



**HUATAI
MARINE**

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| www.huataimarine.com

| pni.bj@huatai-serv.com

| Duty Phone: +86 13701125026

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**Wusong MSA Issued “Notice on Further Strengthening the
Safety Self-inspection of Ships Planning to Enter the Yangtze
Estuary Deepwater Channel”**

Dear Sir/Madam,

Please be advised that to ensure the navigation safety of ships in the Yangtze estuary deepwater channel (hereinafter referred to as the “North Channel”) and maintain good navigation order, in accordance with Article 4 of the Management Measures for

Navigation Safety in the Yangtze Estuary Deepwater Channel: “Ships planning to enter the deepwater channel should test their engines, rudders, communication and emergency equipment in a timely manner, ensure that they are in good technical condition”, the VTS Center of Wusong MSA (a subordinate unit of Shanghai MSA) has issued the “Notice on Further Strengthening the Safety Self-inspection of Ships Planning to Enter the Yangtze Estuary Deepwater Channel” (hereinafter referred to as the “Notice”). We hereby issue this Circular, introducing the content of the Notice and providing relevant suggestions for Club/Members’ reference.

Self-inspection Items and Reporting Requirements prior to Entering the North Channel

Starting from August 15, 2023, ships planning to enter the North Channel shall within 12 hours before entering the North Channel for each voyage, conduct self-inspection of critical equipment such as the main propulsion device, rudder system, main power supply, and emergency power supply strictly in accordance with the self-inspection requirements (see [Annex 1](#)), and keep the record as required. The self-inspection record shall be completed in accordance with the standard form (see [Annex 2](#)) and submitted by email to Wusong VTS Center (email address: wsvts@shmsa.gov.cn) with "Ship Name + Self-inspection materials" as the subject 4 hours before entering the North Channel. When declaring the North Channel entrance plan, the ship shall undertake to conduct the self-inspection as required before entering the North Channel, report any defect that is not rectified during the self-inspection and the exemption from flag state and RO.

Wusong MSA will verify the outcome of ship’s self-inspection and the non-compliance found will be dealt with according to the relevant provisions.

Time of Entering North Channel

For inbound ships, the arrival time to D3 light buoy shall be deemed as the time of entering the North Channel.

For outbound ships, the arrival time to Yuanyuansha light vessel shall be deemed as the time of entering the North Channel.

Ships Entering the North Channel on a Voyage of less than 12 Hours

Chinese ships on a voyage of less than 12 hours to the North Channel shall conduct the self-inspection pursuant to “Chinese Ship Pre-departure Safety Self-inspection Checklist”.

When preparing for departure of a foreign ship on a voyage of less than 12 hours, the preparatory work shall cover the contents specified in Annex 1.

Recommendations

The Yangtze Estuary Deepwater Channel (North Channel) refers to the channel between the western boundary line of the Precautionary Area “A” of Yangtze Estuary Ship’s Routing System and the eastern side of the Yuanyuansha Precautionary Area, with a total length of 43 nautical miles. Its boundary line is marked by virtual AIS navigation mark. Chinese ships on a voyage of less than 12 hours to the North Channel shall conduct the self-inspection pursuant to “Chinese Ship Pre-departure Safety Self-inspection Checklist”.

The Notice is another specific requirement for the machinery and equipment of ships

planning to enter the Yangtze River ever since the Shanghai MSA issued the "Announcement of Shanghai Maritime Safety Administration on Strengthening the Safety Management of Ships with Machinery Failure" on June 2, 2022.

We suggest that ships strictly comply with the requirements of the Notice, test relevant machinery and equipment in a timely manner, make proper records and report to Wusong VTS Center, so as not to delay ship's entry plan or cause the ship to be punished.

If you have any query, please feel free to contact Huatai Beijing headquarter (pni.bj@huatai-serv.com) or its local branch offices.

The annexes to the Notice are quoted as follows for your reference.

Best regards,

A handwritten signature in black ink, appearing to be the name 'CUI Jiyu' in Chinese characters, written in a cursive style.

CUI Jiyu

Head of Marine Team

Annex1:

船舶进入长江口深水航道（北槽）前安全自查项目及记录内容

Test Items And Record Contents Before Entering the Yangtze Estuary

Deepwater Channel (North Channel)

船舶进入长江口深水航道（北槽）前 12 小时内应对以下项目进行安全自查并确保处于良好状态：

No vessel has access to Yangtze Estuary Deepwater Channel (North Channel) unless no more than 12 hours before entering, the following equipment has been tested to show in good working order:

一、主推进装置及其附属系统 MAIN PROPULSION MACHINERY & GENERAL SERVICE SYSTEM

1、主推进装置正、倒车功能。

Main propulsion machinery, ahead and astern.

2、主副机的起动系统，如压缩空气、空压机等状况。

The starting air system of the M/E and A/E, including air compressors, air reservoirs, piping and its accessories, etc.

3、主副机的燃油系统，如高压油管、高压油泵、燃油滤器等状况。

The fuel oil system of the M/E and A/E, including high-pressure fuel oil pumps, fuel oil filters, piping and its accessories, etc..

