

Forskare på Chalmers menar nu att den officiella beskrivningen av Estonias sjunkförlopp är felaktig.

Estonia sjönk betydligt snabbare än vad som tidigare varit känt, kanske på grund av ett hål i skrovet.

Möt Sjöfartsdirektören som redan från början ifrågasatte den officiella versionen och som offrades för att sanningen inte skulle komma fram.

Konflikten om Estonia knäckte Sjösäkerhetsdirektören

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av [Ruben Agnarsson](#)

Natten till den 28 september 1994 förliste passagerarfärjan Estonia. 852 människor från 17 olika länder omkom. Sverige förlorade 501 medborgare. I dag har forskare på Chalmers konstaterat att den officiella beskrivningen av Estonias sjunkförlopp var felaktig. Estonia sjönk betydligt snabbare än vad som tidigare varit känt.

- Det är ju möjligt att det har uppstått ett hål av en eller annan anledning, sade forskningschefen Claes Källström på Chalmers-anknutna bolaget SSPA till Ekot i mars i år. Om det visar sig att dessa uppgifter är korrekta, vänder de inte bara upp och ned på hela debatten om vad som förorsakade Estonias förlisning. De skulle dessutom ge upprättelse till en sjösäkerhetsdirektör som blev överkörd av det politiska etablissemanget.

Bengt-Erik Stenmark var sjöfartsdirektör på Sjöfartverket när passagerarfärjan förliste.

Antagligen har ingen annan svensk känt av den kraftfulla politiska turbulens som den tragiska färjekatastrofen på Östersjön orsakade.

Han och hustrun Ingela befann sig på Island när olyckan inträffade. Bengt-Erik Stenmark åkte hem till Sverige samma morgon som olyckan skedde, medan Ingela stannade kvar på Island.

Hemresan från Island skulle bli inledningen till ett maktspel och ett politiskt inferno som Bengt-Erik Stenmark fortfarande lider av.

Dåvarande statsminister Carl Bildt fick beskedet att en färja förlist på Östersjön, i samband med att han lämnade avskedsfesten för den borgerliga regeringen under efternatten till den 28 september. Han träffade Finlands och Estlands statsministrar i Åbo redan samma eftermiddag. Enligt de samtalsanteckningar som ”Analysgruppen för granskning av Estoniakatastrofen” under ledning av Peter Örn gjorde i slutet av 1990-talet, hävdade Carl Bildt redan i Åbo att katastrofen berodde på att färjans bogvisir hade gått upp.

Samma eftermiddag ringde Carl Bildt två telefonsamtal till kommunikationsministern Mats Odell och till rederiet Estline och ”informerade” om olycksorsaken.

Att Sjöfartsverkets experter avfärdade Carl Bildts förklaring som icke trovärdig, framgår av analysgruppens intervju med vår nuvarande utrikesminister.

”För Carl Bildt var det ingen tvekan om att bogvisiret hade slitits upp. Sjöfartsverket angav dock att detta inte var möjligt. Carl Bildt blev f-d på papper från Sjöfartsverket i frågan. Dessa papper skall finnas någonstans...”

Bengt-Erik Stenmark och andra personer på Sjöfartsverket ifrågasatte alltså statsministerns katastrofteori, vilket slutligen ledde till att den plikttrogne sjösäkerhetsdirektören tvingades avgå från sin tjänst under förödmjukande former.

I måndags träffade Världen idag Bengt-Erik och Ingela Stenmark i Alingsås, där paret numera bor. De berättar i denna intervju öppenhet om den mest tumultartade perioden i deras gemensamma liv.

Efter en stroke den 8 januari 2005 och ytterligare en i augusti samma år, är Bengt-Erik Stenmark i idag delvis förlamad och kan inte prata. Men han är glasklar i tanken och kommunicerar med en kommunikator, där han skriver ned sina svar på de frågor som Världen

idag ställer.

Hans hustru Ingela fyller ibland i, medan Bengt-Erik Stenmark nickar instämmande för att bekräfta hennes beskrivning av situationen.

Han betonar att det var flera personer på Sjöfartsverket som var inblandade när de ifrågasatte den officiella sjunkversionen.

Hur trovärdiga tyckte du de första påståendena om troliga sjunkorsaker var?

- Jag tyckte så där...

I dag menar flera sjöfartsexperter att färjan skulle ha vänt sig upp och ned och fortsatt flyta om bogvisiret ramlat av?

