SUMMARY IN ENGLISH

While fishing west of Hönö on the Swedish west coast, control of the rudder on the fishing vessel RAGNA was lost. After the master by phone had called the Swedish Sea Rescue Society, SSRS, for member assistance, RESCUE SPARBANKEN TANUM arrived at the scene for towing RAGNA to her home berth. Shortly after the towage had begun, RAGNA capsized and both crew members were thrown into the water, not wearing any floating device. After some ten minutes the crew members were taken on board the RESCUE SPARBANKEN TANUM for further transport to Klåva Port, where an ambulance was waiting. The crew members were exposed for hypothermia but were not injured in any other way.

On the occasion there was a westerly wind, veering to west-south-west, about 10 m/s, gusting about 14 m/s. The significant wave height was 2 metres, maximum 3–3.5 metres.

The investigation shows that high sea towing under bad weather conditions is not an easy task. RAGNA probably did not fulfill the required stability criteria. The towing was performed without trailing a drogue and with the sea on the quarter. According to the investigation, the capsizing can be explained by a combination of these circumstances. Probably the relative motions between the vessels, combined with a larger breaking wave, have resulted in a powerful pull, causing RAGNA losing her stability and capsizing. The speed as well as the turn of rate in combination with the pull power from RESCUE SPARBANKEN TANUM may also have contributed.

The cause was that RAGNA had lacking stability and was exposed for unfavorable powers, developed under towage and harsh weather conditions. Contributing may be that a drogue was not laid out.

The need of towage arose since control of the rudder was lost, following substandard hull handiwork and RAGNA's lack of means of emergency steering. Furthermore, the rudder has probably been enlarged on some occasion, which in turn has increased the strain and contributed to the loss of control.

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