



JAPAN P&I NEWS

To the Members

China (Tianjin/Yantai Port)—An Update on the Distribution on Major Fishery Farms along the Coast of China

We have received updated information on the distribution on major fishery farms along the Coast of China, as we provided with our Japan P&I News [No.1224](#) and [No.1244](#). This circular relates to the distribution on fishery farms in the waters off Tianjin/Yantai Port. We have obtained information on the geographic coordinates, recommended navigation routes and safety suggestions by Huatai Insurance Agency & Consultant Service Ltd. For details, please find attached their circular.

Fishery Farms in the Waters off Tianjin Port

Tianjin Port is a busy port in northern China; there are numerous ships navigating, anchoring and operating in the port, and the water area for safe anchoring in the anchorage, especially in Dagukou North Anchorage is limited. When a suitable anchor position is unavailable within the anchorage, ships planning to anchor at the Dagukou North Anchorage may choose to drop anchor outside the anchorage (east of the Anchorage) if permitted by VTS. In this case, the risk of ships accidentally entering the fishery farm will be increased.

Fishery Farms in the Waters off Yantai Port

The geographical scope of the fishery farms along the Coast of China is changing constantly; the scope of the fishery farms in the waters off Yantai Port mentioned in the previous circular [No.1224](#) has been expanded.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Huatai Circular No. PNI(2024)01



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An Update on the Distribution of Major Fishery Farms along the Coast of China

Dear Sir/Madam,

Following the publication of Huatai Circular on the Summary of the Distribution of Major Fishery Farms along the Coast of China (PNI[2023]04) in May 2023 and Huatai Circular for updating the distribution of fishery farms near Rizhao/Lanshan and Dalian port (PNI[2023]09) in October 2023, we are issuing this Circular to continue updating the distribution of fishery farms along the coast of China.

The fishery farms mentioned in this Circular are located in the waters off Tianjin Port and Yantai Port.

Fishery Farms in the Waters off Tianjin Port

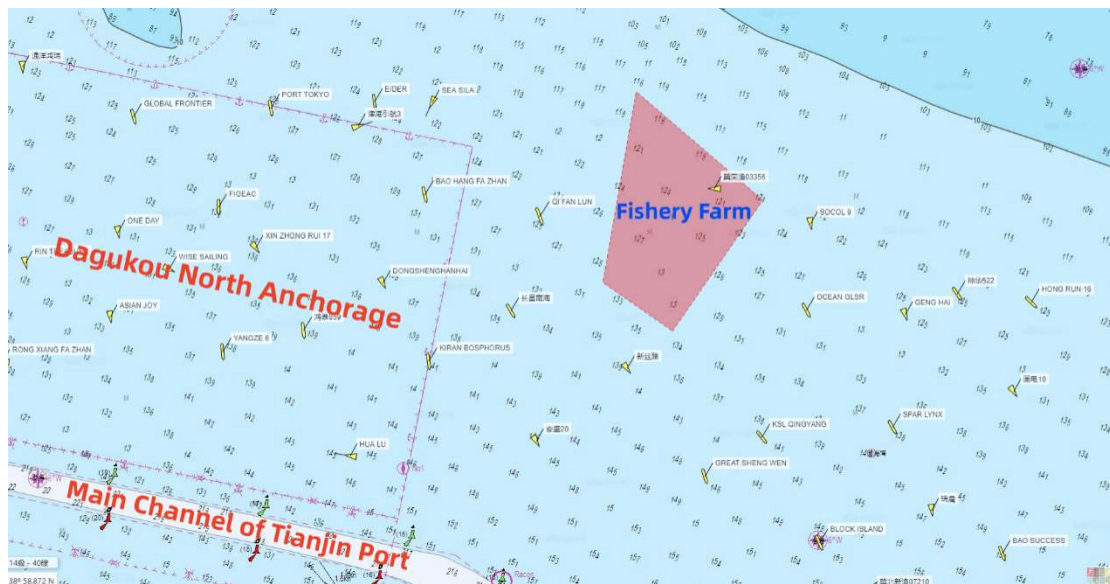
The case materials obtained by us indicate that there are fishery farms in the waters connecting the following 4 coordinates:

