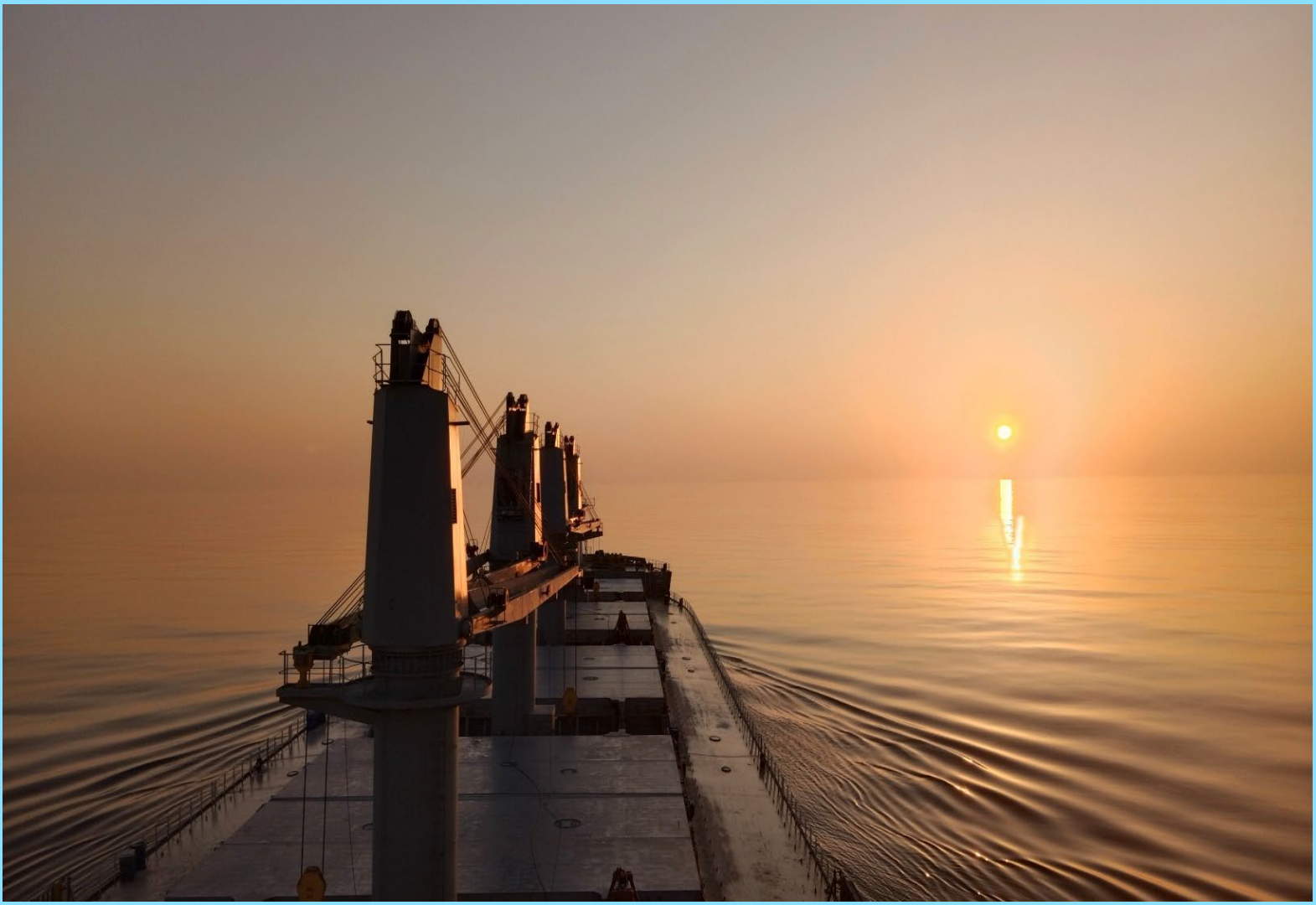


Making waves

IVSS CAMPAIGN APR 2025

ISLAND VIEW SHIPPING SERVICES

TAMAR SHIP MANAGEMENT

Table of Contents

1. SINGAPORE REGISTERED VESSELS CALLING AUSTRALIA PORTS

Please find attached presentation issued by MPA for Singapore registered vessels regarding Australian port statistics and area of concerns.

We request the Master of each vessel (irrespective of the vessels flag) to discuss the presentation with all the officers onboard and take applicable measures to prevent the recurrence of these deficiencies.

Also ensure compliance with the requirement of SRS prior arrival to Australia port.

2. DONNING OF IMMERSION SUIT

The US Coast Guard was recently notified of several vessels whose mariners were unable to properly don their immersion suits.

The issue observed while attempting to don the suit is the hood's fabric and design may prevent the zipper from being fully zipped, allowing for water ingress. The photos below show the intended fit and the zipper malfunction.

Image 1: Proper fit

Image 2: Unable to fully zip

The Master shall ensure that each crew try the immersion suit (regardless of the model) to check for proper donning and fit.

Please inform the Marine superintendent if there are any issues in the size or donning of the immersion suit.

3. CYBER SECURITY

The Office will be sending video training links to each vessel along with the instructions by email. Once received all crew on board shall view the cybersecurity videos.

Typically, the video's will be made available on the Master's Laptop, CEO's PC and Admin 1 pc.

We propose that the Engine Dept. must watch the video on the CEO's PC likewise the Deck Dept. will watch on Admin 1.

The Office will be providing details of the video to be viewed shortly. A poster will also be made available to be displayed.

4. KARCO TRAINING

The ship staff shall conduct the following training modules this month:

- ENCLOSED SPACE ENTRY -PERILS AND PRECAUTIONS
- JUST CULTURE
- PORT STATE CONTROL VOL 2

The duration of each title is only about 10-15 minutes.

Training must be carried out in two sessions (based on work/rest hours) to ensure all crew are able to attend. Each session must be opened and concluded by a Senior Officer.

After the training, the Senior Officer should have an interactive session with the crew, discuss questions and the crew can also share their experience (Reflective learning). Once the training is completed, each crew shall log on individually and an assessment must be completed, and the records must be exported to KARCO system.

The Master can contact IT department and support team (support@karcoservices.com) for any queries regarding KARCO.

Records of training to be maintained in form 3.2.3

5. ROUTES AND ANCHORAGES ALONG THE COAST OF NANTONG AND CROSSING TUOJI SHUIDAO WITHOUT AUTHORIZATION

Kindly go through the attached Huatai circulars and ensure compliance with applicable items if calling these areas.

6. MEDITERRANEAN ECA

Please note that the Mediterranean Sea becomes a Sox ECA from 1 May 2025.

Resolution MEPC.361(79), will prohibit ships operating within the Mediterranean Sea ECA from using fuel oils with a Sulphur content exceeding 0.1% m/m

Please inform operators / charterers and plan for your bunkers accordingly well in time (if transiting this area).

Refer attached LR circular which clearly specifies the coordinates for change over.

7. OJT- MANUAL HANDLING

We recently had an injury incident due to improper manual handling of heavy object.

Refer chapter on manual handling HSE Procedures manual/ 4.11.4 Manual handling.

Prior to undertaking a manual handling task, consider the following four factors: Task, Individual, Load and Environment (known under the TILE acronym) to ensure a thorough evaluation of the task and its associated risk.

Please carry out the Risk Assessment using the Master template ‘’Manual-handling of weights’’ in CSM when handling stores/spares/steel plates or handling heavy weights (more than 30 kg for men and more than 20 kg for women),

Also carry out OJT as per attached guidelines and record details of training in form 3.2.3.

8. RIGHTSHIP SECTION 14 – GENERAL APPEARANCE – HULL AND SUPER STRUCTURE

RIGHTSHIP has commenced inspection of dry vessels using their checklist (RISQ) which is uploaded on the landing page of SHEQ.

There are 17 chapters in the RIGHTSHIP questionnaire.

The Company will send guidance for each section as part of the monthly campaign.

For this month, the Master shall go through the attached **“GENERAL APPEARANCE – HULL AND SUPER STRUCTURE”** checklist with all officers and ensure that the vessel is in compliance with all the items.

Please revert to the Marine Superintendent with any queries or sections that your vessel does not fully comply with.

9. NEW PARTICULARLY SENSITIVE SEA AREA: NUSA PENIDA AND GILIMATRA ISLANDS IN LOMBOK STRAIT

The Master shall discuss the attached PSSA with all deck officers and comply with applicable protective measures if transiting these areas.

These areas shall be marked on the ECDIS.

We have updated the same in Nautical Manual, Chapter 20.

10. MOORING FATALITY

The Master shall discuss the attached Mooring fatality incident published by the Nautical institute with all deck officers and ratings and take applicable measures to prevent recurrence.

11. TRIMMING OF CARGOES

Section 5.1.3 of the IMSBC code is clear that “The master has the right to require that the cargo be trimmed level, where there is any concern regarding stability based upon the information available, taking into account the characteristics of the ship and the intended voyage.”

It remains the ship master’s responsibility to ensure that the cargo is safely prepared for transport and trimmed properly prior to departure.

The Master shall discuss attached BRITANNIA P&I bulletin regarding the importance of proper trimming of cargoes with all deck officers and ratings.

12. ACCOMMODATION LADDER INCIDENT

The Master shall discuss the attached incident with all deck officers and ratings and take applicable measures to prevent recurrence.

13. CRANE JIB DAMAGE INCIDENT

On one of our vessels, the indentation damage to crane no.4 jib was reported to office by THE Superintendent on 7th Feb 25 during his visit to vessel in Port. The ship staff was unaware of the indentation. There was no report from the ship about the indentation on the jib.

The crane was repaired as per the maker’s repair plan and to the satisfaction of Class incurring huge cost and off hire of vessel.

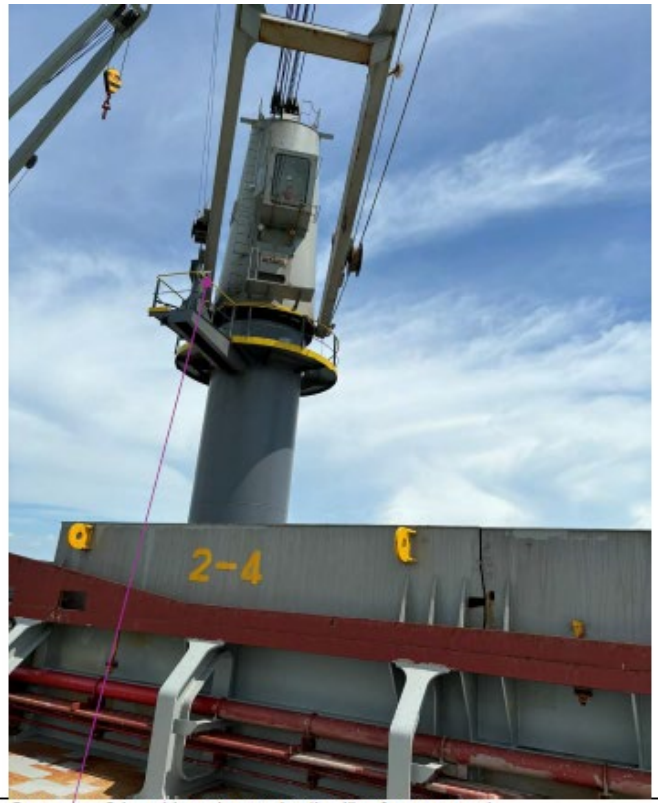
Investigation findings:

1. The cranes are normally parked/unparked by Bosun when bypass key is used. There is one more person on deck for removing/putting the lashing wire on the hook.
2. Stevedores also operate cranes on bypass mode for picking up the Forklift/Bulldozer. The duty person takes the key with him to crane cabin and stays there until bypass function is completed. There is no other deck person on deck near the crane when crane is operated on bypass mode.
3. The contact damage occurred during luffing operation, with lower limit bypassed. The damage / indentation is on the bottom of the jib and occurred when No. 4 crane jib, came in contact with top side of No. 3 crane parking post on No. 4 Crane platform. This damage cannot occur during parking of No. 4 crane or during its slewing operation.

No 4 Crane Jib Indentation

No. 3 Crane Jib Resting Post

No view of the crane head housing from the driver's seat (Crane no. 2)



Crane no. 3 head housing under the jib of carne no. 4

4. Contact point of damage “No. 3 crane jib parking post “is not visible from No. 4 crane cabin, is in a blind spot.

5. Possible reason for contact damage
   a) Contact during lowering of No. 4 crane jib, with luffing lower limit bypassed, for lifting of Forklift/Bulldozer by stevedore from jetty when vessel was starboard side alongside or for lifting of ship’s spares / stores from boat on starboard side. As per investigation on board, No. 4 crane was not used for lifting spares / stores in last 3 months. Only Provision crane and No. 1 deck crane was used for spares / stores delivery.

   b) Contact during lowering of No. 4 crane jib on starboard side, for maintenance/ repairs on grab fittings and accessories, fitted on crane jib. As per CO, he suspects that jib damage occurred when jib was lowered to repair guide wire of no. 4 grab Tamatave, using the No. 4 crane stowage platform for repair. However, as per C/E, the repairs on No. 4 Grab were carried out in Tamatave with crane jib in mid-ship position. No photos or evidence was available. The ETO involved in the grab repairs in Tamatave, had already signed off the vessel.

Root Cause:

Lack of situational awareness - Crane driver not aware of that crane jib can contact the housing bracket during lowering the jib on bypass mode

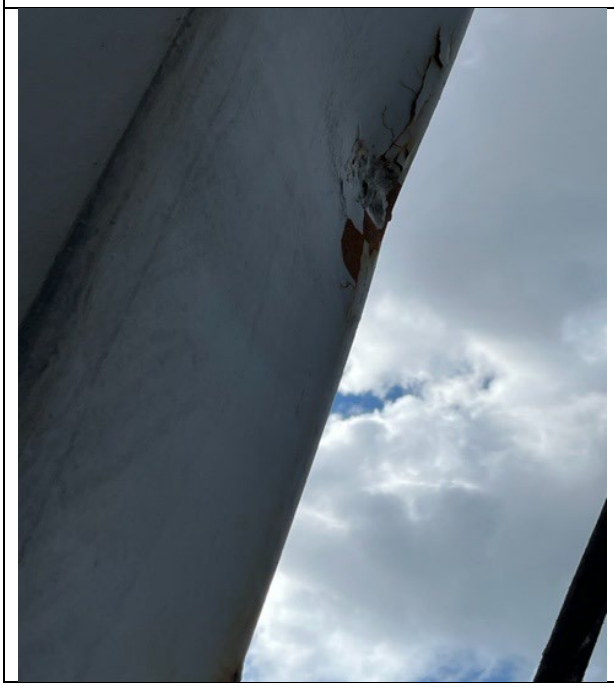
Lack of supervision – No supervision from deck during lowering the jib on bypass mode

Staff to comply with the following Lessons Learnt to prevent recurrence:

1. **Crane not to be operated on bypass mode without informing the deck duty officer except when housing the crane.**
2. **Shore crane driver and shore signal person is to be made aware of the possible contact damage to crane jib with the crane housing when stevedore requires crane to operate at bypass mode for lowering the jib to pick up bulldozer/forklift etc.**
3. **Crane bypass mode key is not to be left in the crane cabin, ship’s crew is to be present with the shore crane driver when crane is operated on bypass mode. After bypass operation mode is completed, key is removed and kept in the custody of duty officer.**
4. **One deck personal present on deck for overseeing the operation of the crane, when bypass mode is used.**
5. **Cranes are inspected using checklist Form 2.3.7 during pre-arrival checks. Refer item 1.7 in the checklist. Any damage to crane is to be immediately reported to office.**

1.7	Crane Jib free from indentation / deep scratches (Inspect all sides of the jib including lower and upper sides of the jib all along its length) to confirm that the Jib is free from deflection / cracks / other damages.		

