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(Last update: January 2010)

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'Comment: A chance for lasting change'. (For an effective safety culture to be established, there must be recognition that under certain conditions, ro-ro ferries are fundamentally dangerous, as demonstrated by the tragedies involving the "Herald of Free Enterprise" and the "Estonia") - TradeWinds, 21 April 1995, p 2

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'What price life on the Estonia?'. (Families of passenger receive up to six times more) - ITF News, July 1995, p 10

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'"Estonia" relatives face legal fund call'. (Relatives of the "Estonia" will next week be asked to contribute \$259 each to finance litigation against the vessel's builder and classification society) - Lloyd's List, 14 Sept 1995, p 1

'One year after "Estonia", it's crunch time for new rules' - TradeWinds, 22 September 1995, pp 12-13

'MEP attacks "Estonia" preliminary report'. (Gunter Luttge, deputy chairman of the European parliament's transport committee, said the European Commission should have been asked to participate in the investigation) - Lloyd's List, 25 Sept 1995, p 1

'German study names four keys to "Estonia" tragedy' - Lloyd's List, 23 Sept 1995, p 1

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'"Estonia": one year on'. (The first anniversary of the "Estonia" sinking is a prelude to the crucial test IMO faces at the special conference to consider ferry safety in November) - Lloyd's List, 28 Sept 1995, p 5

'Tax blow for "Estonia" families'. (Families of the crew members who died in the Estonia tragedy may lose more than a quarter of their compensation in tax) - Lloyd's List, 24 November 1995, p 1

'"Estonia" relatives ready to sue shipbuilder' - LLOYD'S LIST, 16 December 1995, p 1

'Annual Review 1995'. (Special Report) - LLOYD'S LIST, 2 January 1996, pp 5-8

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'Comment: Expediency matters'. (Pointing out that, although many companies are moving to comply with decisions made at recent IMO conference the final report on the wreck of the Estonia, which will chronicle what actually happened, has not yet been published) - LLOYD'S LIST, 29 December 1995, p 9

'Consortium to encase "Estonia"'. (The consortium Nordic Marine Contractors, led by the Swedish construction firm NCC, has until December 31 to complete the operation) - LLOYD'S LIST, 12 January 1996, p 14

'"Estonia" concrete burial opposed' - LLOYD'S LIST, 15 January 1996, p 1

'Wave load mechanism to avoid bow visor damage' - THE NAVAL ARCHITECT, January 1996, pp 29-36

'Letters: Did a hard underwater impact lead to the loss of the "Estonia"' - LLOYD'S LIST, 24 January 1996, p 5

'Sweden in new "Estonia" row'. (Swedish prime minister and his Cabinet have come under renewed attack for allegedly flouting international law in their decision to seal the wreck of the ferry "Estonia") - LLOYD'S LIST, 6 February 1996, p 10

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'Oil residue to be pumped from "Estonia" shortly' - LLOYD'S LIST, 17 February 1996, p 3

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'"Estonia" aftermath: no watertight case against the ferry designers'. (Erik Heirung, president of Fred Olsen Lines in the 1960s argues that ferry safety researchers are pursuing the wrong objectives following the "Estonia" disaster) - LLOYD'S LIST, 26 February 1996, p

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'Estonia' builder in claims plea'. (Germany's Meyer Werft shipyard which built the ill-fated ferry "Estonia", has called for an end to threats of litigation, especially by lawyers representing the International Support Group) - LLOYD'S LIST, 4 March 1996, p 1

'Persson doubt on "Estonia" tomb'. (Sweden's prime minister Goran Persson has not ruled out a reassessment of the government's decision to declare the wreck of the "Estonia" a sea grave and encase her in concrete) - LLOYD'S LIST, 19 April 1996, p 1

'MV Estonia - Part-report on the "Estonia" disaster on 28 September 1994 - The Government of the Republic of Estonia' - JOURNAL OF THE HONOURABLE COMPANY OF MASTER MARINERS, Spring 1996, pp 823-827

'Light oil pumped from "Estonia"' - LLOYD'S LIST, 2 May 1996, p 3

'No grave but the sea'. (Sweden's heartbreaking dilemma: The entombment of the "Estonia") - FAIRPLAY, 23 May 1996, pp 4-5

'Confusion over "Estonia" wreck'. (The entombment of the "Estonia") - LLOYD'S LIST, 30 May 1996, p 16

'Oil removal from "Estonia" to resume' - LLOYD'S LIST, 31 May 1996, p 10

'Sweden to reconsider "Estonia" plan'. (The Swedish government is seriously reconsidering plans to entomb the wreck of the "Estonia" in thousands of rock, sand and cement) - LLOYD'S LIST, 20 June 1996, p 1

'Sweden postpones operation to entomb "Estonia"' - LLOYD'S LIST, 21 June 1996, p 3

'Estonia' investigator resigns'. (after claiming that Sweden was deliberately concealing evidence about the sinking) - LLOYD'S LIST, 25 July 1996, p 1

'Resignation may delay ferry report'. (The Estonian transport minister on Wednesday accepted the resignation of Mr Meister on grounds of poor health) - LLOYD'S LIST, 26 July 1996, p 12

