



Statens haverikommission
Swedish Accident Investigation Board

ISSN 1400-5735

SUMMARY of Report RS 2008:02es

M/T Atlantis Alvarado Mast collision with railway bridges at Årsta, Stockholm county, on 13 March 2007

Case S-38/07

SHK investigates accidents and incidents with regard to safety. The sole objective of the investigations is the prevention of similar occurrences in the future. It is not the purpose of this activity to apportion blame or liability.

The material in this summary may be reproduced free of charge provided due acknowledgement is made.

The summary is also available on our web site: 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.

Statens haverikommission (SHK) Swedish Accident Investigation Board

Postal address
P.O. Box 12538
SE-102 29 Stockholm
Sweden

Visiting address
Teknologgatan 8 C
Stockholm

Phone
+46 8 508 862 00

Fax
+46 8 508 862 90

E-mail
info@havkom.se

Internet
www.havkom.se



Statens haverikommission
Swedish Accident Investigation Board

2008-10-06

S-38/07

Swedish Maritime Administration

601 78 NORRKÖPING

Report RS 2008:02es

The Swedish Accident Investigation Board (Statens haverikommission, SHK) has investigated a collision that occurred on 13 March 2007 where the vessel's mainmast hit the railway bridges at Årsta in Stockholm.

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 6 April 2009 at the latest, particulars of how the recommendations included in this report are being followed up.

Carin Hellner

Per Lindemalm

Statens haverikommission (SHK) Swedish Accident Investigation Board

Postal address
P.O. Box 12538
SE-102 29 Stockholm
Sweden

Visiting address
Teknologgatan 8 C
Stockholm

Phone
+46 8 508 862 00

Fax
+46 8 508 862 90

E-mail
info@havkom.se

Internet
www.havkom.se

Report RS 2008:02es

S-38/07
Report finalised 2008-10-06

<i>Vessel; Type, registration Signal letters</i>	Atlantis Alvarado MFEC8 IMO No 9268174
<i>Certificate Registered owner¹</i>	Holding all compulsory Alvarado Shipping Ltd, 26 Athol Street, Douglas, Isle of Man, Great Britain
<i>Nationality/Flag Classification society Time of occurrence</i>	Isle of Man Bureau Veritas 2007-03-13, at 05:05 in darkness <i>Note:</i> Swedish standard time (UTC + 1 hour)
<i>Place</i>	Bridges at Årsta in Stockholm, AB county, (pos. 59°18'39N 018°02'49E;)
<i>Type of voyage/Business</i>	Tanker
<i>Sea and weather conditions</i>	Calm, no heavy sea
<i>Injuries to persons</i>	None
<i>Damage to vessel</i>	Limited
<i>Damage to cargo</i>	None
<i>Other damage (to the environment)</i>	None
<i>Captain: Sex, age, period of time as captain</i>	Male, 45 years, 6 years as chief officer and captain
<i>The pilot Sex, age, time as pilot</i>	Male, 59 years, 27 years as pilot

The Swedish Accident Investigation Board (SHK) was notified on 13 March 2007 of an incident in which the tanker Atlantis Alvarado had hit the railway bridges at Årsta on the same day at 05:05.

The incident has been investigated by SHK represented by Carin Hellner, chair, and Per Lindemalm, chief maritime technical investigator.

SHK was assisted by Carl Rollenhagen, human factors investigator (MTO).

The investigation was followed by Sten Anderson, Swedish Maritime Administration.

Summary

The tanker Atlantis Alvarado was on route from Rotterdam to Hammarbyhamnen in Stockholm. With the Pilot on board and heading north through the Södertälje Canal, one of the vessel's radio antennas hit the railway bridge in Södertälje (figure 1). The incident was noted but not reported. When the vessel later that morning² passed under the bridges at Årsta (Å-

¹ Note: While translating the report, an error was discovered in the original Swedish. The owner was not mentioned.

² Note: While translating the report, an error was discovered in the original Swedish. The vessel passed under the bridges the same morning, not the following morning.

stabroarna) in Stockholm (figure 2), the vessel's mainmast hit the bridges. The mast was bent and there was also damage to navigational lights and antennas.

