

The Independent Fact Group

© 2020

Subject: Sweden governs, decides on false grounds that it is impossible to rescue the dead and/or the ship

Type: Statement report

By: The Independent Fact Group
www.factgroup.uk

Status: Proved

Date: 2020-11-01

Version: Report-English

Methodology:

In the course of this task, we have assumed that the solution of a problem is never better than the validity of the basic assumptions. As a result, we have stipulated some methodological principles, of which the following are the most fundamental:

1. All scenarios must be considered to be true until the contrary is proved.
2. All observations, assumptions or statements on which a scenario is based must be considered false until the contrary is proved.

We have defined a number of criteria for concluding that an observation, assumption or statement may be considered to be true or false, and processes and routines for the route to be taken in clarifying an observation, assumption or statement. These criteria involve technical, empirical, statistical and/or semantic requirements which, if they are relevant must all be met if the observation, assumption or statement is to be classified as an objective fact.

The materials we have worked with are primarily the documents, audio recordings and films in the Swedish Accident Investigation Commission's Estonia archive, together with supplementary information from other public sources and, in addition documentation from the Meyer shipyard and its independent commission.

Summary

In this report the Independent Fact Group shows that the Swedish Government decided and persuaded the Estonian Government that neither the dead nor the ship could be rescued. They also continued (and still do) resist any other foreign attempt to help in the rescue and upcoming investigation. The Swedish Government did never have in mind to retrieve the bodies of the dead from the ship or to salvage the wreck of the Estonia.

Analysis regarding the pressure on the Estonian government.

Shortly after the loss of more than 850 lives due to the sinking of the passenger ferry MV Estonia, the Swedish authorities created enormous political pressure on the Estonian government. The intention was to persuade Estonia to share the Swedish attitude that neither the dead nor the ship could be rescued.

The pressure took place on behalf of the Ministry for Foreign Affairs through Ambassador Lars Grundberg at the Swedish Embassy in Tallinn.

This was the first most important action opening for a full cover-up performed and led by the Swedish authorities. It is obvious and need no further proof than those shown in this report. IFG did explore and publish parts of this documentation already 2001-07-11.

The correspondence shown and the decision made by Sweden also prove that the Swedish Government never had in mind to retrieve the bodies of the dead from the ship or to salvage the wreck of the Estonia. It was furthermore of such importance that the Swedish authorities did not hesitate to force the Estonian Government to be a part of the cover-up.

The Swedish Foreign Ministry's archive contain a classified document, dated 6 December 1994, Dnr 340/001, which was sent in copy to the administrator at the Ministry of Communications, Jan Olof Selén, later General Director of the Swedish Maritime Administration. In a diplomatic language, an account is given which proposes the continued process declaring that the salvation of Estonia or its victims was impossible. Further on that;

The Estonian Government, at its meeting on 13 December, shall take a decision of approximately the following wording: The Swedish Government will decide on 15 December that..... The Swedish Government has consulted with the Estonian Government, which hereby gives its consent to the said decision.

This was written on December 6, 1994 by Sweden's ambassador in Tallinn, Lars Grundberg. The Ambassador comments on the Swedish Government's proposal for a decision on whether the Estonian Government should take its decision in the afternoon of 15 December and writes that it is possible that they;
"may put a question mark to the sentence Consultation has taken place with representatives of the Estonian government in this matter because a formal Estonian decision is missing when the Swedish government makes its decision",

This aiming for the Swedish government to make its decision on the morning of 15 December. The message ends;

"for reasons of leakage, a decision on the same day would be preferable. The structure can suitably be determined when the ministers meet on 8 December."

Subsequently, the Estonian government took the decision the Swedish government wanted and added that "The wreck of the passenger ferry Estonia cannot be salvaged and nothing can be done to retrieve the bodies of the dead from the ship."

On the following five sides, the UD documentation.

KOPIA TILL:
KABS
POL 1:1
RÄTTSCH
R 3

AVD.	GR.	MÅL
R	90	F

~~HEMLIG~~
98 0 4
RÄTTSCHEFENDEPARTAMENTET

1994-12-06 / 340/001
Rättschef Magnusson, 4-61
EX(PH) till
Depr J.C. Selén, K
f. Kalm u ev vidare
dtg. EXP 6/12-94/461

AMBASSADEN TALLINN

1994-12-06

UD STOCKHOLM

MYCKET BRÅDSKANDE

FÖR RÄTTSCHEFEN OCH R 3.

