

SUMMARY IN ENGLISH

The fishing vessel PATRICIA II was on a return voyage to Sandhamn in Blekinge after having been at sea for about two days. PATRICIA's crew consisted of the master who fished alone. Weather conditions were good, with north easterly wind direction and a steady wind speed in average of 7-9 m/s and moderate seas. During the voyage, the master did not need to pay much attention to wind and waves and the fishing boat was operated with autopilot. The fishing boat's three cargo hatches and engine room door were closed.

Shortly after half past two in the afternoon, PATRICIA was about 1-1.5 hours (about 8.5M) from the port of Sandhamn. The master was in the wheelhouse and was only wearing work pants and a thin shirt. The wheelhouse door was in an open position. For some reason, a sound or a feeling according to the master, he looked astern and saw that most of the working deck was covered by sea water. The sea water, or the wave as the master experienced it, came from the starboard side. The master turned off the autopilot and reduced the speed. He did not take any other immediate action, but noted that there was abnormally much water on deck in the view of the prevailing sea condition. After two – three minutes according to the master, PATRICIA started to heel over more to the starboard side. It became clear to the master that the situation was no longer under control and the boat was about to capsize. At the same time as the master stepped out of the wheelhouse, PATRICIA started to capsize all the way to starboard. The master did not have time to send any emergency message via VHF radio or phone. The master ended up in the water along the fishing boat's port side as the boat now was floating upside down. The master managed to reach a loose floating ball fender and a plywood board that he managed to get tied up on.

The master's partner was planning to meet the fishing boat at the port. When PATRICIA did not arrive at the stated time and attempt to contact the fishing boat did not succeed, she felt that something serious could have happened and she alerted the Joint Rescue Co-ordination Center, JRCC. The Maritime Administration's SAR helicopter started and flew towards PATRICIA's last known position. After a while, the helicopter saw a larger piece of wreck like a floating table top. When the helicopter approached this object, it was discovered that a person was tied on the board. The master was winched up to the helicopter and was conscious, but heavily chilled. The helicopter flew to Karlskrona where an ambulance met for further transport of the master to hospital.

The investigation has not been able to determine the exact cause of accident. The Accident Investigation Authority estimates that the most likely cause of loss of stability, is a combination of successive water ingress into the hull of the fishing boat together with a limited amount of seawater on the work deck in the end of the event. After that, the fishing boat completely lost its stability and capsized.

Contributing to the event is the lack of ship inspection system for ship in the current size, and therefore there is no control that the boat complies with current safety and stability regulations.

Safety Recommendations

The Swedish Transport Agency is recommended to:

- Conduct a review of the content of safety training for service on fishing vessels regarding personal safety to ensure that practical training will inter alia life raft and survival suit is included. *(RS 2017:02 R1)*

The Swedish Maritime Administration is recommended to:

- Consider, in consultation with stakeholders how to ensure that the ministration is informed as soon as possible about wrecks in Sweden's economic zone. *(RS 2017:02 R2)*