

## **SUMMARY IN ENGLISH**

After taking over the boat RANDI, the master left Skillinge in the afternoon, heading for Karlskrona. After a couple of hours, the master found the flooring floating down in the cabin, i.e. there had been water coming in. He started the electrical bilge pump, but the water had at that time risen to the bunks. He went down to investigate and felt water ingress from the propeller shaft. He used grease to fill the shaft, but the grease was not enough to stop the ingress. He refilled with grease and continued filling the shaft. At this time he had to dive under the surface to reach the nipple. The grease was finished again, and he refilled yet another time. Thereafter the ingress stopped. He geared in the propeller again and tried to contact emergency services, but failed. At the same time the electrical current was cut due to the generator being flooded. He understood that water continued to flood and started to bail the water by hand.

Sometime during the evening, the master's spouse contacted the emergency services since the agreed contacts between her and the master was not maintained. Late in the evening the drifting boat was found, and the master was saved. Later that night, the boat sank.

The investigation finds that the probable cause of the water ingress was leakage in the propeller shaft, combined with other leaks, e.g. damaged or loosened hoses.

A contributing factor has been the lack of an adequate system for supervision and inspection, which made it possible for the deficiencies not to be discovered.

Furthermore, the investigation finds it plausible that the master, not being used to the boat, did not realize that there were problems, and therefore did not take action in time.

## **Recommendations**

As recommendations in earlier investigations have been issued to the Swedish Transport Agency regarding the relevant findings, the investigation finds no reason to issue any further recommendations.