RE M/S ESTONIA

FORTS.

RE M/S ESTONIA

1. VI ÖVERSATTE IGÅR KVÄLL OCH IDAG PÅ MORGONEN
TEXTEN I KRYPTO 156 TILL ENGELSKA OCH JAG
ÖVERLÄMNADE ETT EX. HÄRAV TILL TRANSPORTMINISTER
ANDI MEISTER VID ETT KORT MÖTE IDAG KL 9.30.

2. EFTER YTTERLIGARE ÖVERVÄGANDE KOM MEISTER FRAM
TILL ATT HAN SKULLE INFORMERA DEN ESTNISKA
REGERINGEN FÖRST VID DESS SAMMANTRÄDE PÅ TORSDAG
E.M. DVS E F T E R KOMMUNIKATIONSMINISTER
UUSMANNS BESÖK HÄR I TALLINN.

3. VID VÅRT SAMTAL IDAG KOM VI FRAM TILL ATT
ESTNISKA REGERINGEN, LÄMPLIGEN VID SITT SAMMANTRÄDE
DEN 13 DECEMBER, FATTAR ETT BESLUT AV UNGEFÄR
FÖLJANDE LYDELSE: "DEN SVENSKA REGERINGEN KOMMER
DEN 15 DECEMBER ATT BESLUTA ATT DÄR PÅ CITERAS
BESLUTET ENLIGT DET ALTERNATIV SOM SVENSKA
REGERINGEN VÄLJER DEN SVENSKA REGERINGEN HAR
SAMRÅTT HÄROM MED DEN ESTNISKA REGERINGEN, SOM
HÄR MED LÄMNAR SITT MEDGIVANDE TILL NÄMNDAS BESLUT".

4. ETT ALTERNATIV TILL DEN 13 DECEMBER SOM ESTNISK
BESLUTSDAG ÄR E.M.-MÖTET DEN 15 DEC., DVS SAMMA DAG
SOM DET SVENSKA BESLUTET. DET BÖR DOCK MÄRKAS ATT
ESTNISKA REGERINGEN SAMMANTRÄDER E F T E R DEN
SVENSKA, FÖRST KL 15 SVENSK TID. SÅLUNDA KAN MAN EV.
SÄTTA ETT FRÅGETECKEN TILL MENINGEN "SAMRÅD HAR
SKETT MED FÖRETRÄDARE FÖR DEN ESTNISKA REGERINGEN I
DETTA ÄRENDE", EFTERSOM FORMELLT ESTNISKT BESLUT
SAKNAS NÄR SVENSKA REGERINGEN FATTAR SITT BESLUT. Å
ANDRA SIDAN HAR SAMRÅDET MELLAN DE TVÅ ANSVARIGA
MINISTRARNA ÄGT RUM, VILKET KANSKE ÄR TILLFYLLEST.
BL A AV LÄCKAGESKÄL SKULLE JU BESLUT SAMMA DAG VARA
ATT FÖREDRA. UPPLÄGGNINGEN KAN LÄMPLIGEN FASTSLÄS
NÄR MINISTRARNA TRÄFFAS DEN 8 DECEMBER.

GRUNDBERG



SVERIGES AMBASSAD
TALLINN

TELEFAX Sid 1 (2)

Datum 1994-12-15	Dnr 556 ✓	Dossierbet. R 90
---------------------	--------------	---------------------

a.a. m

*(R)
(S)
(M)*

*12.15
R 90 F
B*

Utrikesdepartementet

OM E D E L B A R T

Re Estniska regeringen beslutar att avstå från
bärgning av M/S Estonia
(2 bil)

För R 3. Delges SB/Lindström, Kommunikationsdeparte-
mentet/Selén, UD/Rättschefen, UD/UMK, Pol 1/1 och
Pressbyrån

Den estniska regeringen beslutade vid sitt
sammanträde kl 16 idag lokal tid (kl 15 sv tid) att
avstå från bärgning av vraket från M/S Estonia.

