

SUMMARY IN ENGLISH

Early in the morning, the master went for fishing but soon found that the problems he had had earlier with the hydraulic system increased and that hoses and pipes were burning hot, and water on them vaporized. The system also lost power and couldn't get the nets up, so he started to pull them up by hand.

He then discovered that there was a fire in the engine space. He tried to put the fire out with the water hose, but the smoke went denser and he chose to call for help. However, he didn't get any answer on VHF, so after closing the engine space, he took a life buoy and jumped into the water to swim ashore (approximately 300 meters). The weather was rather fine and the water temperature 18°C. As he came ashore, he called emergency services and was eventually assisted in getting the vessel to berth. During the towage, there was water coming in through water inlets since the hoses were damaged by the fire, and a portable drainage pump was used.

The investigation has showed that a malfunction in the hydraulic system is the most probable reason to the temperature increase, which led to the melting of the isolation of the electric wires (that was, in violation to regulations, fastened to the hydraulic hoses) causing sparks and resulting in the fire. The investigation also showed that the vessel did not comply with construction regulations, which has not been discovered since there is no inspection carried out for vessels of the size concerned.

Recommendations

The Swedish Transport Agency is recommended to:

- Ensure that an effective survey system is coming into force regarding professionally used vessels smaller than 20 gross. (*RS 2014:07 R1*)
- In cooperation with concerned interest organizations, ensure that knowledge about existing regulations is spread in the marine industry that uses vessels smaller than 20 gross. (*RS 2014:07 R2*)