

SUMMARY

Shortly after midnight July 12, 2012 the fishing vessel HAVET left the harbour in Resö to catch crayfish. The vessel's master was alone onboard and had a 15 minutes phone call with another fisherman at about 03:15. During the conversation the master informed that he just had started to trawl.

During the morning, the masters relatives started to get worried as the vessel not had returned to Resö harbour where it was expected not later than nine o'clock. They tried to reach the master via both phone and VHF without success. The Swedish Maritime Administration Joint Rescue Co-Ordination Centre was contacted at 12:40 and thereafter a search and rescue operation was commenced.

At 15:30 an unknown underwater sonar echo was discovered that was believed to be the missing fishing vessel. The sea rescue operation continued until 23:35 when it was terminated although the master hadn't been found.

On August 3, 2012 the master was found deceased in the waters outside Stavanger, Norway.

The investigation has not been able to determine the exact cause of the accident. Several factors, alone or interacting, could have led to that HAVET lost stability and capsized, including misalignment of the trawl during a turn or that the trawl got stuck while the vessel was affected by strong currents.

Because of the rapid sequence of events the master's possibilities to raise alarm or to make use of the vessels available life-saving equipment on board is assessed to be minimal. Since the time from the accident until the alarm to JRCC was nine hours, the search and rescue operation was delayed and this fact reduced the master's survival chances.

Recommendations

The Swedish Board of Agriculture is recommended to:

- continue to work for that safety enhancement issues is prioritized in future projects from the European Fisheries Fund and to inform the Swedish Transport Agency of actions regarding maritime safety and the onboard working environment of ships. *(RS2014:02 R1)*

The Swedish Transport agency is recommended to:

- in co-operation with the interest organizations within the fishing industry, identify the need of increased safety information within industry and distribute such information. The information should at least include the findings in this investigation. *(RS 2014: 02 R2)*
- take measures to ensure that procedures or practices are introduced which ensures that the fishing vessels, which are not currently subject to survey, comply with the regulations. *(RS 2014:02 R3)*