Beslutet, som bifogas i ambassadens
snabböversättning, innehåller följande punkter:

- efter konsultationer med den svenska regeringen har man beslutat att inte bärga vraket
- inte heller skall några kroppar bärgas
- förlisningsplatsen skall betraktas som en gravplats
- tillsammans med svenska och finska myndigheter skall man undersöka förutsättningarna för skydda förlisningsplatsen med hjälp av särskild lagstiftning
- man skall ytterligare samråda med de svenska och finska regeringarna om framtida skydd av vraket genom förseglning och övervakning.

Beslutet togs formellt som första punkt kl 16 vid dagens regeringsmöte. Därpå avbröts sammanträdet för

Adress
Pikk tn 28
EE0100 Tallinn
Estland

Telefon
(372) 640 56 00

Telefax
(372) 640 56 95

Telex
(537) 173124
svnax EE

BA

TELEFAX Dnr

Sid 2 ()

en presskonferens varvid bifogade pressmeddelande delades ut (detta har vi dock icke hunnit översätta - utöver själva beslutet beskrivs där att den estniska regeringen tagit del av de två svenska utredningarna samt att man är medveten om att förlisningsplatsen redan nu övervakas av den finska försvarsmakten). Principbeslutet om icke-bärgning hade tagits redan tidigare under dagen "per capsulam", dvs efter telefonkonferens inom regeringen.

Grundberg

Adress
Pikk tn 28
EE0100 Tallinn
Estland

Telefon
(372) 640 56 00

Telefax
(372) 640 56 95

Telex
(537) 173124
svnsk EE

SVERIGES AMBASSAD
TALLINN

1994-12-15

BIL

Inofficiell översättning/ KM

Regeringsprotokoll 15.12.1995, nr

Dagordning. punkt

Angående bärgningen av passagerarfärjan Estonias vrak.

1. Efter att ha tagit i beaktande resultat från konsultationer med den svenska regeringen, samt den svenska utredningsgruppens utlåtande om möjligheten att bärga vraket efter passagerarfärjan Estonia som förliste i Östersjön, likaså tagit i beräkning att vraket ligger inom av Finlands försvarsmakt bevakat område, har det ansetts nödvändigt att befästa att vraket efter passagerarfärjan Estonia inte kan bärgas, och att ingenting kan göras för att hämta de omkomnas kroppar ur fartyget.

2. Påbörja konsultationer med de svenska och finska regeringarna om att:

2.1 formulera en lag som förklarar Estonias förlisningsplats som gravplats och och säkerställer skydd och gravfrid vid ovannämnda gravplats.

2.2 försluta och försegla vraket efter Estonia sam ordna bevakning vid platsen.

Premiärminister

Andres Tarand

Rikssekreterare

Ülo Kaevata

Adress
Påsk tn 28
EE0100 Tallinn
EstlandTelefon
(372) 640 56 00Telefax
(372) 640 56 95Telex
(337) 173124
svrak EE

Analysis regarding the “negligence” to accept help from other nations.

Immediately after the catastrophe several nations offered their documented expert help, both in the rescue operation and in the matter of retrieving the bodies of the dead from the ship.

Offers were made to the Ministry for Foreign Affairs, who acted coldly and were uninterested in assistance in the rescue operation. They just passed the information/offer to the Swedish Accident Investigation Board. The Board acted with the same negligence and did not even bother to answer on the serious offers.

#1: The first offer came from Russia who offered help in the rescue operation.

#2: The second offer came from USA who offered to send a team of four forensic experts.

#3: The third offer came from Russia who offered help to rescue passengers caught and alive in “air cushions” in the sunken ship.

#4: The fourth offer came from Australia regarding retrieving the bodies of the dead and/or to salvage the wreck. This could be done in at least two steps. First by moving the wreck to shallow water. It would make it possible for divers to retrieve the bodies without the extreme problems caused by deep diving activities.

Following below, copies of the documents regarding the different offers. The lack of response from Sweden clearly indicate that the Swedish Government never was interested in neither retrieving the bodies nor salvage the ship.

The various offers were all made with clear reference to their independent expertise and show just as clearly that the Swedish decisions were wrong. It was quite possible to both rescue the dead as well as to lift the ship.

Russia offered help in the rescue operation (94-09-28 at 11.39).

