

JAPAN P&I NEWS

No.752-15/07/31

To the Members

Dear Sirs,

Recent Navigation Warnings of China Waters No.35

Please refer to our Japan P&I News No.741 dated 30 June, 2015. We have obtained additional information on recent navigation warnings of China Waters issued by MSA China. Please find attached the free translation received from the law firm in Shanghai, China, Sloma & Co.

We hope it will be of help to you with regard to the safe voyaging.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Loss Prevention and Ship Inspection Department

Tel: +81 3 3662 7229

Fax: +81 3 3662 7107

E-mail: lossprevention-dpt@piclub.or.jp

Website: <https://www.piclub.or.jp>

Navigation Warning and Notice to Mariners No.35

1. Laying operation of submarine optical fiber cables between Daishan Island and Jinshan Channel

(Sloma Translation)

ZHH (2015) No.81

China MSA 17 July 2015

I. Work duration: 18 July 2015 – 31 August 2015, day-night operation.

II. Work site: waters from Daishan Island to Jinshan Channel, bounded by the following points within a range of 500 meters from both sides (2000 National Geodetic Coordinate System):

A: 30°31'15"N / 122°03'16"E;

B: 30°29'42"N / 122°01'50"E;

C: 30°29'25"N / 122°01'50"E;

D: 30°22'31"N / 122°11'54"E;

E: 30°22'15"N / 122°12'01"E;

F: 30°21'14"N / 122°11'46"E;

G: 30°20'39"N / 122°11'33"E;

H: 30°20'20"N / 122°11'16"E;

I: 30°20'20"N / 122°11'09"E.

III. Workboats and mode: “Feng Yang Hai Gong” will conduct laying operation of submarine optical fiber cables in the above water area. “Ming Xing Tuo 3”, “Zhe Ding 58019” will conduct supporting operations at the construction site.

IV. Cautions:

1. Workboats should display signals in accordance with Regulation on Signal Exhibition in Coastal Port and keep watch on VHF 16 during the work.
2. Passing vessels should strengthen duties and lookout, keep unimpeded contact with VHF 16 and pass slowly at a distance of more than 300 meters from the workboats.
3. There are guard ships (contact with VHF 16) performing security duties on site, any vessels sailing near the work site should obey the command of the on-site guard ships.

<http://www.msa.gov.cn/Notice/Notice/407c44a1-1338-41c4-8b9d-cac3ea78b6f6>

2. Announcement on the No.6 and No.7 Temporary Anchorage of Qingdao Port

(Sloma Translation)

QHSHT (2015) No.30

China MSA 26 June 2015

No.6 and No.7 Temporary Anchorage of Qingdao Port are hereby set up for anchoring of vessels.

I. No.6 Temporary Anchorage of Qingdao Port:

The anchorage has a depth of -29.5m to -33.0m; the characteristic of its bottom is fine sediment and gravel. The anchorage area is bounded by the following three points:

A: 36°03'00"N / 121°00'00"E;

B: 36°03'00"N / 121°20'00"E;

C: 36°10'00"N / 121°20'00"E.

II. No.7 Temporary Anchorage of Qingdao Port:

The anchorage has a depth of -22.0m to -30.0m; the characteristic of its bottom is mud. The anchorage area is bounded by the following four points:

A: 36°12'00"N / 121°04'00"E;

B: 36°15'00"N / 121°15'00"E;

C: 36°20'00"N / 121°15'00"E;

D: 36°17'00"N / 121°04'00"E.

III. Implementation date:

The above anchorages are put into operation from the date of the announcement.

IV. Cautions:

Vessels entering the two anchorages should sail cautiously, use safe speed, display signals in accordance with the regulations after anchoring and strengthen duties for the safety matters.

<http://www.msa.gov.cn/Notice/Notice/82f36550-9dde-40ae-ae14-357e954bb629>

3. Announcement on the set up of the isolated danger mark in the waters of Qinhuang Island

(Sloma Translation)

JQHHZ (2015) No.22

China MSA 7 July 2015

The set up of the wreck mark of M/V “Zhong Wei 0098” has been completed. An isolated danger mark is set at the position of 38° 23' 11.40" N/119° 50' 27.80" E, the characteristic of the light is Flash (2) White of 5 seconds; the characteristic of its shape is a black-red-black column; its topmarks are in shape of two black balls and its structure is a steel lighted buoy.

Passing vessels should strengthen duties and pay attention to the lookout, keep a sufficient distance from the isolated danger mark to ensure the navigation safety when entering the waters near the wreck.

<http://www.msa.gov.cn/Notice/Notice/bc7f9b98-3c2a-423e-b126-c84de37d3d26>

4. Announcement on the 3d Seismic Data Acquisition Project of submarine cables in Zone 22-23 of Caofeidian

(Sloma Translation)

JDGKHS (2015) No.20

China MSA 15 July 2015

I. Work duration: 20 July 2015 – 20 December 2015, day-night operation.

II. Work site: waters at about 38km due northwest of Dongying Harbor, bounded by the following 5 points:

A: 38° 30' 53" N / 118° 40' 13" E;

B: 38° 31' 03" N / 118° 55' 36" E;

C: 38° 18' 22" N / 118° 55' 48" E;

D: 38° 18' 13" N / 118° 47' 55" E;

E: 38° 22' 27" N / 118° 40' 15" E.

III. Workboat: Air gun source boat “Hai Bao Wu Hao” and “Hai Bao Qi”, mother ship “Dong Yuan 3”.

IV. Work mode:

1. Workboats conduct exploration operation in partition in the work site, each block is a rectangular covering an area of 15km*2km and allocated with a guard ship on duty at every 2km around the block of the water area;
2. Each operation lays 10 data transmission submarine cables parallel along the designed survey line of the work zone, each cable is 15km in length and has 0.2km space between each other, all the cables are sunk into the sea;
3. After completing laying of submarine cables, one side of the submarine cable will be connected with the instruments;
4. The air gun source boats ply between the designed points to conduct air gun source operations in water area of cables-laid blocks;

5. When workboats complete a survey line exploration, they roll a cable to the next survey line to repeat above procedures, such operation is a one-through mode.

V. Cautions:

1. Workboats should exhibit signals in accordance with the Convention on the International Regulations for Preventing Collisions at Sea 1972, exhibit shapes of “Ball-Diamond-Ball” vertically at day and exhibit and display all-round lights of “Red-White-Red” at night, strengthen lookout and keep watch on VHF16.
2. Workboats should coordinate with the passing vessels initiatively for avoidance in advance and report the location and navigation speed of the workboats to the opposing vessels timely and accurately when inquired.
3. Passing vessels should strengthen lookout, maintain a safe speed, contact the workboats in advance to coordinate the avoidance for the safety matters when they sail through the nearby waters of the above worksite.

<http://www.msa.gov.cn/Notice/Notice/f34f7b72-f9e8-45d7-85ec-2b5bd1297b25>

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Junmao Jiang
Sloma & Co.
24 July 2015