

Scandinavian Star

Skibets certifikater er nøglen til at opklare mordbranden



Scandinavian Stars Danske Støtteforening

Der er flere SeaEscape

Tid



- SeaEscape Ltd. har lejet Scandinavian Star af Stena Line, og drifter skibet
 - SeaEscape Ltd. går i betalingsstandsning i november 1989, og retten beslaglægger Scandinavian Star
 - Stena Line garanterer 12,2 mio.UDS overfor konkursboet for at få Scandinavian Star frigivet fra boet
-
- SeaEscape Cruises Ltd. bliver stiftet ultimo 1989, og overtager forkøbsretten til Scandinavian Star fra SeaEscape Ltd.
 - SeaEscape Cruises Ltd. leder efter en køber til Scandinavian Star
 - SeaEscape Cruises Ltd. lader Henrik Johansen idriftsætte Scandinavian Star på ruten mellem Frederikshavn og Oslo
 - SeaEscape Cruises Ltd. er ejer af Scandinavian Star pr. 6. april 1990, kl. 12.00, fordi handlen med Henrik Johansen ikke blev til noget



Flere SeaEscapes, men en ansvarlig....

Niels-Erik Lund

Niels-Erik Lund var adm. direktør for SeaEscape Ltd.

Niels-Erik Lund har oplyst, at han forestod salget af Scandinavian Star til Henrik Johansen.

Han udtaler bl.a. i et tv-interview i 2000, at "alle papirer gik gennem ham".

Passenger Ship Safety Certificate

- Skibets hovedcertifikat
 - Fornys hver år
- Bruges typisk som afsæt for...
 - Udarbejdelse af undercertifikater
 - Vurdering af skibets tilstand i forbindelse med
 - køb
 - salg
 - forsikring
 - finansiering
 - myndighedskontrol



Lloyd's Register of Shipping

COMMONWEALTH OF THE BAHAMAS
PASSENGER SHIP SAFETY CERTIFICATE



for an international voyage,
or a short

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which last was laid See NOTE below
SCANDINAVIAN STAR	C 6 B F	NASSAU	10,531	1970
Particulars of voyages, if any, sanctioned under Regulation (c) (iv) of Chapter III				

I, the undersigned, **C. ADAMS** certify

- I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.
- II. That the survey showed that the ship complied with the requirements of the Regulations annexed to the said Convention as regards:
 - (1) the structure, main and auxiliary boilers and other pressure vessels and machinery;
 - (2) the watertight subdivision arrangements and details;
 - (3) the following subdivision loadlines:

Subdivision loadlines assigned and marked on the ship's side at amidships (Regulation 11 of Chapter II-1)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1	1757 mm	
C.2		
C.3		

- III. That the life-saving appliances provide for a total number of 1402 persons and no more, viz.:
 - 10 lifeboats (including 10 motor lifeboats) capable of accommodating 958 persons, and 1 motor lifeboats fitted with radiotelegraph installation and searchlight (included in the total lifeboats shown above), and — motor lifeboats fitted with searchlight only (also included in the total lifeboats shown above), requiring 48 certificated lifeboatmen;
 - 10 life rafts, for which approved launching devices are required, capable of accommodating 250 persons; and
 - 12 life rafts, for which approved launching devices are not required, capable of accommodating 300 persons;
 - 4 buoyant apparatus capable of supporting 88 persons;
 - 20 lifebuoys;
 - 1472 life-jackets. PLUS 126 LIFE JACKETS SUITABLE FOR CHILDREN

- IV. That the lifeboats and life rafts were equipped in accordance with the provisions of the Regulations.
- V. That the ship was provided with a line-throwing appliance and portable radio apparatus for survival craft in accordance with the provisions of the Regulations.

KOPI

No. 000016



Lloyd's Register of Shipping

COMMONWEALTH OF THE BAHAMAS
PASSENGER SHIP SAFETY CERTIFICATE



for an international voyage,
or a short

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Date on which last was laid See NOTE below
SCANDINAVIAN STAR"	C 6 B F	Nassau	10,531	1970
Particulars of voyages, if any, sanctioned under Regulation 27 (c) (iv) of Chapter III				

I, the undersigned, **G. L. Brown** certify

- I. That the above-mentioned ship has been duly surveyed in accordance with the provisions of the Convention referred to above.
- II. That the survey showed that the ship complied with the requirements of the Regulations annexed to the said Convention as regards:
 - (1) the structure, main and auxiliary boilers and other pressure vessels and machinery;
 - (2) the watertight subdivision arrangements and details;
 - (3) the following subdivision loadlines:

Subdivision loadlines assigned and marked on the ship's side at amidships (Regulation 11 of Chapter II-1)	Freeboard	To apply when the spaces in which passengers are carried include the following alternative spaces
C.1	1757 mm	
C.2		
C.3		

- III. That the life-saving appliances provide for a total number of 1402 persons and no more, viz.:
 - 10 lifeboats (including 10 motor lifeboats) capable of accommodating 958 persons, and 1 motor lifeboats fitted with radiotelegraph installation and searchlight (included in the total lifeboats shown above), and — motor lifeboats fitted with searchlight only (also included in the total lifeboats shown above), requiring 48 certificated lifeboatmen;
 - 10 life rafts, for which approved launching devices are required, capable of accommodating 250 persons; and
 - 12 life rafts, for which approved launching devices are not required, capable of accommodating 300 persons;
 - 4 buoyant apparatus capable of supporting 88 persons;
 - 20 lifebuoys;
 - 1472 life-jackets. plus 126 jackets suitable for children.

- IV. That the lifeboats and life rafts were equipped in accordance with the provisions of the Regulations.

Certifikatets tilblivelse

C. Adams, Lloyds
inspicerer
Scandinavian Star

2 – 5 januar 1990

01

SeaEscape, kaptajn
Peter Shaab skriver til A.
Adams, Lloyds

02

10 januar 1990

C. Adams, Lloyds
udsteder Passenger Ship
Safety Certificate

19 januar 1990

03

Henrik Johansens agent
bliver lovet rene
certifikater ved køb af
Scandinavian Star

04

januar 1990

G. Brown, Lloyds
udsteder Passenger
Ship Safety
Certificate

5 februar 1990

05

SeaEscape

TO: LLOYD'S REGISTER OF SHIPPING
ATTN: MR. G. ADAMS

FROM: PETER SHAAB
MASTER
M/S SCANDINAVIAN STAR

DATE: JANUARY 10, 1990

REF.: DEFICIENCIES TO BE CORRECTED FOR ANNUAL SOLAS SURVEY

DEAR MR. ADAMS,

ENCLOSED IS THE DEFICIENCY LIST COMPILED FROM YOUR NOTES. THE FOLLOWING ITEMS HAVE ALREADY BEEN CORRECTED:

NO. 1.), 2.), 3.), 4.), 5.), 6.), 7.), 10.), 11.), 13.), 15.), 16.A), 16.B), 19.) (CREWS FOR CRANE I & II RECEIVED SPECIAL TRAINING AT THEIR STATIONS, WERE SHOWN INSTRUCTION VIDEOS AND QUIZZED ABOUT THEIR TASKS BY THE SAFETY OFFICER AND HOTEL MANAGER). CRANE II HANDLES ARE RE-PLACED. 22.), 23.) 25.).

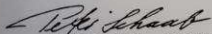
THE RADIO SURVEY DEFICIENCIES HAVE BEEN CORRECTED: SEE ATTACHED COPY OF CORRECTED SURVEY.

ITEMS 8.), 12.), 14.), 17.), 18.), 20.), 21.), 24.) 26.) ARE EXPECTED TO BE CORRECTED BY JAN. 12, 1990.

ITEM # 9.) WILL BE REPAIRED DURING THE VESSEL DRY DOCK STAY IN JAN./FEB., 1990.

ITEMS 27.), 28.) AND 29.) ARE AWAITING SPARE PARTS EXPECTED COMPLETION FEB. 08, 1990.

BEST REGARDS,


PETER SHAAB, MASTER
SCANDINAVIAN STAR

SeaEscape Ltd.

Miami (Main Office) 1090 Port Blvd, Miami, FL 33132 Telephone: (305) 377-9300 Telex: 244034 SMC Teletax: (305) 381-8068
Tampa 1304 East York St., Tampa, FL 33602/Port Canaveral 180 Jetty Dr. Cape Canaveral, FL 32920

SeaEscape skriver til Lloyds 10. Januar 1990

Bl.a. var følgende ikke i orden ved Lloyds
inspektion i januar 1990:

”push button alarm at Coral Deck...does
not operate”

SeaEscape, kaptajn Peter Shaab skriver til
Lloyds, at ”the following items have already
been corrected: ...NO 5...”

