

## **SUMMARY**

On Monday 8 March 2021, the dredging barge LENNART, together with the tug ATLE, was dredging within a restricted area of Stilleryd Harbour outside Karlshamn. That same morning, the ro-ro vessel FINLANDIA SEAWAYS arrived at the harbour.

Due to a forthcoming practical exam for fairway-specific pilot exemption certificate, the master manoeuvred the vessel in the fairway towards the dock while the pilot, who had come on board outside of the harbour, took on a supervisory role. Just after the vessel had passed the dredging unit, a turn to port was initiated with the intention of turning the vessel around and then reversing it into its berth further into the harbour. Once the turn had begun, the vessel moved astern and thus got closer to the dredging unit. When the people on the vessel's bridge acknowledged the vessel's direction of travel and the decreasing distance to the dredging unit, the engine controls were set to full ahead. Just after this, the stern of the vessel collided with the tug ATLE. The collision resulted in extensive damage to ATLE. The occurrence did not result in any personal injuries.

The occurrence was caused by inadequate situational awareness among the crew and pilot on board FINLANDIA SEAWAYS. The inadequate situational awareness may be explained to some extent by the manoeuvring controls on the bridge being switched over from the centre console to the bridge wing after the turn to rotate the vessel around had been initiated. In conjunction with the switch-over, the sense of the vessel's speed and direction of travel was momentarily lost. The control function, in the form of a lookout in the stern, was activated too late to prevent the collision. Another probable contributing factor is that the master was distracted due to the forthcoming exam and thus lost focus on the vessel's movements when she was being turned around.

### **Safety recommendations**

None.