

Aki Marjasvaara holds the position of Transport Director in Finnpilot Pilotage Ltd. In addition to the leading of the personnel and management of the transport fleet and real estate, Aki is responsible for Finnpilot's quality and environment management. He also pointed as the company's Occupational Health and Safety Manager. Aki has a Master's degree in Industrial Management, has accomplished Master Mariner's degree and received his Master's License in 2007. Prior to the five years in Finnpilot's service, Aki worked for over six years as a Port Director in the Port of Loviisa. Earlier in his career, Aki has worked as Chief, 2nd and 3rd Mate on commercial ships and as a Safety Inspector in the Port of Kotka. Professionally, Aki is keenly interested in organizational learning and customer value creation. Aki is married with two teenage boys.

The Finnish Pilot Boat Accident - Explanation and Resulting Changes

8th of December 2017.

Seeking shelter from the ship, Finnpilot's 15 m long pilot boat L242 had followed M/T Sten Nordic 20-30 m behind the stern out to the Gulf of Finland. The boat was supposed to proceed to the ship's BB side to collect the pilot. The ship commenced a rather steep turn to port in order to provide lee for the disembarkation. The boat, that had not moved outside the ships stern wake before the turn commenced, was exposed to a combination of the turning ships stern wake and two different wave fronts that together formed high and steep, possible breaking, waves. The pilot that witnessed the capsizing from the deck remembers that he saw big and sharp wave and remembers how he wondered its size and shape. The boat capsized in the waves, laid on its side for ten minutes and then turned upside down. Rescuers were not able to enter the moving boat's wheelhouse. The boat sunk five hours after the capsizing and the two Finnpilot's boat operators were found drown from the wheelhouse.

SIAF's report is not translated in English, but the English summary can be found here: <https://turvallisuustutkinta.fi/en/index/tutkintaselostukset/vesiliikenneonnettomuuskientutkinta/tutkintaselostuksetvuosittain/2017/m2017-04luotsiveneenl-242finkaatuminenjauppoaminensuomenlahdellaemasalonetelapuoella8.12.2017.html>.

Pilot 1500 class was designed in 2008-2009. L237, the first boat of the class, was built for Emäsalo, and so was L242. Our Emäsalo staff participated both the design and construction phases. All the relevant documents, including the stability book, have been delivered with the boat to the station. Therefore, Finnpilot does not agree with some of the interpretations that state that L242 would have been considered as self-righting. Pilot 1500- class had been used for 50 000 hours only in Finnpilot prior to the accident. Also, on Dec 8th, the weather conditions were only less than half of the design class limits (significant wave height 4 m, mean wind 20 m/s). Therefore, we understand that the personnel had no reason to doubt the boat's ability to survive in the faced conditions.

In the beginning of the presentation, I will cover shortly the factors that affected the capsizing. Anyhow, I will mostly focus on the changes that have been made in instructions, boats and training,