



**Statens haverikommission**  
Swedish Accident Investigation Board

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## ***SUMMARY of Report RS 2009:04es***

**Incident with the vessel Listerland,  
in Södertälje Channel, AB County,  
29 October 2008**

Dnr S-183/08

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The summary is also available on our web site: [www.havkom.se](http://www.havkom.se).  
The full report is only available in Swedish.

This is a translation of the Swedish Summary done by SHK from the original Swedish report.

In case of discrepancies between the English and the Swedish texts, the Swedish text is to be considered the authoritative version.

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Swedish Transport Agency  
Maritime Department  
601 15 NORRKÖPING

**Report RS 2009:04es**

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The Swedish Accident Investigation Board has investigated an incident which occurred 29 October 2008 in Södertälje Channel, AB County, with the vessel Listerland.

In accordance with section 14 of the Ordinance on the Investigation of Accidents (1990:717) the Board herewith submits a final report on the investigation.

The Board will be grateful to receive, by 8 April 2010 at the latest, particulars of how the recommendations included in this report are being followed up.

Carin Hellner

Magnus Hammarqvist

## Report RS 2009:04es

S-183/08

Report finalised 2009-10-08

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<i>Vessel; Signal letters</i>	LISTERLAND, SBDF
<i>Type, registration</i>	Cargo vessel, IMO Nr 9088299
<i>Certificate</i>	Valid
<i>Registered owner</i>	Rederi AB Uman
<i>Nationality/Flag</i>	Sweden
<i>Classification society</i>	Germanischer Lloyd
<i>Time of occurrence</i>	2008-10-29, 07:20 hrs, dawn, dense fog <i>Note: All times given are in Swedish standard time. (UTC + 1 hour)</i>
<i>Place</i>	Södertälje Channel, AB County, (pos. 59°10,95'N 017°39,15'E;)
<i>Type of voyage/Business</i>	North Sea shipping / Dry cargo self-loader
<i>Sea and weather conditions</i>	According to SMHI analysis: Light air about southeast, fog 200-600 m visibility, locally poorer visibility
<i>No. of persons on board</i>	
<i>crew</i>	7
<i>passengers</i>	None
<i>Injuries to persons</i>	None
<i>Damage to vessel</i>	Paint scrapes on hull
<i>Damage to cargo</i>	None
<i>Other damage (to the environment)</i>	Two dolphins
<i>Master:</i>	Male, 65 years, 39 years
<i>Sex, age, period of time as master</i>	
<i>Pilot:</i>	Male, 35 years, 7 months
<i>Sex, age, period of time as pilot</i>	

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The Swedish Accident Investigation Board (SAIB) was informed 29 October 2008 that the vessel Listerland in dense fog had collided with dolphins in Södertälje Channel and thereafter touched the channel bank, on 29 October 2008 at 07:20 hours.

The incident has been investigated by SAIB personnel, Carin Hellner, Chairman; Magnus Hammarqvist, leading Chief Nautical Inspector and Ylva Bexell, Chief Nautical Inspector.

The investigation has been monitored by the Swedish Transport Agency through Jörgen Zachau.

## Summary

The cargo ship Listerland was on passage in ballast from Djurön, just outside Norrköping, to Köping in Lake Mälaren to load grain. A pilot boarded at Landsort and the vessel continued into the Södertälje route. On the way the visibility deteriorated due to fog. During a port turn just outside Södertälje Channel, the vessel came off her intended track and collided with two dolphins and then also touched the channel bank. There was damage to the two dolphins whilst the vessel only received paint scrapings.

## Causes of the incident

The cause of the incident was that Listerland turned too late and too little due to failed expected visual references and bank effect.

Contributing was:

- assessing the situation did not include that the visibility in a critical situation could deteriorate further,
- that speed was not adapted to the prevailing visibility conditions.

Contributing was also that a helmsman was not used, deficiencies in the pilot's training plan and a lack of technical means to assess the prevailing visibility conditions at key locations.

## Recommendations

The Swedish Maritime Administration is recommended to:

- develop norms for conditions of restricted visibility in Södertälje Channel (RS 2009:04e R1),
- accelerate the ongoing work with technical visibility measurements (RS 2009:04e R2),
- review the training plan for pilots with regards to navigating in fog (RS 2009:04e R3).