'New "Estonia" inquiry head'. (Waterways chief appointed after controversial resignation of commission chairman) - LLOYD'S LIST, 1 August 1996, p 3

'Letter: Time to look at a new theory on "Estonia"' - LLOYD'S LIST, 2 August 1996, p 5

'Estonia' investigator resigns' - LLOYD'S CASUALTY WEEK, 2 August 1996, p i

'Estonia' crew compensation package close to agreement' - LLOYD'S LIST, 13 August 1996, p 1

'Ro/ro ferry operators count the cost of Stockholm's agreement'. (The economic costs of the Stockholm agreement are likely to mean a 5.5 per cent increase in ro/ro operating costs) - LLOYD'S SHIPPING ECONOMIST, August 1996, p 5

'Sweden may face action on "Estonia"'. (Relatives' group plans negligence suit) - LLOYD'S LIST, 14 August 1996, p 1

'The protection of the underwater cultural heritage'. (Special Issue) - MARINE POLICY, July 1996, pp 283-356

'Meyer Werft will not face "Estonia" action'. (by relatives of victims) - LLOYD'S LIST, 3 September 1996, p 1

'Estonia' crew claims resolved'. (Families of the 127 crew members who died in the "Estonia" ferry tragedy are set to receive passenger-level compensation beginning next month) - TRADEWINDS, 13 September 1996, p 19

'Families to issue "Estonia" wrist'. (Group claims survey declared ferry was safe) - LLOYD'S LIST, 16 September 1996, p 1

'Estonia' relatives serve writ on Bureau Veritas' - LLOYD'S LIST, 17 September 1996, p 1

'BV attacks "Estonia" move'. (Bureau Veritas has criticised legal action taken against it by relatives of the victims of the "Estonia" tragedy as "premature", accusing them of undermining the work of the official investigation) - Lloyd's List, 19 September 1996, p. 1

'Owners agree "Estonia" payment' - FAIRPLAY, 19 September 1996, p 8

'"Estonia" relatives go to court' - TRADEWINDS, 20 September 1996, p 23

'New head for "Estonia" team'. (Estonia's government has named Uno Laur, a former sea master, head of the much-criticised three-nation commission to investigate the sinking of the "Estonia") - LLOYD'S LIST, 26 September 1996, p 1

'"Estonia" relatives still angry'. (Two years on, vital questions surrounding the tragedy remain unanswered) - LLOYD'S LIST, 28 September 1996, p 3

'Two years after - Right steps taken after the "Estonia" tragedy' - FAIRPLAY, 3 October 1996, pp 24-25

'Agreement between the Republic of Estonia, the Republic of Finland and the Kingdom of Sweden regarding the M/S Estonia, 23 February 1995' - LAW OF THE SEA BULLETIN, No 31 1996, pp 62-63

'Estonia crew families back delayed compensation deal'. (a \$12.3m settlement) - TRADEWINDS, 11 October 1996, p 15

'"Estonia" accusation'. (The Swedish government has been accused of interfering in the private action taking place in France between the Swedish maritime authority and the relatives of the victims of the "Estonia") - LLOYD'S LIST, 23 October 1996, p 1

'Letter: Let French court get to the root of "Estonia" tragedy'. (By studying statements given by "Estonia" survivors clearly the accident could not have progressed as suggested by the International Commission, argues Anders Björkman, a Naval Architect) - LLOYD'S LIST, 8 November 1996, p 5

'The last voyage of "Estonia" - a new theory on the loss'. (Anders Björkman speculates that the tragedy might have been the result of an alternative scenario: water ingress below the main deck, with loss of the bow visor due to an excessive heel) - THE NAVAL ARCHITECT, November 1996, pp 11-13

'Ro-ro ferry safety: Ensuring survival after accidents' - LLOYD'S LIST, 16 November 1996, p 6

'Ro-ro ferry safety: Rules changes culminate in Stockholm Agreement' - LLOYD'S LIST, 16 November 1996, p 6

'The elusive truth behind the "Estonia" disaster'. (Many believe more thorough investigation of wreck is needed) - LLOYD'S LIST, 30 November 1996, p 3

'"Estonia" visor pinpointed'. (Finland's chief representative on the international commission investigating the "Estonia" ferry catastrophe yesterday confirmed that its suspicions were now focused on a possible weakness in the vessel's bow visor) - LLOYD'S LIST, 4 December 1996, p 1

'Estonia findings challenge'. (a naval architect - Anders Björkman - has cast doubt on the interim findings of the international commission set up to investigate the cause of the Estonia disaster) - TELEGRAPH, December 1996, p 9

'Crossed lines'. (Can anyone possibly imagine a disaster involving aviation resulting in the sort of politicking and obfuscation that is apparent in the aftermath of the "Estonia" tragedy?) - LLOYD'S LIST, 5 December 1996, p 5

'Letter: "Estonia" passengers to be believed'. ("Confusion" about who was on the bridge of the Estonia) - LLOYD'S LIST, 30 December 1997, p 5

