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The Swedish Accident
Investigation Authority
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Response from the Swedish Transport Agency to the final report, RS 2015:08 from the Swedish Accident Investigation Authority regarding a collision between the taxi-boat “CABBIE” and a pleasure boat on 11 October 2014

The Swedish Transport Agency hereby submits its response to the recommendation reported in the final report for the aforementioned event by the Swedish Accident Investigation Authority (SHK).

Recommendations:

The Swedish Transport Agency is recommended to:

Use appropriate means to inform the boating industry about the risks of placing tillers to the port side of the engine and the importance of constantly keeping a lookout over the horizon. See section 2.5. (RS 2015:08 RI)

Response:

The Swedish Transport Agency will have three meetings with the industry and inform them of the reports and the recommendation that has been issued. Furthermore, the Swedish Transport Agency will mention the other investigations published by the Swedish Accident Investigation Authority (SHK) published in the previous year that have included pleasure crafts or that have occurred in similar pleasure craft-related conditions. These reports include S-166/14 Collision between a pilot boat and rigid-inflatable boat by the islands of Sandön/Korsö, S-85/14, Serious maritime accident in Hjälmmaren, S-50/14 Collision between Viking Grace and a taxi-boat in the Stockholm archipelago.

The meetings referred to will take place between the Swedish Transport Agency and navigation instructors and examination executor from Nämnden för båtutbildning [Boat training committee] on 23 January in Stockholm and 6 February in Gothenburg. The reports will also be presented and discussed amongst the Swedish Maritime Safety Inspectorate – where the Transport Agency will be represented – in the middle of February, so that

future publications in the hobby boating press can be planned before the start of the season.

The Swedish Transport Agency Analysis Group for accidents involving pleasure crafts will, in future, pay particular attention to whether more collisions occur that can be linked to poor lookout to the starboard side in combination with helm-driven outboard engines.

Decisions regarding this matter have been reached by Simon Posluk, Head of Unit. Analysts Jonas Ekblad, Lars-Göran Nyström, Nautical Administrator Jan-Sture Wahlquist, Head of Unit Gunnar Ljungberg and Incident Coordinator Patrik Jönsson, the latter also acting as reporter, participated in the final processing of the matter.

[Signature]
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Head of Unit