

Interim report on the investigation of the collision between the split hopper barge *Karin Høj* and the general cargo ship *Scot Carrier*, resulting in the capsizing of *Karin Høj* and the deaths of its two crew, in the Bornholmsgat traffic separation scheme, Sweden on 13 December 2021

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At 0327¹ on 13 December 2021, the UK registered general cargo ship *Scot Carrier* and the Denmark registered split hopper barge *Karin Høj* collided in the precautionary area adjacent to the Bornholmsgat traffic separation scheme (TSS), Sweden. The collision caused *Karin Høj* to capsize; divers later recovered one deceased crew member from the vessel's upturned accommodation, while the other was missing, presumed dead.

INVESTIGATION

The MAIB's investigation has been conducted in collaboration with the Danish Maritime Accident Investigation Board and has considered various aspects of the accident to determine the causes and circumstances of the collision and capsizing. These include the watchkeeping practices, lookout provision and shoreside management for both vessels, and the stability of *Karin Høj*.

ONGOING ACTION

The MAIB's investigation is complete and a draft of the report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

Image courtesy of [Swedish Sea Rescue Society](https://www.sjoradningssallskapet.se/) (Sjöräddningssällskapet)



Capsized *Karin Høj* during search and rescue operations

¹ Times shown in this report are local time (UTC+1).

VESSEL PARTICULARS

Vessel's name	Scot Carrier	Karin Høj
Flag	UK	Denmark (DIS ²)
Classification society	Lloyd's Register	Not applicable
IMO number/fishing numbers	9841782	8685844
Type	General cargo	Split hopper barge
Registered owner	Scotline Ltd	Rederiet Høj A/S
Manager(s)	Intrada Ships Management Ltd	Rederiet Høj A/S
Construction	Steel	Steel
Year of build	2018	1977
Length overall	89.98m	55.06m
Breadth	15.20m	9.20m
Gross tonnage	3450	408
Deadweight	4789	492
Minimum safe manning	7	4
Authorised cargo	General	Bulk

VOYAGE PARTICULARS

Port of departure	Salacgrīva, Latvia	Södertälje, Sweden
Planned port of destination	Montrose, Scotland	Nykøbing Falster, Denmark
Type of voyage	International	International
Cargo information	Timber	Ballast
Draught	5.10m forward, 5.3m aft	1.7m (estimated)
Manning	8	2

MARINE CASUALTY INFORMATION

Date and time	13 December 2021 at 0327 (UTC +1)	
Type of marine casualty or incident	Very Serious Marine Casualty	
Location of incident	Bornholmsgat TSS, Sweden, 55° 13'.4 N 014° 14'.7E	
Place on board	Not applicable	
Injuries/fatalities	None	2 fatalities
Damage/environmental impact	Forward hull damage to stem, plating and frames.	Total loss. Damage to hull. Minor diesel oil pollution, dispersed.
Ship operation	On passage	On passage
Voyage segment	Transit	Transit
External & internal environment	Wind south-westerly force 1; low swell; partly cloudy sky, no moonlight; good visibility, with the possibility of reduced visibility in places; sea/air temperature 4°C.	
Persons on board	8	2

² Danish International Register of Shipping.