The incident was immediately reported to the Vessel Traffic Service (VTS). However, the railway traffic was never stopped. The vessel continued to her discharge berth. Examinations of possible damage to the railway bridge were done during the day. The damage found was insignificant.

The physical cause of the incident was that the vessel's mainmast was higher than the available height under the bridges at Årsta. The underlying cause of the accident was due to the fact that the vessel's air draft data was incorrect.

Recommendations

It is recommended that the Swedish Maritime Administration:

- investigate/consider control systems to discover faults in vessel particulars in order to assure a safe voyage (RS 2008:02e R1),
- check or set up ways of contact and alarm routines with other authorities that need to be contacted when an accident or a near-accident involving vessels happen (RS 2008:02e R2).



Figure 1. M/T Atlantis Alvarado

Statens haverikommission (SHK) Swedish Accident Investigation Board

Postal address
P.O. Box 12538
SE-102 29 Stockholm
Sweden

Visiting address
Teknologgatan 8 C
Stockholm

Phone
+46 8 508 862 00

Fax
+46 8 508 862 90

E-mail
info@havkom.se

Internet
www.havkom.se

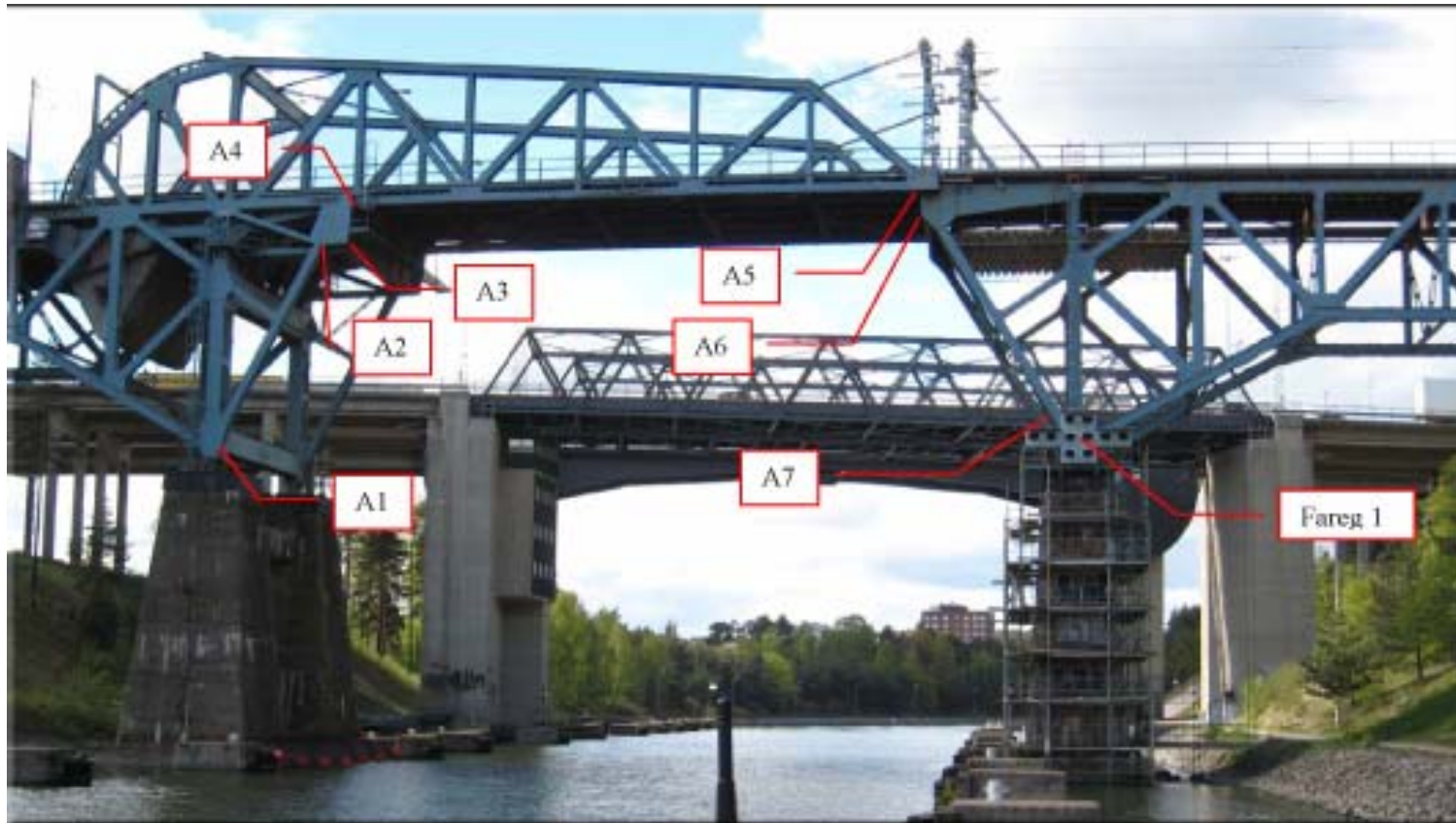


Figure 2. The railway bridge in Södertälje, seen from S

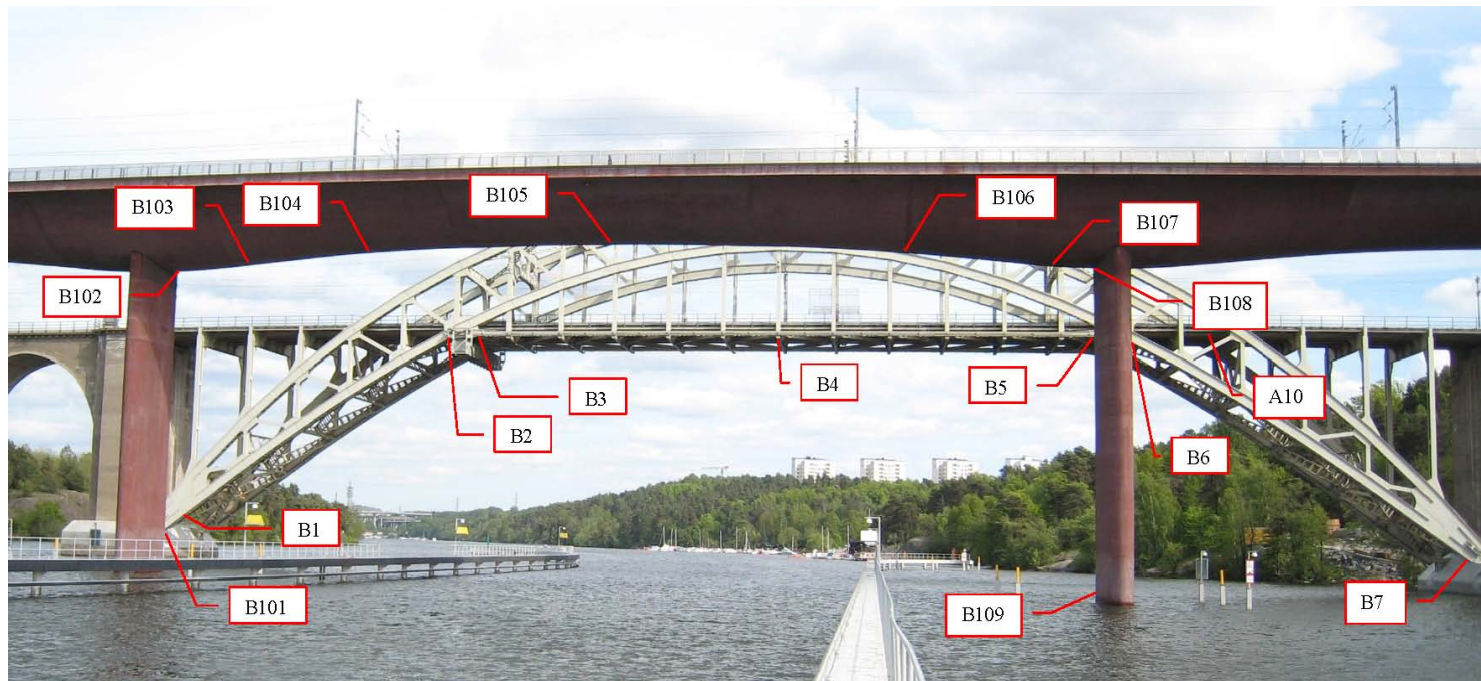


Figure 3. The Årsta bridges in Stockholm, seen from NW