'"Estonia" report is postponed again' - LLOYD'S LIST, 21 January 1997, p 1

"Estonia" report may be delayed until May' - LLOYD'S LIST, 20 February 1997, p 1

'Ro-ro shipping'. (Special Report) - FAIRPLAY, 20 February 1997, pp 23-30

'Ten years after the "Herald", safety is still a central issue' - FAIRPLAY, 20 February 1997, pp 23-24

'Court denies "Estonia" inquiry call'. (A French court has rejected a call from the survivors and families of more than 850 passengers who died in the sinking of the "Estonia", for a new inquiry into the disaster) - LLOYD'S LIST, 11 March 1997, p 1

"Estonia" report "blames bow visor". (The long-awaited report into the sinking of the "Estonia" will conclude that human error was not the main cause) - LLOYD'S LIST, 17 March 1997, p 1

'Bureau Veritas criticised by "Estonia" report' - TRADEWINDS, 21 March 1997, p 3

'Multi-headed dragon hampers truth'. (Continuing delays in the publication of the final reports on the "Estonia" and the "Sea Empress" are poignant reminders of human deficiencies in casualty investigation and reporting) - LLOYD'S LIST, 1 April 1997, p 8

'Nothing like the whole truth'. (It will be a few weeks yet before the international commission investigating the sinking of the ferry "Estonia" publishes its long-awaited report. But two of its members have been making statements that were not quite in tune with each other) - FAIRPLAY, 10 April 1997, p 4

'Rights, duties and results'. ("Estonia" enquiry must speak the truth) - FAIRPLAY, 17 April 1997, pp 3-4

"Estonia" myths hide a grim tale. Final report may yet submerge the truth'. (Special Report) - FAIRPLAY, 17 April 1997, pp 18-22

"Estonia" "may have carried" nuclear cargo'. (A Stockholm-based lawyer has alleged there are "strong indications" the ill-fated ferry "Estonia" carried contraband material with nuclear content when she sank) - LLOYD'S LIST, 28 April 1997, p. 1

"Estonia" report in final stage' - TRADEWINDS, 8 May 1997, p 20

'Editorial: Ro-ro safety: still struggling or almost there?'. (Soon, the long-awaited full report into the loss of the "Estonia" will be available. Have the principal technical aspects of the tragedy been largely overtaken already by advances in the design field?) - THE NAVAL ARCHITECT, April 1997, p 3

'Final report on sinking of the "Estonia" completed'. (Publication not before June says member of three-nation commission) - LLOYD'S LIST, 20 May 1997, p 12

'Estonia report delayed again' - FAIRPLAY, 22 May 1997, p 8

'Head of "Estonia" probe team resigns'. (after admitting he lied about several key pieces of evidence) - LLOYD'S LIST, 27 May 1997, p 1

"Estonia" commission holds talks on resignation crisis'. (The three-nation commission investigating the "Estonia" disaster went into urgent talks in a bid to resolve the crisis triggered by the sudden resignation of its leading Swedish representative, Olof Forssberg) - LLOYD'S LIST, 28 May 1997, p 1

'Sweden to investigate "Estonia" inquiry' - LLOYD'S LIST, 4 June 1997, p 1

"Estonia" yard blames poor maintenance'. (Poor maintenance, faulty loading and excessive speed caused the "Estonia" ferry disaster, according to an expert group commissioned by the German builder Meyer Werft) - LLOYD'S LIST, 14 June 1997, p 1

"Estonia" claim slammed'. (Jorgen Almelov, a lawyer acting on behalf of the Swedish owner, accused Meyer Werft lawyer Peter Holtappels of being "cocksure" and "shameless" in claiming the yard had no blame in the accident) - LLOYD'S LIST, 19 June 1997, p 1

'Maintenance blamed in "Estonia" report'. (Doubts still exist as to what happened when the "Estonia" sank in the Baltic in September 1994. The German group of experts investigating the tragedy believes it is doubtful whether the truth will emerge) - LLOYD'S LIST, 19 June 1997, p 3

'Meyer's real message'. (Few can seriously believe that the cause of the "Estonia" sinking was poor installation of a bow visor by the shipbuilder Meyer Werft) - FAIRPLAY, 19 June 1997, p 3

'Poor care sank "Estonia"'. (Poor maintenance, bad placing of vehicles on deck and operation at too high a speed for the conditions have been blamed for the sinking of the "Estonia", according to a report by a group of German experts set up by Meyer Werft and Bernard Meyer in Stockholm on June 12) - FAIRPLAY, 19 June 1997, p 8

'Ro-ro vessel safety: Designing for a second line of defence' - DNV FORUM, Summer 1997, pp 16-18

'Maintenance blamed in Estonia report'. (according to the German group of experts appointed by the vessel builder Meyer Werft) - LLOYD'S CASUALTY WEEK, 27 June 1997, pp iii-iv

'"Estonia" book revives missing captain riddle'. (A sea captain who was on board the ill-fated ferry Estonia when she sank in 1994 may still be alive, a senior expert on the disaster claims in a book to be published in mid-September) - LLOYD'S LIST, 20 August 1997, p. 1