Similar crane jib indentation in fleet vessels ship staff failed to notice and found during office staff ship visit:



SRS calling Australia's ports

26 February 2025

Flag State Control

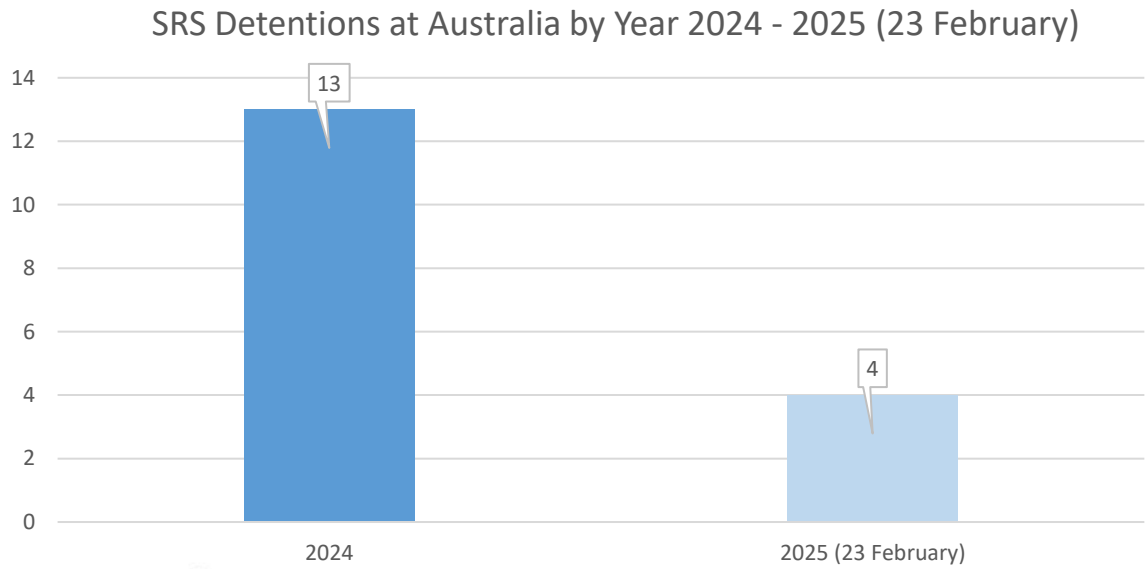
Shipping Division, MPA

SINGAPORE REGISTRY OF SHIPS

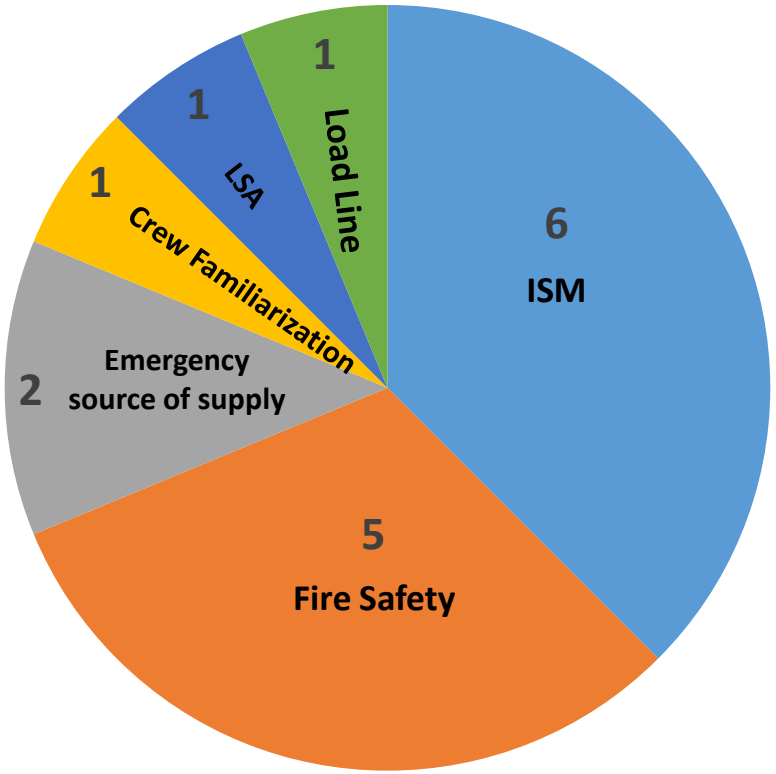
Your Partner in Quality & Sustainable Shipping

SRS PSC Performance in Australia

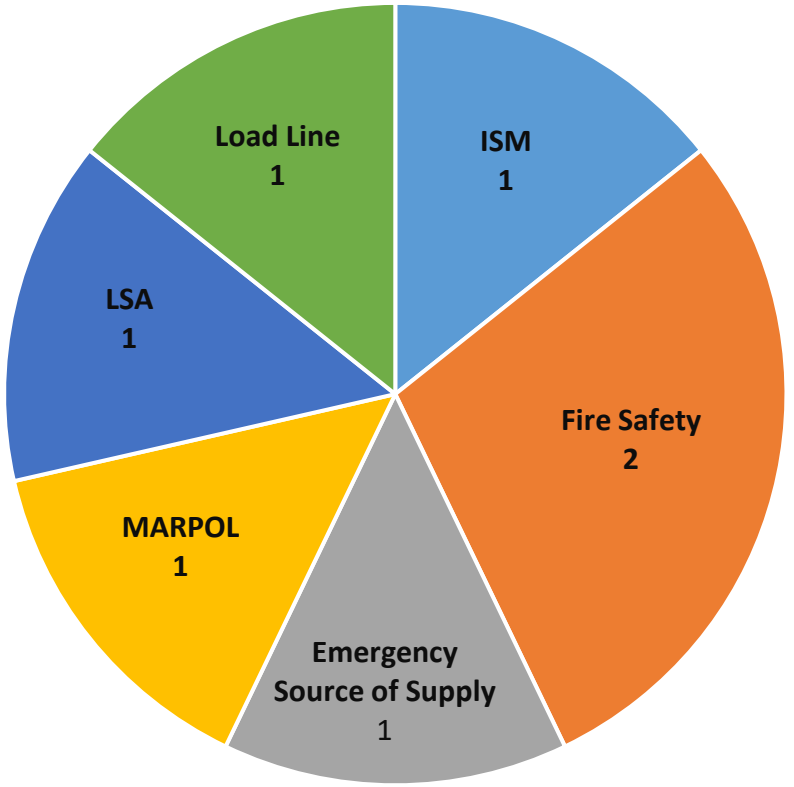
SRS Detentions at Australian Ports [2024 – 2025 (Till 23 Feb 2025)]



Code - 30 Detainable Deficiencies issued by Category



2024 Code 30 deficiencies

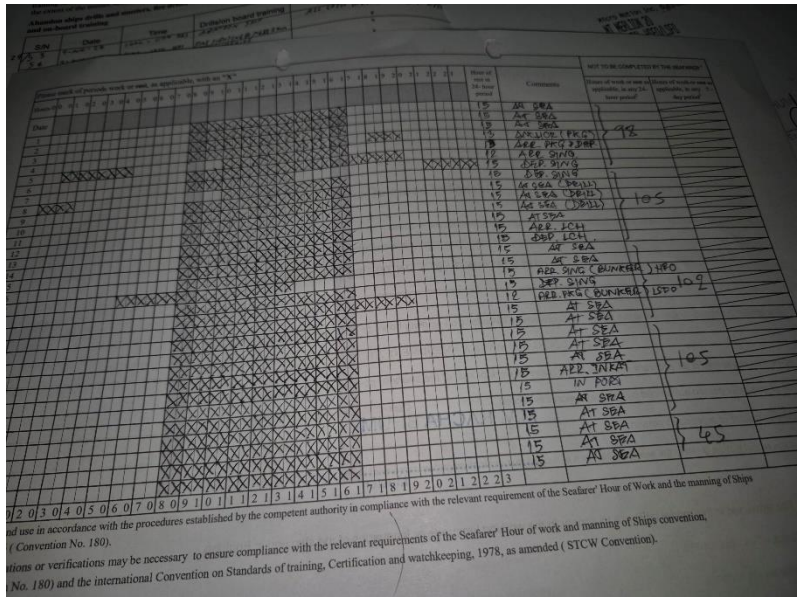


2025 Code 30 deficiencies

Breakdown of code-30 Detainable Deficiencies

Fitness for duty - work and rest hours:

- Serious violations of MLC requirements for hours of work and rest for several seafarers.



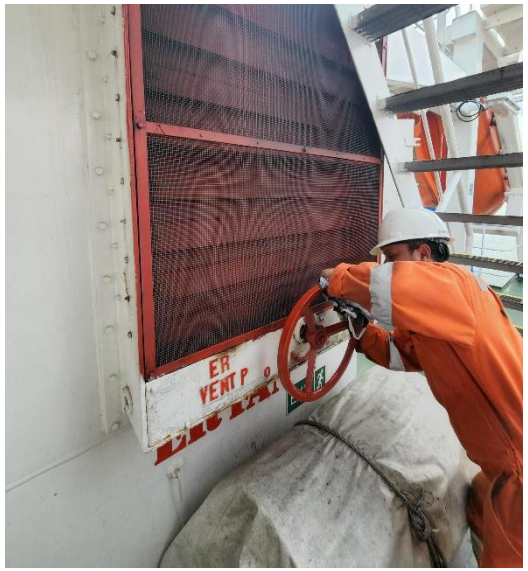
Embarkation Arrangement Survival Craft:

- Liferaft embarkation ladders on port and starboard side defective.

Breakdown of code-30 Detainable Deficiencies

Fire dampers :

- All Engine Room ventilation fire dampers unable to be closed.
- Engine Room port side fire damper not operational.



Other (Fire Safety):

- Insulation fitted to high temperature surfaces of the following are defective: exhaust gas pipes and turbocharger casings on No.1, 2 and 3 auxiliary engines; exhaust gas inlet pipe to main engine turbocharger.

Breakdown of code-30 Detainable Deficiencies

Emergency source of power:

- Emergency Generator defective when simulated starting carried out - unable to take emergency electrical load for emergency switchboard.
- Emergency generator does not automatically connect to emergency switchboard.

Breakdown of Detainable Deficiencies related to ISM

Resources and personnel:

- Master and crew unfamiliar with essential shipboard procedures relating to safety, as evidenced by unfamiliarity with ECDIS.
- Senior officer unable to demonstrate the correct bump test operation of personal gas detector Riken Keiki GX-3R.

Emergency preparedness:

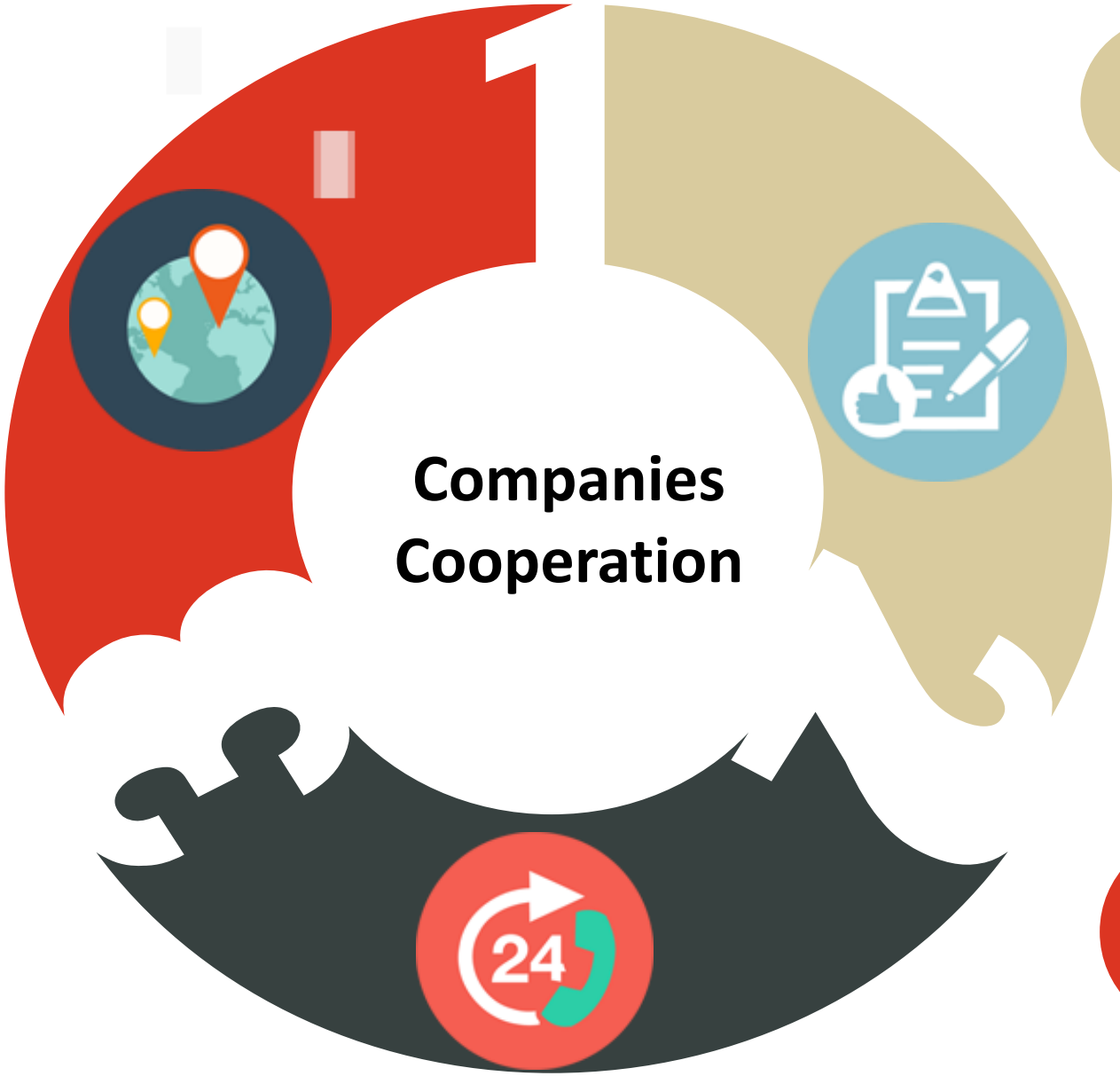
- Simulated launching of freefall lifeboat and the launching and maneuvering of rescue boat not carried out at required intervals.
- No evidence of freefall lifeboat and rescue boat being maneuvered in the water within the last three months.

Maintenance of the ship and equipment:

- Exhaust leakage from No.1 auxiliary engine into engine room (from exhaust gas outlet pipe from turbocharger).
- Main Engine jacket water cooler sea water inlet pipe holed in multiple locations with temporary repairs.
- Main engine lube oil cooler sea water inlet pipe holed in multiple locations with temporary repairs.

