

## Summary

Early in the morning of 29 November 2012, the vessel *Trans Agila* entered Kalmarsund on a journey from Västerås to Åhus. Immediately before a pilot was due to be taken on board, the vessel passed on the wrong side of the Masknaggen Lighthouse and ran aground. As a result, the engine room was flooded and filled with water, making the main engine stopping. The water also found its way into the cargo hold via a not completely sealed lead-through/bushing, but this flow could be reduced and controlled by the crew. The vessel was a total loss.

Contributory factors to the grounding were that the second officer, who was relatively inexperienced, was alone on the bridge within an area that is considered difficult to navigate, that the passage planning was wrong, that the navigation had not been sufficiently well planned and that the ship's SMS had not been fully implemented.

## Recommendations

The Swedish Transport Agency is recommended to:

- In consultation with the Swedish Maritime Administration, conduct an investigation and analysis of accidents in Kalmarsund, and in conjunction to that review the possible need to change the area for compulsory pilotage (*RS2014:05 R1*).

The classification society Germanischer Lloyd is recommended to:

- Review its routines in order to avoid work on hulls and machinery, that is not carried out in conformance with the regulations, being passed as approved (*RS2014:05 R2*).

The shipping company Berederungsgesellschaft Speck GmbH & Co. KG is recommended to:

- Take action to ensure that its vessels implement SMS in their daily work in accordance with the intentions of the system (*RS2014:05 R3*)