

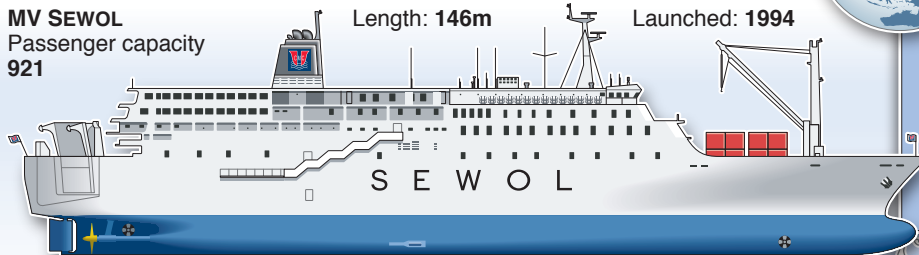
China group to salvage Sewol ferry

A consortium led by China's state-run Shanghai Salvage Company is preparing to raise the Sewol ferry that sank off South Korea's southern coast in April 2014, killing more than 300 people

MV SEWOL
 Passenger capacity
 921

Length: 146m

Launched: 1994



FERRY DISASTER TIMELINE, 2014: All timings local

- 1 April 15, 21:00:** Sewol leaves Incheon carrying 476 people, including 325 students on school trip
- 2 April 16, 08:49:** Makes scheduled turn on course for resort island of Jeju
- 3 08:51:** Begins drifting back on itself and listing to port side
- 4 08:55:** Crew makes distress call
- 5 09:40:** Evacuation begins. Many passengers trapped by angle of ship's list. Ferry sinks 11:00

SALVAGE PLAN

Offshore crane
 10,000-tonne class

Salvage team
 Approximately 200 workers employed, including 100 divers

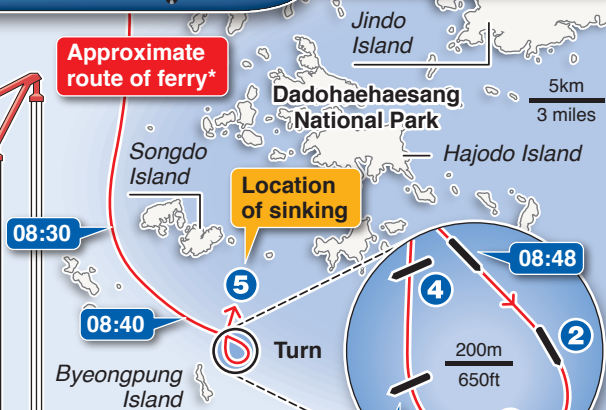
Crane length
 180m

Two cranes needed to lift Sewol

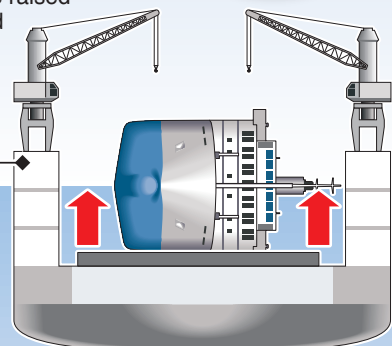
Crane shown smaller than actual size

Sewol weight
 8,500 tonnes

Approximate route of ferry*



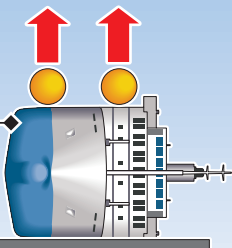
Floating dock
 Ballast tanks allow deck to be raised or lowered to desired level



- 1** Airbags installed and compressed air inserted into front of Sewol to raise bow by five degrees – allowing lifting frame to be placed under hull

Ship lies on its left side at depth of 47m

Lifting frame
 28m-long steel beams (24 in total)



- 2** Beams connected with chains. Cranes lift hull by about 20m. Salvage company then moves ship 2km to safer area, away from strong tidal currents

- 3** Sewol loaded onto floating dock which is positioned half underwater. Dock brings ship above surface using its own buoyancy, then travels 120km to South Korean port of Mokpo