

Wednesday, March 17, 2010

## OYRANOS (F/G)



## TECHNICAL SPECIFICATIONS – SHIP DATA

**Original Name:** URANUS

**Flag:** Netherlands

**Last name:** OYRANOS (1973) with Piraeus registry number 4264.

**Previous names:** URANUS (1952), MARIO (1964), URANUS I (1969),  
URANUS (1970).

**Builder:** Noord Nederlandse Scheepswerven shipyard in Groningen,  
the Netherlands.

**Launched:** July 2, 1952, with new-build number 260. **Engine:** D.AND  
J.BOOT 4T 6-cylinder De Industrie (305 x 460) **Engine power:** 420  
BHP, 550 rpk

**Speed:** 10 knots

**Owners:** 1. N.V. Kustvaart Unie-Groningen, Carebeka office (1952)  
2. Pinkster Co Amsterdam (1952)  
3. Hatzioannou Brothers (1973)

**Ship type:** Merchant ship (Motorship).

**Overall length:** 52.48 meters

**Maximum beam:** 8.34 meters

**Average draft:** 3.39 meters

**Cargo capacity:** 675 metric tons

**Gross Tonnage (GT):** 484 Net Tonnage: 319

**International Call Sign:** PICQ

**IMO:** 5374066

**International Distinctive Signal:** SV 3858

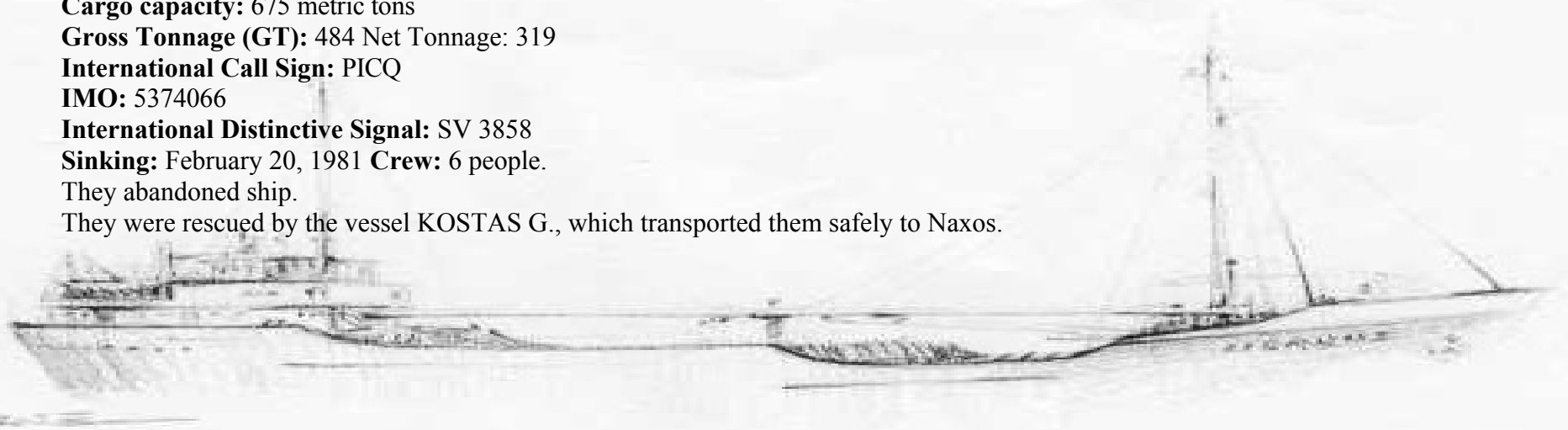
**Sinking:** February 20, 1981 **Crew:** 6 people.

They abandoned ship.

They were rescued by the vessel KOSTAS G., which transported them safely to Naxos.