*R3 Hellyviist
insat t. kustbevakn. c.c.
940928/8*

R	90	F	(R)
---	----	---	-----

ARCHIVE COPY

MSG NO: 940928-104 DISTRIBUTION STATUS AT: 1994-09-28-11.39

(R)
(PR)
(R)

TO:	STATUS:	TIME:	DIARY NO:
JD/R 3	DISTRIBUTED	1994-09-28-11.09	
UD/PRESSBYRAAN	DISTRIBUTED	1994-09-28-11.09	
POL 1:1	DISTRIBUTED	1994-09-28-11.37	
UD/POL 1	DISTRIBUTED	1994-09-28-11.39	

FROM: 28 13 02 POSTED TIME: 1994-09-28-11.09

MSG NO: 940928-104

-LIST.URGENT
JD/R 3
UD/PRESSBYRAAN
UD/POL 1:1
+

AMBASSADEN MOSKVA 1994-09-28

UD STOCKHOLM

O M E D E L B A R T

558. FOER R3. PRESSBYRAAN. POL 1:1. RE: 'ESTONIA' -KATASTROFEN.

TASS AATERGER FOELJANDE UTTALANDE AV MID-TALESMANNEN DEMURIN IDAG OM KATASTROFEN MED FAERJAN 'ESTONIA'. I MEDDELANDET NAEMNS ATT RYSK RAEDDNINGSTJAENST AER BEREDD DELTA I RAEDDNINGSSARBETET. VIDARE NAEMNS ATT MID UNDERSOEKER UPPGIFTERNA OM TVAA RYSKA MEDBORGARE BLAND PASSAGERARNA OCH HAR FRAMFOERT BEGAERAN VIA RYSKA AMBASSADEN I STOCKHOLM OCH HELSINGFORS.

TASSCIT:

MOSCOW SEPTEMBER 28 TASS - BY TASS DIPLOMATIC CORRESPONDENT YURI KOZLOV:
+RUSSIA CONSIDERS THE DEATH OF THE PASSENGERS AND CREW MEMBERS OF THE 'ESTONIA' FERRY TO BE A COMMON GRIEF AND IS READY TO RENDER ALL THE NECESSARY ASSISTANCE TO MINIMIZE THE CONSEQUENCES OF THE CATASTROPHE+. SPOKESMAN OF THE RUSSIAN FOREIGN MINISTRY MIRHAIL DEMURIN TOLD TASS ON WEDNESDAY.
+WE KEENLY FEEL THE TRAGEDY. THE RUSSIAN FOREIGN MINISTRY IS IN CONSTANT CONTACT WITH THE MINISTRY FOR EMERGENCIES AND HAS ALREADY INFORMED THROUGH DIPLOMATIC CHANNELS THE SWEDISH AND FINNISH AUTHORITIES ABOUT ITS READINESS TO SEND AEROMOBILE

M

TELEX

RUSSIAN RESCUE FORCES TO THE SHIPWRECK AREA TO SEARCH FOR THOSE
IN DISTRESS AND RENDER THEM POSSIBLE HELP+. HE SAID.

DEMURIN ADDED THAT RUSSIA HAD NOT RECEIVED ANY OFFICIAL
REQUESTS FOR HELP SO FAR. +HOWEVER. OUR RESCUERS ARE READY TO
QUICKLY LEAVE FOR THE DISTRESS AREA+. HE SAID.

THE SPOKESMAN STRESSED THAT THE FOREIGN MINISTRY IS CHECKING
WHETHER TWO RUSSIAN CITIZENS HAD BEEN ONBOARD THE FERRY. THE
NECESSARY REQUESTS HAVE BEEN FORWARDED TO THE RUSSIAN EMBASSIES
IN STOCKHOLM AND HELSINKI.

ITEM ENDS

HIRDMAN

AMBASSADEN MOSKVA KL 13:05/AF

- End of printout

TELEX

TELEX

TELEX

TELEX

TELEX

USA offered to send a team of four forensic experts (94-09-29 at 14.57).



Embassy of the United States of America

272/001
94-09-30²⁹
R | 90 | F

Date: 29 SEPT 94

TO: LARS ANDREASSON TEL: 6116

OF: UD - R-3 x RÄTTSAUDELNINGEN

PAGES (Including this cover): 1 FAX#: _____

FROM: Hugh M. Neighbour
American Embassy
115 89 Stockholm, Sweden

TEL: 46 (8) 783 53 22 FAX: 46 (8) 661 19 64

SUBJECT: "ESTONIA" -- U.S. OFFER OF HELP

{ 3 Andreasson, i/le
1994-09-29
fax. t. RPS, Roland Ståhl

THIS IS TO FOLLOW UP MARIANNE GUSTAFSSON'S CALL TO YOU EARLIER THIS AFTERNOON...

