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*** Document 5 of 5 for FBIS ***

DOCN 003520959
 PDTG R 191803Z SEP 88
 FM FM FBIS RESTON VA
 TO TO RAYMIK/ASTJIC OBU
 RAYMAP/ATTORNEY GENERAL D BRANCH
 RHDLCNE/CINCUSNAVEUR LONDON UK//N2//
 RHEBAAA/DEPT OF ENERGY WASHINGTON DC//IN-1//
 RHEFJWC/JWAC DAHLGREN VA
 RHFPAAB/UTAIS RAMSTEIN AB GE//INOW//
 RHFTOSE/OSIA EUROPE RHEIN MAIN AB GE
 RHHJJAA/JICPAC HONOLULU HI
 RHHJJPI/PACOM IDHS HONOLULU HI
 RHHMUNA/USCINCPAC HONOLULU HI
 RHWIDHZ/CCODSEVENTEEN JUNEAU AK
 RHWIDHZ/NMFS JUNEAU AK
 RHWIFUC/CCODFOURTEEN HONOLULU HI//OLE//
 RUAYFFP/NAVCRIMINSERVRA IWAKUNI JA
 RUCEAAB/HQ AFSPC INTEL PETERSON AFB CO
 RUCOXAQ/FITRON ONE ZERO ONE//320//
 RUCXGRD/COGARD INTELCOORDCEN WASHINGTON DC
 RUCXNIS/DIRNAVCRIMINSERV WASHINGTON DC
 RUCXONI/ONI WASHINGTON DC//2140//
 RUCXQAN/MARCORINTACT QUANTICO VA
 RUEAII/STORAGE CENTER FBIS RESTON VA
 RUEDAEE/NAIC WRIGHT PATTERSON AFB OH
 RUEHC/SECSTATE WASHINGTON DC//EB/TT/MA//
 RUEHC/SECSTATE WASHINGTON DC//INR//
 RUEHGV/USMISSION GENEVA SZ
 RUEHNO/USMISSION USNATO
 RUEKDIA/DIA WASHINGTON DC
 RUEKJCS/SECDEF WASHINGTON DC
 RUENAAA/CNO WASHINGTON DC//N23//
 RUEOAYA/CDRNGIC CHARLOTTESVILLE VA
 RUEPMA/USA FT BRAGG NC
 RUEPPOG/CDR PSYOPGP FT BRAGG NC//ASOF-POG-SB//
 RUEPPOG/CDR4THPSYOPGP FT BRAGG NC//AACP-POG-SB//
 RUEPWDC/DA AMHS WASHINGTON DC
 RUETIAA/NSACSS FT GEORGE G MEADE MD
 RUFGAID/USCINCEUR INTEL VAHINGEN GE
 RUFOADA/JAC MOLESWORTH RAF MOLESWORTH UK
 RUFROJQ/COMSIXTHFLT
 RUHBABA/CG III MEF//G-2//
 RUHBANB/NAVCRIMINSERVRA OKINAWA JA
 RUKAESE/CDR USASETAF VICENZA IT//AESE-CMD//
 RUKTSM/11SWS SCHRIEVER AFB CO//DOA//
 RULSDMK/MARITIME ADMIN DEPT OF TRANSPORTATION
 RUQVKEN/AFINC KELLY AFB TX//OSKC//
 RUWCAAA/SMC LOS ANGELES AFS CA//IND//
 RUWDHCU/FITCPAC SAN DIEGO CA
 RUWGTCG/COMPACAREA COGARD ALAMEDA CA//PI//
 RUWOOHA/DEFENSE/SMAC FT MEADE MD
 RUWSMXI/AMC INTEL CEN SCOTT AFB IL//INO//
 RUWSMXI/USCINCTrans INTEL CEN SCOTT AFB IL//J2-0/J2-J//
 RUYLKAD/390IS OKINAWA JA//DOT//
 RXFPPH/SHAPE BE//PIO//
 ACCT FBWA-EWDK
 BT

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WARN WARNING: TOPIC: MILITARY

SERI SERIAL: WAX20000919000430

COUN COUNTRY: RUSSIA

SUBJ SUBJ: TAKE 4 OF 6--RETIRED ADMIRAL ANALYZES KURSK, OTHER
 * SUBMARINE ACCIDENTS (PART 2)