M/S SCANDINAVIAN STAR

DEFICIENCY LIST

1. No signs at push button fire alarms.
2. Fire screen doors 14A, 24 & 74 to be repaired and tested.
3. W.T. Door # 3 to have bell more audible.
4. Push button alarm at main deck slot machine room needs sign.
5. Push button alarm at Coral Deck near cabin 842 does not operate.
6. Smoke alarm over starboard side cutter generator does not work.
7. All oil fuel quick closing to retest.
8. Machinery space fire station #94 needs a wheel.
#93,96 & 98 between main engine, aft generator room near washroom
and forward requires wheel keys.
9. All emergency lights conduit pipes to be renewed.
10. All lifeboat falls bitter ends to be secured with mechanical locks.
11. All lifeboat equipment lockers to be secured.
12. Lifeboats 3,4,7,8,9 & 10 to be equipped with flashlights that
are capable of sending morse codes.
13. Spare flashlight bulbs for Lifeboat #2.
14. Repair fiberglass in Lifeboat #2 Aft near tiller.
15. Bilge pumps to make operable in # 6 & 8 Lifeboats.
16. Cover-up old engine exhaust hole in #7 Lifeboat.
Lengthen bilge pump discharge to reach overboard.
17. Engine top casings to be renewed in Lifeboats 8 & 10.
18. Forward hook guard plates to renew in Lifeboat #6.

M/S SCANDINAVIAN STAR

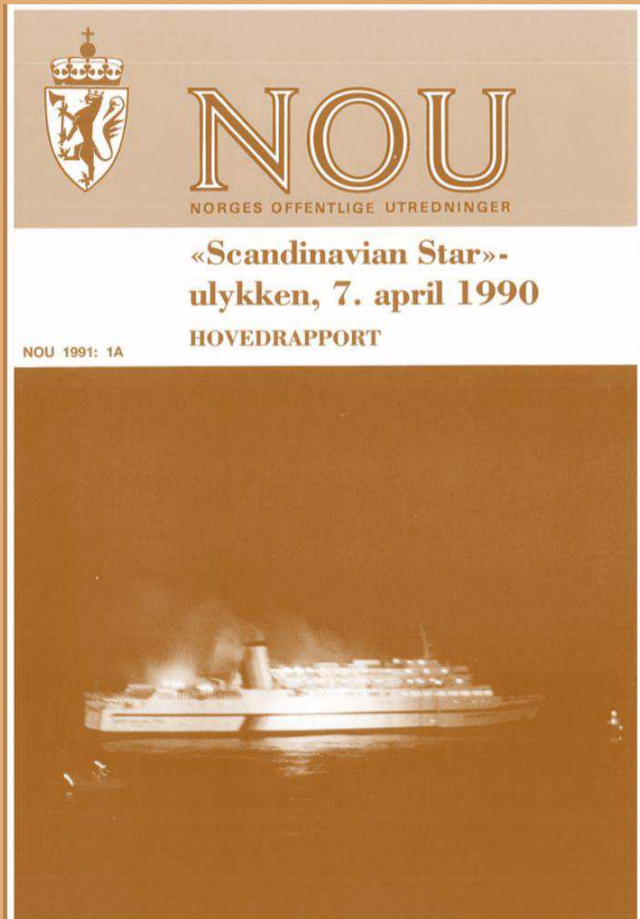
DEFICIENCY LIST

19. Liferaft crew had no idea what to do except for one person out
of about fifteen.
20. All weather deck dampers require identification, including
galley flaps.
21. Mooring deck aft damper marked 006 requires damper.
22. Exhaust Broadway Lounge damper requires wing nut.
23. Sunset Deck hand damper adjacent to Fan Room #1 requires repairs.
24. Fan Room # 1 A/A # 2 forward flap to repair.
25. Fan Room # 2 damper overhead needs painting red and sign O-C.
26. Fan Room # 3 modify AV#7 hospital to operate for one lever
for both dampers. One flapper cannot close due to support in way.
27. W.T. Doors 3,6 & 8 require closing lights.
28. Several bilge controls not connected to be repaired.
29. Bilge level alarm 12 A A/A room to repair.

Et betinget certifikat?

1. C. Adams fra Lloyds inspicerer Scandinavian Star den 2. – 5. januar 1990
2. SeaEscape, kaptajn Peter Shaab skriver den 10. januar 1990 til Lloyds, at manglerne fra inspektionen er under udbedring
3. C. Adams genbesøger ikke Scandinavian Star
4. Den 19. januar 1990 udsteder C. Adams et perfekt Passenger Ship Safety Certificate
5. Fra undersøgelserne efter branden ved vi, at tingene aldrig blev udbedret

Eller medvirkede C. Adams i forfalskning?