FBI HEADQUARTERS INFORMS US THAT DIRECTOR FREEH OFFERS TO SEND A FOUR-PERSON TEAM OF FORENSIC EXPERTS TO ASSIST WITH THE IDENTIFICATION OF VICTIMS OF THE "ESTONIA" FERRY SINKING. THE TEAM CONSISTS OF EXPERTS WITH EXTENSIVE EXPERIENCE IDENTIFYING REMAINS OF VICTIMS OF AIR CRASHES AND OTHER DISASTERS. THE FBI SAYS THE TEAM COULD STAY ON TDY UP TO FOUR WEEKS.

WOULD THE SWEDISH GOVERNMENT WELCOME SUCH ASSISTANCE?

Brådska
nde

The statement, internal reply from the Ministry for Foreign Affairs regarding the US offer.

 UTRIKESDEPARTEMENTET R 3	TELEFAX Sid 1 () 2
Vid begäran om repetition: Var god ange även den enhet (R 3) som sändt faxet!	
Datum 1994-09-29	R 90 F

302/001

Pöint. Roland Ståhl
RPS Identifieringskommissionen

B R Å D S K A N D E

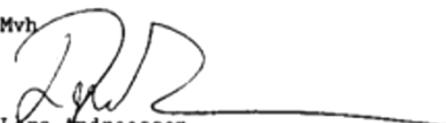
Ang. erbjudande från FBI att medverka vid identifiering

Broder,

Bifogat översändes kopia av fax från den amerikanska
ambassaden i rubr. ärende.

Jag har sagt till ambassaden att ett svar kan komma att dröja
tills situationen klarnat.

De finska myndigheterna har enligt uppgift från den
amerikanska ambassaden fått ett likalydande erbjudande.

Mvh

Lars Andreasson

*EXP. 29/9
1535
mh*

Postadress Box 16121 103 23 STOCKHOLM	Gatuadress Gustav Adolfs torg 1	Telefon 786 6000	Fax 723 11 76 (G3)	Telex 10590 MINFOR S
---	------------------------------------	---------------------	-----------------------	-------------------------

lu

Russia offered help to rescue passengers caught and alive in air cushions (94-09-29 at 16.58).

