

JAPAN P&I NEWS

No.878-17/03/03

To the Members

Dear Sirs,

Recent Navigation Warnings of China Waters No.53

Please refer to our Japan P&I News No.871 dated 1st February, 2017. 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

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Attachment: Navigation Warning and Notice to Mariners No.53

Navigation Warning and Notice to Mariners No.53

1. Announcement on the official launch of Zhangzhou Vessel Traffic System (“Zhangzhou VTS”)

(Sloma Translation)

MHSZH (2017) No.2

China MSA 24 January 2017

All parties concerned,

Zhangzhou VTS now includes Dongshanwan Port VTS and Zhangzhou Coastal VTS. Approved by Fujian MSA of The People’s Republic of China, the system will start working from 0800lt, Mar. 1st 2017.

I. Dongshanwan Port VTS,

- (I) Area of manage and service: The water area enclosed by line that the part of the circle with radius of 12 miles and bearing 016°— 225°from Guleitou light-house(23°43’43”N, 117°35’04”E) (for details see “PART TWO FUJIAN PORT VTS GUIDE FOR USERS”).
- (II) Description for Vessels to Which System Applies: Vessels engaged in international voyages; Vessels carrying dangerous cargo; Passenger Ships with a carrying capacity of 50 passengers or more (except ferries) ; Vessels engaged in towing operation; Vessels restricted in their ability to maneuver; Other vessels of 300 GT or above.
- (III) Working frequency: Vessels reporting on VHF CH13
- (IV) Working language: Mandarin and/or English
- (V) Working time: 0000 to 2400(Beijing time)
- (VI) Reporting of vessels

Vessels required to report to Zhangzhou VTS by VHF in following situations:

- 1.vessels of those destination are Dongshan Port Area ,Gulei Port Area,Yunxiao Port area which inside the reporting lines, approaching /leaving the VTS reporting lines;
2. when moored/before unmooring, anchored/before anchoring in VTS area;
- 3.when start/complete the working of affecting the traffic safety;
- 4.when pilot boarded/before unboarding;
- 5.other situations which should be reported to VTS .

(VII) Reporting contents,

Ship's name(call sign), Port of registry(Nationality), LOA, Drafts, Last port of call, Destination, Ship's type, Cargo on board, Other information required by the Zhangzhou VTS Center.

II. VTS Zhangzhou Coastal VTS

(I) Area of manage and service (VTS area) : coastal area enclosed by N4 (line connecting the two points of 23°30'00"N/117°55'32"E 、 24°N/118°33'3.84"E)、 L4 (line connecting the two points 24°N/117°49'25.74"E 、 24°N/118°33'3.84"E)、 L5 (line connecting the three points 23°36'12"N/117°14'00"E 、 23°30'00"N/117°14'00"E 和 23°30'00"N/117°55'32"E)three reporting lines.

(II) Description for Vessels to Which System Applies: Passenger Ships, Vessels carrying dangerous cargo, Vessels restricted in their ability to maneuver; Other vessels of 3000 GT or above.

(III) Working frequency: Vessels reporting on VHF CH21.

(IV) Working language: Mandarin and/or English

(V) Working time: 0000 to 2400(Beijing time)

(VII) Reporting of vessels

Vessels required to report to Zhangzhou VTS by VHF in following situations:

1. when approaching Zhangzhou Coast VTS reporting lines from the lines of N4、 L4、 L5;
2. when approaching Zhangzhou Coast VTS area from other area;
3. when approaching Zhangzhou Coast VTS area from Zhangzhou Port VTS
4. when anchored/before anchoring in Zhangzhou Coastal VTS area
5. in other situations which should be reported to VTS

(VII) Reporting contents

Ship's name(call sign), Port of registry(Nationality), LOA, Drafts, Last port of call, Destination, Ship's type, Cargo on board, Other information required by the VTS Center.

