

SUMMARY IN ENGLISH

ÄLV-SNABBEN 5 left the ferry quay on the morning after delivering a drifting work raft, found close to the quay. As the master turned the vessel and steered towards the river channel, he found the vessel turning heavily to starboard. He turned back, using the engines, but again the vessel turned to starboard. This was repeated once more.

Eventually the vessel moved to the middle of the channel, where the master decided to stay adrift while calling the company's technical support. Suddenly the vessel started to make speed at the same time as it was turning towards a large ferry, berthed close by. The master tried to go astern, but without succeeding, and the collision with the ferry was soon a fact.

The direct cause of the accident was probably the switch to the engine manoeuvre system being activated momentarily and unintentionally, causing an electrical current failure, resulting in the engines being automatically adjusted into a predetermined setting (in this case the starboard engine working ahead) combined with the automatic steering system keeping a preset course.

A contributing factor was the placing of the switch to the engine manoeuvre system, and its character. This meant that the switch unintentionally could be turned, causing a momentarily current failure.

Another contributing factor was that a natural and easy way to switch over the steering to manual did not appear as obvious.

During the investigation, a need of better development of individual safety on board smaller passenger vessels in the event of collisions has been identified.

Recommendations

The actions taken by the company are such that there is no reason to issue any recommendations to the company except for the following. Furthermore, there are reasons, based upon the findings of this investigation, to issue two recommendations to the regulatory body.

- The company is recommended to complete their work to connect the automatic steering system in a similar way in all the vessels to a basic mode. One way to achieve this could be that the automatic steering will be disconnected by activating the main tiller. *(RS2014:09 R1)*
- The Swedish Transport Agency is recommended to work, both nationally and internationally, for technical systems becoming better adapted to human conditions. This may be achieved by e.g. clarified rules or standards and requirements on approval of technical systems, where consideration is taken to how the systems might be operated in exposed situations. *(RS2014:09 R2)*
- The Swedish Transport Agency is recommended to take action to prevent, or reduce the magnitude of, injuries of individuals in collisions concerning smaller passenger vessels. *(RS2014:09 R3)*