- Det finns sådana exempel.

Finns det exempel där färjan inte vänt sig om bogvisiret är borta?

- Nej.

Finns det exempel på att en färja sjunkit så snabbt som Estonia utan ett hål under vattenlinjen?

- Nej.

Tror du idag att Estonia hade ett hål under vattenlinjen när hon sjönk?

- Ja.

Trodde du redan då?

- Jag visste inte. Jag visste att det fanns andra exempel.

Framförde du dina frågor och synpunkter till regeringen?

- Nej. Jag blev snart bortkopplad.

Var du för besvärlig?

- Ja.

Ville man inte ha sjöfartsexpertis?

- Nej, inte min.

Hur ser du i dag på det officiella sjunkförloppet?

- Det var nys. Men jag fick inte yttra mig. Jag fick heller inga frågor. Jag gick min egen väg.

Hade det inte varit naturligt att du som sjösäkerhetsdirektör hade fått frågor?

- Jag var nog för öppenhjärtig, för uppriktig och blev därför snabbt bortkopplad.

De korta och kärnfulla svaren skrivs in på kommunikatorn. Det märks att frågorna väcker upp minnen och känslor som fortfarande berör både Bengt-Erik och Ingela Stenmark starkt.

Hustrun Ingela kompletterar bilden:

- Jag glömmer aldrig den här perioden. Det handlade om ren personföljelse. Bengt-Erik skulle aldrig säga något som han inte stod för. Han har en sådan integritet och går inte att styra och manipulera. För min del är jag övertygad om att händelserna kring Estonia-katastrofen blev ett obearbetat trauma som bidrog till att Bengt-Erik fick stroke.

- Han har aldrig rökt, har druckit måttligt, var smärt och smal och rörde på sig kontinuerligt. Det fanns inga yttre tecken på att han låg i farozonen. Däremot utsattes han för en omänsklig

press efter att Estonia sjönk.

- Samtidigt vill Bengt-Erik inte vara bitter. Han beslutade sig för att gå vidare, även när han blev svårt sjuk och överlevde mot alla odds. Han läser i dag mycket skönlitteratur och har en sådan resning och stil i sjukdomen. Han har uttryckt att han vill vara ett föredöme även i sin nuvarande situation.

Ingela tystnar en stund och vänder sig sedan direkt till sin make:

- Jag beundrar verkligen dig.

De känslosamma orden får Bengt-Erik att vända bort blicken för att inte avslöja att ögonen fuktas.

När Bengt-Erik Stenmark den 15 mars 1995 fick lämna tjänsten som sjösäkerhetsdirektör blev han samtidigt erbjuden en tjänst som forskningsdirektör på Sjöfartsverket.

Han övergick till forskning och avslutade en doktorsavhandling om sjösäkerhet vid högskolan i Luleå.

Bengt-Erik Stenmark hann alltså med att bli en etablerad forskare i sjösäkerhetsfrågor innan han drabbades av sjukdomen i början av 2005.

WAS ISRAEL BEHIND WEAPONS SMUGGLING ON ESTONIA? *PIC*

Posted By: ChristopherBollyn <[Send E-Mail](#)>

Date: Friday, 11 February 2005, 10:35 p.m.

UNKNOWN MIDDLE EASTERN NATION BEHIND
SMUGGLING OF ADVANCED SOVIET WEAPONRY ON ESTONIA

By Christopher Bollyn
World Exclusive to American Free Press

Shocking new revelations indicate that clandestine shipments of Russian weapons technology, transported on a civilian passenger ferry under Sweden's watchful eye, were actually destined for an unknown nation in the Middle East.

Since the car and passenger ferry Estonia sank on September 28, 1994, there have been persistent rumors that a Middle Eastern nation was somehow involved in the catastrophe. A recent revelation from a Swedish customs chief that an earlier shipment of contraband military technology carried on Estonia had been secretly flown to an unknown destination in the Middle East "via Egypt" suggests that there is substance to these allegations.

There have been persistent rumors of Israeli involvement. A former East German intelligence agent, who claims to have worked with Mossad, told American Free

Press in 2000 that Israel had been involved in the Estonia catastrophe, but did not provide details.

The odd presence of two young men, Hicham Ben Hamou, 29, and Mohamed Ben Tounsi, 21, listed as Moroccans on the passenger list raises some questions. While these two men are listed among the 852 who perished in the disaster, their names are not included on the list of victims whose families received compensation from the insurance company.

