



**Statens haverikommission**  
Swedish Accident Investigation Board

ISSN 1400-5735

## **Report RS 2007:02 es**

### **Accident to RIB boat SFC-7153 at Djurö, AB county, on 1 July 2006**

Case S-81/06

---

SHK investigates accidents and incidents with regard to safety. The sole objective of the investigations is the prevention of similar occurrences in the future. It is not the purpose of this activity to apportion blame or liability.

Translated by *Interpreter Centre, City of Göteborg*, from the original Swedish at the request of the Swedish Accident Investigation Board.

The material in this report may be reproduced free of charge provided due acknowledgement is made.

This report is also available on our web site: [www.havkom.se](http://www.havkom.se)

---



The Swedish Maritime Administration

SE-601 78 NORRKÖPING, Sweden

### **Report RL 2007:02es**

---

The Swedish Accident Investigation Board (Statens haverikommission, SHK) has investigated an accident that occurred on 1 July 2006 at Södra Kanholmsfjärden near Djurö, AB county, involving RIB boat SFC-7153.

In accordance with section 14 of the Ordinance on the Investigation of Accidents (1990:717) the Board herewith submits a final report on the investigation.

The Board will be grateful to receive, by 7 December at the latest, particulars of how the recommendations included in this report are being followed up.

Carin Hellner

Ylva Bexell

## Report RL 2007:02es

S-81/06

Report finalised 1 June 2007

---

<i>Vessel; Type, registration</i>	Chartered motor boat, RIB (Rigid Inflatable Boat) SFC 7153.
<i>Certificate</i>	No certificate
<i>Registered owner/Operator</i>	Private ownership
<i>Nationality</i>	Swedish
<i>Classification society</i>	Not applicable
<i>Date and time of occurrence</i>	1 July 2006, at 02:34 at dawn <i>Note: All times are given in Swedish daylight saving time (UTC + 2 hours)</i>
<i>Place of occurrence</i>	Södra Kanholmsfjärden, Stockholm county, (posn. 59°18.6'N 018°49.1'E;)
<i>Type of voyage</i>	Returning from visiting a restaurant
<i>Sea and weather conditions</i>	Almost flat calm, good visibility
<i>Persons on board:</i> <i>crew</i> <i>passengers</i>	A total of 9 people
<i>Injuries to persons</i>	One fatality
<i>Damage to vessel</i>	Substantial
<i>The driver: Sex, age</i>	Male, 39 years.
<i>Owner: Sex, age</i>	Male, 42 years.
<i>Colleague: Sex, age</i>	Male, 36 years.

---

The Swedish Accident Investigation Board (SHK) was notified on 3 July 2006 that a RIB boat had an accident at 02:34 hours on 1 July 2006 at Södra Kanholmsfjärden, AB county.

The accident has been investigated by SHK represented by Carin Hellner, Chairperson, Ylva Bexell, Chief nautical investigator and Per Lindemalm, maritime technical investigator.

The investigation was followed by Björn Molin, Swedish Maritime Administration.

### Summary

An RIB (Rigid Inflatable Boat) – that was normally used for commercial charter traffic, whereby small groups are given the opportunity to travel in a fast motorboat through the archipelago – was en route from Sandhamn to Djurö in the Stockholm archipelago. A private group consisting of altogether nine persons was on board. The boat was travelling at high speed when it collided with a navigation marker, a steel buoy. One of the passengers was thrown out of the boat and hit his head on the buoy, or on the boat steering pulpit, and was injured so severely that he died. He landed in the water but was immediately brought back on to the boat. The boat continued to its home port at Djurö, where the coastguard, police and ambulance were called. The hull of the boat was substantially damaged.

There were no technical deficiencies in the boat that could have contributed to the accident. Nor were there any external circumstances to

hinder the boat's safe progress. The accident occurred in open water with very little surrounding traffic. The weather was calm with good visibility and it was almost daylight.

The accident was caused by the driver's ability to safely drive the RIB boat being severely reduced due to the effects of alcohol, distraction and some degree of fatigue.

A contributory cause of the accident was that the boat owning company had deviated from the rules and safety procedures that applied to its normal operations. The boat was not manned and driven in a safe manner. Safety procedures in respect of the passenger seating and the possibility of their safe restraint were not fulfilled during the journey. The basic conditions did not therefore obtain for a safe voyage. Nor were the passengers completely equipped for the voyage.

### **Recommendations**

It is recommended that the Swedish Maritime Administration investigates the need for a review of professional passenger transport using small, very fast boats, and also which safety requirements should be specified for such operations (*RS 2007:02 R1*).