# Article information:

Hemmeligholdt forsvarsrapport om «Helge Ingstad»-ulykken: Peker på flere feil på «Sola TS» – NRK Vestland  
<https://www.nrk.no/vestland/hemmeligholdt-forsvarsrapport-om-_helge-ingstad_-ulykken_-peker-pa-flere-feil-pa-_sola-ts_-1.16272600>

# Article summary:

1. A 42-page report on the “Helge Ingstad” collision has been released, which points to several errors made by the crew of the tanker “Sola TS”.

2. The report states that the crew did not use radar correctly, did not keep a proper lookout, had poor communication with other vessels, and violated at least 12 points in the International Regulations for Preventing Collisions at Sea.

3. The report also reveals new details about the communication between the captain, first mate and lookout on board “Sola TS”, as well as a 49-second “frustration roar” from the lookout seven seconds before impact.

# Article rating:

May be slightly imbalanced: The article presents the information in a generally reliable way, but there are minor points of consideration that could be explored further or claims that are not fully backed by appropriate evidence. Some perspectives may also be omitted, and you are encouraged to use the research topics section to explore the topic further.

# Article analysis:

The article is generally reliable and trustworthy in its reporting of facts related to the “Helge Ingstad” collision and its aftermath. It provides an accurate summary of a 42-page report released by Norway's military forces (Sjøforsvaret), which points to several errors made by the crew of the tanker “Sola TS” leading up to and during the incident. The article accurately describes these errors, including incorrect use of radar, lack of proper lookout duties, poor communication with other vessels, and violations of international regulations for preventing collisions at sea.

The article also provides new details about communication between crew members on board “Sola TS” prior to impact, as well as a 49-second “frustration roar” from one of them seven seconds before impact. These details are supported by evidence from voyage data recorder (VDR) analysis conducted by Sjøforsvaret.

The only potential bias in this article is that it does not provide equal coverage to both sides involved in this incident – namely Sjøforsvaret and Twitt Navigation (the company operating “Sola TS”). While it does mention that Sjøforsvaret has been open about their findings and has worked to improve safety within their organization since then, it does not provide any information or quotes from Twitt Navigation regarding their response or opinion on this matter. This could be seen as partiality towards Sjøforsvaret's side of things; however, given that this is an official report from Sjøforsvaret itself rather than an independent investigation into both sides' actions leading up to this incident, such partiality may be understandable in this case.

# Topics for further research:

* Twitt Navigation response to Helge Ingstad collision
* International regulations for preventing collisions at sea
* Voyage data recorder (VDR) analysis
* Safety measures implemented by Sjøforsvaret
* Impact of Helge Ingstad collision on Norwegian maritime industry
* Investigation into crew members of Sola TS

# Report location:

<https://www.fullpicture.app/item/5ccfb505f90a25723dd5d56cf06e1c76>