

SUMMARY IN ENGLISH

During a search-and-rescue operation, RESCUE OLOF WALLENIIUS II was engaged in transporting a lifeless person, picked up from the water, to a waiting ambulance. Whilst transporting, resuscitation was on-going on the aft deck. As the vessel rounded a tip of an island to pass through a narrow channel, a light was seen in the dark, seeming to be in the middle of the channel. The helmsman hesitated in performing the turn instructed by the master, causing a delay that together with lack of speed reduction, resulted in the vessel stranding at the speed of almost 30 knots. The light was shown to be navigation lights from a pilot boat, asked by JRCC to be in the area to show the way to the ambulance. This was not known on OWII.

The stranding was caused by lack of forward planning on OWII, combined with too much speed. Furthermore, the surprise of finding a light in the channel into which OWII was heading led to hesitation in decision-making and to a delay in completing the turn. The speed was such that the room for action was limited and time for preventing the stranding was short. An increasing wind deviation aggravated the situation even more.

Preconditions for the stranding to occur were that the pilot boat was placed there without OWII's knowledge. If the ECS on OWII had been differently set or if the radar screen had been better watched, the pilot boat could have been discovered earlier and the room of action had increased. Contributing was likely that the crew didn't have enough education and training in high speed navigation, suitable for this type of activity, to ensure navigational forward planning.

Safety recommendations

As the Swedish Maritime Administration, responsible for JRCC, has taken actions to ensure that essential information for a safe SAR-operation is forwarded to anyone concerned, no recommendation is issued in that matter.

- The Swedish Sea Rescue Society is recommended to, in addition to already taken actions, consider to ensure that all masters, navigators and helmsmen experience the education in navigation, specially formed by the Society, or undergo an equivalent training. (*RS 2016:02 R1*)