### ΑΚΥΒΕΡΝΗΤΟ ΜΙΚΡΟ ΦΟΡΤΗΓΟ ΚΟΝΤΑ ΣΤΗ ΝΑΞΟ

ΠΕΙΡΑΙΑΣ, 18.— Τὸ μικρὸ φορ-  
τηγὸ «Οὐρανός», 451 κόντων, ἐνῶ  
κατευθυνόταν ἀπὸ τὴν Χαλκίδα με-  
φορτίο τσιμέντου, στὴ Δωδεκάνησο,  
ἔμεινε ἀκυβέρνητο, λόγῳ μηχανικῆς  
βλάβης, ὀκτῶ μίλια βορειοανατολι-  
κὰ τῆς Νάξου. Τὸ πλήρωμά του, ἀ-  
πὸ πέντε Ἕλληνες καὶ ἓνα ξένο, ἐ-  
γκατέλειψε τὸ σκάφος καὶ παραλή-  
φθηκε σῶσο ἀπὸ τὸ διερχόμενο φορ-  
τηγὸ «Κώστας».



## HISTORICAL OVERVIEW

The merchant cargo ship OYRANOS was launched on July 2, 1952. Its construction was completed on October<sup>1</sup> of the same year, with the hull number 260, at the Noord Nederlandse Scheepswerven shipyard in Groningen, the Netherlands, on behalf of N. V. Kustvaart Unie-Groningen, Carebeka office.

That same year, it was transferred to the ownership of Pinkster Co Amsterdam.

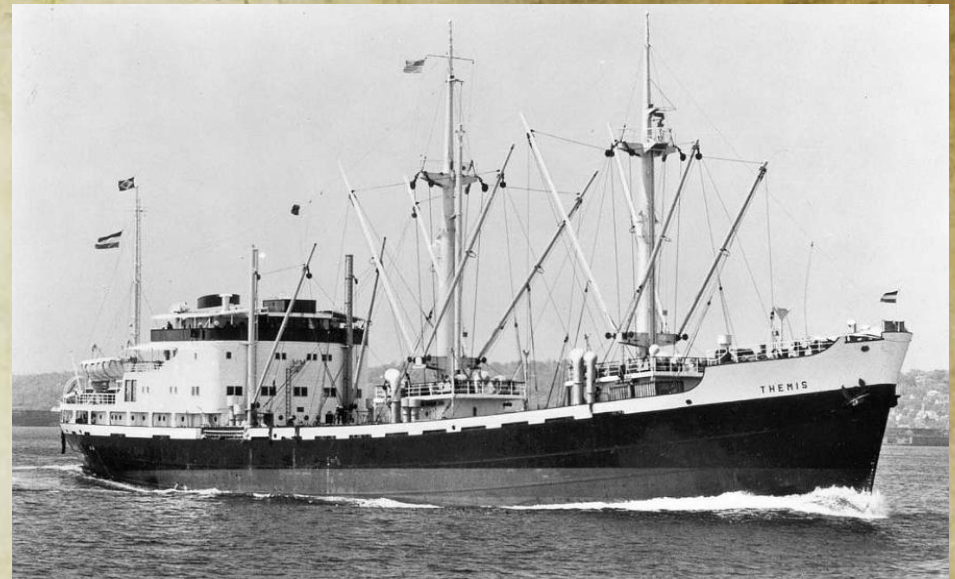
Another accident has been recorded in the ship's history  
Accident

The ship, loaded with salt and lumber, had set sail from Vilvoorde, Belgium, bound for Sandarna, Sweden. During the voyage, on June 21, 1960, at 12:15 a.m., while transiting the Kiel Canal at a speed of 8 knots, it collided with the cargo ship THEMIS (1957) KNSM, which was sailing at half speed, unloaded, and on a reverse course. Upon impact, the URANUS spun<sup>180°</sup> off its course, listed<sup>30°</sup> to starboard and began to sink.

This tragic incident resulted in the loss of two lives. The captain's wife, who was on board the ship, had a heart condition; she suffered a heart attack and died, while the third<sup>th</sup> engineer, who had been informed by other crew members of the impending sinking, was slow to leave his cabin and drowned. The remaining ten crew members were rescued unharmed by the crew of the THEMIS.

The accident report completed by Inspector J.F. Van Doorn on October 28, 1960, identified "sailor" C. V., who was at the helm of the URANUS, as the person at fault, accusing him of improper handling.

The URANUS was salvaged and remained in Kiel, where it was repaired.