FUJIAN MARITIME SAFETY ADMINISTRATION VTS GUIDE FOR USERS

Notice is hereby given

<http://www.msa.gov.cn/html/xinxichaxungongkai/gkml/HXTG/fujian/20170124/A6036E91-A967-4DBF-9EE3-8C03F93827BF.html>

2. Fault emergency repair on Section S4 of ASIA PACIFIC GATEWAY FIBER OPTICAL SUBMARINE CABLE NETWORK in East China Sea

(MSA Translation)

HHH (2017) No. 77

China MSA 17 February 2017

I. Work duration: 3 March 2017 – 2 April 2017, day-night operation.

II. Work site: water areas in east side of Dajishan Island of East China Sea, bounded by the following four points in order:

1) 30°51.7'N/122°20.5'E; 2) 30°52.8'N/122°20.5'E;

3) 30°53.1'N/122°32.9'E; 4) 30°52.0'N/122°32.9'E.

III. Work mode: workboat “CS FU AN” (Panamanian vessel “福安”) (LOA: 141.5m, molded breadth: 19.4m) will use underwater robots in the work site along the route of Section S4 of the ASIA PACIFIC GATEWAY FIBER OPTICAL SUBMARINE CABLE NETWORK to explore the location of the fault, salvage and cut off the faulted cable, splice, lay and repair the cable, bury and repair the cable. The vessel will not drop anchors during the work and sail at a relatively slow speed.

IV. Cautions:

1. Workboat should display regulated lights and shapes day and night and keep AIS normally open.
2. Workboat should strengthen duties, lookout and contact with VHF16, notify of the dynamics initiatively.
3. Navigating vessels should keep a safety distance with the workboat when passing, sail cautiously and pay attention to the avoidance.
4. The operation should be suspended when the force of wind is over the scale of 7 or the visibility is under 1nm.

<http://www.msa.gov.cn/html/xinxichaxungongkai/gkml/HXTG/SHHSJ/20170217/FF96680B-0832-41EA-9315-0B44C013BF76.html>

3. Announcement on spud anchoring of drilling platform “Kan Tan No.2” in Haikou Bay

(Sloma Translation)

QHH(2017) No.2

China MSA 14 February 2017

I. Anchoring vessel: drilling platform “Kan Tan No.2” (LOA: 64.9m, beam: 64.6m, depth molded: 8.2m).

II. Anchoring period: 6 February 2017 – 30 June 2017.

III. Anchoring location: nearby waters of Haikou Bay, location: 20°05'28"N / 110°13'58"E.

IV. Cautions:

1. “Kan Tan No.2” should display lights and shapes in accordance with the relevant regulations during anchoring. There are flashing lights around the hull at night and red flash light set on the top of the derrick.
2. Drilling platform should keep AIS normally open when anchoring and keep watch on VHF 16 and VHF08.
3. Drilling platform should strengthen duties during the anchoring, work on collision prevention, fire (explosion) prevention and pollution prevention.
4. Passing vessels should strengthen lookout and pay attention to avoiding sailing across water areas where the drilling platform anchors for the safety matters.

<http://www.msa.gov.cn/html/xinxichaxungongkai/gkml/HXTG/hainan/20170214/2D98F90E-61FF-462A-98D4-C5619E258C33.html>

4. Announcement on the well exploration operation of Well PL7-6-5D

(Sloma Translation)

JDJHH(2017) No.3

China MSA 13 February 2017

Drilling platform “Hai Yang Shi You 921”, M/V “Sheng Xin Fa”, M/V “Ji Hai 8006” and M/V “Hai Yang Shi You 641” will conduct well exploration operation in the area centered by Well PL7-6-5D (38°45'50.349"N, 120°05'19.668"E) , in a radius of 500 meters from 14 February 2017 to 15 May 2017. During the operation, apart from the large number of work lights at night, there is a red

strobe light set on the top of the derrick, a Morse (U) white-light lamp of 15 seconds (flash simultaneously) and a Morse (U) fog horn of 30 seconds set outboard of each spud leg of the platform. Work boats will keep watch on VHF 16 and VHF67 round the clock.

<http://www.msa.gov.cn/html/xinxichaxungongkai/gkml/HXTG/tianjin/20170213/ABE7FBA7-A6D9-448A-BEBF-AD76656F322F.html>

DISCLAIMER

Please be advised that all the above navigation warnings were the important pieces selected from the official website of MSA China or that of other local MSAs. Sloma shall not be liable for the veracity of the above navigation warnings or the accuracy of their English translations. Neither shall Sloma be liable for any person's/party's possible losses/damage which may result from relying upon the above navigation warnings.

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Sloma & Co.
27 February 2017