Pre arrival preparation for AMSA Inspection at Australian Ports

Requirement of SRS prior arrival to Australia's port



1 Pre-arrival Inspection

- SRS to conduct a self-inspection using MPA checklist prior to calling Australia port

2 Declaration

- Report back to MPA (shipping@mpa.gov.sg) on the condition of the vessel

3 Reporting of deficiency

- Report to flag or Class for dispensation for deficiency that cannot be promptly rectified
- Report to AMSA prior calling to port

Prior Arrival to Australia Port

- Company/Master to ensure Singapore-registered ship(SRS) is **seaworthy** and is in satisfactory condition for AMSA inspection.

- Master to complete the **Pre-Arrival Inspection Checklist. Company to verify the completed checklist by Master** and submit to MPA.

- Company/master to **apply dispensation** for defective equipment through Class/MPA and Singapore-flagged ship to be issued with applicable **short-term statutory certificate(s)**.

- Company/Master shall also **report any equipment defect/malfunctions** or incident onboard SRS by submitting the **Form 18 and/or Form 19 to AMSA** prior arrival to any Australian port.

- Company / Master with SRS that operates to Australia **shall notify MPA** via shipping@mpa.gov.sg **3 days before she calls to Singapore port**. **Note: Please ensure compliance with this requirement.**

Actions taken by MPA when SRS is detained

Actions taken by MPA when SRS is detained and conditions before depart from Port of Detention.

- Vessel will not be allowed to depart from the port of detention (provisionally detain) until an **additional survey of expanded scope and additional ISM audit, if required are** carried out satisfactory by the vessel's class and acceptable by MPA.

- **Dispensation / ST Certificate will not be granted** by MPA for PSC deficiencies.

- Top 4 senior officers (Master, Chief Engineer, Chief Officer and 2nd Engineer) individually to provide a written **"Statement of Fact" explaining why** the vessel was detained & the validity of each deficiency. MPA may/will take actions against the Master, Chief Engineer and responsible officers for operating unsafe ship.

- Company is **required to investigate** into the root cause of the issues which lead to the detention and submit a corrective & preventive action plan (CAPA) and supporting document to MPA.

- **Detention meeting** between MPA and company's senior management to discuss and go through the CAPA.

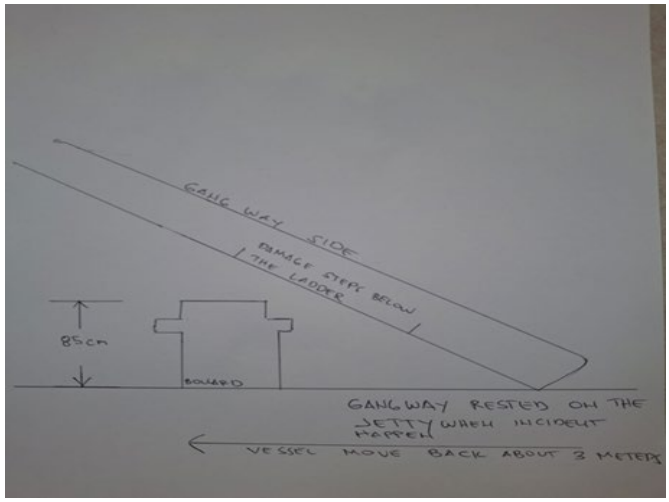
- Further actions **may be imposed** such as close monitoring of the ship, DOC AVA, etc.

MPA
SINGAPORE

Damaged Steps of Stbd side Accommodation ladder

Event Details

While the vessel was alongside, a container vessel passed on the port side causing the vessel to surge and move 3 meters aft which resulted in the accommodation ladder contacting the shore bollard and damaging the ladder 4 steps.



Damaged Steps of Stbd side Accommodation ladder

Root Causes

Group	Root Cause	Remark
IC - Substandard Acts	08 Improper Placement	The accommodation ladder was placed in an area where there was an obstruction (shore bollard)
IC - Substandard Acts	19f Other external party not under Company / Management control	The container vessel passed on the port side causing the vessel to surge and move 3 meters aft which resulted in the accommodation ladder making contact with the shore bollard
IC - Substandard Conditions	58 Inadequate Port and Berthing Facilities	There was a bollard on the jetty at the accommodation ladder landing area.
RC PF-05 Lack of Competence	5.06 Lack of situational awareness / risk perception / risk awareness	When berthing, the bridge team did not check and ensure if the landing area for the gangway was correct and free from obstructions like bollards etc.
RC SF-17 Inadequate Communication Information	17.06 Inadequate transfer of Information with other external parties	The Master did not discuss moving the ship ahead or astern with the Pilot for best gangway landing area.

Corrective Actions

The ladder steps were temporarily repaired and made safe for use.
The accommodation ladder was lifted up well clear of the bollard and a brow was secured to the accommodation ladder.
Safety net was rigged along the entire length of the ladder and the brow.

Preventive Actions

- Always make sure that all mooring line are tight every time at berth especially when the port is inside the river or narrow channel and where there are frequent vessels passing by at close range. Passing ships passing need some speed to keep steerage to pass under the bridge close by, while sailing, and arriving.

- When berthing, check the area for landing the gangway is correct and free from obstructions like bollards etc. The Master shall discuss moving the ship ahead or astern with the Pilot for best gangway landing area.

- If the layout of the berth is in manner that there is an obstruction like bollard in the gangway landing area, consider using a brow so that the gangway does not come in contact with the obstruction. The brow shall be properly secured to the gangway with safety net rigged around and the safety officer shall ensure that the brow is safe to use

Damaged Steps of Stbd side Accommodation ladder

- The OOW and gangway watch keeper shall ensure that the gangway is monitored at frequent intervals especially when vessels are passing close by. The gangway shall be adjusted considering tides and draft change due to cargo operations. The gangway watch keeper shall ensure that under no circumstance, the gangway lands on the gap between the ship side and the berth to avoid crushing damage.

February 2025

05/2025: New Emissions Control Areas for Mediterranean Sea, Canadian Arctic and Norwegian Sea

Applicability: shipowners, ship operators, ship managers and ship masters.

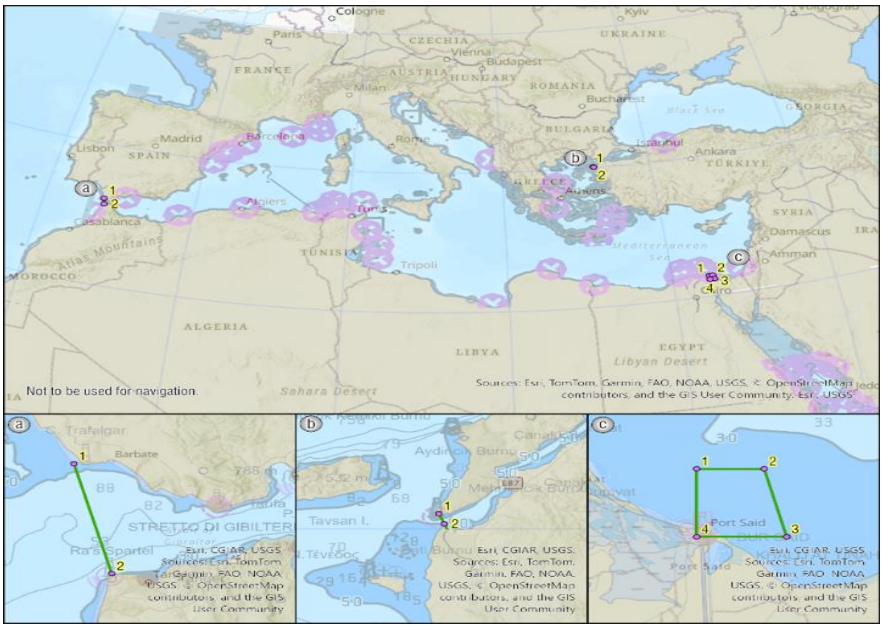
The IMO has adopted amendments to MARPOL Annex VI which introduce three new Emissions Control Areas (ECAs) for nitrogen oxides (NOx) and sulphur oxides (SOx).

The following new areas will require ships to comply with reduced emissions limitations:

- Mediterranean Sea (SOx)
- Canadian Arctic (NOx and SOx)
- Norwegian Sea (NOx and SOx)

These ECAs are defined in the regulations and are illustrated in below charts:

Mediterranean Sea - In the below chart, the numbered points relate to the corresponding coordinates given in the regulations.



Lloyd's Register Group Limited (Reg. no.08126909) is a limited company registered in England and Wales. Registered office: 71 Fenchurch Street, London, EC3M 4BS, UK. A member of the Lloyd's Register group. Lloyd's Register is a trading name of Lloyd's Register Group Limited and its subsidiaries. For further details please see www.lr.org/entities © Lloyd's Register Group Limited. 2025.

Canadian Arctic - In the below chart, the numbered points relate to the corresponding coordinates given in the regulations.

Norwegian sea - In the below chart, the numbered points relate to the corresponding coordinates given in the regulations.

Mediterranean Sea becomes a SOx ECA from 1 May 2025

From this date, amendments to MARPOL Annex VI Regulation 14.3.5, as amended by IMO Resolution **MEPC.361(79)**, will prohibit ships operating within the Mediterranean Sea ECA from using fuel oils with a sulphur content exceeding 0.1% m/m unless an approved equivalent arrangement is used such as Exhaust Gas Cleaning Systems.

Canadian Arctic and Norwegian Sea become NOx ECAs from 1 March 2026

From this date, in accordance with MARPOL Annex VI Regulations 13, as amended by IMO Resolution **MEPC.392(82)**, ships operating in either the Canadian Arctic ECA or Norwegian Sea ECA with a marine diesel engine with power output of more than 130kW are required to be certified to the NOx Technical Code 2008 to meet the NOx Tier III standard, as follows:

- For the Canadian Arctic ECA, ships with keels laid or at a similar stage of construction on or after 1 January 2025.

Lloyd's Register Group Limited (Reg. no.08126909) is a limited company registered in England and Wales. Registered office: 71 Fenchurch Street, London, EC3M 4BS, UK. A member of the Lloyd's Register group. Lloyd's Register is a trading name of Lloyd's Register Group Limited and its subsidiaries. For further details please see www.lr.org/entities © Lloyd's Register Group Limited. 2025.

- For the Norwegian Sea ECA:
    - Ships with a building contract placed on or after 1 March 2026
    - In absence of a building contract, ships with keels laid or at a similar stage of construction on or after 1 September 2026; or
    - The delivery is on or after 1 March 2030

Canadian Arctic and Norwegian Sea become SOx ECAs from 1 March 2027

From this date, amendments to MARPOL Annex VI Regulations 14.3.6 and 14.3.7, as amended by IMO Resolution MEPC.392(82), will prohibit ships operating within either the Canadian Arctic ECA or Norwegian Sea ECA from using fuel oils with a sulphur content exceeding 0.1% m/m unless an approved equivalent arrangement is used such as Exhaust Gas Cleaning Systems.

LR advises that ship owners and ship operators are aware of three new Emissions Control Areas (ECAs) for nitrogen oxides (NOx) and sulphur oxides (SOx).

Ships operating in or entering the new SOx ECAs on or after their effective dates, will need to have on board sufficient compliant fuel oil (0.1% m/m maximum sulphur content) and bring it into use as required, or have installed and operate an approved alternative compliance mechanism, such as an Exhaust Gas Cleaning System.

Ships entering the new SOx ECAs before these dates, which intend to stay in them after the relevant ECA enters effect, will need to ensure that compliant fuel oil is brought into use no later than 00:00 hrs on the effective date. Lloyd's Register recommends that this fuel change-over is recorded in the same way as if the ship was entering an ECA.

Existing ECAs

The existing NOx and SOx ECAs are as follows:

- North American area
- United States Caribbean Sea area
- Baltic Sea area, and
- North Sea area

For further information

For further information or advice, please get in touch with **statutorysupport@lr.org**.

Lloyd's Register Group Limited (Reg. no.08126909) is a limited company registered in England and Wales. Registered office: 71 Fenchurch Street, London, EC3M 4BS, UK. A member of the Lloyd's Register group. Lloyd's Register is a trading name of Lloyd's Register Group Limited and its subsidiaries. For further details please see www.lr.org/entities © Lloyd's Register Group Limited. 2025.

202511 Mooring fatality

26 FEB 2025

MARS

Providing learning through confidential reports – an international co-operative scheme for improving safety

As edited from MAIB (UK) report 18/2024

Under pilotage, a bulk carrier was coming alongside a berth for loading. As they approached, the pilot explained to the Master the required manoeuvres. Two tugs would assist with the berthing operation. The vessel would be moored port side to the berth with two springs and four head/stern lines forward and aft, respectively.

Once the vessel was alongside with the first springs fore and aft fastened, the port control advised the pilot that the vessel needed to move 30m astern to align with the cargo loading arm. The Master instructed the mooring party crews accordingly. The vessel's engine control was set to dead slow astern, and it began to move back, eventually reaching a speed of 0.5 knots. During the manoeuvre, the forward mooring party heaved in the slack on the forward spring and the aft deck mooring party slackened the aft spring.

Position of victim just prior to spring line recoil

A few minutes later, the officer in charge of the aft mooring party positioned himself near the accommodation ladder and looked over the side rail directly above the slack spring line while using a VHF radio. At that moment, the spring line tightened, then slackened and then came under tension once more. A loud bang was heard as the line suddenly released and recoiled vertically upwards.

The officer was struck under his chin by the recoiling spring line. He was lifted and thrown backwards, his head striking the accommodation ladder behind and above his former position.

The victim was found lying in a large pool of blood and the alarm was raised. Within seconds, medical assistance was requested from the port and the tugs directed to hold the vessel alongside. The port's medical team boarded within minutes, but the victim was pronounced deceased at the scene.

The investigation found, among other things, that:

- As the vessel moved astern under its own power the aft spring line became trapped on the dock fendering.
- As the line tensioned and the vessel momentarily moved away from the jetty, the line released (like a bow string) upwards at an estimated speed of 65km/hr leaving the victim minimal opportunity to move out of its path.

- The use of engines while running lines is generally avoided during mooring operations to reduce the risks of mooring lines being drawn into a rotating propeller or rapid tensioning of a line.
- The terminal's mooring procedure specifically stated that there should be no ship running manoeuvres, implying that a vessel should not use its engines while positioning alongside. It is probable that the Master of the vessel was unaware of this requirement because a copy of the terminal mooring procedure had not been provided.
- Given that vessel's engines were apparently often used while manoeuvring alongside berths at this port, it is also probable that the pilots had not been provided with the mooring procedure either.

Lessons learned

- This accident is reminiscent of MARS 201870 where the victim, also at the aft mooring area, looked overboard to gain a better view and was struck by the released spring under tension.
- This accident is testament, once again, to the dangers of mooring work. Be aware of your environment and the potential hazards.
- The energy within mooring ropes can easily injure or kill. Always use extreme caution when working within the mooring area.
- If there is no clear, unimpeded path from fairlead to bollard, beware of increased tension in the line. If necessary, slacken the line until the obstruction has been cleared.

Return to listing

The Nautical Institute
200B Lambeth Road, London, SE1 7JY
T:+44 (0)20 7928 1351 F:+44(0)20 7401 2817
E: **sec@nautinst.org** W: **www.nautinst.org**
The Nautical Institute is a Registered Charity No.1002462

March 2024

07/2025: New Particularly Sensitive Sea Area: Nusa Penida and Gili Matra islands in Lombok Strait

Applicability: shipowners, ship operators, ship managers, ship masters and ship builders.