In 1964, it was renamed MARIO. In 1969, it was deployed to Panama and renamed URANUS I. The following year, it reverted to its original name while operating routes to England. In 1973, it was purchased by the company owned by brothers Antonios, Dimitrios, and Eleftherios Hatzioannou, renamed OURANOS, and put into service in Greek waters.



The ship, with a total crew of six men (five Greeks and one foreigner), captained by Eleftherios Hatzioannou and with his brother Dimitrios serving as chief engineer, set sail from Chalkida on February 16, 1981. It was loaded with 800 metric tons of cement in sacks and was bound for Patmos.

At 10:30 p.m. that same day, a mechanical failure occurred in the fourth cylinder's connecting rod, and the OURANOS docked at Karystos for repairs. The bearing was replaced, and the ship set sail at 06:00 the following day for its destination.

At around 11:00, while the ship was at position  $37^{\circ} 23'$  North and  $26^{\circ} 02'$  East, another failure occurred in the main engine, causing it to stop operating. This time, the camshaft had broken. At 11:53, the captain contacted the Hellenic Ministry of Shipping and reported that he was at a position 12 miles northeast of Naxos and that the weather was deteriorating. However, he did not issue a MAYDAY distress signal because, as he told the Hellenic Ministry of Shipping, he had made arrangements and expected the vessel KOSTAS G to arrive within an hour to tow him. At 1:53 p.m., the OURANOS informed the Ministry of Shipping that the KOSTAS G had moored alongside and was towing it toward Naxos, which was about 10 miles away, and that they would arrive in two to two and a half hours.

At 2:45 p.m., the OURANOS reported to the Ministry of Merchant Marine that, due to the severe weather, both mooring lines had snapped, and, with darkness approaching, requested a helicopter to pick up the crew.

An hour later, the KOSTAS G. reported to the Ministry of Merchant Marine that the weather had worsened and that the crew of the OURANOS had boarded the lifeboats and abandoned the vessel. At 4:30 p.m., the KOSTAS G. rescued the six-member crew unharmed and reported to the Ministry of Merchant Marine that it would disembark them at the nearest port. At the same time, the helicopter arrived, but its intervention was not required. Eventually, the OURANOS drifted toward the northern coast of Naxos, ran aground 1 nautical mile north of the Lyona area, and on February 20, 1981, sank, with its bow protruding 1 meter above the surface of the sea.



