

## **SUMMARY IN ENGLISH**

By pushing, the working boat NITTIETTAN transported an at the time unregistered barge. During the voyage, the master was worried as he thought that trim and list was increasing. As he investigated, he found that a corner of the barge was underneath the water surface and that water had entered a tank. The barge was put aground and a pump was started. After a while it was decided to continue the remaining distance to the working site, which was a few hundred meters.

Shortly thereafter, the barge capsized, almost also making the working boat go down. However, the lashings, that tied them together, broke. One person fell into the water, but could, unconscious, be saved by a leisure craft nearby.

The poor standard of the barge with rust holes, unsealed penetrations and loose and non-tight hatches combined with the heavy load allowed water ingress in such an amount that the barge sank. Contributing was that the pushing was taken up again before the barge was totally empty of water. Underlying was the uncertain condition concerning the vessel definition which affects the possibility to ensure that barges are seaworthy.

## **Recommendations**

The Swedish Transport Agency is recommended to:

- Review the inspection procedure to ensure that deficiencies found, demanding action and re-inspection, are followed up efficiently and with adequate actions.
- Investigate the possibilities to automatically inform the ship owner when it is time for inspection, and the consequences of not doing such an inspection.
- Make clear the conditions to acquire permit to tow.