The International Maritime Organisation (IMO) has designated the islands of Nusa Penida and Gili Matra as a Particularly Sensitive Sea Area (PSSA), having adopted resolution MEPC.396(82). An already established traffic separation scheme in the area continues to apply as the associated protective measure.

The intent of a PSSA is to minimise the risk of damage from ship groundings and pollution by international shipping activities, to protect an area's unique and endangered species, and safeguard critical habitats and diversity, as well as significant economic and cultural resources, as applicable.

The geographical coordinates of the Nusa Penida Islands and Gili Matra Islands in the Lombok Strait PSSA are provided in tables 1 and 2 below; the location code and numbered list refer to the map in figure 1.

Table 1: Geographical coordinates of the PSSA Nusa Penida Islands

Location Code	Latitude	Longitude
A	8° 39' 14.43" S	115° 34' 37.10" E
B	8° 46' 25.54" S	115° 39' 41.36" E
C	8° 51' 39.59" S	115° 35' 32.77" E
D	8° 45' 46.33" S	115° 26' 06.53" E
E	8° 41' 05.82" S	115° 24' 13.28" E
F	8° 38' 34.63" S	115° 26' 42.52" E

Lloyd's Register Group Limited (Reg. no.08126909) is a limited company registered in England and Wales. Registered office: 71 Fenchurch Street, London, EC3M 4BS, UK. A member of the Lloyd's Register group. Lloyd's Register is a trading name of Lloyd's Register Group Limited and its subsidiaries. For further details please see www.lr.org/entities © Lloyd's Register Group Limited 2025.

Table 2: Geographical coordinates of the PSSA Gili Matra Islands

NO.	Latitude	Longitude
1	8° 19' 51.00" S	116° 1' 23.00" E
2	8° 20' 34.00" S	116° 5' 42.00" E
3	8° 22' 28.00" S	116° 5' 29.00" E
4	8° 21' 59.00" S	116° 1' 11.00"

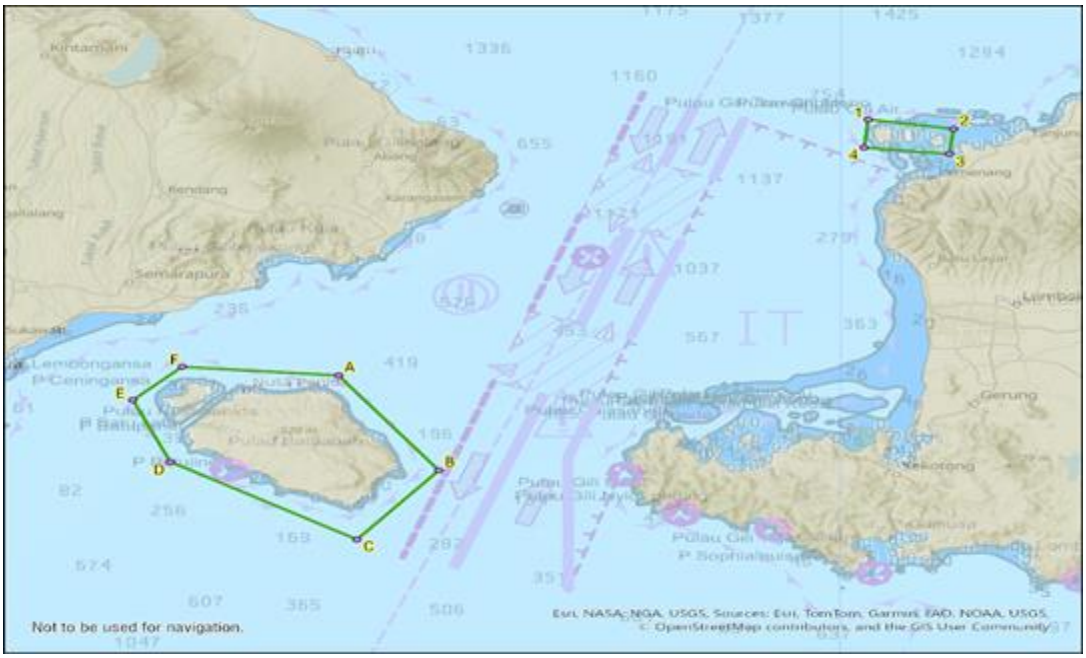


Figure 1: The above map shows the location of the Nusa Penida Islands and Gili Matra Islands in the Lombok Strait Particularly Sensitive Sea Area (taken from MEPC.369(82), and the associated protective measure of the Traffic Separation Scheme, as detailed in both Annex 4 of MEPC.396(82) and COLREG.2/Circ.74).

What shipowners and operators should do now

Be aware that any vessels transiting through this region should exercise care when navigating the PSSA and adhere to the established traffic separation scheme (TSS, **COLREG.2/Circ.74**) in place since 1 July 2019, and as detailed in Annex 4 of **MEPC.396(82)**.

How we can help

Lloyd's Register (LR) can help with the LR OneOcean's **EnviroManager+**, a user-friendly system that simplifies complex maritime environmental regulations for ship and shore personnel.

For further information

For further information or advice, please get in touch with **statutorysupport@lr.org**.

Lloyd's Register Group Limited (Reg. no.08126909) is a limited company registered in England and Wales. Registered office: 71 Fenchurch Street, London, EC3M 4BS, UK. A member of the Lloyd's Register group. Lloyd's Register is a trading name of Lloyd's Register Group Limited and its subsidiaries. For further details please see www.lr.org/entities © Lloyd's Register Group Limited 2025.

HUATAI MARINE

www.huataimarine.com
pni.bj@huatai-serv.com
Duty Phone: +86 13701125026

CIRCULAR

PNI [2024] 02

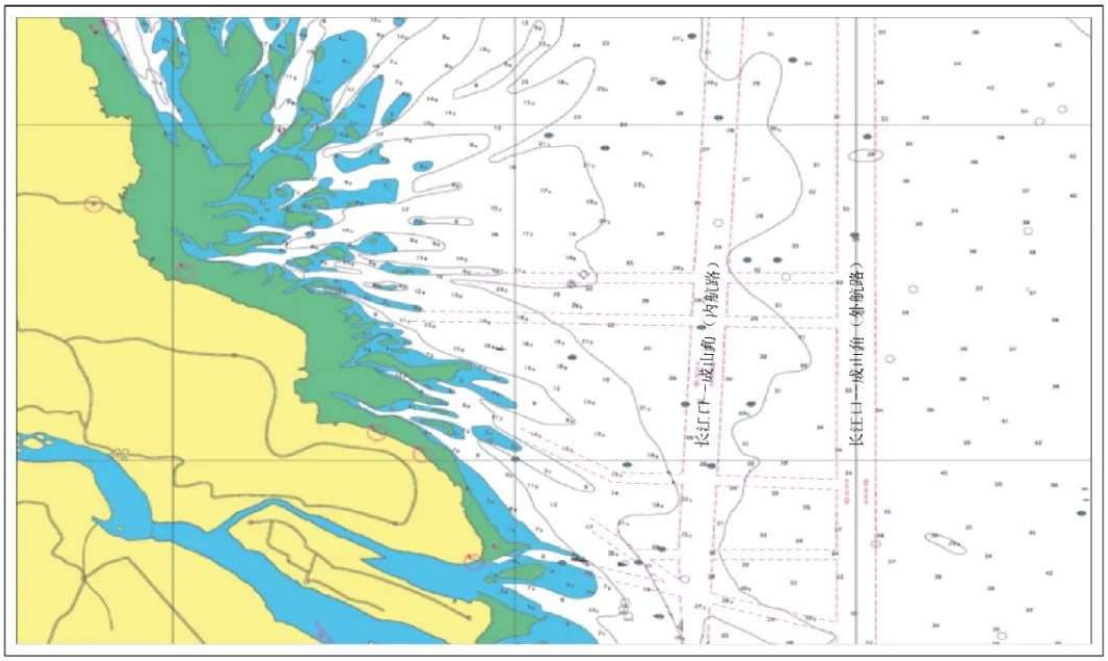
12 March 2024

Jiangsu and Shanghai MSA Jointly Published the Public Routes and Anchorages along the Coast of Nantong

Dear Sir/Madam,

Following the announcement of the recommended navigation methods, reference routes and public routes under their respective jurisdictional waters by the MSA of Zhoushan, Lianyungang, Shandong, Liaoning, Tianjin, and Hebei MSA, in order to regulate the ship navigation order along the coast of Nantong and to improve navigation efficiency and safety, Jiangsu and Shanghai MSA jointly issued a Notice

on February 4, 2024 on the announcement of the public routes and anchorages along the coast of Nantong. The main content of the Notice is as follows:



The sketch map of the public routes along the coast of Nantong

The Public Routes along the Coast of Nantong

1. The North Route (2 nautical miles in width) entering/leaving Yangkou Port from the North-South Customary Route (outer route, the same below)

The center line of the route is the connection of the following points:

32°32′07.37″N / 123°03′21.79″E
32°32′05.08″N / 121°51′36.98″E
32°32'14.16"N / 121°45'07.18”E

2. The South Route (2 nautical miles in width) entering/leaving Yangkou Port from the North-South Customary Route

The center line of the route is the connection of the following points:

32°24′02.43″N / 123°03′21.79″E
32°25′26.07″N / 121°42′04.06″E
32°26'29.50″N / 121°40'20.70″E

3. The Middle Route (2 nautical miles in width) entering/leaving Tongzhou Bay from the North-South Customary Route

The center line of the route is the connection of the following points:

31°55′36.06″N / 123°03′21.79″E
31°57′05.16″N / 122°17′34.09″E
32°04′51.91″N / 122°00′42.09″E

4. The South Route (2 nautical miles in width) entering/leaving Tongzhou Bay from the North-South Customary Route

The center line of the public route entering Lvsi, Dongzao and Tongzhou Bay from the north is the connection of the following points:

31°43′29.99″N / 123°03′21.79″E
31°43′29.99″N / 122°21′04.67″E
31°49′13.69″N / 122°12′51.35″E
31°49′58.80″N /122°12′36.80″E

The center line of the public route entering Lvsi, Dongzao and Tongzhou Bay from the south is the connection of the following points:

31°29′00.18″N / 123°03′21.79″E
31°36′39.19″N / 122°30′54.30″E
31°49′13.69″N / 122°12′51.35″E
31°49′58.80″N / 122°12′36.80″E

5. The Public Route (2 nautical miles in width) entering/leaving the seaward channel of Qidong Port at the Yangtze River Estuary from the North-South Customary Route

The center line of the public route is the connection of the following points:

31°29′00.18″N / 123°03′21.79″E
31°41′11.79″N / 122°11′37.76″E
31°41′42.90″N / 122°11′17.30″E

The Main Channels along the Coast of Nantong

1. Yangkou Operation Area

(1) Yangkou Port North Approach Channel (Lanshayang North Waterway Channel)

With a total length of approximately 18.6 kilometers, the channel starts from point A0 (32°32'29.99 "N/121°40'23.89" E) at the entrance of the Lanshayang north waterway in the east, and ends at point B3 (32°33'23.5 "N/121°28'32.83"E) northeast of the LNG terminal in the west. The minimum depth of the channel is -10.6 meters (the local theoretical minimum tide level), with a designed width of 450 meters, which meet the requirements of two-way navigation of 100,000DWT lightened ships and one-way navigation of 267,000 cubic meters LNG ships by tide.

(2) Yangkou Port South Approach Channel (Lanshayang South Waterway Channel)

With a total length of approximately 24.82 kilometers, the channel starts from point A (32°26'29.5 "N/121°40'20.7" E) at the entrance of Lanshayang south waterway channel in the east, and ends at point D (32°30'43.1 "N/121°25'30.2"E) near the Xitaiyangsha south wharf area in the west. The designed water depth of the channel from the entrance of the channel to the Jinniu Island operating area is -11.1 meters,

and the designed water depth of the channel from the Jinniu Island operating area to the heavy cargo terminal is -9.2 meters, with a designed width of 400 meters and a navigable width of 300 meters, which meet the requirements of ships of 10,000 DWT navigating to the heavy cargo terminal under all tidal conditions and bulk carriers of 70,000 DWT navigating to the planned Jinniu Island operating area by tide.

2. Lvsi, Sanjiasha, Tongzhou Bay and Haimen Operation Area

(1) Xiaomiaohong Port Approach Channel

(i) With a total length of 53.41 kilometers, the channel starts from point A (31°49'58.8 "N/122°12'36.8" E) of the -18 meters isobath outside the entrance of the Xiaomiaohong Channel in the open sea, and ends at point D (32°04'39.9 "N/121°46'31.7" E) near the Lvsi Datang Power Plant terminal. For the section of the channel where the designed depth is -13.1 meters, the corresponding navigation width of the channel is 218 meters, whereas for the section of the channel where the designed depth is -11.0 meters, the corresponding navigation width is 286 meters. The channel meets the requirements of one-way navigation of 185,000 cubic meters LNG ships and 100,000 DWT bulk carriers by tide, and two-way navigation of 20,000 DWT bulk carriers/general cargo ships under all tidal conditions.

(ii) With a total length of 19.2 kilometers, the channel starts from point D (32°05'45.514 "N/121°44'27.924" E) near the Lvsi Datang Power Plant terminal, and follows the Xiaomiaohong waterway to the starting point G’(32°09'40.7 "N/121°33'31.9" E) of the Sanjiasha South Channel. The total length of the channel is 19.2 kilometers, with a designed depth of -11.7 meters. The navigation width of the outer section of the channel is 246 meters, the navigation width of the entrance section is 263 meters, and the navigation width of the inner section is 228 meters. The channel meets the requirements of one-way navigation of 50,000 DWT bulk carriers by tide, and two-way navigation of 20,000 DWT bulk carriers and general cargo ships under all tidal conditions.

(2) Lvsi Harbour Basin Approach Channel

The channel starts from point D (32°05'09.197 "N/121°37'47.964" E) of the west boundary of berths 8 # -11 # in the west basin of Lvsi harbor basin, and ends at point A (32°05'43.83 "N/121°44'28.64" E) at the intersection point of Xiaomiaohong approach channel. The total length of the channel is 10.9 kilometers, with a designed depth of -12.9 meters and navigation width of 201-256 meters, which meet the requirements of one-way navigation of 100,000 DWT bulk carriers and 100,000 DWT container ships by tide.

(3) Sanjiasha South Channel

The channel starts from point G '(32°09'40.697 "N/121°33'31.915" E) and follows the southwest waterway to point K (32°08'26.781 "N/121°30'17.260" E) on the north side of the Dongzao Port operation area. The total length of the channel is about 6.5 kilometers, with a designed depth of -11.7 meters and a navigation width of 246-327 meters (turning section 246-536 meters), which meet the requirements of one-way navigation of 50,000 DWT bulk carriers by tide and two-way navigation of 20,000 DWT bulk carriers and general cargo ships under all tidal conditions.

3. Qihai Operation Area

Located at the Yangtze River Estuary and with a total length of 26.5 kilometers, the Qidong port seaward channel starts from Qidong buoy 1 # (31°41'42.9 "N/122°11'17.3" E), passes Qidong buoy 10 # (31°42'41.3 "N/121°01'37.3" E) and ends at Qidong buoy 16 # (31°40'49.4 "N/121°54'23.0" E). With a designed depth of 5.2 meters and a navigation width of 300 meters, the channel meets the requirements of two-way navigation of 3,000 DWT bulk carriers and one-way navigation of 80,000 DWT idle oil tankers.