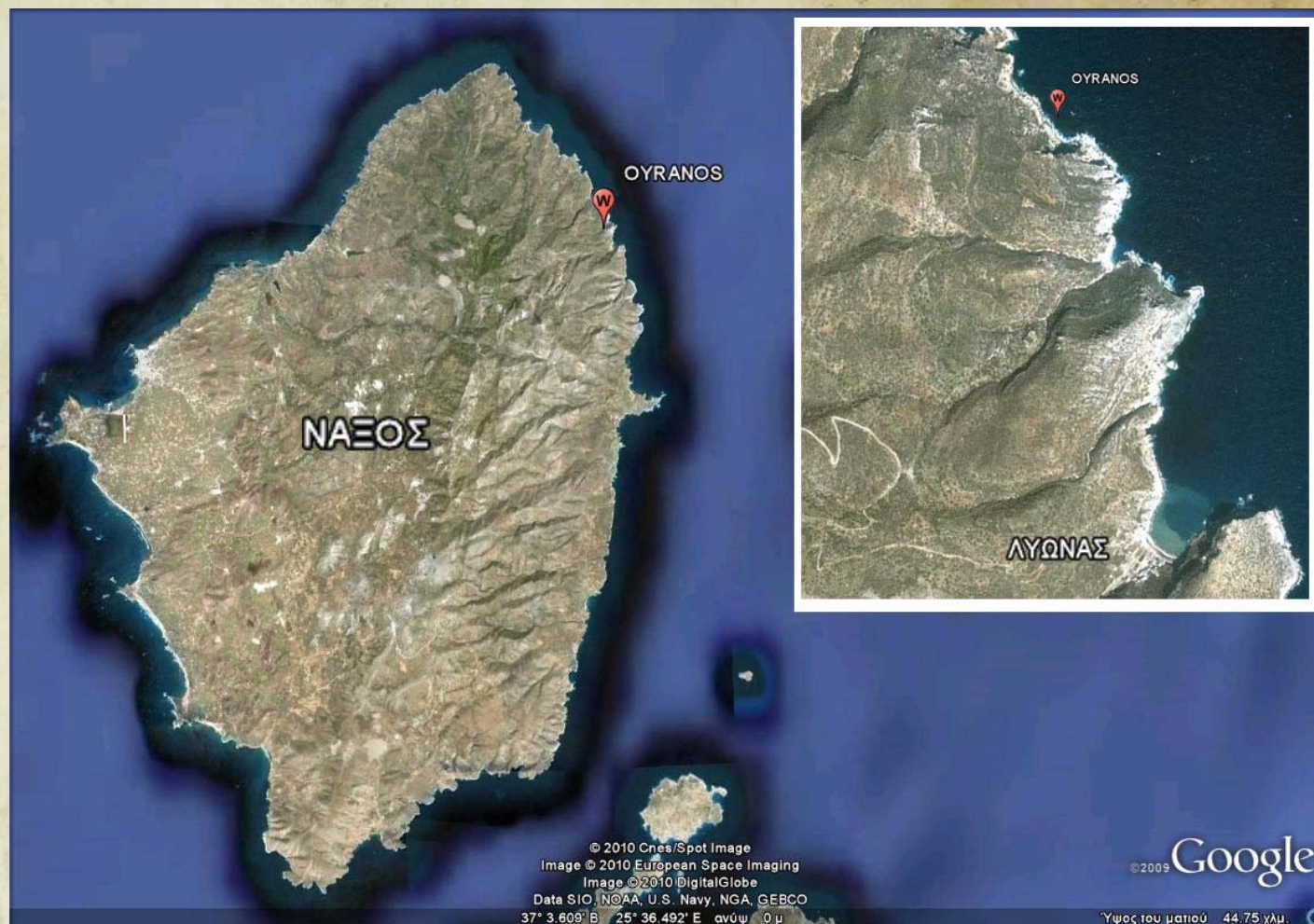
*The Uranus at Noord Nederlandse in Groningen, the Netherlands. 1952. (Collection, B.Th. Gernaat)*

## THE CURRENT CONDITION OF THE WRECK

The frequent, strong northerly winds, the shallow depth of the wreck, and the rocky composition of the seabed have, over time, been significant factors in the wreck's collapse and near-complete disintegration. The largest remaining intact section is the cargo of hardened cement, which is still arranged in stacked pallets, along with the portion of the ship's hull that became trapped beneath them.

Large scattered pieces of sheet metal, large metal beams, and sections of the rigging are strewn throughout the area. Part of the bow lies at a depth of 30 meters, while the anchor chain stretches from the shallows to the deeper waters and disappears as it sinks into the sand, leading to the conclusion that before the ship was abandoned, the crew had dropped anchor to hold it in place and prevent it from running aground on the rocks.

*The location of the wreck*







## SOURCES:

- Christos Dounis (Vice Admiral, Honorary Chief of the Coast Guard) – Shipwrecks in Greek Waters 1951–2000, Volume II. FINATEC S.A., Athens 2000.
- Naxos Port Authority Incident Log. (Volume Archives, from 12/10/75 to 9/26/81)
- Iain Lovie, Photographer. Collector of ship photographs.
- “Macedonia” newspaper. Friday, February 19, 1981
- <http://www.miramarshipindex.org.nz>
- <http://www.kustvaartforum.com>
- <http://www.scheepvaartmuseum.nl/collectie/maritieme-kalender?j=&m=6&d=21>
- <http://www.xs4all.nl/~beejee/1955-05/URANUS-14-07-06.htm>

## PHOTOS:

- D. Jorritsma Archive
- Ship drawing by Arne Zuidhoek <http://www.zuidhoek.nu/>
- <http://www.photoship.co.uk/JAlbum%20Ships/Old%20Ships%20T/slides/Themis-02.html>
- Old Dutch Mate Collection
- B.Th. Gernaat Collection
- Google Earth
- Manolis Bardani
- Areti Levogianni

## FILMS:

<http://www.youtube.com/watch?v=PQniLNDL6Pk>

## ACKNOWLEDGMENTS:

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