'Bomb theory prompts a new legal bid by "Estonia" families'. (who want new diving probe to look into suspicions of sabotage) - LLOYD'S LIST, 26 September 1997, p 1

'The human tragedy that has become a lingering scandal'. (family and friend still waiting to hear why 852 "Estonia" victims died) - LLOYD'S LIST, 26 September 1997, p 5

'"Estonia" investigator quits'. (Swedish psychologist Bengt Schager has quit the tree nation team as the investigation was too protective of the Estonian captain and crew who operated the ship when it went down in September 1994) - TRADEWINDS, 26 September 1997, p 22

'"Estonia" report in December'. (The much delayed report into the sinking of the Estonia will be published in December and will be "neutral" in tone according to Uno Laur, chairman of the commission investigating the disaster) - LLOYD'S LIST, 24 October 1997, p 1

'Police chief resigns "Estonia" probe post'. (Priit Mannik, deputy director of the Estonian National Police Board, has resigned from the commission investigating the "Estonia" disaster over what is claimed to be a conflict of interest) - LLOYD'S LIST, 6 November 1997, p 1

'Date set for release of "Estonia" report'. (The long-awaited report into the sinking of the ferry "Estonia" will be published December 3) - TRADEWINDS, 21 November 1997, p 24

'Letters to the Editor: Did the "Estonia" incident lead to better safety?' - SAFETY AT SEA, November 1997, pp 22-23

'"Estonia" report out tomorrow' - LLOYD'S LIST, 2 December 1997, p 1

'Row over "Estonia" report'. (Design, crew and rescue operation slated as yard launches counterattack) - LLOYD'S LIST, 4 December 1997, p 1

'Meyer Werft rejects findings'. (The German group of experts set up by the Estonia's builder Meyer Werft yesterday launched a bitter attack on the report) - LLOYD'S LIST, 4 December 1997, p 1

'Safety lessons learnt despite delays to "Estonia" inquiry'. (Verdict delivered after much controversy but industry has already moved on) - LLOYD'S LIST, 4 December 1997, p 3

'Opaque result'. (With the publication of the "Estonia" report, there is much that remains profoundly unclear and unsatisfactory about the sequence of events throughout Europe's worst peacetime sea disaster since the war) - LLOYD'S LIST, 4 December 1997, p 5

'Meyer's Estonia claims revealed'. (Meyer Werft, the ship's builder, said that none of the owners of the "Estonia" made adequate repairs to the bow visor hinges and locks, despite repeated requests to do so by the master and chief engineers on board) - FAIRPLAY, 4 December 1997, p 7

"Estonia" report attacked'. (German shipbuilder Meyer Werft yesterday stepped its attack on the International Commission report into the sinking of the "Estonia") - LLOYD'S LIST, 5 December 1997, p 1

'IMO waits for governments to act on "Estonia" report' - TRADEWINDS, 5 December 1997, p 13

'BV (Bureau Veritas) rejects "Estonia" criticism' - LLOYD'S LIST, 6 December 1997, p 1

'Read it'. (Stop attacking the "Estonia" report) - FAIRPLAY, 11 December 1997, pp 3-5

'Weak locks sank "Estonia"'. (Report finds catalogue of errors) - FAIRPLAY, 11 December 1997, p 8

'Safety first'. (The Joint Accident Investigation Commission into the "Estonia" calls for urgent action to develop new lifesaving concepts and equipment, especially for passenger vessels where large numbers of untrained people are to be rescued) - FAIRPLAY, 18 December 1997, p 3

'Why the "Estonia" sank - Three factors acted in concert'. (Special Report) - FAIRPLAY, 18 December 1997, pp 20-22

'Curtain closes over "Estonia"' - FAIRPLAY, 8 January 1998, p 10

'L'Estonia: et maintenant?' - JOURNAL DE LA MARINE MARCHANDE, 26 December 1997, pp 2999-3004

'Estonia" report reprieves crew'. (Dogged by prejudice, the Estonia report has skirted around the problems raised) - LLOYD'S SHIP MANAGER, January 1998, p 7

'Estonia" visor locks at fault' - TELEGRAPH, January 1998, p 2

'When there is failure - who knows about it?'. (By the time of the "Estonia" disaster there had been a considerable number of incidents involving failure or part-failure of bow doors with ships at sea) - LLOYD'S LIST, 11 February 1998, p 5

'Estonia" families vow civil action over sinking' - LLOYD'S LIST, 19 February 1998, p 1

'Editorial: Revenge or restitution'. (Discussion of trend for bereaved relatives to pursue "justice" through civil courts after such losses as Marchioness and Estonia and pointing out that risk management is becoming more focused with the adoption of ISM Code) - LLOYD'S LIST, 20 February 1998, p 5

'No charges over Estonia'. (No charges are to be made against parties involved in the sinking of the ferry "Estonia", the head of the public prosecutor's office in Stockholm said last week) - FAIRPLAY, 26 February 1998, p 10