Why did no Moroccan relatives of Ben Hamou and Ben Tounsi come forward to claim compensation? One explanation might be that these men were not Moroccans at all, but agents of an intelligence service, and there are no legitimate Moroccan relatives to make a claim.

NEW REVELATIONS

On November 30, 2004, a program on Swedish state-supported television (SVT 1) reported that there had been a secret arrangement between Owe Wiktorin, Sweden's highest military commander at the time, and Ulf Larsson, then general director of customs, to clear specific shipments of military technology from Estonia, without inspection, on arrival in Stockholm.

The program, based on the confession of Lennart Henriksson, former chief of customs for Stockholm's harbor, reported that at least two previous shipments of Soviet weapons technology had been transported on the passenger ferry on September 14 and 20, 1994.

This covert weapons smuggling agreement was authorized at the highest level of the Swedish government, according to Henriksson. This was confirmed in an official investigation of the arrangement conducted by a specially appointed judge, Johan Hirschfeldt. Hirschfeldt's report, released January 21, stated that this arrangement was known at the highest levels of Sweden's government and defense department.

The secret transport of Soviet weapons and technology on Estonia, however, turned the civilian passenger ferry, with its passengers, into a military target. This must have crossed the minds of the Swedish authorities involved in the smuggling scheme.

The prime minister of Sweden at the time was Carl Bildt, from the conservative party, although his term ended two days after the catastrophe. Immediately after the sinking, Bildt promised the Swedish nation that the wreck would be salvaged and the victims' bodies recovered. His broken promises and documented involvement in an illegal weapons smuggling operation notwithstanding, Bildt went on to become a darling of the internationalist elite, adopted by the U.S.-based RAND Corp. and made a special envoy of the U.N. in the Balkans, where he began serving in 1995.

While the wreck lies in international waters, Sweden has actively prevented an independent investigation into what caused the disaster. The Swedish state has passed an extraterritorial law to prevent its citizens from diving to the wreck.

Sven AnÅ©r, veteran Swedish journalist and author, has provided AFP with information about the Middle Eastern connection with the weapons smuggling on Estonia. This material was censored from the SVT 1 exposÅ© and has not been reported in the mainstream press.

AnÅ©r, born in 1921, worked with the daily Dagens Nyheter from 1948-62, including two years as Moscow correspondent, and with Swedish Radio-TV from 1963-71.

Lars BorgnÅ©s, who produced the SVT 1 program, censored the most important information, AnÅ©r said. This was the fact that the secret military cargo on September 20 was not for the Swedish military but was en route via Egypt to an unknown destination. This raises the obvious question: Why would Sweden enable, facilitate, and cover-up another nation's crime?

BorgnÅ©s told AnÅ©r he had omitted mentioning that the cargo was destined for a third country, via Egypt, out of "consideration for the parties involved."

Ingrid Sandqvist, customs chief at Arlanda confirmed to AnÅ©r that she had received orders to clear the cargo for forwarding via Egypt, although she did not "recall" having inspected it. Furthermore, Sandqvist said she did not know the origin of the cargo. AnÅ©r said he has the impression that Sandqvist had not been allowed to check the cargo, something she is supposed to do.

Lars GÅ¶ran Farm, then marine engineer with NordstrÅ¶m and Thulin, Swedish co-owners of Estonia, confirmed to AnÅ©r that the ship owner had ordered a special escort from VÅ¶gverket, the Swedish highway authority, for a sensitive cargo on September 28, 1994. The VÅ¶gverket personnel, ready to escort the cargo from the harbor to Arlanda airport, left the harbor empty-handed after learning that Estonia had sunk.

The information that the previous shipment of military technology had been forwarded to a third country via Egypt suggests that the contraband cargo was not destined for the United States, AnÅ©r told AFP. Given the circumstances, the custom chief's report suggests that its final destination may have been Israel.

Israel and the U.S. have worked together on numerous military projects, such as the Tactical High Energy Laser (THEL), a high-energy laser weapon system designed to shoot down missiles. The THEL was developed by a team of U.S. and Israeli contractors working with TRW, later acquired by Northrop Grumman, for the U.S. Space & Missile Defense Command and the Israeli military.

Daniel Saul Goldin, NASA Administrator from 1992-2001, had been general manager of the TRW Space and Technology Group in Redondo Beach, Calif. prior to coming to NASA. Goldin bragged about how he cut key personnel at NASA and ordered the hiring of sub-contractors, especially "women-owned" and "minority-owned" firms.

