

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.

The Swedish Maritime Administration's response to the Swedish Accident Investigation Authority's recommendation RS 2014:11

On 18 December 2014, the Swedish Accident Investigation Authority (SHK) published the report RS 2014:11 on the passenger vessel GOTLAND, which ran aground outside Oskarshamn on 2 January 2014. In the report, SHK issued a recommendation to the Swedish Maritime Administration.

The Swedish Maritime Administration has responded to the recommendation through two e-mail messages with the following content:

E-mail message 16 March 2015

In the designated report, the Swedish Accident Investigation Authority has issued the following recommendation to the Swedish Maritime Administration:

- *In consultation with pilots and the ferry companies, analyse a possible installation of a turn centre buoy in the turn between the lines Grimskalleleden and Oväderslinjen. (RS2014:11 R6)*

With reference to the recommendation, the Swedish Maritime Administration has investigated the issue and subsequently decided to establish a taut-moored PV-800 buoy at the location stated above. This buoy is of the same type as was recently deployed in Bråviken. The buoy maintains its position very well, has a good radar profile and a focal plane of about 4 metres.

The buoy will probably be established during the summer, but the exact date has not yet been decided.

E-mail message 5 November 2015

A taut-moored buoy with a strong radar profile has, since 27/09/2015, been deployed in accordance with the recommendation in the designated report. Initial indications from the pilots suggest that the results are very good.