In addition, there are several other channels under planning and construction in Yangkou port, Sanjiasha and Tongzhou Bay operation area.

The Main Anchorages along the Coast of Nantong

The following is a list of existing anchorages. In addition, there are several outer anchorages as well as other anchorages with various purposes are also under planning along the coast of Nantong.

No.	Anchorage Name	Latitude	Longitude	Purpose	Remark
1	N1	32°31′16.87″	121°49′11.26″	General Purpose Anchorage	Yangkou Operation Area
		32°31′16.62″	121°50′20.23″		
		32°30′18.19″	121°50′19.92″		
		32°30′18.44″	121°49′10.96″		
2	N2	32°30′58.91″	121°54′33.00″	LNG Anchorage	Yangkou Operation Area
		32°30′59.33″	121°52′53.38″		
		32°30′17.13″	121°52′53.14″		
		32°30′16.71″	121°54′32.74″		
3	N3	32°30′37.76″	122°01′34.29″	Dangerous Goods Anchorage	Yangkou Operation Area
		32°30′39.08″	121°57′06.12″		
		32°28′51.96″	121°57′05.43″		
		32°28′50.64″	122°01′33.51″		
4	S1	32°25′57.48″	121°39′05.89″	Dangerous Goods	Yangkou Operation Area
		32°25′57.67″	121°37′41.68″		

		32°25′08.97″	121°37′41.54″	Anchorage for Ships Less than 10,000 DWT	
		32°25′08.79″	121°39′05.74″		
5	S2	32°25′46.41″	121°41′58.03″	LNG Anchorage	Yangkou Operation Area
		32°25′46.69″	121°40′03.20″		
		32°25′14.23″	121°40′03.09″		
		32°25′13.94″	121°41′57.92″		
6	S3	32°26′14.53″	121°53′53.77″	Dangerous Goods Anchorage for Ships of 20,000 -50,000 DWT	Yangkou Operation Area
		32°26′13.68″	121°57′05.17″		
		32°26′46.14″	121°57′05.38″		
		32°26′46.99″	121°53′53.96″		
7	LNG Inner Anchorage	32°33′16.16″	121°38′27.18″	LNG Anchorage	Yangkou Operation Area
8	1#	31°54′50.03″	122°04′16.12″	Anchorage for Ships of 50,000 DWT	Outer Anchorage
		31°52′19.22″	122°08′00.18″		
		31°50′37.28″	122°06′25.92″		
		31°53′08.05″	122°02′41.88″		
9	2#	31°51′55.05″	122°08′35.99″	Dangerous Goods Ship Anchorage	Outer Anchorage
		31°50′44.56″	122°10′20.40″		
		31°49′15.45″	122°08′57.83″		
		31°50′25.91″	122°07′13.43″		
10	LNG Anchorage	31°50′48.56″	122°14′33.12″	LNG Ship Anchorage	Outer Anchorage
		31°49′58.15″	122°15′47.64″		

		31°49′19.99″	122°15′12.21″		
		31°50′10.39″	122°13′57.70″		

Brief Explanation of the Public Routes along the Coast of Nantong by MSA

1. In any case, the public route is only used as the recommended passage for ships navigating in the coastal waters of Nantong, and is for the reference of ship navigation personnel only. It does not exempt ship navigation personnel from their responsibility for the safe navigation of the ship.

2. The direction of the turning point on the center line described in the Notice is for the purpose of indicating the route position and direction only, and is not the route and course that recommended for ships to use. It is recommended that ships navigate as close to the right side of the center line as possible.

3. The route width is the theoretical width. Due to limitations such as natural environment and navigation conditions, the width of a route is limited to the actual width of the navigable waters.

4. The ship shall reasonably formulate her passage plan according to her characteristics and the real environment of the sea area through which she is navigating, and with reference to the latest nautical charts and publications.

5. The ships shall strictly comply with the COLREGS, 1972 and the relevant provisions published by the competent authority. When a ship is navigating within the route, attention should be paid to the change of the sounding depth to prevent the ship from grounding accidents. The ship shall navigate with extreme caution when entering, leaving or crossing the route, passing through the dense traffic waters or the intersection waters of the route.

6. To ensure smooth navigation and prevent collisions and other maritime traffic accidents, ships should avoid mooring, anchoring or operating (including fishing operations) in the waters of the route as much as possible.

Our Suggestions

1. The announcement and adoption of public routes and main channels along the coast of Nantong provide strong guarantees for ships safely entering and leaving Nantong seaports. It is recommended that when ships navigating in these waters should, as far as possible, give priority to the use of public routes and channels published by the MSA.

2. The public routes entering and leaving Nantong seaports intersect with the north-south customary route (inner route), and a large number of merchant ships converged in this water area, forming crossing, head-on and other situations. Therefore ships should strictly comply with COLREGS in order to avoid the occurrence of collision accidents when navigating in the public routes in these waters.

3. It is worth noting that there are a large number of fishing boats operating in these waters, thus ships should proactively take reasonable measures to pass and clear all fishing boats, including their fishing gear and nets.

4. Due to the influence of natural conditions and surrounding environment, there are numerous shoals in the water area off Nantong seaports. When a ship is navigating in the vicinity of the shoals, particularly in the channel adjacent to the shoals, special attention should be paid to prevent the occurrence of grounding accidents.

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

Related Circulars:

PNI[2023]05 - Zhoushan MSA issued “Notice on Publishing the Recommended Navigation Methods for Ships in the Yuxingnao Waters of Zhoushan”

PNI[2023]11 - "The Reference Routes for Common Navigation Methods between Lianyungang-Ganyu-Lanshan" - Jointly Published by Lianyungang and Shandong MSA

PNI[2023]12 - Tianjin, Liaoning, Hebei and Shandong MSA Jointly Published the Main Public Routes in the Bohai Sea and its Eastern Waters

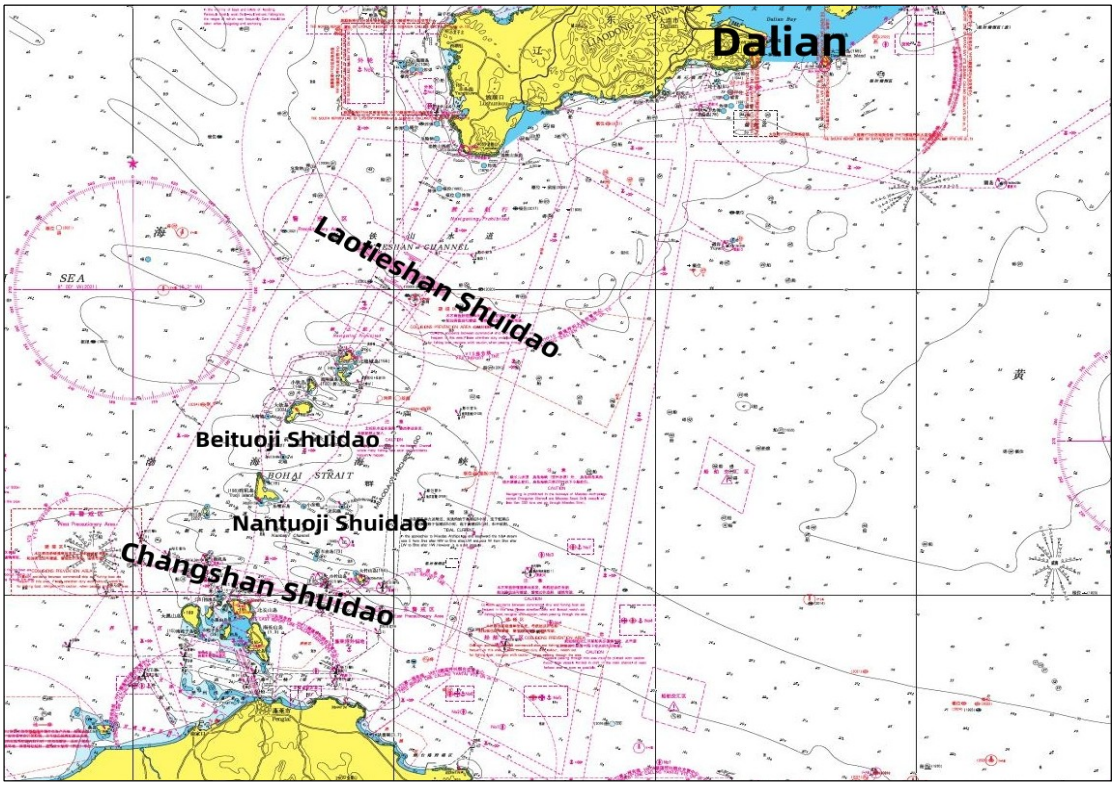
HUATAI MARINE

www.huataimarine.com
spro.bj@huatai-serv.com
Duty Phone: +86 13701125026

CIRCULAR

SPRO [2025] 03

31 March 2025



Do not Cross Tuoji Shuidao Without Authorization

Dear Sir/Madam,

Yantai Maritime Safety Administration (Yantai MSA) recently shared a typical case of a bulk carrier attempting to cross the Tuoji Shuidao (Tuoji Waterway). Using this case, Yantai MSA reminded ships not to illegally cross the Tuoji

Shuidao without authorization. Such unauthorized crossing may not only result in administrative penalties but also highly likely lead to severe navigation accidents such as collisions, groundings, and reef-strikes that pose a significant threat to the safety of navigation. Commissioned by Yantai MSA, we hereby issue this Circular with the aim of assisting the Clubs and their Members to promptly and fully understand this important safety reminder.

Huatai Suggestions

Tuoji Shuidao, consisting of the Beituoji Shuidao (North Tuoji Waterway) and the Nantuoji Shuidao (South Tuoji Waterway), is located between the Laotieshan Shuidao (Laotieshan Channel) and the Changshan Shuidao (Changshan Channel, please refer to the covering picture). In recent years, some ships, unaware of the prohibited navigation regulations in the Tuoji Shuidao, have mistakenly chosen this route to enter or exit the Bohai Strait, resulting in administrative penalties imposed by the MSA. Huatai has rich experience in handling cases of this nature and has successfully dealt with several similar cases over the past years. To help ships avoid navigation risks and reduce the likelihood of penalties, we hereby provide the following recommendations for reference:

1. The Ship Owners/Managers should distribute this Circular to all owned/managed vessels to ensure that Masters and officers are fully aware of: 1) Crossing the Tuoji Shuidao without authorization is an illegal act explicitly prohibited by the MSA; and 2) For merchant ships over 200 gt, only the Laotieshan Shuidao and the Changshan Shuidao are available for them when entering/leaving the Bohai Strait, all other waterways are prohibited from being accessed. Special attention should be paid to this requirement when ships planning their route entering/leaving the Bohai Strait.

2. Considering that the Laotieshan Shuidao offers wider navigable water area and greater water depth compared to the Changshan Shuidao, larger-tonnage ships sailing to/from Tianjin Port, Caofeidian Port, and Jingtang Port are advised to prioritize using the Laotieshan Shuidao when passing through the Bohai Strait to mitigate navigation risks.

3. Ships navigating the Bohai Strait and its adjacent waters should, where safe and practicable, follow the designated public routes published by MSA. For more detailed information on the public routes and our suggestions, please refer to Huatai Circular **SPRO[2023]12**.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or Huatai Qingdao branch office (Qingdao@huatai-serv.com).

Best regards,

CUI Jiyu
Head of Marine Team

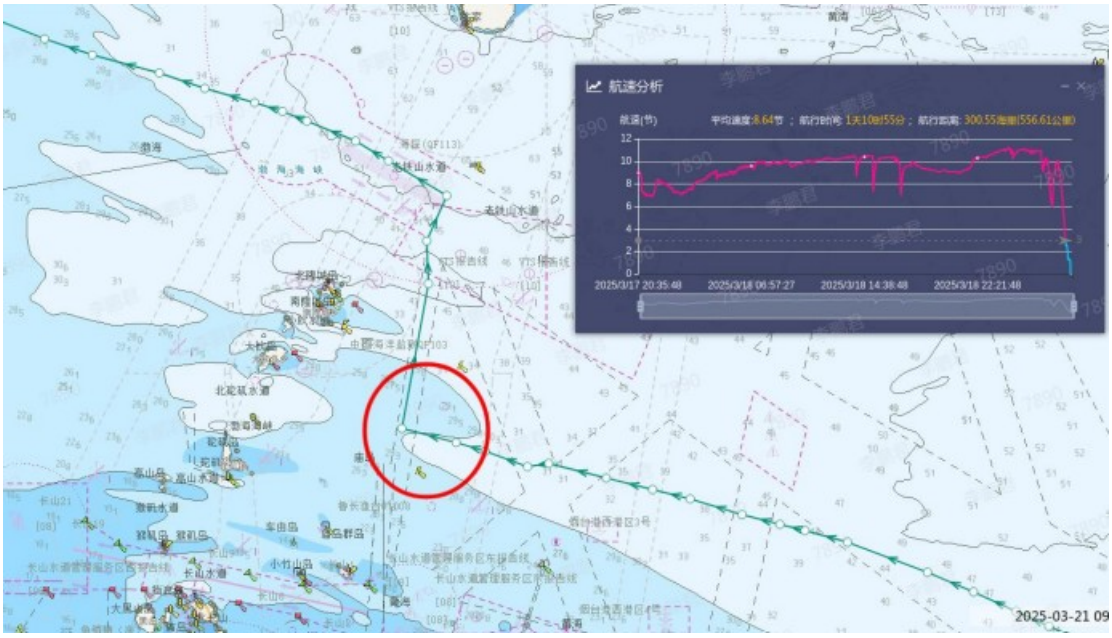
Attachment - Original Text of the MSA Document

中英双语提醒：船舶切勿非法穿越砣矶水道
Chinese-English Reminder: Do not Cross Tuoji Shuidao Without Authorization

一、航行安全风险
I. Risks of safety Navigation

案例分析：2025 年 3 月 18 日 1449 时，马绍尔群岛籍散货船“D*”轮意图穿越砣矶水道，烟台海事局值班人员电子巡查发现后立即通过甚高频提醒该轮前方为禁航区，要求该轮调整航向使用老铁山水道或长山水道，船舶之后调整航向至老铁山水道航行。事后核查该轮航次计划发现，该轮原计划穿越砣矶水道驶抵下一港。得益于烟台海事局值班员的及时发现和提醒，避免了该轮穿越砣矶水道禁航区而导致的行政处罚、触损事故等后果。

CASE STUDY:At 1449 LT, March ,18, 2025, the Marshall Islands flag bulk carrier "D*" intended to pass through Tuoji Shuidao. The officer on watch of Yantai MSA immediately informed the vessel by VHF that the Tuoji Shuidao is a prohibited area and remind the vessel to alter course to Laotieshan Shuidao or Changshan Shuidao for safe navigation. The vessel followed the instruction and altered course to Laotieshan Shuidao. The later investigation found the bulk carrier "D*"planned to cross Tuoji Shuidao, and with the timely instruction of Yantai VTS , the vessel avoided administrative penalties and accidents that may be caused by crossing Tuoji Shuidao without authorization.



渤海海峡是船舶进出渤海的唯一海上通道。位于海峡中南部的庙岛群岛将海峡自北向南有老铁山水道，北砣矶水道，南砣矶水道，长山水道，登州水道。

Bohai Haixia is the only sea passage for ships entering and leaving the Bohai Sea. Miaodo Qundao, located in the south-central part of the strait, divide the strait from north to south into Laotieshan Shuidao, Beituoji Shuidao, Nantuoji Shuidao, Changshan Shuidao, and Dengzhou Shuidao.

