

"SARNIA NEWS" CIRCULAR

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TO ALL SHIPOWNER CLIENTS

11th June, 2015

Re: RECENT GROUNDINGS IN ARGENTINA

Regardless of whether you are insured for P & I risks with The American Club or not, we are forwarding a copy of a recent "Member Alert" article issued by the Club, which is relevant to all Shipowners vessels which contain a WORLDWIDE trading warranty within their insurance terms.

As you will note, a number of groundings have occurred recently in the River Parana area of Argentina and the below article details the preventative measures which can be taken to avoid such a situation, which we would suggest is distributed to the relevant personnel, as well as being sent to the Master(s)/Chief Officers(s) of your vessel(s) if relevant.

We trust the above assists and, if you require any further guidance, then please do not hesitate to contact us.

Best regards

Loss Prevention Team

MEMBER ALERT



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RECENT GROUNDINGS IN ARGENTINA

The attention of Members is drawn to the following information recently received from the Club's correspondent in Argentina.

During the last two weeks of May 2015, four vessels went aground in the River Parana in the area comprised between km 286 and km 290. Although meetings have been held with the maritime authorities (Coast Guard and Department of Waterways), with the private company in charge of the maintenance of the waterways (Hidrovia) and the Association of the River Parana Pilots, no clear comments have been received from any of these parties.

As will be noted from the attached photographs of the Argentine Chart H-103 vessels have to go through very sharp bends in the leg known as "Paso Abajo Los Ratones" where the river current always goes downstream at about 2.5 knots although this could vary depending on the level of the river. Therefore a combination of factors when negotiating these restricted waters could cause loss of control of a vessel with a consequent risk of grounding.

Although the authorities are reluctant to issue any official comments, they indicate that vessels navigating through the Paso Abajo Los Ratones in particular must remain within the dredged channel, identified on the attached chart extracts by dashed lines. Although the pilot has the conduct of navigation, the Master retains responsibility for monitoring the actions of the pilot and the ultimate safety of the ship rests with the Master.

Therefore it is recommended that a proper plan of navigation is discussed between the Master and the Pilot before commencing pilotage so that the Master is well aware beforehand of the crucial points on the river the vessel has to go through and the Pilot is well briefed on the characteristics and weaknesses of the vessel when navigating in this area.

The Master should also monitor the electronic charts used by most pilots, on which the ship's position within the dredged channel is generally shown. On the other hand the vessel has always to comply with the 2 foot under keel clearance for safe passage taking into account the permissible sailing draft which is informed by Coast Guard on daily basis in accordance with information provided by the Department of Waterways and ports.

