tons bollard pull class is strongly advised to avoid an uncontrollable and hazardous situation upon the eventual refloating by K.P.A. tug only, which would result in a grounding in another position with all possible consequences.

D/O M.T. "Sinetta"

Off Port of Rotterdam

June 28 1993

Capt. Hans van Housen - Smit Tak
Capt. A. Steyvers - K.P.A.



De bergings kapitein bleek geen onbekende olp de Shellvloot te zijn daar hij er jaren op had gevaren en zodoende was het onderlinge werkcontact heel goed en open.

(30 juni 1993.)



Het was nu wachten op het benodigde materiaal en de zware zeesleepboten om het schip vlot te krijgen.

SUNETTA M.S. AGROUND. (DEEL 5/5)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.



Op 1 juli 1993 kwam de supply-boot langsij om het bergingsmateriaal van Smit Tak afteleveren. De dagen die hierop zouden volgen werden met spanning en gemengde gevoelens tegemoed gezien.

Telex berichten gingen over en weer. De zeesleper Smittloyd 111 zou een dag vertraging hebben opgelopen door slecht weer en ook een andere zeesleper liet op zich wachten. Dan was het ook nog afwachten wat de weergoden voor ons in petto hadden.

Tonnes of oil siphoned from grounded ship

By Humphrey Malalo

ABOUT 7,500 tonnes of crude oil from the crippled oil tanker, MV Sunetta, which ran aground last Friday, has so far been siphoned and discharged at the Kipevu Oil Terminal.

Kenya Shell sources in Mombasa said yesterday 900 tonnes of crude oil was siphoned from the tanker and discharged at the Kipevu Oil Terminal.

The crude oil was siphoned aboard Aicor, while another barge, MV Noorani, was on standby to siphon the crude oil at the weekend to lighten the tanker for re-floating.

The Kenya Shell General Manager, Mr. E. Mwaniki, said the refloating of the oil tanker had been postponed due to a delay in the arrival of two heavy duty tugs from Aden and Mopalia.

Mr Mwaniki said plans were being arranged with the Kenya Ports Authority to refloat the grounded tanker at the end of the week when the two tugs arrive in Mombasa.

MV Sunetta is reported to have

shifted position on Tuesday night due to heavy currents but she was still safely grounded and no oil spill had been reported.

The tanker, carrying a cargo of 80,000 tonnes of crude oil worth Shs 720 million, was being piloted to Kilindini Port channel onwards to the harbor when it was grounded.

It belongs to Shell International Petroleum Company and her cargo, destined to Kenya refineries for processing, was from the Gulf.

A team of 10 experts from Shell International arrived in Mombasa last weekend from London to provide advice and assistance to the local team involved in attempts to refloat the oil tanker.

Since the tanker went aground, Shell representatives have held talks with Kenya Wildlife Services officials to discuss the hazards posed by a possible oil spill and to identify environmentally sensitive areas as a precaution.

REF RST0500149 01JUL92 AC:0001
UPDATE "SUNETTA".

DE SITUATIE VAN DE SUNETTA IS NOG STEEDS ONGEWIJZIGD. HET SCHIP IS VOLLEDIG INTACT EN TECHNISCH OPERATIONEEL, ER IS GEEN POLLUTIE. TOTAAL IS NU 7700 MT LADING UIT DE SUNETTA OVERGEPOMPT IN BARGES.

SLEPBOOT ASSISTENTIE IS ONDERWEG EN KAN VRIJDAG 2/7/92 AM TER PLAATSE ZIJN. "SMIDOGAS BIJ MOEDWATER ZAL EEN POGING WORDEN ONDERNOMEN HET SCHIP VLOT TE KRIJGEN.

WIJ ZULLEN U OP DE HOOGTE HOUDEN.

M.V.G. DE WINTER.

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ORIG ACCT CODE:0001

Tugs hold up ship's salvage

By NATION Reporter

The floating of the Liberian vessel which ran aground last Thursday at the Kilindini Harbour has been postponed again.

Sources at the port blamed the postponement on the delay in the arrival of two high-power tugs expected from Europe and the Middle East.

Kenya Shell, the owners of the 80,000-tonne oil tanker, said in a statement that a further attempt to refloat it would be made "at the end of the week".

The ship is reported to have shifted position on Tuesday night due to heavy currents generated by a severe storm, but she weathered it.

