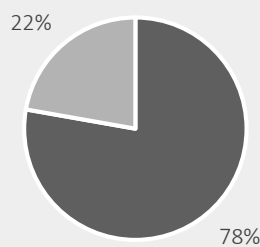




The risk of having a **grounding** claim in **Argentina** is **8 times** higher than the world average

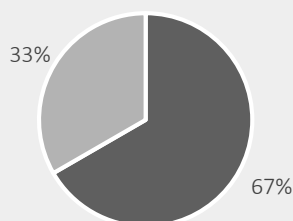
The average **grounding** claim cost is **USD 180,000**

Grounding - Immediate cause



■ Pilot error
■ Vessel lost manoeuvrability

Contact - Immediate cause



■ Underestimating natural forces
■ Navigational error by Master

Correspondent's contact details:

H&M: Sigvart G.J. Simonsen & Cia S.R.L.
company@mail@simonsen.com.ar
+54 11 4542 9156
P&I: Pandi Liquidadores S.R.L.
pandi@pandi.com.ar
+54 911 4446 0662

ARGENTINA – GROUNDING & CONTACT CLAIM ALERT

The Swedish Club has identified Argentina as a claim intense area. This Loss Prevention advice aims to assist the crew prior to arrival.

Loss Prevention advice

- A pilot has been onboard during almost all grounding and contact incidents in Argentina. A pilot briefing should be held to be better prepared and the master should ask the pilot about local regulations, traffic concerns, expected currents and winds.
- If the local language is used by the pilot, the pilot has to explain what he said in English to the bridge team. This has been a concern in several of the grounding incidents.
- Encourage officers to be assertive with fellow officers and pilots if the agreed plan is not followed.
- The pilot should be included in the bridge team which means that the pilot and bridge team are constantly updating each other on what is happening and what the plan is.
- Use all the navigation equipment to determine the vessel's position by multiple options e.g. ECDIS, radar, index lines and visually.
- It is essential to verify that the ECDIS and GPS are displaying the correct information. This is important as GPS jamming is something that can occur.

Local information from our correspondent

- Most groundings happen when approaching or sailing in the Parana River.
- In the Parana River there are currents of up to 3.5 knots. These can even appear north of Rosario. The currents change a lot during the seasons. Make sure to discuss this with the pilot.
- The buoys in the Parana River do not actually mark the fairway. The buoys are positioned as per PIAC recommendation which distinguish the naming of the "fairway" as the distance between the buoys, whilst the channel is the navigable width. The navigable channel in Parana River is narrower than the buoyed fairway.
- The acronym "Km" stated on the buoys is the distance from the Buenos Aires channel.
- The master has to discuss the draught of the vessel and channel depth with the pilot.
- The width of the Parana River fairway is 115-120m and a bit wider in the bends.
- In many areas of the Parana River it is forbidden to overtake or there is a one way lane. The master should ensure he/she is aware where these areas are located.
- The charted depths of some of the channels to the terminals are unreliable. It is important that the master discuss this with the pilot before berthing.
- Rain can have a big impact on the Parana River and high water can shift the river banks.
- The master has to discuss the passage plan with the pilot including at least the tide, winds, critical passages, speed and the UKC as specified by the Maritime Authority (Coast Guard).
- It can be difficult to berth in the Parana River as no tugs are used. The anchor is often used during berthing operations which the crew need to prepare for.
- Ensure fenders are in place before berthing as this can otherwise cause damages.
- Make sure that no gantry cranes or other obstacles on the berth is in the way when berthing.

This Loss Prevention advice is published by The Swedish Club as a service to members. While the information is believed correct, the Club cannot assume responsibility for completeness or accuracy.