根据相关规定：庙岛群岛水道除老铁山水道、长山水道和登州水道（限 200 总吨以下船舶航行），其它诸水道禁止国内外商船通行。如果船舶在 200 总吨以上，进出渤海海峡，只有老铁山水道、长山水道可供通行。

According to the relevant regulations, the waterways of the Miaodo Qundao are forbidden for domestic and foreign merchant ships to pass through , except Laotieshan Shuidao, Changshan Shuidao and Dengzhou Shuidao (Only vessels of 200gt or less are permitted to use Dengzhou

Shuidao). If the ship GRT is more than 200, to enter and/or leave the Bohai Haixia, only the Laotieshan Shuidao and Changshan Shuidao can be used.

船舶穿越砣矶水道（南砣矶水道、北砣矶水道）禁航区，不仅面临海事部门的行政处罚，还存在以下安全风险。
Ships crossing the prohibited area of Tuoji Shuidao (Nantuoji Shuidao, Beituoji Shuidao) not only faces administrative penalties from the maritime department, but also has the following safety risks.

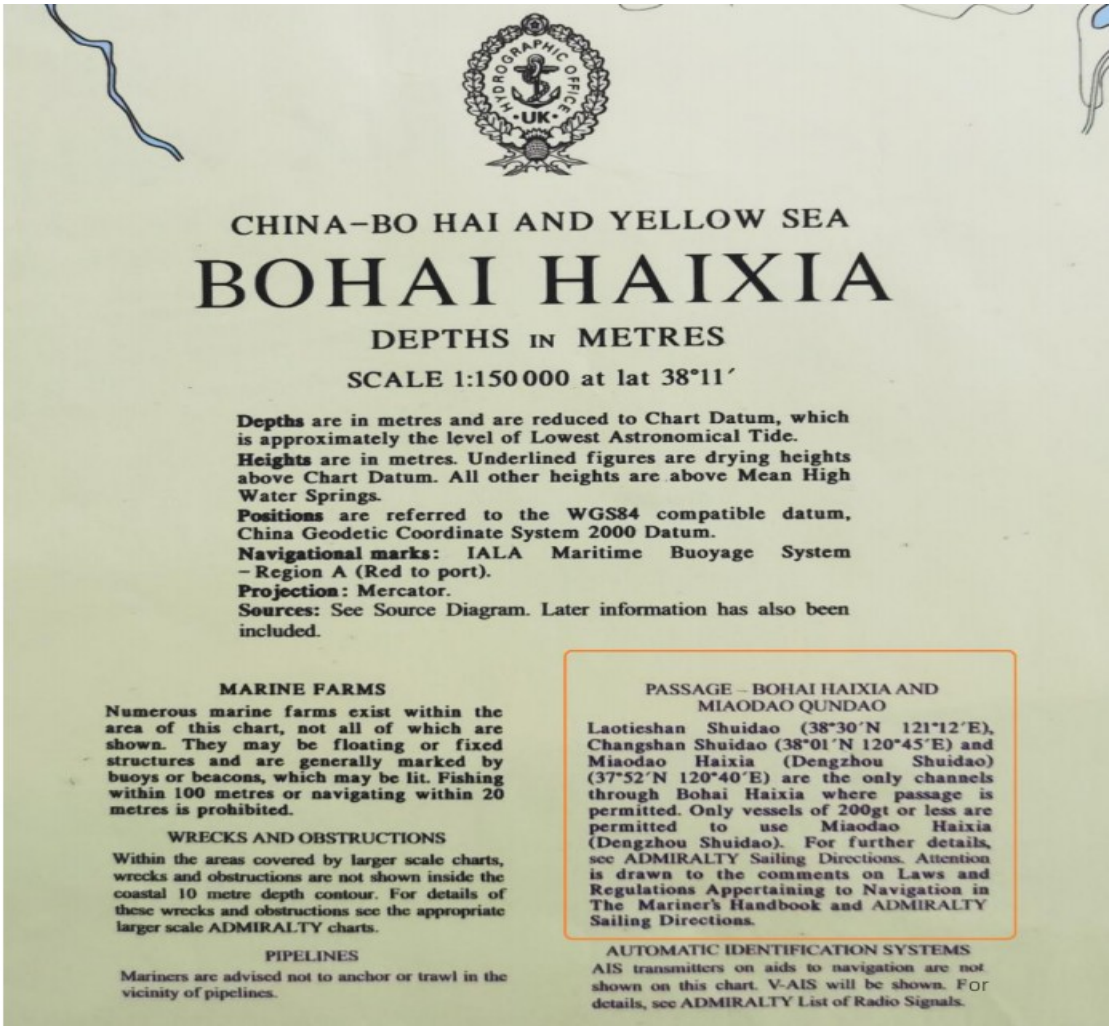
1、触碰事故。砣矶水道（南砣矶水道、北砣矶水道）周边水域存在大量海上养殖和定置网具，船舶穿越砣矶水道会导致触碰养殖或者定制网具事故。
1. Accidents of touching and damaging aquaculture. Large amount of marine farms and rigged fishing nets existed in Tuoji Shuidao (Nantuoji Shuidao, Beituoji Shuidao) water area, unauthorized passing through this area might cause accidents.

2、搁浅和触礁事故。砣矶水道（南砣矶水道、北砣矶水道）为禁航区，海测部门难以对相关水域开展勘测，通航资料更新慢。航海出版物上显示的水深等数据资料可能并不准确，北砣矶水道存在礁石，船舶尤其是大型船舶航行容易造成搁浅或触礁事故。
2. Grounding accidents. Tuoji Shuidao (Nantuoji Shuidao, Beituoji Shuidao) is a prohibited area, the National Hydrographic Department cannot survey and update the hydrographic information to date regularly. The hydrographic information of Nautical Publications/Charts in this area might be inaccurate.

Unknown rock(s) reported in Beituoji Shuidao, any unauthorized ship, especially large ships, passing this area may cause grounding accidents.

二、航海出版物及海图中的相关信息
II. Related information in nautical publications and nautical charts

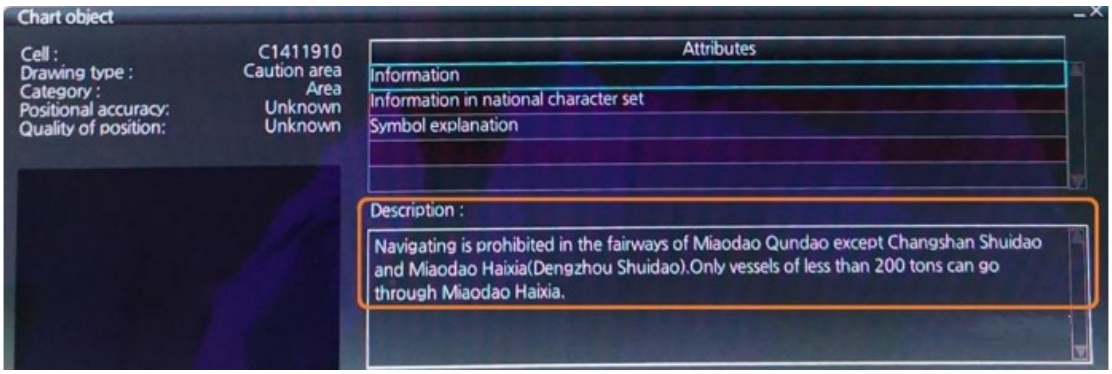
纸质海图：在相关英版海图（如 BA1206）上警示信息指出，老铁山水道、长山水道和庙岛海峡（登州水道）是通过渤海海峡的通航水道。值得注意的是只有 200 总吨以下的船舶才可以通过庙岛海峡（登州水道）。



英版海图 British Admiralty Chart

Paper chart: Warning information on the British Admiralty Chart, (e.g. BA1206) states that Laotieshan Shuidao, Changshan Shuidao and Miaodao Haixia (Dengzhou Shuidao) are navigable waterways through the Bohai Haixia. It shall bear in mind that only vessels of 200gt or less are permitted to use Miaodao Haixia (Dengzhou Shuidao).

电子海图：以下快照显示了一款电子海图（ECDIS)上的警示信息：除长山水道和庙岛海峡（登州水道）外，庙岛群岛(的)其他水道禁止通行。



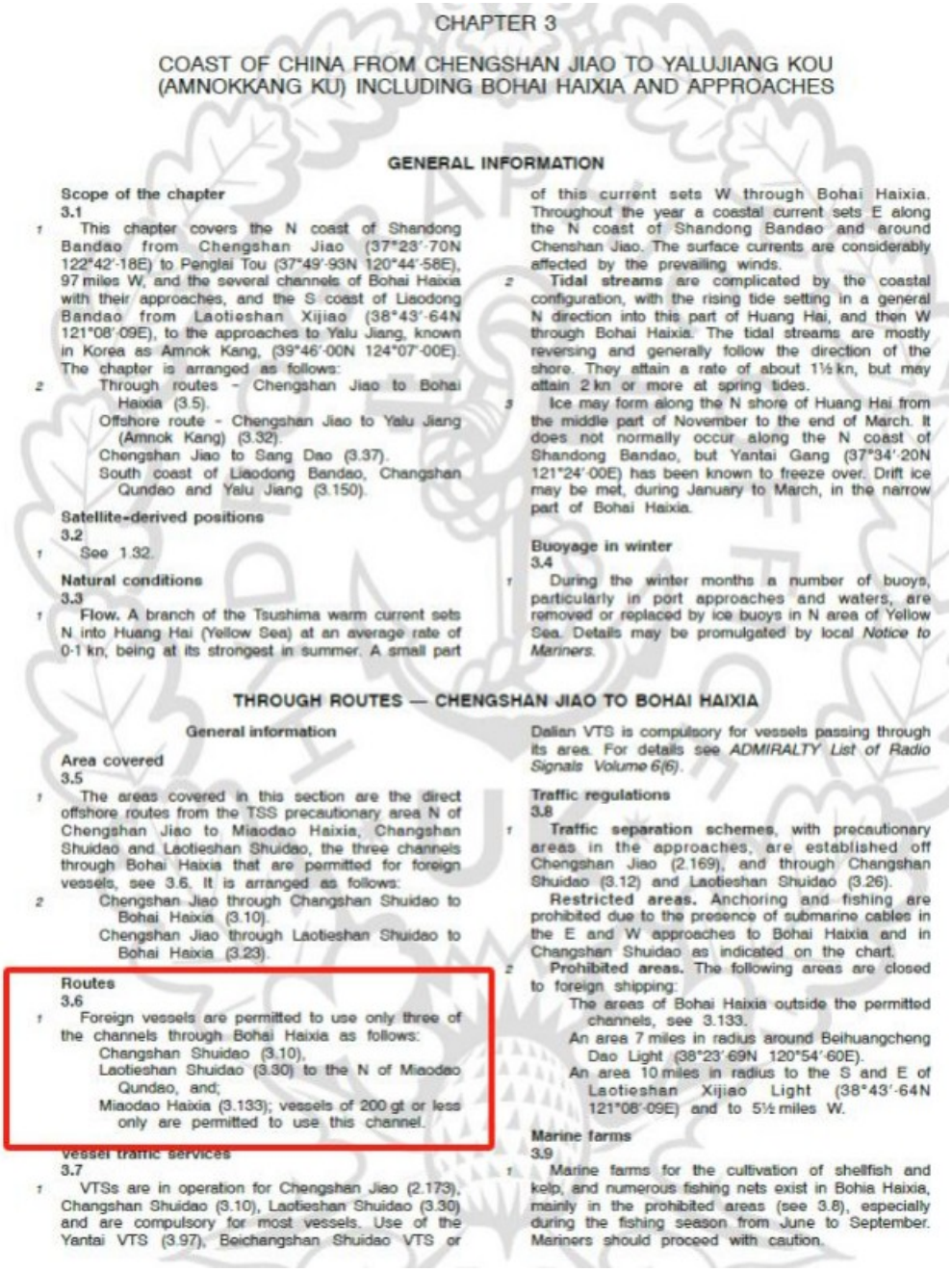
电子海图（ECDIS)上的警示信息

Warning information on the ECDIS

Electronic Charts: The following snapshot shows a warning information on one of the electronic charts (ECDIS) that navigating is prohibited in the fairways of Miaodao Qundao, except Changshan Shuidao and Miaodao Haixia(Dengzhou Shuidao). Only vessels of less than 200 tons can go through Miaodao Haixia.)

航路指南：英版航路指南 NP32B 规定，外国船舶只允许使用三个水道通过渤海海峡，即庙岛群岛北部的老铁山水道，长山

水道，以及庙岛海峡（登州水道）（仅适用总吨不超过 200 的船舶）。



CHAPTER 3

COAST OF CHINA FROM CHENGSHAN JIAO TO YALUJIANG KOU (AMNOKKANG KU) INCLUDING BOHAI HAIXIA AND APPROACHES

GENERAL INFORMATION

Scope of the chapter

3.1

1 This chapter covers the N coast of Shandong Bandao from Chengshan Jiao (37°23′·70N 122°42′·18E) to Penglai Tou (37°49′·93N 120°44′·58E), 97 miles W, and the several channels of Bohai Haixia with their approaches, and the S coast of Liaodong Bandao from Laotieshan Xijiao (38°43′·64N 121°08′·09E), to the approaches to Yalu Jiang, known in Korea as Amnok Kang, (39°46′·00N 124°07′·00E). The chapter is arranged as follows:

2 Through routes - Chengshan Jiao to Bohai Haixia (3.5).
Offshore route - Chengshan Jiao to Yalu Jiang (Amnok Kang) (3.32).
Chengshan Jiao to Sang Dao (3.37).
South coast of Liaodong Bandao, Changshan Qundao and Yalu Jiang (3.150).

Satellite-derived positions

3.2

1 See 1.32.

Natural conditions

3.3

1 **Flow.** A branch of the Tsushima warm current sets N into Huang Hai (Yellow Sea) at an average rate of 0·1 kn, being at its strongest in summer. A small part of this current sets W through Bohai Haixia. Throughout the year a coastal current sets E along the N coast of Shandong Bandao and around Chenshan Jiao. The surface currents are considerably affected by the prevailing winds.

2 **Tidal streams** are complicated by the coastal configuration, with the rising tide setting in a general N direction into this part of Huang Hai, and then W through Bohai Haixia. The tidal streams are mostly reversing and generally follow the direction of the shore. They attain a rate of about 1½ kn, but may attain 2 kn or more at spring tides.

3 Ice may form along the N shore of Huang Hai from the middle part of November to the end of March. It does not normally occur along the N coast of Shandong Bandao, but Yantai Gang (37°34′·20N 121°24′·00E) has been known to freeze over. Drift ice may be met, during January to March, in the narrow part of Bohai Haixia.

Buoyage in winter

3.4

1 During the winter months a number of buoys, particularly in port approaches and waters, are removed or replaced by ice buoys in N area of Yellow Sea. Details may be promulgated by local *Notice to Mariners*.

THROUGH ROUTES — CHENGSHAN JIAO TO BOHAI HAIXIA

General information

Area covered

3.5

1 The areas covered in this section are the direct offshore routes from the TSS precautionary area N of Chengshan Jiao to Miaodao Haixia, Changshan Shuidao and Laotieshan Shuidao, the three channels through Bohai Haixia that are permitted for foreign vessels, see 3.6. It is arranged as follows:

2 Chengshan Jiao through Changshan Shuidao to Bohai Haixia (3.10).
Chengshan Jiao through Laotieshan Shuidao to Bohai Haixia (3.23).