International Oil Spill Response teams armed with modern control and management equipment are working to prevent an oil spill.



Op 2 juli 1993 arriveerde de Smitlloyd 111 met haar enorme moter vermogen iets waar al onze hoop op was gevestigd.



(Langzaam achteruitvarend nadert de enorme sleepboot ons achterschip om een sleeptros uit te brengen.)



(De bergers van Smit Tak in de oranje overalls brengen de sleeptros uit naar de Smitlloyd 111.)



(Het overpompen van de lading ging onverminderd door.)



Er waren verplaatsbare pompunits aan boord gezet met slangen. Hiermee en met onze eigen ballastpomp zou tijdens de poging tot het vlot trekken van het schip zo snel mogelijk het ballastwater uit de ballasttanks worden gepompt om het schip meer drijfvermogen te geven.

SUNETTA.M.S. AGROUND. (DEEL 5/6)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.



(2 juli 1993.)

Doordat de Smitlloyd 111a met vertraging was aangekomen en we ook nog moesten wachten op de andere zeesleper werd het vlot trekken uitgesteld tot zaterdagmiddag 3 juli bij hoogwater.



(Intussen bleven de duikers de bodem van het schip inspecteren.)

Zo werd er een officiële tweede planning planning op papier gezet voor het vlot trekken van het schip.

Ik werd als werktuigkundige aan het dekteam van Smit Tak toegevoegd met vier bemanningsleden.

PLANNING FOR THE REFLOATING OPERATION M.T. "SUNETTA"

(SECOND EDITION)

Prepared by : Salvors K.P.A. and Salt Tak.

Planned date for the first refloating operation.

1/

FRIDAY, JULY 2ND, 1993

Tidal information : position 4-34 North, 218-28 East
 off Blandini, in port

High water	time 0042	height 2.7 mtr
Low water	time 0642	height 0.6 mtr
High water	time 1314	height 2.4 mtr
Low water	time 2138	height 0.6 mtr

18. General condition of the vessel

- The vessel is in a sound condition with all tanks pumped, engine room intact, pumproom operational and sea-tanks not blocked.
- The vessel has been lightened over the last 4 days by 4000 tons of crude oil during several lightning operations and discharged weight has been replaced by ballastwater in the No.3 permanent ballast tanks.
- As ballastwater is operational, the ship will be able to discharge the lifted ballast within a period of 4 hours. If for any reason the ballastpump will not be operational, salvors have provided for a portable pump equipment capable of discharging the lifted ballast within a period of 10 hours. This portable pumping equipment has been lifted on board for contingency purposes to be able to transfer a brown oil tank over the top to other tanks or offloading tanks to avoid further spillage, but can also be used for deballasting purposes if needed.
- Calculated mean draft at start of refloating operation will be 11.11 mtr + tide 5.00 m by the stern.
- Calculated mean draft after discharge of ballastwater will be 10.20 mtr + tide 5.00 m.
- Heaving moments and shearforces are all within limits as per earlier correspondence.

19. Available tugs for refloating operation.

- "Smit-Lloyd 111" bollard pull 150 tons
 Hooking up with towline on towpost drum provided with nylon stratcher and gasket wire.
- 4 pcs. port tugs of 40 tons bollard pull.
 Hooking up by 1000 ft polyprop towlines.
- One stand-by tug for general services.

20. Under keel clearances

An attached sounding report dated June 30 timed 1230 stating the depth soundings at high water with a height of tide of 3.1 meter one can read the least depth situated on the port side in way of No. 4 crossover being 11.5 meter.

Height of tide on July 2nd will be 3.4 meter and least water depth will result (if still is approx. heading of 335 T), in a sounding of 12.8 meter.

An calculated draft after discharge of ballast will be 12.20 even keel an under keel clearance of 60 cm can be expected.

According to the soundings taken at low water on the same day (see attached sounding sheet) one can read that during low tide the forepeak area and stern are already afloat and soundings are gradually decreasing towards No.4 tank.

It has to be noted that soundings and draft readings taken were accurate to the best possible due to the height of the swell and the surge of the tide.

Diving surveys confirmed that no obstacles behind the stern of the vessel, to starboard of the bow and next to the ship were found and a free track to deepwater will be available.