04 00/20 16:58 48 8 7231178 UD/R 3	UD/R 3 001
AMBASSADEN MOSKVA 1994-09-29	Stockholm 1994-09-29
UD STOCKHOLM B R A A D S K A N D E	Överlämnas av UD/R 3 till Rätts- chefen i Kommunikationsdepartementet för benägen vidare befordran till Statens Haverikommission.
565. FOER R 3. DELOS POL 1:1. RE	Lars Andreasson ESTONIA-KATASTROFEN
TASS AATEROER INTERVJU MED EN RYSK UNDERVATTENSEXPERT, FOERRETRADARE FOER EN FABRIK I PETERSBURG SOM TILLVERKAR MILITAERA UNDERVATTENSFARKOSTER. DENNE HAEVDAR ATT DET KAN FINNAS OEVERLEVANDE I DET SJUNKNA VRAKET OCH SAEGER VIDARE ATT DET PAA RYSK SIDA FINNS STOR ERFARENHET OCH UTRUSTNING FOER UNDERVATTENSARBETEN. HAN UTTRYCKER ENLIGT TASS NOTIS BESVIKELSE OEVER ATT INGEN BEGAERAN KOMMIT OM BAERGNINGSHJAELP.	
TASSOIT:	
ST. PETERSBURG SEPTEMBER 29 TASS - BY ITAR-TASS CORRESPONDENT LEV RUMYANTSEV:	
A RUSSIAN UNDERWATER EXPERT BELIEVES PEOPLE MAY STILL BE ALIVE INSIDE THE +ESTONIA+ FERRY WHICH CAPSIZED IN THE BALTIC SEA ON WEDNESDAY AND LIES AT A DEPTH OF 80-90 METRES.	
+HUNDREDS OF PEOPLE REMAINING INSIDE THE SUNK FERRY CAN BE SAVED AND SHOULD BE SAVED+, ANATOLY KUTEINIKOV, DESIGNER GENERAL OF THE ST. PETERSBURG-BASED +MALAKHIT+ COMPANY, TOLD TASS ON THURSDAY. THE COMPANY IS THE LEADING RUSSIAN DEFENCE ENTERPRISE PRODUCING UNDERWATER CRAFT.	
HE SAID THAT AN +AIR CUSHION+ ALWAYS ACCOMPANIES ANY SHIPWRECK AND MAY ALLOW THOSE REMAINING INSIDE THE FERRY TO STAY ALIVE FOR AT LEAST A WEEK.	
+ONE SHOULD NOT BE SCARED BY THE EXCESSIVE PRESSURE. 80 METRES ARE NOT TOO DEEP+, KUTEINIKOV SAID.	
HE REGRETTED THAT THE FINNISH AND SWEDISH AUTHORITIES HAD NOT REQUESTED THE RUSSIAN RESCUERS TO HELP WITH THE +ESTONIA+ SHIPWRECK. +WE HAVE A BIG EXPERIENCE IN UNDERWATER WORK, AS WELL AS GOOD AND MAYBE THE BEST EQUIPMENT. IT IS A PITY THAT WE DID NOT JOIN EFFORTS. MOREOVER, THERE ARE OUR CITIZENS IN DISTRESS+, KUTEINIKOV COMPLAINED.	
THE CHIEF DESIGNER BELIEVES THAT THE MAIN CAUSE OF THE DISASTER WAS A POOR TRAINING LEVEL OF THE CREW. BESIDES, IT IS ALSO CLEAR THAT THE SHIP HAD SOME DESIGN FAULTS. +SHIPS OF THE +ESTONIA+ CLASS DO NOT SINK IN FIVE MINUTES. THEY CAN OVERTURN, BUT SHOULD STAY AFLOAT FROM SEVERAL HOURS TO A WHOLE DAY+, HE SAID.	
ITEM ENDS	
HIRDMAN	
AMBASSADEN MOSKVA/CK	

Australia offer help in retrieving the bodies and/or to salvage the wreck. (94-10-13 at 14.53).

17989001	3-OCT-1994 14:53	FROM 61 6 273 32 98	TO	UDSVERIGE P.01
SVERIGES AMBASSAD			TELEFAX	ink. R3 (9/10) Sid (15) <i>to</i>
Handläggare: G Zakrisson			Datum 1994-10-13	Dnr 48 ✓
			Dossierbet. R 90	

R 3 Andreasson 94-10-20 243/001
a + b t J-O Selén, K-dep
för direkt besvarande
EXP. 20/10
uh

Utrikesdepartementet *(u)*

94-10-14
2 90 P

BRÅDSKANDE
Re färjekatastrofen

För H2 X

Australian Emergency Services Foundation har, efter att ha varit i kontakt med handelskontoret och generalkonsulatet i Sydney, vänt sig till ambassaden för bistånd med att få bifogade erbjudande om assistens med bärgningen av den förlista färjan "Estonia" framfört till relevant myndighet i Sverige. Som framgår av bilagorna har företaget tillskrivit Bengt Erik Stenmark direkt, men ej fått någon respons. Det förefaller som om erbjudandet i vart fall borde bevärdigas med ett svar. Tidsaspekten är viktig. Konsortiet anser sig kunna utföra uppdraget, i första hand att bärga de omkomnas kroppar, på sex till åtta veckor. Besked måste ges senast onsdag nästa vecka för att arbetet skall kunna påbörjas veckan därefter.

Ambassaden saknar givetvis kompetens att kunna bedöma om detta är ett seriöst och genomförbart förslag men, som sagt, en reaktion vore på sin plats.

Tacksam erbjudandet kunde framföras till berörda organ och att eventuell reaktion kunde delges ambassaden.

Hasselmark

Avsant: Datum Kl. Sign.

