

# SHK

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# RIB-T7 – Personal Accident, August 25, 2016



S-48/17



# Vessel

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## **RIB-T7 SFD-2170**

- RIB-boat
- L 9,5 meter
- B 4,6 meter
- Draft 0,5 meter
- Built 2013
- Engines 2 petrol-driven outboard, 600 hp
- Speed abt 60 knop = abt 110 km/h
- Max 12 pax

# Crew + Pax

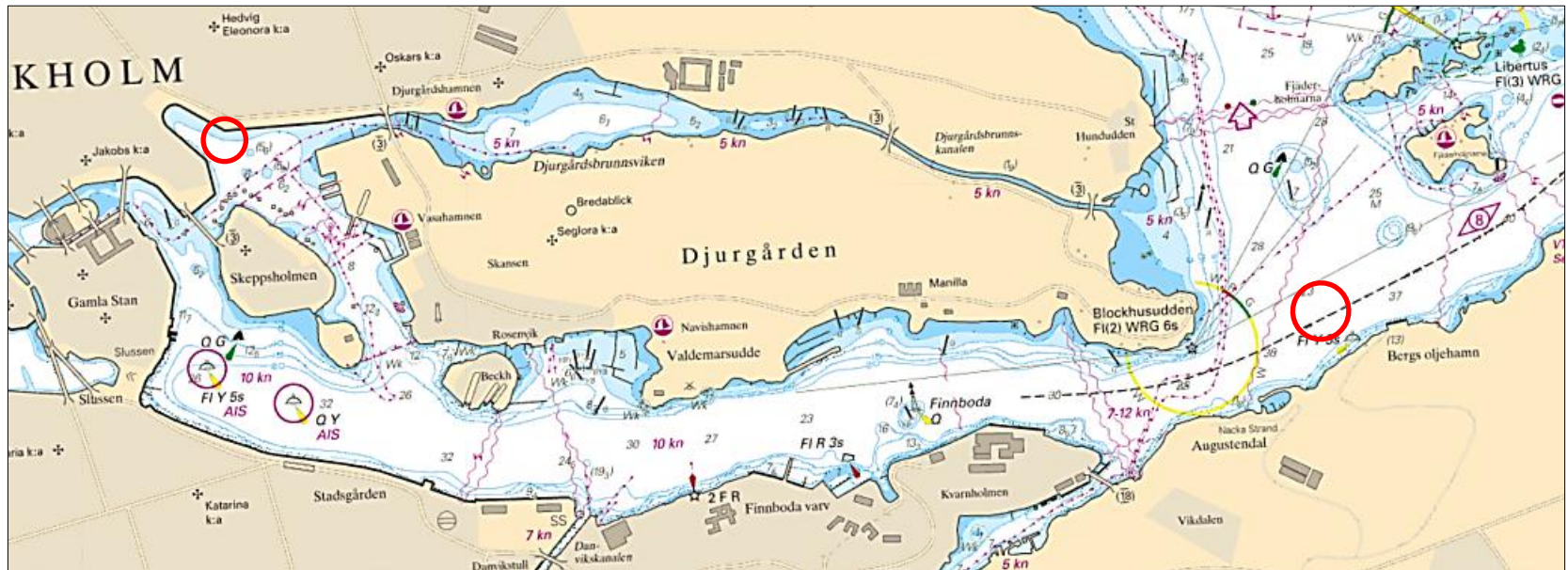
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- Master
- Officer
- Current trip 10 pax onboard

# Vessel



# Scene of the Accident



# The Accident

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- The RIB boat met the first wave well, in the second wave a "snatch" (bump laterally) came.
- The landing was a little skewed, and for the persons on board there was a jerk both horizontally and vertically.
- Estimated the speed 35 knots when they met the first wave and the free fall at the forward part of the boat to about two meters.

# Injuries

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- The injured passenger suffered, according to medical reports from Sweden and United Kingdom:
- *"a wedged-shaped stable fracture Th 6 on a lumbar vertebra in the back"*.



# Causes

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- The accident was caused by the excessive speed of 35 knots in combination with a turn when the boat met the waves.
- Contributing causes were the short-comings in planning the voyage's initial part at high speed including the omitted "heating up" of the passengers.

# The Investigation

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- In addition to the factors directly affecting the accident that occurred, the investigation also highlights some other issues relating to RIB charter operations.
- These include supervision issues, education and competencies, and general routines regarding RIB boats.
- The report also states that there is a need to expand the reporting obligation in case of marine casualties and incidents.

# The Swedish Transport Agency is recommended to:

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- Perform risk based supervision of existing RIB ship-owners in Sweden as soon as possible and prepare a plan for a realistic inspection interval for RIB boats.
- In their supervision of the course holders, evaluate the course content of the HSC education (handling high speed crafts) e.g. the navigation methodology.

# The Swedish Transport Agency is recommended to:

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- Consider appropriate measures to maintain the skills acquired in the HSC course.
- Cooperate with the branch organization for this type of operations with the aim of jointly developing safety standards

# The shipping company is recommended to:

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- Introduce routines which imply that relevant safety information is provided upon booking to the person who book the trip.
- The information should also include that passengers in advance are informed of the contents of the trip.
- That it is inappropriate to arrange so-called surprise trips with RIB boats if the purchaser does not know the participants health status.
- Implement checklists or other standardized information material to support the crews' instructions on safety routines and pre-departure introduction to the passengers.

# The Ministry of Enterprise and Innovation is recommended to:

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- Consider extending the obligation to report marine accidents and incidents to those authorities who normally are involved in rescue operations at sea.

# The End

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