



Statens haverikommission
Swedish Accident Investigation Board

ISSN 1400-5735

SUMMARY of Report RS 2009:02e

Accident with motorboat Team Joker on Vänern 12 April 2008

Case S-67/08

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.

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

The summary is also available on our web site: www.havkom.se.
The full report is only available in Swedish.

This is a translation of the Swedish Summary done by SHK from the original Swedish report.

In case of discrepancies between the English and the Swedish texts, the Swedish text is to be considered the authoritative version.



Statens haverikommission
Swedish Accident Investigation Board

2009-04-17

S-67/08

Swedish Transport Agency
Maritime Department
601 15 NORRKÖPING

Rapport RS 2009:02

The Swedish Accident Investigation Board (Statens haverikommission, SHK) was informed 17 April 2008 that an accident with a smaller motorboat had occurred on Vänern 12 April 2008.

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 17 October 2009 at the latest, particulars of how the recommendations included in this report are being followed up.

Carin Hellner

Per Lindemalm

Rapport RS 2009:02e

S-67/08

Report finalised 2009-04-17

<i>Vessel; Type, registration</i>	Motorboat
<i>Signal letters</i>	Not registered with the Swedish Maritime Administration
<i>Certificate</i>	None
<i>Registered owner</i>	Privately owned
<i>Nationality/Flag</i>	Swedish
<i>Classification society</i>	Not classified
<i>Time of occurrence</i>	2008-04-12, between 15:30 and 16:00 in daylight. <i>Note:</i> Time reference stated in this summary are Swedish standard time (UTC + 1 hour) / Swedish summer time (UTC + 2 hours)
<i>Place</i>	Lake Dalbo, Vänern, O county, (pos. N58°50,76'O13°04,93')
<i>Type of voyage/Business</i>	Sport fishing
<i>Sea and weather conditions</i>	Moderate wind and sea
<i>No. of persons on board</i>	Master, also owner of the boat. Three passengers
<i>Injuries to persons</i>	No bodily injuries. Mental strain of varying degrees
<i>Damage to vessel</i>	Sank, later salvaged. Limited damages
<i>Damage to cargo</i>	None
<i>Other damage (to the environment)</i>	None
<i>Master:</i>	
<i>Sex, age, period of time as master</i>	Male, 39 years, no qualifications

The Swedish Accident Investigation Board (SHK) was notified on 17 April 2008 that an accident with a smaller motorboat had occurred on Vänern 12 April between 15:30 and 16:00.

The accident has been investigated by SHK represented by Carin Hellner (chair) Per Lindemalm (chief maritime technical investigator) and Magnus Hammarqvist (maritime operative investigator).

The investigation was followed by Swedish Maritime Administration / Swedish Transport Agency; Sten Anderson and Jörgen Zachau. The Maritime Department is a part of the Swedish Transport Agency since 1 January 2009.

Summary

On Saturday morning 12 April 2008 the motorboat Tem Joker departed from Spikens fishing harbour at Läckö on Vänern. Four persons were on board; the owner of the boat and three passengers. Their purpose was to fish salmon with rods and towed trolling equipment.

The weather was cold with a fresh breeze and sea. In the area north of Läckö, floating anchor and fishing equipment were prepared and they began the

fishing by crossing with low speed in different directions. The wind gradually subsided and there was not much sea.

Between 15:30 and 16:00 in the afternoon the persons on board noted that the boat was lying deep in the water and water level was high in a compartment in the stern.

The owner of the boat called for help via VHF and cellular phone and they started to gather the fishing equipment.

Before the persons on board were able to take steps to commence pumping, the stern sank and three persons ended up in the water. The fourth remained on the stem that stuck up.

Three fishing charter boats came to the rescue and took on board all four persons. Team Joker sank soon thereafter.

The four persons on board were brought ashore and three were then transported by ambulance to hospital. They suffered from hypothermia but were otherwise unharmed. Two of the passengers suffered from mental strain of various degrees.

The boat was later salvaged.

Causes of the accident were

The immediate cause of the accident was that the boat took in water and that no one on board checked the bilge water during the voyage, despite observations made of the boat's draft.

Contributory causes were also that qualifications and equipment did not comply with existing requirements for a merchant vessel and that the organizer WWF did not inspect Team Joker with regards to this.

Recommendations

The Swedish Transport Agency is recommended:

- to investigate the need of supervision for commercial fishing charters with smaller boats, and furthermore which safety requirements should comprise with the activity (*RS 2009:02 R1*),
- to revise the definitions of vessel types in order to clarify requirements on vessels and activity (*RS 2009:02 R2*),
- to clarify the statute requirements etc and to make them easy accessible for the users (*RS 2009:02 R3*),
- to investigate the need and scope of closer control that existing codes are complied with, regarding construction and manufacturing of smaller boats (*RS 2009:02 R3*),
- to consider working for improved buoyancy in damaged condition with regards to smaller boats (*2009:02 R5*).