Routes

3.6

1 Foreign vessels are permitted to use only three of the channels through Bohai Haixia as follows:
Changshan Shuidao (3.10),
Laotieshan Shuidao (3.30) to the N of Miaodao Qundao, and;
Miaodao Haixia (3.133); vessels of 200 gt or less only are permitted to use this channel.

Vessel traffic services

3.7

1 VTSs are in operation for Chengshan Jiao (2.173), Changshan Shuidao (3.10), Laotieshan Shuidao (3.30) and are compulsory for most vessels. Use of the Yantai VTS (3.97), Beichangshan Shuidao VTS or Dalian VTS is compulsory for vessels passing through its area. For details see *ADMIRALTY List of Radio Signals Volume 6(6)*.

Traffic regulations

3.8

1 **Traffic separation schemes**, with precautionary areas in the approaches, are established off Chengshan Jiao (2.169), and through Changshan Shuidao (3.12) and Laotieshan Shuidao (3.26).

Restricted areas. Anchoring and fishing are prohibited due to the presence of submarine cables in the E and W approaches to Bohai Haixia and in Changshan Shuidao as indicated on the chart.

2 **Prohibited areas.** The following areas are closed to foreign shipping:
The areas of Bohai Haixia outside the permitted channels, see 3.133.
An area 7 miles in radius around Beihuangcheng Dao Light (38°23′·69N 120°54′·60E).
An area 10 miles in radius to the S and E of Laotieshan Xijiao Light (38°43′·64N 121°08′·09E) and to 5½ miles W.

Marine farms

3.9

1 Marine farms for the cultivation of shellfish and kelp, and numerous fishing nets exist in Bohia Haixia, mainly in the prohibited areas (see 3.8), especially during the fishing season from June to September. Mariners should proceed with caution.

英版航路指南 NP32B 规定

ADMIRALTY Sailing Directions NP32B

Sailing Direction: ADMIRALTY Sailing Directions NP32B states that foreign vessels are permitted to use only three of the channels through Bohai Haixia as follows:Changshan Shuidao,Laotieshan Shuidao in the northern part of the Miaodao Qundao and; Miaodao Haixia; vessels of 200 gt or less only are pemitted to use this channel.)

其他海事安全信息
Other maritime safety information

烟台海事局针对外轮违规穿越砣矶水道问题，发布了多条航行警告（NW）和航海通告（NTM），如 2017 年 NW SD0434、NTM NO.068, 2020 年 NTM NO.0519, 2022 年 NW SD0088。
Yantai MSA has issued a number of navigational warnings(NW) and notices to mariners (NTM) in response to the problem of foreign vessels illegally crossing Tuoji Shuidao, such as NW SD0434, 2017, NTM NO.068, NTM NO.0519, 2020, and NW SD0088。(2017 NW SD0434)(NTM NO.068)(2020 NTM NO. 0519) (2022 NW SD0088)

(2017 NW SD0434)

(NTM NO.068)

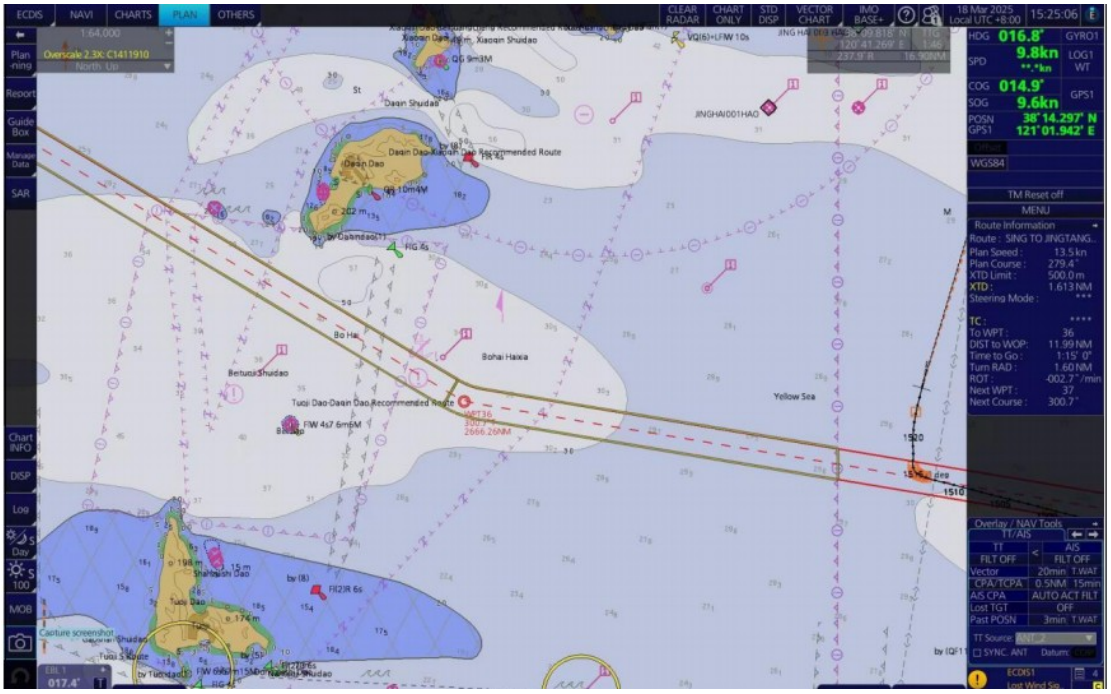
(2020 NTM NO. 0519)

(2022 NW SD0088)

部分外轮船舶海图上显示的“Tuoji Dao-Daqin Dao Recommended Route”是指“砣矶岛-大钦岛”陆岛交通运输推荐航路，并非穿越砣矶水道禁航区的推荐航路。（详见中华人民共和国山东海事局《航行通告》鲁航通〔2023〕0738号）

"Tuoji Dao-Daqin Dao Recommended Route" shown on the chart of some foreign ships refers to the recommended

route for land-island transportation of "Tuoji Dao-Daqin Dao", which is not a recommended route through the restricted area of Tuoji Shuidao. (For details, please refer to the "Notice of Navigation" of Shandong MSA of the People's Republic of China, Luhangtong [2023] No. 0738)



三：原因分析

III: Analysis of causes

1、外轮对水道禁航的规定不熟悉。穿越禁航区的船舶均为外国船舶。砣矶水道（北砣矶水道、南砣矶水道）一直禁止船舶航行，已为中国籍船舶、船员所熟知，外国籍船舶船员对该水道禁航的相关规定不熟悉，偶有擅自驶入或穿越禁航区现象。

1. Foreign vessels are unfamiliar with the prohibition of navigation in waterways. According to analysis of record,Ships crossing the Tuoji Shuidao (Nantuoji Shuidao, Beituoji Shuidao) prohibited zone are all foreign ships. This prohibition rule is well known to

Chinese ships and crew, The crew of foreign vessels are unfamiliar with the relevant regulations on the prohibition of navigation in this waterway, and occasionally enter or cross the prohibited area without authorization.

2、电子海图的航行注意事项不直观。电子海图信息显示系统已普遍配备到船，多数大型船舶配备 2 台电子海图以取代纸质海图。较之纸质海图，电子海图的航行注意事项不直观，都置于下拉菜单中，往往易被船员忽视。
2. The navigational notes display on electronic charts are not intuitive. And most large ships have two sets of ECDIS in replace of paper charts. Comparison with paper charts, the navigational notes placed in thedrop-down menu display on ECDIS are not intuitive , which is often easily ignored by the crews.

3、电子海图中水域标注名称外籍船员难以理解。许多英版出版物中的地理名称使用了中文拼音而不是对应的英文翻译，群岛、水道、海峡等名称均以汉语拼音标识，对于外国籍船员而言，从复杂的电子海图界面上查找到 QUNDAO、SHUIDAO、HAIXIA 等名称，实属不易。
3. Difficulty of understanding the names of water in Chinese pinyin marked on ECDIS. The geographical names in many British admiralty publications use Chinese pinyin instead of corresponding English translations, and the names of islands, waterways, straits, etc. are all identified in Chinese pinyin system. For foreign crews,it is not easy to find the names meaning of QUNDAO, SHUIDAO, HAIXIA, etc. from the complex ECDIS interface.

4、船舶可能为避开军事演习水域或渔船密集区域而选择砣矶水道。渤海和黄海北部经常开展军事演习，为避免此类活动可能造成的拥堵或延误，有些船舶可能会寻求其他“替代路线”。在渔汛季节，渤海海峡和黄海北部会有大量的渔船，如果船舶预计通过老铁山水道或长山水道存在大量的渔船，可能会寻求其他“替代航线”。

4.For avoidance of military exercises or heavy fishing area and mistakenly entering the prohibition zone.Unscheduled Military exercises are frequently conducted in the Bohai Sea and the northern Yellow Sea, The ship may seek alternative routes to avoid the congestion or delays that may result from such activities. During the fishing season, there are large numbers of fishing vessels in the Bohai Haixia and the northern part of the Yellow Sea, and ships may seek alternative routes if they anticipate the presence of large numbers of fishing vessels through Laotieshan Shuidao or Changshan Shuidao.

四、相关法律责任

IV. Relevant legal responsibilities

根据《海上交通安全法》第四十四条的规定，船舶不得违反规定进入或者穿越禁航区。

According to article 44 of *MARITIME TRAFFIC SAFETY LAW OF THE PEOPLE'S REPUBLIC OF CHINA*, No vessel may enter or pass through a prohibited navigation area in violation of the provisions.

第一百零三条第七款列明了对违反规定进入或者穿越禁航区的处罚：船舶的所有人、经营人或者管理人处二万元以上二十

万元以下的罚款；船长、责任船员处二千元以上二万元以下的罚款，暂扣船员适任证书三个月至十二个月；情节严重的，吊销船长、责任船员的船员适任证书。

Paragraph 7 of Article 103 sets out the penalties for entering or passing through a prohibited navigation zone in violation of the provisions: impose a fine of not less than 20,000 yuan but not more than 200,000 yuan on its owner, operator or manager, and impose a fine of not less than 2,000 yuan but not more than 20,000 yuan on the captain and crew member liable, and temporarily seize the certificate of competency for 3 to 12 months; if the circumstances are serious, the certificate of competency of the captain or crew member liable shall be revoked.

THE IMPORTANCE OF PROPER TRIMMING FOR DRY BULK CARGOES LOADED BY SPOUT

STEPHEN HUNTER, FLEET MANAGER, BRITANNIA P&I

BRITANNIA P&I CLUB RECENTLY APPOINTED A SURVEYOR TO ASSIST A MASTER WITH THE LOADING OF A BULK ORE CARGO. THE LOADING WAS FAST, AND THE CARGO WAS POURED INTO THE HOLDS FROM A LOADING SPOUT.

UPON REVIEWING IMAGES OF THE LOADED CARGO AFTER THE SHIP HAD DEPARTED, IT BECAME EVIDENT THAT THE CARGO WAS PILED HIGH IN THE CENTRE OF THE HOLD AND HAD NOT BEEN "TRIMMED" TO THE SIDES.

REGULATORY REQUIREMENTS AND BEST PRACTICES

In the case study described the IMSBC code was the applicable reference. Section 5 of the code is devoted to trimming procedures and is mandatory. It specifies that all bulk cargoes should be trimmed 'reasonably level' in order to reduce the risks described above. For non-cohesive cargoes, trimming standards are determined by the calculated angle of repose.

Consideration should also be given to the charterparty, as this may stipulate the required method of trimming, especially for cargoes that require specific handling.

Section 5.1.3 of the IMSBC code is clear that "The master has the right to require that the cargo be trimmed level, where there is any concern regarding stability based upon the information available, taking into account the characteristics of the ship and the intended voyage."

Trimming is often performed at the end of discharge but when loading via a chute, spout, or conveyor it makes sense to avoid the cargo stream constantly pouring onto the same point in the holds. Best practice is for the loading arm to be initially positioned as close to the tank top as safely practicable, depositing a layer of cargo over the entire surface, before increasing the loading rate and raising the drop distance. Efforts should then be used to direct the loader to result in a more even cargo distribution. This reduces, or can even eliminate, the amount of trimming work needed to flatten the cargo surface at the end of loading.

COMMUNICATION AND SUPERVISION

Maximising the equal distribution of the cargo will require good communication with the shore loader. Therefore, to anticipate this requirement, it is recommended to raise it as a point at the ship-shore meeting with the terminal representative, and clarify how communication will take place during the loading operations.

This example also highlights the importance of maintaining supervision of loading operations by ships staff, and not simply rely upon a cargo surveyor. It remains the ship master's responsibility to ensure that the cargo is safely prepared for transport prior to departure.

The process of trimming is important for many reasons:

1. **Ship stability: At sea, the ship and cargo will be subject to longitudinal and lateral forces. If the cargo piles collapse to one side, this can affect overall stability of the vessel due to the shift of weight and could endanger it**

2. **Minimising air in the cargo: Effective trimming will minimise the volume of air entering the cargo. The greater the amount of air within the cargo, the more likely it will be to self-heat, if relevant, such as for various Group B cargoes**

3. **Weight distribution: To ensure an even weight distribution across the tank top with respect to tank top weight limitations. In practice this means spreading the cargo as widely as practicable to the boundary of the cargo space to prevent excessive loading on the tank top (or tween deck if applicable)**

4. **Regulatory compliance: Trimming may be required by regulation, such as the requirements within the International Maritime Solid Bulk Cargoes (IMSBC) code or the Grain code**

5. **Efficiency in discharging: A properly trimmed level cargo will generally make unloading operations more efficient and reduces the likelihood of uncontrolled shifting during discharging operations.**

VESSEL: _____ DATE: _____

Details of training: MANUAL HANDLING (Reference COSWP / HSE MANUAL - 4.11.4)

- The term 'manual handling' is used to describe any operation that includes any transporting or supporting of a load, lifting, putting down, pushing, pulling, carrying or moving by hand or bodily force (Handling any weight more than 30 kg for men and more than 20 kg for women) example handling of stores, spares, provisions, drums , wire ropes, steel plates, pipes , machinery parts during maintenance etc. This guidance is generally concerned with preventing musculoskeletal injury.
- The Code of Safe Working Practices (COSWP) includes the illustration regarding safe weights for manual lifting in the Manual Handling section. It is to be reminded that these weights are not fixed and vary with the capability of the individual undertaking the task. The safe limits will be reduced if the action to be performed involves twisting or to be repeated over a short time.
- In all cases, a risk assessment should be prepared taking full account not only of the characteristics of the load and the physical effort required but also of the working environment (e.g., ship movement, confined space, high or low temperature, physical obstacles such as steps or gangways) and any other relevant factors (e.g., the age and health of the person, the frequency and duration of the work)
- As far as possible, avoid the need for any hazardous manual-handling operations, which may cause injury to seafarers, e.g., by re-organisation of the work, or automating or mechanising the operation.
- The ship staff should consider whether alternative means of doing the same job would reduce this risk. Proper use of mechanical means e.g., trolley, lifting appliances like cranes, chain blocks etc are to be considered as first preference.
- Assess the load and plan the lift – where is the load to be placed and consider whether you need any help with the load. Some loads require two or more people to lift safely.
- Look for sharp edges, protruding nails or splinters, surfaces that are greasy or otherwise difficult to grip and for any other features that may prove awkward or dangerous.
- Ensure that the deck or area over which the load is to be moved is free from obstructions, especially in narrow accesses, and is not slippery.
- Check the final stowage location to ensure that it is clear and suitable for the load.
- When two or more people are handling a load, it is preferable that they should be of similar stature. The actions of lifting, lowering, and carrying should, as far as possible, be carried out in unison to prevent strain and any tendency for either person to overbalance.
- Do not position yourself in the LINE OF FIRE
- Whenever possible, manual lifting and carrying should be organised in such a way that each person has some control over their own rate of work.
- Prior to undertaking a manual handling task, consider the following four factors: ***Task, Individual, Load and Environment*** (known under the **TILE** acronym) to ensure a thorough evaluation of the task and its associated risk.