'Estonia" - the final report?'. (More than three years after the roll-on/roll-off ferry "Estonia" capsized and sank in the Baltic, the final report of the Joint Accident Investigation Commission of Estonia, Finland and Sweden has been published) - SAFETY AT SEA, February 1998, pp 14-15

'Train for the unthinkable - When the ship says you're sinking, listen'. (Both the obo "Derbyshire" and the ro-ro ferry "Estonia" foundered in September storms, but they have more in common than that. In the case of the "Derbyshire", no Mayday was ever sent, and the "Estonia" did not send a Mayday until the situation had become critical) - FAIRPLAY, 26 March 1998, pp 3-4

'Myths and realities: why did the "Estonia" sink?'. (Naval architect Nigel Ling argues that the Joint Accident Investigation Commission report has failed to recognise realities of the event) - THE NAVAL ARCHITECT, April 1998, pp 7-13

'People and Places: Swedish forum on ferry disaster'. (Stiftelsen Estoniaoffren och Anhoriga, the Foundation for the Estonia Victims and their Relatives, is holding a hearing to discuss the disaster in Stockholm on May 26-27) - LLOYD'S LIST, 22 April 1998, p 5

'Letters: Plain bad seamanship'. (By reading the "Derbyshire" and "Estonia" reports, Capt J Arne Sandevärn is surprised to find out that in both reports the influence of the "human factor" as one of the main causes of accidents at sea is hardly mentioned) - FAIRPLAY, 23 April 1998, p 40

'"Estonia" underlines cartel case'. (The lawyer who negotiated compensation for victims of the "Estonia" ferry tragedy spoke in favour of the International Group protection and indemnity cartel at a European Commission investigatory hearing this week) - TRADEWINDS, 1 May 1998, p 12

'"Estonia" legal action ruled out by owners'. (Owners of the ill-fated ferry "Estonia" have ruled out taking legal action against the vessel's builder, German shipyard Meyer Werft) - LLOYD'S LIST, 2 June 1998, p 1

'New court bid over "Estonia"'. (Families of victims in move to present civil case in Nanterre next month) - LLOYD'S LIST, 5 June 1998, p 16

'Letter: "Estonia" Final Report is wrong, argues Anders Björkman, Naval Architect, France' - FAIRPLAY, 11 June 1998, p 38

'Letters to the Editor: Why did the "Estonia" sink?'. (Anders Björkman, a Naval Architect, argues that the final report on the "Estonia" is wrong) - THE NAVAL ARCHITECT, June 1998, p 50

'"Estonia" - The final verdict' - SEAWAYS, July 1998, pp 16,21-22

'Escape, evacuation and rescue - A realistic view' - SEAWAYS, August 1998, pp 3-6

'"Estonia": hard facts and realities'. (Controversy over the reasons for the loss of the "Estonia" in 1994 continues with this concise response by three Finnish experts, including one who was on the Joint Accident Investigation Commission, to the comprehensive critical analysis of this disaster by Nigel Ling, which was published in the April 1998 issue of the Naval Architect) - THE NAVAL ARCHITECT, September 1998, pp 9-18

'"Estonia" court action in France'. (The "Estonia" tragedy returns to the courts in France this week in the civil action brought by over 1000 plaintiffs) - LLOYD'S LIST, 27 October 1998, p 14

'Calls for new "Estonia" inquiry'. (Pressure has grown for new investigation into the "Estonia" tragedy, on the eve of a report that will contain key recommendations to Swedish prime minister) - LLOYD'S LIST, 12 November 1998, p 10

'Experts urge retrieval bodies from the "Estonia"'. (The Analysis Group for the Inspection of the "Estonia" came out against suggestions that the wreck be encased in concrete) - LLOYD'S LIST, 13 November 1998, 1

'Estonia disaster under scrutiny'. (Channel 4 broadcast tonight) - LLOYD'S LIST, 11 January 1999, p 3

'Estonia still opposing any plan to raise wreck' - LLOYD'S LIST, 27 January 1999, p 12

'ITF demands new "Estonia" inquiry' - ITF NEWS, No 1, 1999, p 10

'"Estonia": the German point of view'. (Werner Hummel, from the law firm Ahlers & Vogel, acting on behalf of the German Group of Experts and Meyer Werft, investigating the loss of the "Estonia", replies to points made by Tuomo Karppinen in his September 1998 article) - THE NAVAL ARCHITECT, January 1999, pp 25-32

'"Estonia" disaster: calls for a new inquiry'. (A conference organised by the Nordic Transport Federation, the Nordic Branch of the ITF was held on 18 November 1998 in Stockholm to discuss the "Estonia" disaster. Many controversial points were raised, including allegations of conflicting information, lack of transparency, and untruths) - THE NAVAL ARCHITECT, January 1999, pp 34-36

"Estonia" bodies to be left'. (Sweden has decided not to recover the several hundred bodies trapped inside the sunken ferry "Estonia") - FAIRPLAY, 18 February 1999, p 16

'Unquiet slumber. "Estonia" secrets will rest in peace'. (The Swedish government has decided not to retrieve the bodies from the "Estonia") - FAIRPLAY, 4 March 1999, pp 4-5