Tidal currents almost parallel to the vessels present heading were experienced at a rate of one knot maximum.

Taken all above into account salvors do not foresee problems during this planned refloating operation in respect of adequate under keel clearance.

21. Distribution of available bollard pull and planned track.

See also attached sketch.

Assuming the heading of "Sunetta" will be approx. 135 T.

- The 150 ton bollard pull tug will be hooked up to the port aft fairlead and will pull into direction 160 T.
- One 40 tons bollard pull tug will be hooked up to the starboard aft corner via a roller and pull into direction 140 T.

- One 40 tons bollard pull tug will be hooked up to the port aft quarter of the forecastle.
- One 40 tons bollard pull tug will be hooked up to the portside in way of the mainfold.
- One 40 tons bollard pull tug will be hooked to the starboard aft quarter of the forecastle.
- One 40 tons bollard pull tug will be in the area to assist or replace one of the other tugs if needed.

22. Planning

- Please note that use of main engine is not planned except for emergency situations.
 Main engine can be used again after deflections have been taken.
- Divers will be on site and ready for inspection during the whole of the operation.
 They will be accommodated on board the "GL 111" and will have a sodic available.

- Start hooking up "GL 111" to the stern.
- Start rearranging the K.P.A. tugs according planning.
- Start deballasting No.3 wings.
- All tugs hooked up in the planned positions.
- Detolled 4000 tons - Point of no return.
 Final decision to continue.
 A yes is : continue deballasting.
 A no is : start ballasting.
- Increase bollard pull of the tugs.
- Complete deballasting.
 Manoeuvring with the tugs to try to pull the vessel direct over the stern into deeper waters.
- High water.
 Expect vessel to be afloat before this time.

After refloating the vessel will be towed over the stern to a safe distance of at least two miles from her present position as where the K.P.A. tugs will be released and the "Smit-Lloyd 111" have to be shifted to the bow. Under tow control of the "GL 111" the vessel will be manoeuvred so much that a general diving survey can be executed. Deflections of the main engine have to be taken to support the decision to use the main engine thereafter.

c/b M.T. "Sunetta"
 June 30th, 1993
 Capt. Kees van Kesteren - Salt Tak
 Capt. A. Ketoy - K.P.A.

[illegible]

(De laatste planning ging per telex naar kantoor en verder was het duimen draaien.)



(Duimen draaien werd het zeer zeker daar tegen de avond de wind in kracht toenam en de kleine sleepboten als notendoppen op de deining op en neer gingen.)



(De Smit Lloyd 111 achter ons met de sleeptros vast hield het schip in positie.)

SUNETTA.M.S. AGROUND. (DEEL 5/7)

M.S.SUNETTA.

28 MAART 1993 T/M 21 AUGUSTUS 1993.

D-DAY. 3 JULI 1993.



Bij het eerste daglicht was een ieder weer paraat en was het een geruststelling dat de Smittloyd 111 nog steeds achter ons lag in rustiger vaarwater.



Zo verscheen dan ook uiteindelijk deze ochtend de extra sleepkracht van de Simoon van I.T.C.



Al de voorbereidingen en ook later de poging tot het vlottrekken van de Sunetta werden scherp vanuit de lucht gecontroleerd op eventuele olie verontreiniging.



De Simoon heeft zijn sleeptros vast gemaakt aan het voorschip terwijl het overpompen van de lading in de lichter tankertjes door bleef gaan.



Bij laagwater kwamen en aan de lust de resten van een scheepsmotor boven water van een schip dat daar jaren terug was gestrand. Dat dit ons bespaard zou blijven!



(Een van de enorme sleeptrossen ligt gereed om uitgebracht te worden.)



Na het vastmaken van de sleeptrossen aan al de beschikbare sleepboten gingen deze in positie liggen voor het sein vlottrekken bij hoogwater.



Hoogwater! Vollekracht trekken en op volle kracht de ballast uit het schip pompen. Bij deze vlottrek operatie werd er geen gebruik gemaakt van de hoofdmotor van het schip ondanks dat deze gebruiksklaar was. Reden hiervoor dat er kans was dat de krukas zou zijn verbogen in de tijd dat het schip aan de grond zat. Zou dat zo zijn en we de motor toch zouden gebruiken dan was de schade niet te overzien.



Tijdens het vlottrekken verslechterde het weer aanzienlijk en werd het uiterste aan vermogen van de sleepers gevraagd.



