



JAPAN P&I NEWS

To the Members

China (Yuxingnao Waters of Zhoushan)—Zhoushan MSA issued “Notice of Publishing the Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan”

Located on the west side of Yushan Island, Zhoushan Yuxingnao water area is an important maritime transportation hub along the coast of Zhoushan with high navigation density and complex navigation environment. In order to reduce the risk of collision between ships and create a smooth maritime navigation environment, Zhoushan MSA recently issued “Notice on Publishing the Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan”.

We have obtained information by Huatai Insurance Agency & Consultant Services Ltd. For details, please find attached their circular.

Yours faithfully,

The Japan Ship Owners’ Mutual Protection & Indemnity Association

Attachment: Huatai Circular Ref. No. PNI (2023) 05



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CIRCULAR |

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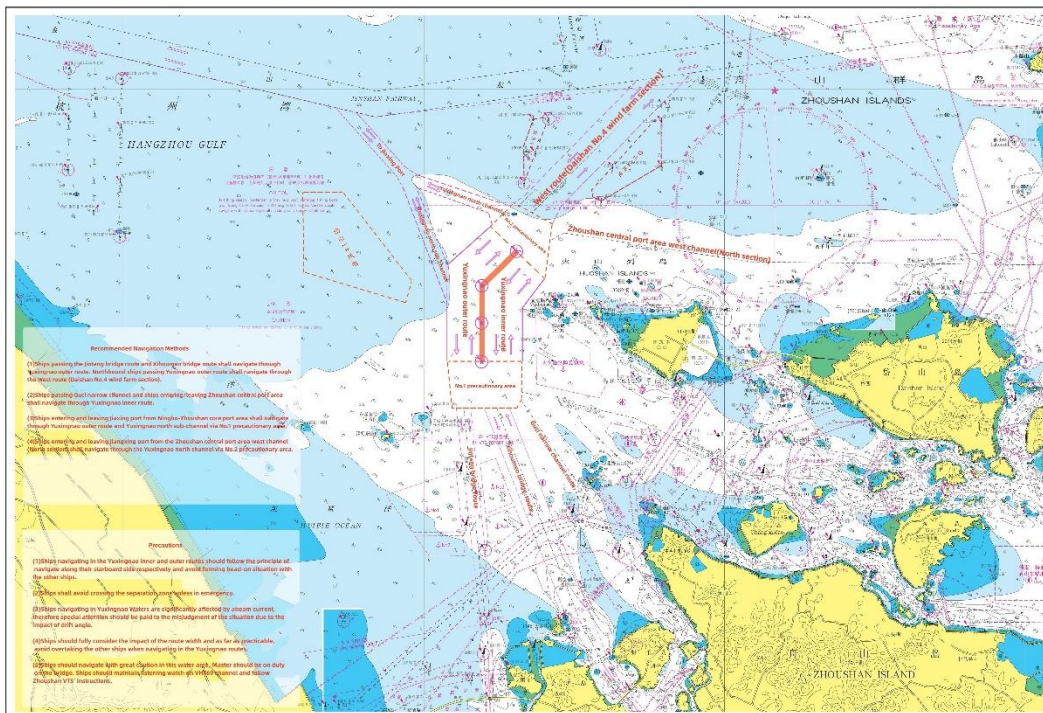
**Zhoushan MSA issued “Notice on Publishing the Recommended
Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan”**

Dear Sir/Madam,

Located on the west side of Yushan Island, Zhoushan Yuxingnao water area is an important maritime transportation hub along the coast of Zhoushan with high navigation density and complex navigation environment. In order to further rationalize the traffic flow in Yuxingnao water area, reduce the risk of collision between ships, and create a safe, orderly and smooth maritime navigation

environment, Zhoushan Maritime Safety Administration (Zhoushan MSA) recently issued “Notice on Publishing the Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan” (hereinafter referred to as the “Notice”). We hereby issue this Circular to introduce the content of the Notice and provide loss prevention suggestions for the reference of the Club and their Members.

Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan



I. Basic Information

The recommended navigation area for ships in Yuxingnao Waters is composed of precautionary area, inner and outer routes, separation zone, navigation marks and surrounding channels and routes.