38°56'48.4800"N 118°08'48.7133"E

38°57'40.6367"N 118°09'34.7977"E

38°58'23.9148"N 118°08'30.1613"E

38°57'07.8551"N 118°08'13.3396"E



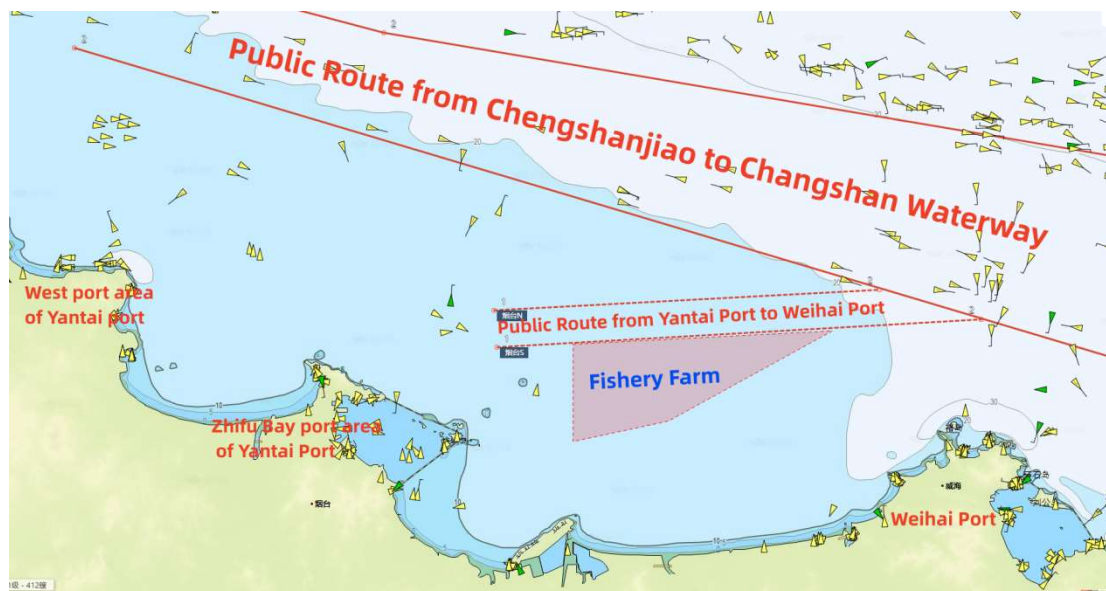
The above water area is located in the north of the main channel of Tianjin Port and east of Dagukou North Anchorage, around 2 nautical miles from the main channel and around 1 nautical mile from the northeast corner of Dagukou North Anchorage.

Tianjin port is a busy port in northern China, there are numerous ships navigating, anchoring and operating in the port and the water area for safe anchoring in the

anchorage, especially in Dagukou North Anchorage is limited. When a suitable anchor position is unavailable within the anchorage, ships planning to anchor at the Dagukou North Anchorage may choose to drop anchor outside the anchorage (east of the Anchorage) if permitted by VTS. In this case, the risk of ships accidentally entering the fishery farm will be increased.

Fishery Farms in the Waters off Yantai Port

On January 12, 2024, Shandong Maritime Safety Administration issued Navigation Notice “Luhangtong[2024]0029”, announcing the public route from Chengshanjiao to Changshan waterway, the public route from Yantai port to Weihai port and the latest geographical scope of the fishery farms on the south side of the route. We have noticed that the latest geographical scope of the fishery farms has been expanded compared to the scope of the fishery farms described in the Circular PNI[2023]04.



1. Distribution of the Fishery Farms

Around 200 meters to the south of the public route from Yantai Port to Weihai Port, there are fishery farms in the waters connecting the following 4 coordinates:

37°38'39"N 121°38'48"E

37°39'24"N 121°56'30"E

37°34'30"N 121°45'20"E

37°33'24"N 121°38'48"E

2. Public Routes

(1) Public Route from Chengshanjiao to Changshan Waterway

North Boundary of the Public Route:

37°44'02"N 122°51'32"E

37°55'30"N 121°25'54"E

37°59'23"N 121°07'23"E

South Boundary of the Public Route:

37°32'49"N 122°37'09"E

37°54'41"N 121°04'49"E

(2) Public Route from Yantai Port to Weihai Port

North Boundary of the Public Route:

37°40'30"N 121°33'24"E

37°41'36"N 121°59'42"E

South Boundary of the Public Route:

37°38'30"N 121°33'36"E

37°40'00"N 122°06'36"E

3. Precautions Mentioned in the Navigation Notice Issued by the MSA

(1) Ships below 100,000 DWT sailing from Chengshanjiao to Zhifu Bay port area of Yantai Port are recommended to navigate along the public route from Yantai Port to

Weihai Port.

(2) Ships with 100,000 DWT or above sailing from Chengshanjiao to the Zhifu Bay port area or ships sailing to the West port area of Yantai port are recommended to navigate along the public route from Chengshanjiao to Changshan waterway and choose appropriate waters to turn to the port area.

Our Suggestions

When navigating in the above waters, ships are suggested to navigate with caution and consider taking appropriate actions and preventive measures as suggested in Huatai Circular PNI[2023]04, which are quoted as follows for your easy reference:

(1) Please note that the geographical scope of the fishery farm is changing constantly, and the coordinates of the fishery farm mentioned in this Circular are for reference only.

(2) If there is a route recommended by the MSA, ships are advised to follow such recommended routes with great caution.

(3) When sailing in the waters near the fishery farms, ships should use visual, hearing and any other available means to maintain a proper lookout, keep close contact with the vessel traffic service center and pilot station, and consider following their suggestions after confirming that the surrounding environment and target waters are safe.

(4) Despite the above suggestions, we remind the Master that the resources and information provided by the vessel traffic service center, pilot station, agent, etc. might be inadequate, the Master has the responsibility and absolute right to decide whether to follow the suggestions provided according to his professional judgment.

(5) It is suggested that the Master, after considering the information provided by the agent and this Circular, plot the geographical scope of the fishery farms on the electronic or paper chart for reference, and develop a comprehensive voyage plan, in order to prevent accidentally entering into the fishery farms.

(6) Try to avoid entering and leaving the above-mentioned ports during night time or under restricted visibility circumstances as far as practicable in view of the shipping schedule, commercial considerations and other relevant conditions.

(7) When ships enter or leave the above ports, prepare engine and both anchors in advance, adopt safe speed, take into due consideration of enhancing bridge manpower, posting additional lookouts on the bridge and forecastle.

(8) In the event of an unfortunate accident relating to fishery farms, please report to the vessel traffic service center, the local agent and the ship management company in time and contact Huatai as soon as possible. Our timely intervention will be more conducive to fixing relevant favorable evidence and safeguarding the rights and interests of Owners.

Should you have any inquiries, 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