De Simoon gooit haar volle motorvermogen van 16.000 apk er tegen aan. Zo klonk er een luid hoera doe het schip te 13.45 scheepstijd drijvende was.



Eenmaal los van het rif sleepte de Smittloyd ons naar dieper en veiliger water alwaar de duikers de schade aan de scheepbodem zouden inspecteren en er in de machinekamer werd begonnen met het deflecties nemen van de krukas van de hoofdmotor.



Cheers as stricken vessel is refloated

By ALBERT BOUTER

The recovery of the wreck of the oil tanker 'SUNETTA' after it had been stranded on the beach of the village of Oostende, Belgium, on the morning of 10 July 1993, was a triumph for the Belgian coast guard and the Dutch navy. The vessel, which had been damaged by a fire on board, was refloated and towed to the port of Zeebrugge.

The 'SUNETTA' was a 1,200-ton oil tanker from the Netherlands. It was carrying a cargo of 1,000 tons of oil. The vessel was damaged by a fire on board on the morning of 10 July 1993. The fire was caused by a fault in the engine room. The vessel was stranded on the beach of the village of Oostende, Belgium.

The Belgian coast guard and the Dutch navy worked together to refloat the vessel. The vessel was refloated on the morning of 11 July 1993. The vessel was towed to the port of Zeebrugge.

The refloating of the 'SUNETTA' was a triumph for the Belgian coast guard and the Dutch navy. The vessel was refloated and towed to the port of Zeebrugge.

REF RST05120149 03JUL93 AC:0001
UPDATE 'SUNETTA'

OP ZATERDAG 03/07/93 IS HET MET HOOGWATER 'SMIDDAGS' GELUKT DE SUNETTA
MET BEHULP VAN SLEEPBOOT ASSISTENTIE VLOT TE KRIJGEN. ER IS GEEN OLIE
POLLUTION.

EEN EERSTE INSPECTIE HEEFT GEEN DUIDELIJKE BESCHADIGINGEN AANGETOOND.
LATER OP DE MIDDAG ZAL EEN DUIKERS INSPECTIE PLAATS VINDEN.

VERWACHTEN DAT HET SCHIP MORGEN 013 HW VOOR DE KANT ZAL GAAN OM
RENTANT LADING TE LOSSEN.

M.V.G. DE WINTER

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PRINTED AT: 03JUL93 031039 ORIG ACCT.CODE:0001

FROM SHELL TANKERS BV ROTTERDAM DFH/1
TO MASTER SUNETTA ++
CC SHELL TANKERS BV ROTTERDAM DFH ++
CC SHELL TANKERS BV ROTTERDAM DFH/11 ++

REF RST009001X2 03JUL93 AC:0001

MEDE DOOR DE INZET VAN ALLE OPVARENDEN IS HET GELUKT OM DE SUNETTA
ZONDER VERDERE ONGELUKKEN EN ZONDER OLIE VERONTREINIGING WEER VLOT TE
BRENGEN. VOOR DEZE MEDWERKING WILLEN WIJ ALLE BETROKKENEN ZEER
HARTELIJK DANKEN.

M.V.G. DE WINTER

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(Na het vlot komen van het schip was er natuurlijk de enorme telex uitwisseling waarin dan ook een dankwoord voor alle betrokkenen voor hun medewerking en inzet.)



(In het bijzonder de complimenten aan het team van Smit Tak voor het vlottrekken van het schip.)



Zo voeren we dan uiteindelijk de haven van Mombassa binnen met in de verte de plaats waar we aan de grond hadden gelegen. Intussen had het duikers onderzoek uitgewezen dat de bodem van het schip aardig was beschadigd en ook een van de waterinlaatroosters van de machinekamer. Er zo op korte termijn naar een droogdok worden gezocht waar het schip gerepareerd zou worden.



Uiteindelijk begonnen ook de lokale kranten van leer te trekken op misverstanden in de haven van Mombasa. Zo kregen we na het lossen het bericht dat we de 14e juli in Bahrein werden verwacht om in het dok de schade aan de romp te verhelpen. Ook kregen we te horen dat na de reparatie er weer geladen moest worden voor de haven Mombasa. Er zat iemand met een zeer wrange humor op de afdeling trading in het kantoor te Londen.