Den norske undersøgelse 1991

I hvert fald følgende sikkerhedsmæssige mangler kan ikke have været i orden ved Lloyds inspektion i januar 1990, siger undersøgelsen:

- 3 alarmhorn manglede på hovedalarmsystemet
- Redningsbådene var rådne
- Befæstningerne til redningsbådene var rustet fast
 - En branddør manglede

Dokumentfalsk

Det er dokumentfalsk, hvis man gør brug af et forfalsket dokument for at snyde i en handel, en forsikrings sag eller offentlige myndigheders kontrol.



De forfalskede certifikater blev anvendt

Det fremgår af oplysningerne i sagen, at certifikaterne har været brugt af SeaEscape til:

- Forsøget på at sælge Scandinavian Star til Henrik Johansen
- Myndighedskontrollen hos US Coast Guard
- Tegning af forsikring
- At fremskaffe køberfinansiering til Henrik Johansen
- Dokumentation i den norske undersøgelse efter branden

Pointen er...



SeaEscape vidste, at indholdet i certifikaterne fra Lloyds ikke var korrekt.
SeaEscape bidrog aktivt til, at indholdet i certifikaterne ikke var korrekt.



SeaEscape benyttede certifikaterne, velvidende at indholdet ikke var korrekt, bl.a. til at opnå forsikring af skibet og køberfinansiering til Henrik Johansen i forbindelse med salget.



Certifikaterne er nøglen til at opklare mordbranden, og dette er aldrig efterforsket.

Flere uafklarede elementer....

Optagelserne i DR-serien bekræfter, at Scandinavian Star havde slagside allerede ved evakueringen, længe inden brandslukningen

- Flemming Thue Jensen har oplyst til støtteforeningen, at man i efterforskningen har lagt til grund, at slagsiden opstod som følge af slukningsarbejdet. Når slagsiden er opstået tidligere, må denne tese være en fejlantagelse. Slagsiden kan kun være påført af skibets mandskab.

Olierørsbranden

- Flemming Thue Jensen har oplyst til støtteforeningen, at brandbilledet, hvor olietrykspumpe til hævedæk aktiveres, så der tømmes ca. 400 l hydraulikolie, er et sandsynligt brandbillede.

Certifikaterne

- Flemming Thue Jensen har oplyst til støtteforeningen, at skibets certifikater blev betragtet som ægte i forbindelse med efterforskningen, da Søfartsstyrelsen modtog dem direkte fra Lloyds, men at indholdet i certifikaterne var beviseligt forkert.

Støtteforeningen har yderligere nye oplysninger...

- DR-serien om Scandinavian Star viser, at maskinchefen og chefelektrikeren gik fra borde i Lysekill. Et vidne har fortalt, at maskinchefen og chefelektrikeren var tilbage ombord inden branden i Lysekill.
- DR-serien om Scandinavian Star viser, at der var en overhyppighed af brande ombord på skibe tilhørende SeaEscape.
 - Et vidne har fortalt, at en af de uopklarede tidligere brande hos SeaEscape er påsat.
 - Et vidne har fortalt, at SeaEscapes faste mandskab tidligere har indøvet et brandscenarie svarende til det, som fandt sted på Scandinavian Star.
- Maskinchefen har i årene frem til sin død til flere vidner udtalt, at "det var ikke meningen, at det skulle være den slags brand".
- I januar 2020 har der været 3 indbrud hos personer, der arbejder med Scandinavian Star sagen, hvor indbrudstyvene udelukkende er gået efter journalisternes arkiver omkring sagen.

Pointen er...



Danmarkshistoriens største drabssag udenfor krig er aldrig opklaret.



Det er i dag ikke vigtigt, hvem der i fortiden måtte have gjort hvad.



Det handler om at få sagen opklaret, så vi, de mange ofre, kan få fred.



Task Force, Scandinavian Star

- Erfarne politiefterforskere
- En advokat fra hver af de 3 lande som bindeled mellem task forcen og ofrene

Scandinavian Stars Danske Støtteforening bidrager gerne med

- Omfattende arkiv og viden om sagen
- Researcher, der bl.a. har afdækket ejer, reder og forsikringsforhold, herunder mange af de oplysninger, der i disse dage er fremme i medierne.
- Jurist, der har arbejdet med sagens juridiske aspekter bl.a. skibets papirer og myndighedernes håndtering af sagen.

Tak for opmærksomheden



Scandinavian Stars Danske Støtteforening