- (1) Yuxingnao No.1 precautionary area is the connection of the following geographical coordinates (China National Geodetic Coordinate System 2000, the same below):

30°16.20'N/121°46.39'E

30°16.20'N/121°49.60'E

30°16.68'N/121°49.90'E

30°18.20'N/121°49.90'E

30°18.21'N/121°46.14'E

- (2) Yuxingnao No.2 precautionary area is the connection of the following geographical coordinates:

30°25.05'N/121°49.48'E

30°24.14'N/121°51.39'E

30°21.77'N/121°51.02'E

30°24.04'N/121°48.34'E

- (3) The separation zone is the water area with a width of 500 meters centered on the line connecting the following geographical coordinates:

30°18.21'N/121°47.86'E

30°21.49'N/121°47.86'E

30°23.00'N/121°49.57'E

- (4) Four special navigation marks are set at the end and middle of the separation zone, the navigation marks are named as Yuxingnao No.1, Yuxingnao No.2, Yuxingnao No.3 and Yuxingnao No.4 sequentially from south to north:

a) Yuxingnao No.1 navigation mark: 30°18.21'N/121°47.86'E

b) Yuxingnao No.2 navigation mark: 30°19.87'N/121°47.86'E

c) Yuxingnao No.3 navigation mark: 30°21.49'N/121°47.86'E

d) Yuxingnao No.4 navigation mark: $30^{\circ}23.00'N/121^{\circ}49.57'E$

(5) Yuxingnao Inner and Outer Route

The Yuxingnao inner route extends for 3km eastward from the eastern edge of the separation zone, and the Yuxingnao outer route extends for 2.5km westward from the western edge of the separation zone. Both routes are two-way routes.

(6) Surrounding Channels and Routes

a) Jintang bridge route, center line coordinates ($30^{\circ}16.20' N/121^{\circ}46.99' E$, $30^{\circ}09.80'N/121^{\circ} 47.75'E$), width 1.0KM.

b) Xihoumen bridge route, center line coordinates ($30^{\circ}16.21' N/121^{\circ}48.65' E$, $30^{\circ}10.29'N/121^{\circ} 51.32'E$), width 2.0KM。

c) West route (Daishan No.4 wind farm section), center line coordinates($30^{\circ}24.63' N/121^{\circ}50.34' E$, $30^{\circ}31.20' N/121^{\circ}57.90' E$), width 2.4KM.

d) Yuxingnao north channel, center line coordinates ($30^{\circ}24.65'N/121^{\circ}49.02'E$, $30^{\circ}26.15'N/121^{\circ}44.05'E$), width 1.0KM.

e) Yuxingnao north sub-channel, center line coordinates ($30^{\circ}21.56N/121^{\circ}46.16'E$, $30^{\circ}26.15'N/121^{\circ}44.05'E$), width 1.0KM.

II. Recommended Navigation Methods

(1) Ships passing the Jintang bridge route and Xihoumen bridge route shall navigate through Yuxingnao outer route. Northbound ships passing Yuxingnao outer route

shall navigate through the West route (Daishan No.4 wind farm section).

- (2) Ships passing Guci narrow channel and ships entering/leaving Zhoushan central port area shall navigate through Yuxingnao inner route.
- (3) Ships entering and leaving Jiaxing port from Ningbo-Zhoushan core port area shall navigate through Yuxingnao outer route and Yuxingnao north sub-channel via No.1 precautionary area.
- (4) Ships entering and leaving Jiangxing port from the Zhoushan central port area west channel(North section) shall navigate through the Yuxingnao north channel via No.2 precautionary area.

III. Precautions

- (1) Ships navigating in the Yuxingnao inner and outer routes should follow the principle of navigate along their starboard side respectively and avoid forming head-on situation with the other ships.
- (2) Ships shall avoid crossing the separation zone unless in emergency.
- (3) Ships navigating in Yuxingnao Waters are significantly affected by abeam current, therefore special attention should be paid to the misjudgment of the situation due to the impact of drift angle.
- (4) Ships should fully consider the impact of the route width and as far as practicable, avoid overtaking the other ships when navigating in the Yuxingnao routes.

- (5) Ships should navigate with great caution in this water area, Master should be on duty on the bridge. Ships should maintain listening watch on VHF69 channel and follow Zhoushan VTS' instructions.

IV. Loss Prevention Suggestions

- (1) It is suggested to keep engine and anchor on stand-by mode so that the vessel could be promptly maneuvered and controlled in case of emergency.
- (2) Considering the high traffic density and numerous fishing boats' existence in this water area, ships are suggested to maintain proper lookout and adopt safe speed, keep well clear of the other ships/fishing boats and their fishing gear (if any) in ample time.
- (3) The charted depth in this water area is around 10-12.5 meters, therefore full attention should be paid to the squat effect which will affect ship's dynamic draught and scope of her navigable waters.

Should you have any inquiry, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,



CUI Jiyu

Head of Marine Team