SUMMARY IN ENGLISH

The 8th of July 2019, the tour fishing vessel HADDOCK was out fishing with in total seven persons onboard. The wind was about 8 m/s and the wave height about one m. After not so good fishing, a decision was made to make a last effort on another position, but underway the skipper observed water ingress below the not tight deck boards. He made sure that both drain pumps were running, and was assisted by the others to bail out the water. However, they could not keep the water away, which now also appeared through the low situated scuppers. The life raft was accessed and made ready for use, and the boat was abandoned after the skipper made an emergency call with his cell phone. Two men were in the water, holding on to the raft to keep the boat away to prevent the boat and the raft to get stuck into each other. Arriving rescue units was quickly on place, and the persons were taken onboard to one of the Coast Guard's RIB:s. HADDOCK, now with just the bow above water, was taken under tow but sank in port. The boat was salvaged the following day.

The cause of the water ingress was a leakage in the engine's cooling system. The water could then spread to the different sections under the deck boards due to insufficient penetration sealings. The function of the two pumps has shown to be uncertain, and even if they were running, their capacity was not enough to keep the water away. There was no bilge alarm. It has also been evident that the scuppers, low situated, were not large enough and had no function to prevent water from coming in on deck. In several important aspects, the boat did not comply with regulations, neither the former nor the valid at the time.

Being a boat in commercial use in the 5–15 meter segment, HADDOCK was included in a new regulatory and supervisory system based on goal-based rules and self-monitoring. The regulations also impose requirements for the implementation of a so-called first-time activity. The first-time activity involves a thorough review of the business, including verification that the vessel complies with applicable requirements and conducting risk analyzes. In this particular segment, the shipowner himself is required to be responsible for this review, without the involvement of the regulator or other independent and expert party. However, the investigation has shown that the implementation of the first-time activity requires relatively great knowledge and that the supporting material provided is not always sufficient or can be misunderstood.

The investigation further shows that if anyone with know-how had performed the first-time activity, several deficiences had been discovered, and the accident would have been prevented. It has also been shown that inspections are performed in such a low number that the likelihood that an owner will be exposed for such is very low. The verification of a boat's standards could furthermore be easily declared by reference to ”empirical data”. Existing instructions and information material cannot be considered to offer very much guidance as to what is meant by empirical data and what form of investigation and documentation is required.

Thus, a number of recommendations have been issued.

Safty recommendations

The Swedish Transport Agency is recommended to:

- Ensure that all involved within the inspectorate, especially administrative officials and surveyors, are trained in the new surveying system.
  (RS 2020:02 R1)

- Start and thereafter execute an active surveying activity in such an extent that it has a real effect on compliance of the regulations, hence promoting safety. *(RS 2020:02 R2)*

- In an appropriate way strengthen the introducing activity for the vessels in question (e.g. by any form of independent inspection, documentation control, or requirement on training of the one issuing the self-monitoring documentation). *(RS 2020:02 R3)*

- Clarify what empirical data means and what could be demanded in that aspect at the introducing activity. *(RS 2020:02 R4)*