

SUMMARY IN ENGLISH

The tanker EK-RIVER was due to load in Brofjorden but she was advised to wait for the berth to be available. As the weather deteriorated, the master intended to anchor at a place inside the island of Bonden, marked on the chart as an anchorage. However, the master was told that that anchorage was not to be used and was consequently advised to either anchor at the anchorage in the open sea, or to take a pilot for anchoring inside the fjord Brofjorden. The master, who for economic and technical reasons, chose not to await steaming at sea, accepted the alternative to anchor inside Brofjorden. Advised by the pilot, EK-RIVER anchored at anchorage G. As the distance to shore was only some 500 m, it was decided to keep a high level of alertness in the engine, and the azimuth propeller in the forward part of the vessel was subsequently made ready for start directly from the bridge. Any other technical preparations were not made, and the engine room watch was not kept.

In the evening of November 25th a strong wind blast from SW made the vessel to drag. The officer and the master, both on the bridge, tried to contact the engine crew, but did not succeed to reach the chief engineer, who happened to be in his cabin, until several minutes later. The chief engineer got hold of the engineer on duty, and they immediately started the procedure to have the main engine running. At the same moment that the main engine was running, the vessel grounded in spite of the master's efforts to run the azimuth propeller, preventing the drift.

The investigation finds that the reason for the grounding was anchoring close to shore under unfavorable circumstances, combined with difficulties for the master to reach the engine crew as the vessel started dragging. Furthermore, it has been established that the anchoring equipment is not designed for anchoring under severe weather conditions.

Recommendations

Due to the Swedish Maritime Administration's actions after the occurrence, no recommendations have been issued.

Miscellaneous

The Swedish Accident Investigation Authority has previously issued a recommendation to the Swedish Transport Agency to:

- Take action to spread information to the shipping industry and the merchant marine academies regarding the importance [...] to take the design limitations of anchoring equipment in account when choosing anchorage (*RS 2014:06 R2*).