



Photo: Eva Frisnes

March 23, 2019: "Viking Sky" is in distress in Hustadvika.

1373 people in mortal danger. Has anyone learned from this?

After reading the responses sent to the Ministry of Justice and Public Security, I am surprised that the most important thing, namely lifeboats, davits, and hooks, is not mentioned. Viking Cruises emphasizes towing ropes and tugboats, helicopters, fuel storages, and storage (better preparedness on land).

The exact same thing was said and emphasized by the Norwegian Coastal Administration at the national cruise conference in Stavanger on November 15, 2022. The NOU report was presented and highlighted as an important and good document. Despite the fact that it clearly states (p. 112) that today's rescue system on board is not safe to use in bad weather, it is still a non-issue.

The same was true of the maritime safety conferences in Haugesund in 2020, 2021, and 2022. Almost four years after the near-accident with the "Viking Sky," no one wants to talk about the rescue equipment on board. To me, it sounds like a request from the shipowners.

Many - not least the Norwegian Maritime Authority - have recommended that I contact shipowners directly regarding the improvement of rescue systems. I have done this, and have also reached out to Torstein Hagen, Viking Cruises. I received a response on November 1, 2019, after two inquiries with ample documentation:

"Good morning Magnar,
Unfortunately, we are currently unable to engage in dialogue about the development of new rescue systems. We wish you good luck in the continuation of the project."

The Norwegian Maritime Authority seems to be most concerned with keeping things as they are today, without the ability to rescue people in the

event of a shipwreck. Quote from their consultation response: "It is assumed that the measures mentioned in the NOU report will have resource consequences for the Norwegian Maritime Authority if they are implemented."

I allow myself to quote Elie Wiesel: **"Indifference, to me, is the epitome of all evil!"**

The Polar Code, which requires survival for at least 5 days (introduced in 2017), is not currently met by any lifeboats or rafts. Helicopters are fantastic, but on Hustadvika **there were over 1000 passengers left on board the Viking Sky after 6 hours of rescue with 5 helicopters** and a short distance to land.

Fortunately, none of the ship's lifeboats or rafts were attempted to be used. It would have been certain death.

Davits with release hooks for lifeboats are a recurring problem. Many fatal accidents have occurred during exercises in calm weather. According to the insurance company Gard, lifeboat exercises in calm weather have killed more people than lifeboats have saved.

Type-approved lifeboats with a requirement for space for 150 people hang on most large passenger ships. I have observed firsthand that there is room for less than half in each boat.

Who is responsible for not addressing this issue?

It is criminal and will be reported!

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