'Letters to the Editor: Casting light on ro-ro flood doors'. (Anders Björkman, Naval Architect, is making some corrections to the Lloyd's List article by Dale Wainwright where he stated that the capsizing of the "Estonia" in 1994 made bow arrangements the focus of attention) - LLOYD'S LIST, 9 March 1999, p 5

'Measures to protect "Estonia"'. (UK Shipping Minister Glenda Jackson has agreed to measures to protect the wreck of the passenger ferry "Estonia" which sank in the Baltic Sea) - SAFETY AT SEA, June 1999, p 3

'ITF wants new inquiry into "Estonia" disaster'. (The ITF has always been concerned that the formal inquiry into the loss was a political compromise and not rigorous and objective study of the Baltic Sea disaster and its causes) - ITF SEAFARERS' BULLETIN, No 13, 1999, p 8

'Wreck of "MS Estonia" protected'. (Shipping minister Glenda Jackson has agreed to measures to protect the wreck of the passenger ferry Estonia which sank in the Baltic Sea on 28 September 1994 with the loss of 757 lives) - INTERNATIONAL MARITIME LAW, June 1999, p 115

'Explosives "played part" in "Estonia" loss'. (Werner Hummel, head of the German investigation, set up by the Estonia's builder Meyer Werft, said there was evidence that explosive devices had been attached to the ship's hull, according to Swedish media reports) - LLOYD'S LIST, 12 August 1999, p 1

'More thoughts on the "Estonia" accident'. (Tuomo Karpinnen and his colleagues suggest that the German group is mistaken in its belief that a massive underwater leak occurred to the hull) - THE NAVAL ARCHITECT, July/August 1999, pp 9-18

'"Estonia" explosives theory rekindled'. (A German investigator has resurrected the theory that explosives were involved in the loss of the ferry "Estonia" in 1994 with 852 lives) - FAIRPLAY, 19 August 1999, p 16

'"Estonia" deserves better'. (The head of the investigation commissioned by builder Meyer Werft claims Swedish media reports of divers' photographs and videos show clear evidence of detonation damage to plates) - SEATRENDS WEB, 20 August 1999, p 3

'Estonia probe team defends its findings'. (Finnish investigators have rejected media reports that a bomb rather than a faulty bow door caused the sinking) - LLOYD'S LIST, 27 September 1999, p 2

'"Estonia" probe a must'. (Notwithstanding the severe doubts that have been cast on the official report into the "Estonia" ferry disaster, the Swedish Government made it clear last week there will be no re-investigation for the time being. The Swedish Government is wrong) - SEATRENDS WEB, 24 September 1999, p 3

'Report points to "Estonia" blast'. (A new report by the German Group of Experts has found evidence of a number of small explosions on the ferry "Estonia" that were at least partly responsible for her sinking in 1994 with the deaths of more than 850 people) - LLOYD'S LIST, 24 December 1999, p 1

'Call to reopen Estonia inquiry'. (Sweden has been urged to reopen the investigation into the Estonia disaster of 1994, following a two day conference in Stockholm this week attended by over 200 relatives of the victims) - LLOYD'S LIST, 1 June 2000, p 5

'Bemis to defy Stockholm and dive to wreck of "Estonia"'. (US businessman Gregg Bemis has pledged to defy the Swedish government and go ahead with an investigative diving expedition at the wreck of the passenger vessel "Estonia", which sank in 1994 with the loss of 852 lives) - LLOYD'S LIST, 22 July 2000, p 6

'"Estonia" refuses to rest in peace'. (Too many questions are unresolved and may have suspected that the official investigation commission's inquiry and its Final Report were flawed by politics, pride and partisanship) - FAIRPLAY, 27 July 2000, pp 3-4

'Estonia' diver to defy ban'. (An American diver intends to visit the wreck of the ferry "Estonia" despite efforts of the Swedish government to stop him) - FAIRPLAY, 27 July 2000, p 16

'Swedes bid to stop "Estonia" dive'. (Swedish coastguards planned yesterday to board a US ship they suspect is taking divers to examine the wreck of the ferry Estonia, which sank in the Baltic Sea in 1994 with the loss of 852 lives) - LLOYD'S LIST, 22 August 2000, p 3

'People and Places: Bemis dive on track'. (The US businessman Gregg Bemis has pledged to defy the Swedish government and conduct an investigative dive to the wreck of "Estonia" at the request of contacts in Scandinavia, including survivors and families of the victims) - LLOYD'S LIST, 11 August 2000, p 7

'Controversial "Estonia" dive is on'. (A US-led team of divers was to begin investigating the wreck of the ferry Estonia. Finnish authorities failed to stop the controversial expedition led by US business Gregg Bemis, despite strong opposition from Nordic and Baltic countries, which have declared the site a burial ground) - LLOYD'S LIST, 23 August 2000, p 1

'Sweden to look again at "Estonia" tragedy'. (Reports of an unexplained hole in the sunken ferry Estonia's hull have forced the Swedish government to re-examine the tragedy) - LLOYD'S LIST, 5 September 2000, p 5

