

CIRCULAR 004/2017 dated 3 May 2017

**GROUNDINGS AT MAIN CHANNEL “PASO CORTADA ISLA NUEVA”
BETWEEN KM 335 AND 345 PARANA RIVER.**

Further to our below circular, we are attaching hereto for your member’s better reference a copy of an electronic chart (I-Trip) which although is a non-official navigation software and electronic vector chart, it is used by many River Parana pilots whilst others use similar programs on tablets or personal computers during their pilotage.

In the attached chart provided by local surveyors Marine Expert SA you will note the old and the new channel which is now properly marked. A Notice to Mariners is also attached where you will find all recent changes in the channel and marks from Recalada towards up river Parana.

For your member’s better reference the you will note the following up river route waypoints drawn up from I-Trip electronic chart for the new channel.

WGS 84 positions were taken from the above mentioned electronic chart and pilots may change the route based on their experience in time.

WP	LATITUDE S		LONGITUDE W		COURSE	DISTANCE
	DEG	MIN	DEG	MIN		METERS
KM 331	33	26,835	60	2,410	306	762
KM 331,8	33	26,593	60	2,807	305	2963
KM 334,6	33	25,642	60	4,411	318	367
KM 335,2	33	25,494	60	4,568	341	1083
KM 336,4	33	24,942	60	4,801	341	1099
KM 337,5	33	24,379	60	5,035	350	219
KM 337,7	33	24,262	60	5,060	1	797
KM 338,3	33	23,831	60	5,055	354	199
KM 338,5	33	23,724	60	5,069	349	315
KM 338,8	33	23,556	60	5,108	337	233
KM 339,0	33	23,440	60	5,168	333	658
KM 339,7	33	23,124	60	5,362	331	357
KM 340,1	33	22,955	60	5,476	323	671
KM 340,4	33	22,666	60	5,737	316	700
KM 341,0	33	22,394	60	6,051	307	671
KM 341,6	33	22,176	60	6,397	301	1061
KM 343,1	33	21,882	60	6,984	288	340
KM 343,7	33	21,826	60	7,193	275	967
KM 344,7	33	21,782	60	7,815		

However, please note that this is for reference only as there are not paper charts available at the time so it is a “must” for the masters to discuss with the River Parana pilot on duty the navigational plan before proceeding up/down the river and also get information from the designated port agent.

Trust that the aforementioned additional comments to our previous circular will be of assistance to your members.

Best regards

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**CIRCULAR 003/2017 dated 25 April 2017
GROUNDINGS AT MAIN CHANNEL “PASO CORTADA ISLA NUEVA”
BETWEEN KM 335 AND 345 PARANA RIVER**

As from 18th April 2017 the Navigational Authorities established as main channel the “PASO CORTADA ISLA NUEVA” which goes from Km 335 to Km 345 of the Parana River, replacing the previous one which was round the island.

Three groundings took place at a very similar location in a short period of time.

There are many speculations about the cause of the groundings. It appears that the channel has not been updated on the charts yet, that the navigation aids might have not been sufficient to cover the new area plus the strength of the current which is also significant plus the little experience of the Pilots in relation to this new passage for ocean going vessels.

Although the main reasons for those groundings are still under investigation the aforementioned facts could have mainly contributed to those groundings.

On 24th April 2017 a meeting was held between the main authorities concerned with navigation of the Parana River and the Chamber of Pilots. The official memorandum brief the outcome of the meeting in accordance with the free translation made for your easy reference:

QUOTE

MEETING MEMORANDUM

The meeting was requested by the Sub-secretary of Ports and Waterways, in view of the issues at Paso Cortada Isla Nueva, attended by:

- On behalf of National Office of Waterways: Eng. Juan Martín Canevaro (Director);
- On behalf of National Office of River and Sea Transport: Gustavo Deleersnyder (Director);
- On behalf of National Office of Works Concessions: Eng. Gisela Sivorí (Technical Director of works), Eng. Hugo Collante and Ms. Sofía Kaplan;
- On behalf of Waterways Control Office: Mr. Héctor Gutiérrez and Prof. Enrique Gutiérrez;
- On behalf of Hidrovia S.A.: Lic. Fernando Caviglia, Eng. Mariano Marpegan and Eng. Koen Robijns;
- On behalf of the Pilots: Mr. Ernesto Torre, and Mr. John Ryan

CONSIDERING that:

- since the authorization of the passage Cortada Isla Nueva four groundings took place on a very short lapse of time
-
- according to the Pilots attending to this meeting, the strength of the current in a section of the aforementioned passage complicates the safe navigation, moving them closer to the left margin;
-
- the lack of experience in navigating this passage, which was recently created, amounts to a considerable scale which with an increase on the navigational aids (signalization) could be corrected;

that the navigation at the area of the groundings is very similar to that one known as “ingress to Las Palmas from Parana River”, where the use of signals based on pair of buoys (red and green buoys front to front) improve the pilotage service;

THEREAFTER and with the effect of minimising the risks and enabling a safer navigation it is proposed and agreed to increase the navigational aids (buoys) of Paso Cortada Isla Nueva with:

- Side green buoy Km 343.100
- Side green buoy Km 342.000
- Side green buoy Km 337.800

Same will be anchored at 30 m from channel's edge and its placement will be informed in due course through the usual channels for these cases.

UNQUOTE

In view of the above, we suggest to Masters navigating through this passage to put special attention when negotiating this area. If the Master considers that the channel is not properly marked or charts no proper updated, or if they have any doubt he should discuss with the Pilot **–with whom they should have previously discussed the navigational plan before proceeding up/down river.** If he still considers that the navigation is unsafe for the vessel under his command, he should seek immediate instructions from CG's traffic control through VHF prior to passing through.

We shall monitor this matter closely and we will keep you posted.

We remain at your disposal if clarification and/or additional information is needed.

Yours

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