4、主副机的冷却系统，如海底阀、海底滤器、冷却管路等。

The cooling water system of the M/E and A/E, including sea chests, cooling water pumps, coolers, piping and its accessories, etc..

5、主副机的滑油系统，如滑油泵、滑油管系、滑油冷却器。

The lubricating system of the M/E and A/E, including lube oil pumps, coolers, lube oil filters, piping and its accessories, etc..

6、主副机的控制及安保系统。

The control system and safety system of the M/E and A/E.

记录内容 RECORD CONTENTS:

1、主机正倒车试验的车钟或自动车钟。

Telegraph records or, where applicable, telegraph auto records for testing main propulsion machinery, ahead and astern.

2、清洗海底滤器或者最近一次清洗记录。

Clean sea chests or the last cleaning record.

3、集控室实时报警列表，24 小时历史报警。

The alarm summary and alarm history in 24 hours in ECR.

二、主电源及应急电源 MAIN AND EMERGENCY SOURCE

1、主发电机达到额定转速并稳定。

The main generator in rated speed.

2、多台主发电机并车稳定运行。

Multiple main generators operate in parallel.

3、备用或应急发电机随时可用。

Standby or emergency generator, for as long as necessary to show proper functioning, including steady state temperature and pressure readings.

记录内容 RECORD CONTENTS:

1、所有运行发电机的参数（电压、频率、功率及绝缘）。

All running generators' parameters including the values of voltage, current, frequency, power and insulation.

2、应急发电机稳定运行时的参数（电压、频率、功率及绝缘）。

The running emergency generator' parameters including the values of voltage, current, frequency, power and insulation.

三、舵机及控制系统 S/G AND CONTROL SYSTEM

1、舵机遥控系统。

Each remote steering gear control system.

2、舵角指示器与实际舵角。

Each rudder angle indicator in relation to the actual position of the rudder.

3、每一种驾驶台遥控操舵系统失电报警。

Each remote steering gear control system power failure alarm.

4、转舵试验。

The full movement of the rudder to the required capabilities of the steering gear.

记录内容 RECORD CONTENTS:

1、转舵试验。

The full movement of the rudder to the required capabilities of the steering gear by each remotecontrol system.

2、失电、缺相、过载、低液位报警。

Power failure, phase failure, overload, low-level alarms.

3、舵角限位器。

Rudder angle limiters.

备注：如遇恶劣天气等特殊原因，为保障航行安全，自查无法开展，请在进入北槽前向吴淞交管中心递交书面情况说明。

Remarks: Please submit a [statement](#) to Wusong VTS if the equipment concerned can not be tested due to bad weather or other critical circumstances before entering the North Channel.

Annex 2:

船舶进入长江口深水航道（北槽）前需提供的自查记录
标准格式

Standard Format of Safety Self-inspection Records that Ships should
Provide before Entering Yangtze Estuary Deepwater Channel (North Channel)

船名 ship name: IMO No. :
上一港 last port of call: 下一港 next port of call:
船长姓名 Capt. name: 日期 date:
当地代理公司名称及联系方式 local agent name and Tel.:

在进入北槽之前，向吴淞 VTS 提交附件 1 中相关测试的证据如下：
Submit evidence for tests concerned in attachment 1 to WSVTS before
entering the North Channel as follows:

主机及其附属系统 M/E & GENERAL SERVICE SYSTEM	
1	主机正倒车试验的车钟或自动车钟记录。 Telegraph records or, where applicable, telegraph auto records for testing main propulsion machinery, ahead and astern.
Photos	Photos
2	海底滤器清洗照片或者最近一次清洗记录。 Clean sea chests or the last cleaning record.
Photos	Photos

3	集控室实时报警列表，24小时历史报警记录。 The alarm summary and alarm history in 24 hours in ECR.
Photos	Photos
主电源及应急电源 MAIN AND EMERGENCY SOURCE	
1	所有运行发电机的参数（电压、频率、功率及绝缘）。 All running generators' parameters including the values of voltage, current, frequency, power and insulation.
Photos	Photos
2	应急发电机稳定运行时的参数（电压、频率、功率及绝缘）。 The running emergency generator' s parameters including the values of voltage, current, frequency, power and insulation.
Photos	Photos
舵机及控制系统 S/G AND CONTROL SYSTEM	
1	转舵试验。 The full movement of the rudder to the required capabilities of the steering gear by each remote control system.
Photos	Photos

2	失电、缺相、过载、低液位报警。 Power failure, phase failure, overload, low-level alarms.	
Photos		Photos
3	舵角限位器。 Rudder angle limiters.	
Photos		Photos
除上述设备外是否有其他影响航行安全的设备缺陷（如有请在下方说明）： Master advises that equipment not concerned above is operating satisfactorily. If not, master declares defects as following:		

备注 REMARKS:

如需对记录作详细说明，可附相关照片、视频等材料。

- If you need to explain the record in detail, you can attach relevant photos, videos and other documents.