This policy, however, resulted in breaches in security and massive information loss through foreign sub-contractors working at NASA. The massive thieving by Chinese sub-contractors of sensitive NASA information, recently reported by the computer

programmer Clint Curtis to a congressional panel, is the direct result of Goldin's hiring policy.

RUSSIAN SCIENCE

Much of the research science that goes into the development of laser weapons like THEL is conducted at Russian research institutes in Moscow and Nizhny Novgorod.

Israel has extensive, although not always friendly, relations with Russia. This is due to the fact that the Zionist state was founded primarily by immigrants from Russia and the former republics of the Soviet Union. A large influx of immigrants from the Soviet Union in the 1980s and 90s brought many well-educated scientists from Russian research centers to Israel.

Israel has close ties with former republics, such as Estonia. Shortly after regaining its independence in 1991, the tiny Baltic republic made a very odd purchase of used artillery pieces from Israel - for \$50 million. Because many of the weapons didn't even function, the government of Estonia later sued to recover some of the money.

THE VORONINS

In the August 5, 2002 issue of AFP, it was reported that divers hired by the Swedish government to survey the vessel spent hours searching cabins on Deck 6 of Estonia for a black attaché case carried by a Russian weapons dealer named Aleksandr Voronin.

The divers worked for Rockwater, a subsidiary of Brown & Root Energy Services (BRES). Each diver had signed a lifetime agreement obliging them to remain silent about what they did on the wreck some 200 feet below the surface. BRES is a subsidiary of Halliburton.

Estonia researcher Jutta Rabe told AFP that Rockwater was not the lowest bidder, but got the job from Johan Franson, head of the Swedish Maritime Administration. "Secrecy," Rabe said, "was of paramount importance."

AFP has copies of the diving logs, which show that the sought-after attaché case was finally found in Cabin 6230, the cabin usually reserved for VIP guests or the relief captain, who was also on board.

Upon finding the case on Dec. 4, 1994, the diver asks his supervisor J. Barwick, "Is this what we're looking for?"

Voronin is an Ashkenazic Jewish surname coming from the village of Voronino in the Bobruysk area of Byelorussia, according to A Dictionary of Jewish Surnames from the Russian Empire by Alexander Beider. The root "voron" means crow or raven.

Aleksandr, a member of the Voronin "business dynasty" from Kohtla-Järve on the Estonia-Russia border, owned a company in Tallinn called Kosmos Association while his relative, Valeri, had a branch company in Moscow which did business with the Kurchatov Institute, Russia's famous space technology and

nuclear research center. Both Voronin companies were established to sell specimens of Russia's modern space and weapons technology.

Aleksandr Voronin was traveling on Estonia with Vassili, his 15-year-old son, and his father-in-law, Vassili Kruchkov. After being rescued, they told the press they were on a business trip to Denmark. Asked why they had not taken a plane, Aleksandr said he was worried that "high winds" could have delayed the plane.

When Aleksandr's wife, Larissa, heard about the sinking, she lit 33 Jewish ceremonial candles she had bought in Jerusalem on a trip to Israel. "I knew that these should only be lit in a dire or special occasion and that you should only burn them a little each time," she said. "I burned them to the end."

Fortunately, the three members of the Voronin family survived the sinking, but Aleksandr is said to have died of a heart attack at age 45, in 2002, two weeks after *Süddeutsche Zeitung*, a leading German newspaper, published details of his weapons and space technology business in connection to the Estonia catastrophe.

As AFP has reported, Rabe points to a group of Russian nationalists from the former Soviet intelligence agencies being behind the sinking. According to Rabe, the so-called Felix Group, which included Vladimir Putin, the current president of Russia, was opposed to the wide-spread plundering that occurred after the breakup of the Soviet Union.

The window of access to Soviet military secrets slammed shut in July 1998 when Putin became director of Russia's Federal Security Service. The Voronin companies and some of the American firms that dealt with them went out of business.

According to Rabe, the sinking of Estonia is summed up: "It was the perfect coup, which could have only been carried out by secret services or groups which include former members of the secret services as members, like the networks of terrorists, regardless of their origin or motivation."

Finis

Carl Bildt and George Soros having a private conversation at the Bilderberg meeting at Chateau du Lac, near Brussels, in early June 2000. At the time Bildt was serving as "special envoy" for the UN in the Balkans.

Photo by Christopher Bollyn, American Free Press