REF REF: 1. CEP20000913000150 MOSCOW NEZAVISIMAYA GAZETA IN RUSSIAN
 13 SEP 88 ///HOWEVER, IN APRIL

SOUR SOURCE: MOSCOW NEZAVISIMAYA GAZETA IN RUSSIAN 13 SEP 88

TEXT TEXT:

1989, THE UNIQUE APL KOMSOMOETS AND 42 MEMBERS OF ITS CREW WERE
 LOST IN THE NORWEGIAN SEA AS A RESULT OF A FIRE. THE BASIC REASONS
 *FOR THE LOSS OF THE SUBMARINE AS ESTABLISHED BY A COMMISSION AFTER
 A YEAR OF INVESTIGATIVE SCIENTIFIC-TECHNICAL EXPERIMENTATION WERE:

-- INSUFFICIENTLY HIGH-QUALITY SHIP DESIGN AND CONSTRUCTION;

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-- INSUFFICIENT STANDARDIZATION AND RELIABILITY OF ARMS AND EQUIPMENT INSTALLED ON THE SHIP;

-- INADEQUATE PERSONNEL TRAINING IN SURVIVAL TECHNIQUES AND USE OF RESCUE EQUIPMENT;

-- INADEQUATE ORGANIZATION OF THE COUNTRY'S SEARCH AND RESCUE SERVICE; INADEQUATE EQUIPMENT FOR PROTECTING AND RESCUING SUBMARINERS.

BUT THE SYSTEMIC CRISIS WHICH HAS STRUCK OUR COUNTRY IN THE LAST 10-15 YEARS HAS NOT MADE IT POSSIBLE TO INTRODUCE MEASURES FOR ELIMINATING THE CAUSES OF ACCIDENTS ESTABLISHED BY THE COMMISSION WHICH HAD CONDUCTED THE MOST OBJECTIVE AND EFFECTIVE INVESTIGATION INTO SHIP CATASTROPHES IN THE ENTIRE 300-YEAR HISTORY OF THE RUSSIAN NAVY.

A COMPARATIVE ANALYSIS OF NAVAL ACCIDENTS BASED ON DATA FROM THE NEUTRAL INTERNATIONAL ORGANIZATION GREENPEACE RATHER PERSUASIVELY SHOWS THAT THE PROBLEM OF ACCIDENTS, INCLUDING *RELIABILITY IN THE USE OF NUCLEAR SUBMARINES, IS A GENERAL PROBLEM THAT EQUALLY CONCERNS THE NAVIES OF ALL COUNTRIES WHICH HAVE SUCH SHIPS IN THEIR FLEETS.

THUS, ACCORDING TO GREENPEACE'S INFORMATION, MORE THAN 30 *SUBMARINES HAVE BEEN LOST IN THE POST-WAR PERIOD IN THE WORLD, INCLUDING 11 SOVIET (OF WHICH FOUR WERE NUCLEAR INCLUDING THE KURSK), 4 AMERICAN (2 NUCLEAR), 3 ENGLISH AND 4 FRENCH. IN 1968 *ALONE FOUR SUBMARINES WERE LOST: THE FRENCH MINERVA WITH 52 CREW MEMBERS IN JANUARY IN THE MEDITERRANEAN SEA AND THE ISRAELI DAKAR WITH THE SAME NUMBER OF CREW; THE SOVIET K-129 WITH 98 CREW MEMBERS IN MARCH IN THE PACIFIC OCEAN; AND THE AMERICAN SCORPION WITH A CREW OF 99 IN MAY IN THE ATLANTIC.

ACCIDENTS IN NATO NAVIES

OVER FIVE YEARS (1983-1987), 56 COLLISIONS, 113 FIRES, 12 CASES *OF RUNNING AGROUND, 85 EXPLOSIONS, AND 48 INCIDENTS OF FLOODING OF INTERNAL COMPARTMENTS AND PREMISES TOOK PLACE IN U.S. NAVY *SUBMARINES. IN 1989 ALONE 71 EMERGENCY INCIDENTS TOOK PLACE ON U.S. *NAVY SHIPS; THIS INCLUDED 34 INVOLVING NUCLEAR SUBMARINES, OF WHICH 8 INVOLVED SSBN'S AND 26 WITH SSN TORPEDOES; AMONG THESE WERE 12 FIRES, 2 GEU [MAIN POWER UNIT] ACCIDENTS, THREE CASES OF RUNNING *AGROUND, AND 9 COLLISIONS. WE HAVE NEVER HAD SUCH A THING IN THE COURSE OF A SINGLE YEAR.

