

## DESTINATION GOTLAND

This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Swedish Accident Investigation Authority  
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Visby 18/03/2015

### **Notice of requested measures with reference to recommendations concerning “Report on M/S Gotland’s grounding on 2 January 2014 outside Oskarshamn**

- Analyse and consider installation of hand steering at the navigation stations in the centreline (RS2014:11 R1)

*Hand steering will be in place on vessels within 4 – 5 weeks*

- Analyse and develop the company’s bridge routines concerning navigation in narrow fairways (RS2014:11 R2)

*This point has also been implemented. As ordered by Destination Gotland, simulator manufacturer Transas has constructed a vessel model of M/S Gotland whose manoeuvring characteristics correspond to the actual vessel. In addition to this, fairways and harbour areas have been constructed for Nynäshamn, Oskarshamn and Visby. Completed autumn 2014. The reason for this is to be able to conduct exercises with our seamen in Aboa Mare’s simulator in ÅBO, which has a command bridge with identical navigation equipment of the brand Sam – Electronics Platinum that is on board the vessels. Our seamen have exercised, and each of them has provided views on changes/improvements both to internal and external parts, with regard to bridge routines and also to other matters. This has all been compiled in a compendium with recommendations, internally for DG, but also Externally.*

- Analyse and develop the company’s route planning concerning turn radius and turn control markers in narrow fairways (RS2014:11 R3)

*See the point above, the Swedish Maritime Administration will also install a turn centre buoy in the turn between Grimskalleleden and Oväderslinjen, in conjunction with this the route planning will also be updated.*

- Develop a written policy for handling personnel involved in an accident (RS2014:11 R4)

*A written policy for handling personnel involved in an accident has been produced and communicated.*

- Install a separate and clearly visible wind indicator and log on the bridge wings (RS2014:11 R5)

*Point implemented, a separate wind indicator exists (log existed previously)*

Yours sincerely  
Destination Gotland  
[signature]  
Nils Nordström