

## **SUMMARY**

In the afternoon, the two fishermen set out with their recently acquired, speedy aluminium boat in order to empty the catch from their fishing equipment. For some reason, they both ended up in the water.

The incident was learned of when the empty boat was found circling at high speed, leading to the immediate commencement of a rescue operation. The two missing individuals were found deceased not until three days later.

A probable cause of both falling overboard is that due to the headwind and gusty weather, one of the empty plastic crates on board was blown into the helmsman, who thereby lost his grip on the tiller. This in turn caused the boat to heel over so severely that both fell overboard.

The investigation has revealed that the boat had been CE marked under the condition that it was fitted with a steering console, but that this fact was lost on the way between the boat designer and the buyer. The boat was fitted with a 100 horsepower outboard motor which was steered with the same lever as for the throttle (tiller steering), which was easy to turn even if the friction screw was activated. The motor was deemed to be too large for tiller steering. No safety equipment, such as buoyant clothing or a dead man's switch, was used.

Additional discoveries that emerged during the course of the investigation include the fact that the supervisory authority for CE marking has minor resources for this task and that there were some communication problems in connection with the rescue operation.

The rescue service organisations concerned have improved their conditions for communication, and the supervisory authority has conducted a survey of resource distribution for checking CE marking.

## **Recommendations**

Due to the findings of this investigation, SHK finds reason to issue the following recommendations.

The Swedish Transport Agency is recommended to:

- Take into account in the development of regulations for smaller commercial tonnage the problems which can arise with parallel regulations for the same boats by wherever possible avoiding differences in the various regulations and, above all, providing concerned parties (e.g. via the respective interest organisations) with information on the differences that may exist in regulatory requirements for recreational and commercial activities. (RS 2015:06 R1)
- Take appropriate action regarding resources for inspection and control of CE regulations for recreational crafts. (RS 2015:xx R2)
- Act internationally for better compliance management of CE regulations for recreational crafts. (RS 2015:06 R3)

The Swedish Civil Contingencies Agency is, together with the administrative boards of the Counties of Södermanland, Örebro and Västmanland, recommended to:

Take necessary action in order to establish routines etc. to ensure that personnel is educated and trained in efficient action across the county borders in general and in and around Lake Hjälmaren especially. (RS 2015:06 R4)