IN 1995 THE GREAT BRITAIN'S NAVY RECORDED 97 FIRES AND CASES OF INSTANTANEOUS COMBUSTION AND 17 CASES OF FLOODING OF SHIP PREMISES. ABOUT FIFTY PERCENT OF THE INCIDENTS OCCURRED WHILE THE SHIPS AND VESSELS WERE AT SEA. SOME 75 CASES OF INSTANTANEOUS COMBUSTION *OCCURRED ON SURFACE SHIPS, 10 ON SUBMARINES, AND 12 ON FLEET SUPPORT SHIPS. THESE ARE ONLY INDIVIDUAL EXAMPLES.

AS A WHOLE, OVER THE LAST 5-10 YEARS, THE ACCIDENT RATE ON THE *SUBMARINES OF THE U.S. NAVY AND A NUMBER OF OTHER NATO COUNTRIES CONTINUES TO REMAIN HIGH, IN THE OPINION OF THEIR LEADERS. THIS CONCLUSION IS CONFIRMED BY A SUFFICIENT NUMBER OF FACTS. ACCORDING TO AMERICAN SPECIALISTS, DESPITE THE ADOPTION OF VARIOUS TYPES OF ORGANIZATIONAL, SCIENTIFIC-TECHNICAL, AND PRACTICAL MEASURES, AND THE CREATION OF SUPPLEMENTARY SPECIAL ORGANS DESIGNATED MAINLY FOR SOLVING PREVENTION PROBLEMS AND REDUCING ACCIDENT RATES, THESE RATES HAVE NOT YET NOTICEABLY DECLINED IN THE U.S. NAVY AND THE NAVIES OF A NUMBER OF OTHER NATO COUNTRIES.

MILITARY CONFRONTATION ON THE SEAS CONTINUES

AN ANALYSIS OF THE STATE AND PROSPECTS FOR THE DEVELOPMENT OF THE NAVIES OF THE NATO COUNTRIES FOR THE NEXT 25-30 YEARS SHOWS THAT THEY ALL ARE CONTINUING TO GROW STRONGER AND TO IMPROVE THEIR NAVIES. CONSTRUCTION OF MODERN SHIPS CONTINUES IN ACCORDANCE WITH *PROGRAMS ADOPTED EARLIER, INCLUDING SUBMARINES, AND AMONG THESE -- IN THE UNITED STATES, FRANCE, GREAT BRITAIN, AND CHINA -- NUCLEAR *STRIKE SUBMARINES AS WELL AS SUBMARINES ARMED WITH BALLISTIC MISSILES WITH A RANGE OF 8500 TO 11000 KILOMETERS; AND ALSO NUCLEAR AIRCRAFT CARRIERS IN THE UNITED STATES AND FRANCE, WHICH WILL SIGNIFICANTLY STRENGTHEN THE COMBAT POTENTIAL OF THESE COUNTRIES *NAVIES AS WELL AS THE NAVIES OF GERMANY, SWEDEN, TURKEY, ITALY AND JAPAN IN THE BEGINNING OF THE 21ST CENTURY.

* COLLISIONS OF SUBMARINES OF VARIOUS COUNTRIES WHILE SUBMERGED REPRESENTS A SPECIAL DANGER IN THIS DIRECTION, PERSUASIVE EXAMPLES FOR WHICH WERE PRESENTED IN THE BEGINNING OF THIS ARTICLE.

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A SYSTEM OF RULES ESTABLISHING PROCEDURES FOR SHIP PILOTS TO PREVENT COLLISIONS UNDER VARIOUS CONDITIONS IN THE WORLD'S SURFACE NAVIGATION ROUTES EXIST FOR COMBAT, TRADE, AND FISHING SHIPS OF ALL THE COUNTRIES OF THE WORLD. THESE ARE LAID OUT IN THE INTERNATIONAL RULES FOR PREVENTING SHIP COLLISIONS AT SEA, 1972 (MPPSS-72), ADOPTED BY THE INTERGOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION UNDER THE AUSPICES OF THE UN.

WITH THE ENTRY IN THE MID 1960S OF SOVIET NAVY COMBAT VESSELS IN THE MEDITERRANEAN SEA, WHERE THE U.S. NAVY'S 6TH FLEET (MORE)

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