

SUMMARY IN ENGLISH

The fishing boat GULLBRIS left Lysekil early morning for trawling. After just over an hour and a half the crew discovered smoke in the wheelhouse. The deck man went down into the engine room to see where the smoke came from and saw smoke coming from the exhaust pipe gland. The deck man tried to extinguish the fire with a portable fire extinguisher but it did not succeed. GULLBRIS then took up the trawl and started going towards Lysekil. The master alerted SOS Alarm. Shortly, they received assistance from a pilot boat, and then also from a coastguard vessel. During the voyage the crew occasionally opened the hatch down to the engine room and tried to cool down the fire with water using a water hose. When the fishing boat arrived, the emergency services waited on the quay and put the fire out. Emergency services reported in connection with the completed mission that the crew should ventilate the engine room to get the smoke out and wait a bit. The crew therefore opened hatches and doors on the boat to ventilate, and then went to have breakfast at a nearby cafe where they could oversee the boat. Approximately 30 minutes later the crew observed heavy smoke from the engine room. Emergency services were called back to the fishing boat and began re- extinguishing. It burned severely and GULLBRIS mooring rope was burnt off. An emergency response boat and a unit from the Coast Guard were able to pull GULLBRIS to a nearby quay. Finally the emergency services reported that the fire was extinguished.

The investigation shows that the fire most likely was caused by heating and ignition of the wooden deck above a poorly insulated section of the exhaust pipe. The area above the insulation may for a long time have been subject to heat and thus dried out gradually, making it more flammable.

Resumption of the fire indicates a re-ignition of wood that was not sprinkled enough with water and therefore not cool enough. At that time there were no other fire sources on the suspended boat. This means that the venting of the fuel gases was not sufficient to eliminate the risk of ignition of these. In summary, therefore, the insufficient cooling combined with inadequate ventilation constituted conditions for the fire could again flare up.

Safety Recommendations

Then Transport Agency started work to introduce a new system of supervision refrains Accident Investigation Authority to issue a recommendation in this regard.

The recommendation Rescue Service Mitt Bohuslän has left in there evaluation seems adequate. There is therefore no reason to make any recommendations in this regard.