Postadress CANBERRA, A.C.T. 2600	Gatuadress Turnera Street YARRALLUMLA, A.C.T. 2600	Telefon 71 3039	Telegram SVENSK	Telex 62300
--	---	--------------------	--------------------	----------------

m



Australian Emergency Services Foundation

FACSIMILE TRANSMISSION

DATE 13 October 1994
FROM Eddie Andrews
Operations Director
TO Mr Grels Zakrisson
FAX NO 06 2733298

BNK. AMB. CANBERRA		
D. N:o 16/160		
19.94 10 13		
AVB	GR	MAL
R	90	

92!

MESSAGE

Dear Mr Zakrisson
As discussed on our recent telephone call I enclose a copy of the letters
I will be in contact you tomorrow, if you require any further information please do not
hesitate to contact me.

Yours sincerely

E. J. Andrews
Operation Manager.

Suite 306 Wingello House 1-12 Angel Place Sydney NSW 2000
Tel: (02) 231 3218 Fax: (02) 231 3220
GPO Box 4965 Sydney NSW 2001



Australian Emergency Services Foundation

7 October 1994

Mr Bengt Erik Stenmark
Director of Shipping Safety
Swedish National Administration of Shipping and Safety
Slottsgatan 82
S-601 78 Norrköping
Sweden

Dear Sir

URGENT CORRESPONDENCE

After speaking to the Swedish Trade Council, Mr Christian Olsson has advised us that we should contact you as a matter of some urgency.

We believe that we are able assist with the operation to move the Estonia to shallow waters so that the recovery of the bodies of the passengers and crew can be affected.

This operation would be done by placing large lifting bags (which are made for this purpose) inside the ship where the motor vehicles are carried. These bags will provide the necessary buoyancy to raise the vessel off the bottom allowing it to be moved to a more suitable site for salvage. After speaking to our Canadian partners we believe that this operation could be completed within 6 to 8 weeks from this date.

Once this operation is complete, the hull could be salvaged or left pending a decision by appropriate authority. All of our team member have had extensive experience in salvage throughout the world gaining their essential skills through defence force training

We would like to discuss this proposition with you to gain a further understanding of how we may be of assistance at this time.

Please call -61 2 231 3218 at any time (24 hours a day).

Yours sincerely

B J Andrews
Operations Director



Australian Emergency Services Foundation

10 October 1994

Prime Minister
Mr Ingvar Carlsson
Social Democrats Headquarters
Fax No: +45-8-21 1524

Dear Sir

URGENT CORRESPONDENCE RE: N/S ESTONIA

This is to inform you that we would like to offer our assistance to your Government in this unfortunate disaster.

After speaking to the Swedish Trade Council, Mr Christian Olsson has advised us that we should contact you as a matter of some urgency.

We believe that we are able to assist with the operation to move the Estonia to shallow waters so that the recovery of the bodies of the passengers and crew can be affected.

This operation would be done by placing large lifting bags (which are made for this purpose) inside the ship where the motor vehicles are carried. These bags will provide the necessary buoyancy to raise the vessel off the bottom allowing it to be moved to a more suitable site for salvage. After speaking to our Canadian partners we believe that this operation could be completed within 6 to 8 weeks from this date.

Once this operation is complete, the hull could be salvaged or left pending a decision by appropriate authority. All of our team members have had extensive experience in salvage throughout the world gaining their essential skills through defence force training.

We would like to discuss this proposition with you to gain a further understanding of how we may be of assistance at this time.

Please call +61 2 231 3218 at any time (24 hours a day).

Yours sincerely


E.J. Andrews
Operations Director

Suite 306 Wingello House 1-12 Angel Place Sydney NSW 2000
Tel: (02) 231 3218 Fax: (02) 231 3220
GPO Box 4985 Sydney NSW 2001

The Fact Group commentary and report conclusion:

The behaviour shown in this report can only be seen as a criminal act showing a total disrespect of the relatives to the victims of the shipwreck and a neglect to follow both etic roles and international agreements.

Whether it is from a strictly legal perspective to be regarded as a criminal conduct is uninteresting to assess.

In a prolonging it also explains why the survivors never were interviewed during the JAIC investigation. It was not necessary when the outcome of the investigation already had been decided and set from the beginning.

DEDICATION

We dedicate this statement report to all those who still 26 years after the tragedy struggle to find the truth.

If MV Estonia had been seaworthy many of the more than 850 persons who lost their lives would have had a chance to survive no matter what caused the sinking.

The Independent Fact Group
Troon, Scotland 1th of November 2020