'People and Places: Disbelief at findings of "Estonia" report'. (As the sixth anniversary of the sinking of the "Estonia" comes around this month, a new poll suggests that nearly 80 per cent of Estonians do not believe the official conclusions about the accident in which 852 people lost their lives) - LLOYD'S LIST, 7 September 2000, p 5

'Officials discount "Estonia" bomb claim'. (Claims that the new video footage of the wreck of the "Estonia" may prove that a bomb explosion sank the ill-fated vessel have been discounted by Finnish officials who investigated the tragedy) - LLOYD'S LIST, 8 September 2000, p 3

'Estonia' blast not ruled out'. (Gregg Bemis, the leader of a team of divers working on the wreck of the ferry "Estonia" has not ruled out the possibility that explosive damage sank the ferry in 1994) - FAIRPLAY, 14 September 2000, p 15

'Divers spur call for new "Estonia" probe'. (Pressure is growing on the Finnish and Swedish governments to re-open the investigation into the sinking of the "Estonia" following a controversial diving expedition to the wreck) - TRADEWINDS, 15 September 2000, p 28

'Through a hole darkly'. (Muddy waters still obscure "Estonia" truths) - FAIRPLAY, 28 September 2000, pp 3-4

'Leaders of the Estonia diving team face arrest'. (A 72-year old American and a German television producer face possible imprisonment in Sweden for diving at the wreck of the "Estonia" ferry which sank in 1994 with the loss of 852 lives) - LLOYD'S LIST, 11 October 2000, p 20

'Diver says explosion sunk "Estonia"'. (The scientific examination of metal fragments recovered from the "Estonia" wreck show that an explosion occurred on board the vessel, claims US businessman Greg Bemis, who led the controversial diving expedition) - LLOYD'S LIST, 7 November 2000, p 3

'Swedish minister accused of concealing Estonia explosions'. (German television journalist Jutta Rabe, who accompanied the controversial Estonia diving expedition led by US businessman Greg Bemis, has announced she will bring charges against Swedish industry vice-minister Mona Sahlin for "consciously concealing" the true reasons behind the vessel's sinking) - LLOYD'S LIST, 12 December 2000, p 6

'New bombshell as "Estonia" row goes on'. (Fresh doubts about the official line on the "Estonia" ferry disaster have been raised by a new probe) - LLOYD'S LIST, 16 December 2000, pp 4-5

'New Estonia blast claim rejected'. (Finnish seismologists have ruled out the possibility that an explosion occurred on board the Estonia before it sank in 1994) - LLOYD'S LIST, 2 January 2001, p 3

'Charges spotlight "Estonia" sinking'. (German television journalist Jutta Rabe has officially brought charges against "an unknown person" with the chief federal prosecutor in Karlsruhe) - LLOYD'S LIST, 17 January 2001, p 3

'Victims group claim "conclusive proof" of Estonia blast'. (The SEA - an organisation representing victims and their families - presented the findings, saying the reports showed conclusively that an explosion had occurred) - LLOYD'S LIST, 19 January 2001, p.3

'Study finds no traces of blast on the "Estonia"'. (Metal fragments taken from the bow of the "Estonia" wreck show no traces on an explosion, according to an study commissioned by the German news magazine Der Spiegel) - LLOYD'S LIST, 31 January 2001, p 3

'"Estonia" bomb ruled out'. (A German research institute has reported that tests on metal pieces cut from the ferry Estonia do not show evidence of an explosion) - FAIRPLAY, 1 February 2001, p 7

'Letter: We all have a right to be told the truth about the tragedy of the Estonia'. (Anders Bjorkman M Sc, Heiwa Co) - LLOYD'S LIST, 2 March 2001, p 5

'Could the catastrophe of the Estonia have been avoided?'. (Anders Stensen, a naval architect and senior ship surveyor at the SMA, the Swedish Maritime Administration, and Martin Stensen from the Royal Institute of Technology, Sweden, undertook this research as a private initiative. The article is not the view of the SMA and the purpose is only to present the historical facts that led to the bow construction of Estonia) - THE NAVAL ARCHITECT, February 2001, pp 64-69

'No new Swedish probe into Estonia disaster'. (The Swedish government will not start a fresh investigation of the Estonia sinking. The government will, however, invest \$2.47m over the next three years to improve maritime safety) - LLOYD'S LIST, 24 April 2001, p 3

'MV Clansman - The effect of the loss of "Estonia" on the design of Class IIA "Open Ro-Ro Vessels"'. (This paper describes how the loss of the "Estonia" affected the ships in the fleet of Caledonian MacBrayne in general and the design of "MV Clansman" in particular) - INFORMATION MARITIME TECHNOLOGY, Vol 113, Part 3, pp 111-124

'Letter: Veil of secrecy hanging over safety reports'. (Anders Bjorkman, President, Heiwa Co, European Agency for Safety at Sea, objects Tradewinds' statement that the "Estonia" accident was an example of proactive registries investigating accident and publishing reports) - TRADEWINDS, 10 May 2002, p 2

