

SUMMARY IN ENGLISH

Early in the morning of 20 January 2020 the crew of the pilot boat PILOT 740-SE had picked up a pilot from a ship at the Brofjorden approach and was on their way back to Lysekil's pilot station. It was dark and relatively harsh weather. They had the sea coming in from the stern and they drove faster than the waves. At 06:53 they went over an unexpectedly large wave and when the pilot boat came over the ridge, it plunged into the wave in front, whereupon the speed decreased to almost zero. The wave they had just driven over caught up with the pilot boat, whereupon it was lifted and turned ninety degrees to port. At the same time, the boat got a severe list to starboard. The driver of the boat increased the throttle and steered back to the original course and was able to continue the journey back to the pilot station without any problems. The crew was not injured at the time and only minor, quickly repaired damages occurred to the pilot boat.

The investigation has looked at, among other things, the Swedish Maritime Administration's organization and management, their incident reporting system and the training for pilot boat skippers. Several interviews with affected people within the authority have been conducted.

The Accident Investigation Authority has also commissioned a stability investigation for the pilot boat in question, which looked at, among other things, the second-generation stability criteria according to the IMO, loss of stability in following seas and uncontrolled wave surfing. The pilot boat exceeds the stability requirements set for this type of vessels. The entire stability investigation is attached in the final report.

The reason for the incident was a combination of keeping a relatively high speed and making a misjudgement of the size of the wave in front of which they were catching up. That the driver misjudged the size of the wave can be assumed to be due to the fact that it was dark at the time and that the same driver drove in severe weather for several hours and thus may have had a slightly lower degree of attention.

Safety recommendations

The Accident Investigation Authority states that the training for pilot boat skippers is extensive and that the pilot boat in question is perceived by the staff as well adapted to its task. After the incident, certain modifications have been made to the boat. Furthermore, a new maintenance system with functions for reporting deviations is being implemented. With this in mind, the Accident Investigation Board does not consider that there is any reason to issue any safety recommendations.