'No evidence of "Estonia" blast'. (German prosecutors have closed an investigation into the 1994 sinking of the ferry "Estonia" without criminal charges after finding no evidence to support allegations of an explosion onboard the ship) - LLOYD'S LIST , 19 November 2002, p 16

'Evacuation of passenger ships in rough weather - a study of equipment behaviour and its interaction with human performance' - THE NAVAL ARCHITECT (September 2003) , pp 74-88

'Estonia, Samina and their impact'. "Two ferry tragedies involving huge loss of life - one in the cold waters of the Baltic, the other in the warmer Mediterranean - have changed the way Europe thinks about the sector, reports Kari Reinikainen. But economic considerations have had a greater impact on operating companies than post-tragedy regulations" - FAIRPLAY, 13 May 2004 (Vol.351.No 6276) , pp 32-33

'The Estonia legacy'. "Ten years after the Estonia disaster, it is clear that one of the worst ever tragedies in passenger shipping has had a major impact on both maritime rule making and research and development. But safety is, nonetheless, a continuous process" - CRUISE & FERRY INFO, September 2004 (No.9) , pp 12-13

'10 years on, Estonia questions remain'. "Five Swedish parliamentarians are calling for a fresh inquiry into the sinking of the ro-ro ferry Estonia, which capsized with the loss of 852 lives ten years ago today. The five men warned this week that another shipping disaster like the Estonia could happen again." - LLOYD'S LIST, 28 September 2004 (No.58754) , p 1

'Legacy of Estonia is safer ferries'. "Ten years ago today, the Baltic ferry Estonia sank in Europe's worst peace-time shipping disaster. Sandra Speares examines the progress made on ro-ro ships since then." - LLOYD'S LIST, 28 September 2004 (No.58754) , p 3

'Sweden in new Estonia probe after Russian spy kit claims'. "Sweden is to launch a fresh probe into the sinking a decade ago of the Estonia with the loss of 852 passengers' lives amid allegations that the ferry was carrying Russian spying kit obtained by Swedish security services. The Stockholm government has ordered the investigation into the fatal loss in 1994 following Swedish television claims that Russian surveillance equipment was on-board the ill-fated vessel." - LLOYD'S LIST, 6 December 2004 (No. 58,803) , p. 1

'Swedes order new Estonia investigation'. "The Swedish government has ordered a new investigation into the Estonia ferry disaster following reports that the vessel may have been involved in post-Cold War military activity. The Swedish army confirms the ferry was used to transport military gear. A television documentary has suggested it could have been seized Russian equipment." - TRADEWINDS, 10 December 2004 (Vol.15, No.50) , p 38

'New Estonia probe after military make admission'. "A new inquiry into the mysterious sinking of the ferry Estonia in 1994 has been ordered by Swedish Prime Minister Goran Persson after the Swedish military admitted using the ferry for transporting military equipment from Russia to Sweden. "The Swedish armed forces will provide all necessary information on how they sometimes co-operate with the civil authorities to transport military equipment," Paula Burrau, press secretary to the Swedish defence minister Leni Bjorklund, told Fairplay. The investigations - to be overseen by Swedish high court Judge Johan Hirschfeldt - focus on whether Estonia was carrying explosives or other military equipment on 28 September 1994, the night it sank in just 45 minutes after waves up to 8m high ripped off the ferry's 56-tonne bow door." - FAIRPLAY, 9 December 2004 (Vol.352, No.6306) , p 14

"No arms on Estonia". "An Estonian commission has found that there were no signs that weapons were on board the ferry Estonia when it sank in the Baltic Sea in 1994, killing 852 people. The findings were similar to those earlier this year in a Swedish report after revelations that the ferry had carried military equipment on two previous journeys. The ship, bound from Tallinn to Stockholm, sank in 45 minutes after waves ripped off its 56-ton bow door. Only 137 people survived." - LLOYD'S LIST, 26 September 2005 (No.59005) , p 12

'HSVA to model Estonia tragedy'. "The Hamburg Ship Model Basin (HSVA), in Germany, is using a unique approach to modelling evacuation times from large passenger vessels such as ro-pax vessels. This is in response to data suggesting that the number of lives lost in accidents involving passenger vessels is disproportionately high for ro-pax ships, and has recently been asked to model the events leading to loss of the ferry Estonia in 1994" - THE NAVAL ARCHITECT, September 2006, p 47

'Estonia re-visited'. "Naval architect Anders Bjorkman reconsiders some technical aspects of the disaster" - THE NAVAL ARCHITECT, January 2007, pp 6-8

'Estonia still holds lessons'. "Following last month's insight into the new research into technical aspects of the Estonia disaster, SNAME offers its summary regarding the inquiries into the loss" - THE NAVAL ARCHITECT, February 2007, pp 85-87

'Interim report from Estonia studies'. "MV Estonia sank in the Baltic Sea on the night of 27/28 September 2004 with an official death toll of 852. A Joint Accident Investigation Committee set up by the government of Estonia, Sweden and Finland produced a report some three years later which resulted in widespread heated debate." - THE NAVAL ARCHITECT, July/August 2007, p 17