TILE (TASK, INDIVIDUAL, LOAD AND ENVIRONMENT)

Factors	Questions
1. The Tasks	Do they involve: • Activity that is too strenuous? • Bolding or manipulating loads at distance from trunk? • Unsatisfactory or unstable bodily movement or posture, especially: – Twisting the trunk? – Stooping? – Reaching upward? • Excessive movement of loads, especially: – Excessive lifting or lowering distances? – Excessive carrying distances? • Risk of sudden movement of loads? • Frequent or prolonged physical effort, particularly affecting the spine? • Insufficient rest or recovery periods? • A rate of work imposed by a process? • *Climbing up or down stairs?* • *Handling while seated?* • *Use of special equipment?* • *Team handling?*
2. The Loads	Are they: • Heavy? • Bulky or unwieldy, or difficult to grasp? • Unstable or with contents that are likely to shift? • Likely, because of the contours and / or consistency, to injure workers, particularly if the individual collides with someone or something? • *Wet, slippery, very cold, or hot and, therefore, difficult to hold?* • *Sharp?* • *Potentially damaging / dangerous if dropped?*
3. The Working Environment	• Are there space constraints preventing the handling of loads at a safe height or with good posture? • Is there an uneven, slippery or unstable deck surface? • Are there variations in level of deck surfaces (eg: door sills) or work surfaces? • Are there extremes of temperature or humidity? • *Has account been taken of the sea state, wind speed and the unpredictable movement of the vessel?* • *Are there steps, stairs or ladders or self-closing doors to be negotiated?* • *Is the area adequately lit?* • *Is movement or posture hindered by personal protective equipment or by clothing?*

Factors	Questions
4. Individual Capability	Is the individual: • Physically unsuited to carry out the task, either because of the nature of the task, or because of a need to protect an individual from a danger that specifically affects them? – *ie: Does the job require unusual strength, height, etc?* – *Is there a hazard to those who might reasonably be considered unsuited to the task?* – *Does it pose a risk to those who are pregnant or have a health problem?* • Wearing unsuitable clothing, footwear, or other personal effects? • Inadequately experienced or trained? • Inadequately equipped?

Training conducted by Master:

Name: _____

Please file in OneDrive/ 3.2.3 Training folder

Section 14: General Appearance - Hull and super structure

NO	QUESTION	GUIDANCE	REFERENCE / GUIDANCE	Verified by Master / Comments
14.1	Is the ship's hull clean, free of significant corrosion, extensive coating breakdown and marine growth? (V)	**Guide to Inspection** Implementing practices to control and manage biofouling can greatly assist in reducing the risk of the transfer of invasive aquatic species. Such management practices can also improve a ship's hydrodynamic performance and can be effective tools in enhancing energy efficiency and reducing air emissions from ships. This concept has been identified by the IMO in the "Guidance for the development of a ship energy efficiency management plan (SEEMP). Hull resistance can be optimized by new technology-coating systems, possibly in combination with cleaning intervals. Regular in-water inspection of the condition of the hull is recommended. (GUIDANCE FOR THE DEVELOPMENT OF A SHIP ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP), 2009) The vessel should be provided with effective, environmentally safe, and practical biofouling management procedures that are based on industry recommendations for in-water cleaning of the ship's hull to reduce the spread of invasive aquatic species. The vessel is required to maintain a Biofouling Record Book in which all inspections and biofouling management measures are recorded.	Ship energy efficiency management plan (SEEMP PART I). Biofouling record book Records of hull inspection and cleaning (to be filed in section 6.5.3 of one drive) Biofouling management plan Hull cleaning will be done on condition basis at convenient port	☐
14.2	Are the following permanent markings on the ship's hull, where applicable, plainly visible and painted in a contrasting colour? (V)	> **The vessel's name** > **Port of registry** > **Load lines** > **Draft marks** > **Thruster warnings** > **Tug push points** > **IMO number** > **Bulbous bow mark**	Check if marked and legible Paint them at every opportunity. If required, during ballast passage obtain permission from company and stop vessel more than 15 miles from land to paint (sea and weather permitting)	☐
14.3	Are the weather decks free of loose rust scale and maintained in a satisfactory condition? (V)		Ensure no loose rust scale on deck. Plan and carry out maintenance as required Ensure Denjet is operational	☐

Section 14: General Appearance - Hull and super structure

14.4	Are the pipes on deck free of significant corrosion, pitting, soft patches, leakage or temporary repair and maintained in good condition? (V)	**Guide to Inspection** The following deck pipes should be checked for external indications of corrosion, pitting and temporary repair: > Hydraulic and pneumatic pipework > Fire mains and associated fittings > Pneumatic lines > Electrical conduit lines > Ballast lines > Fresh water line > Steam pipe including heating system Pipe securing arrangements should be maintained in good condition and allow free movement of the pipes, as necessary.	No soft patches on any pipeline No temporary repairs U Bolts to be in place not crimping lines Use of Teflon inserts and sliders should be in good condition Check pipe securing arrangements and for free movement	☐
14.5	Are all the watertight doors including fire doors, weathertight doors, portholes, and wheelhouse windows maintained in good order? (V)	**Guide to Inspection** Fire-resistant divisions constructed in accordance with SOLAS II-2 are utilized to contain the fire and reduce the risk of fire spread. These divisions' openings, such as engine room access doors, are equipped with self-closing devices. Fire doors should not be fastened or wedged open in any way. Doors positioned on a weather deck, particularly the main deck, are also critical to the vessel's safety. As a result, they should never be fastened or tied open when underway.	No wedges Not tied with ropes. No ropes in vicinity Gaskets are to be in good condition Door securing closing devices must be working Tie backs and unauthorized hook backs are to be removed Refer PMS for maintenance of fire doors and weather tight doors At the end of day's work , bosun shall ensure that all weather tight doors are properly closed	

Section 14: General Appearance - Hull and super structure

14.6	Are the vents and air pipes on weather decks maintained in good order and are they clearly marked to indicate the compartment they serve? (V)	**Guide to Inspection** Vent head should be maintained in good condition. The flame screen, if fitted, should be clean and in good condition. The closing device which prevents the ingress of water into the space through the vent head should be in good condition and operating correctly.	Vent heads are to be above the height of the save all for bunker/ lub tanks Refer PMS in MESPAS for vent maintenance	☐
14.7	Is the cosmetic appearance of the superstructure satisfactory? (V)		Plan chipping and painting as required	☐
14.8	Are the hatch numbers clearly indicated and correctly placed? (V)	**Guide to Inspection** The ship shall be provided with the hatch identification numbers used in the loading manual and loading or unloading plan. The location, size and colour of these numbers should be chosen so that they are clearly visible to the operator of the loading or unloading equipment. (BLU Code, 2011) Cargo spaces to be included in the computation of net tonnage are enclosed spaces appropriated for the transport of cargo, which is to be discharged from the ship, provided that such spaces have been included in the computation of gross tonnage. Such cargo spaces shall be certified by permanent marking with the letters CC (Cargo Compartment) to be so positioned that they are readily visible and not to be less than 4 inches in height. (International Convention on Load Lines (1966). Protocols and Organization, 2005)	Check if CC is permanently marked on each hatch, legible , visible to the operator and at least 4 inches in height. Refer ships plan Hatch number mark	☐
14.9	Are the mast heads and their fittings, including but not limited to wire stays, as well as the flood lights, deck lights, emergency lights, and hold lights (if installed), in good working order? (V)	**Guide to Inspection** **Record a Finding if wire stays with sheathed plastic were used to secure the mast heads.** Wire stays should be inspected, maintained, tightened, and replaced as needed. Some manufacturers sheath wire stays in plastic. While the sheathing repels water when new, its effectiveness decreases over time. Deterioration of the plastic coating can allow seawater penetration resulting in corrosion undetectable to external observation. Rightship does not recommend the use of plastic sheathed wire rope stays. Hold lighting system shall be fully operational and properly maintained. The inspector shall test the lights to make sure the lighting system is operative and there is no significant earth on the switch boards.	Remove plastic sheathing from all wires on board and grease the wires Any wire badly corroded or damaged , to be renewed Check if hold lighting system is operational Ensure use of cargo lights does not cause any earth faults	☐

Section 14: General Appearance - Hull and super structure

14.10	Are portable and fixed cargo lights used for illumination of cargo holds inspected regularly and maintained in good condition? (V)	**Guide to Inspection** **Record a Finding if the lamp holder, drip shield, and shade of portable cargo lights are not nonconductive, do not isolate the crew from electrical shock hazards and have a voltage greater than 50V AC (1-1000Hz) or 120V DC.** The human hazard of electric current depends on the intensity and duration of current flow in a specific current path through the body. The technical specification IEC TS 60479-1 comprises the permissible touch currents and the required data to calculate the permissible touch voltages under several conditions (e.g., body resistance, current path, skin moisture (see Parameters for effects of electric current) for alternating current and direct current. A touch voltage of 50 V AC (1-1000 Hz) or 120 V DC for long shock duration (> 3 s) should not be exceeded in healthy adults otherwise a life-threatening condition may occur. "Many bulk carrier / general cargo holds have fixed cargo lights. These can easily ignite combustible cargoes such as grain, animal feed, wood chips, pulp, and paper if they are too close to the light. Self-decomposition of fertiliser has been initiated in this manner. Cargo lights in holds need to be properly isolated before cargo is loaded". "This is best done by removing fuses or other physical links in the electrical circuits so that the lights cannot be switched on by mistake. In container ships the lights need to be properly placed so that they do not overheat cargo or other combustibles and thus cause damage or fire. Lights in car carriers and ferries are usually fluorescent, which are unlikely to cause ignition. Nonetheless it makes sense to leave lights switched off when they are not needed, particularly in cargo areas where combustibles are present" (A guide to the causes and prevention of cargo fires, 2017)	Check if lamp holder, drip shield and shade is non conductive Any hatch lights in poor condition are to be removed from service. Lights not to be suspended on their cables, but on a rope Refer PMS in MESPAS	☐
14.11	Is the condition of electrical equipment including switches, sockets, junction boxes, plugs, conduits and wiring on weather decks satisfactory? (V)		Carry out an external and internal inspection of the electrical cable duct pipe penetrations into the cable inspection boxes. Send your ship manager a picture report of each location on deck to confirm all in order. We have found that the weld where the pipe penetrates the box and the gusset have extensive cracking allowing water ingress to the cable inspection boxes on 2 vessels recently.	☐

Section 14: General Appearance - Hull and super structure

			Liaise with your Ship Manager for any hot work requirements. RA/PTW should allow for adequate protection of the wiring within. Please also check the condition of the Dresser/Helde n Coupling normally located on either side of the box to confirm:- • That the pipe is allowed to move freely within the coupling as designed when the vessel is flexing. Check for excessive paint in the locations highlighted in red • All the Dresser Coupling bolts are free rust and significant diminution.	
14.12	Is the paint locker, battery room, oxygen and acetylene rooms and other flammable lockers and storage spaces ventilation system, explosion proof lights and other fittings in good working order.? (V)	**Guide to Inspection** Applicable to ships constructed on or after 01 Jan 2007: No electrical equipment shall be installed in any space where flammable mixtures are liable to collect, for example in compartments assigned principally to accumulator batteries, in paint lockers, acetylene stores or similar spaces, unless the administration is satisfied that such equipment is: 1. Essential for operational purposes 2. Of a type which will not ignite the mixture concerned 3. Appropriate to the space concerned, and 4. Appropriately certified for safe usage with the dusts, vapours, or gases likely to be encountered. (SOLAS 74,2020)	HSE PROCEDURE S MANUAL / 4.10 / ENCLOSED SPACE ENTRY / SECTION 13 – BATTERY ROOM Battery room vents to be in open position.	☐

		When battery room ventilators are equipped with a closing device, these devices should be left open and a clear warning notice installed to prevent accidental closing: The closing device should be used only in an emergency. The battery locker should contain personal protection equipment (PPE) for testing and handling the batteries. The PPE includes a face shield or eye-glasses, chemical handling gloves, chemical resistant shoes or boots, a suitable apron and a valid bottle of eye wash. The PPE must be stowed clear of the batteries to avoid possible contamination from battery acid. (Battery rooms ventilation and proper upkeep, 2013)	Ensure PPE is available and stowed clear of batteries (face shield , chemical handling gloves , chemical resistant boots , apron , eyewash) GS Battery room danger 30cm x 45cm. GS Battery room vent.pdf	
14.13	Are the stores located inside the accommodation and on the weather decks clean and tidy? (V)		Ensure proper housekeeping of all stores including sopep locker.	☐
14.14	Are dryers inside the laundries clear of any build-up of lint? (V)	**Guide to Inspection** The build-up of lint inside and under the dryer can cause fire. Dryer vents, vent hoses and filters should be cleaned regularly. (Preventing Laundry Fires, 2008)	Dangers of tumble dryer filters.docx HSE 4.22 – Fire precautions	☐
14.15	Are galley appliances, audio-visual equipment, and other electrical equipment inside the accommodation in good order? (V)	**Guide to Inspection** The electrical cooking appliances inside the galley must all be in working condition. The deep fat fryer is equipped with a safety thermostat. The thermostat should be in working condition.	Check service date and operation of galley CO2 system and ensure cook/Messman knows how it works Check if thermostat is fitted for deep fat fryer and operational Check if galley exhaust fan is cleaned regularly and there are no oil stains	☐

			Check if fire blanket is in order and first aid kit items are not expired	
14.16	Are the door seals, catches and alarm system of the refrigerated space in good order? (V)	**Guide to Inspection** Separate refrigerators should be used for cooked and raw food. Refrigeration chambers must be kept at recommended temperatures, which should be regularly checked and to ensure good air circulation. Door seals and catches should also be checked regularly. Safe temperatures for cold stores are generally considered to be 5°C or colder and minus 18°C or colder for chill and freezer cabinets respectively but a slight tolerance of one or two degrees is unlikely to create any significant risk to food safety. If cabinets do not have a means of checking temperatures, a suitable thermometer should be provided. Thermometers should be calibrated periodically but a simple check monthly, using boiling water (99ºC to 101ºC) or melting ice (-1ºC to +1ºC) will verify the accuracy of the thermometer. In freezer units, the combination of high humidity and fluctuating temperatures (warmer than minus 10°C) accelerate mould and other spoilage bacterial growth. Fluctuating temperatures may also cause an accumulation of ice deposits. Food should never be stored in front of cooling units as this restricts the circulation of air. Suitable packaging is essential to avoid the loss of moisture from the surface of food which can produce a freezer burn effect on exposed meat cuts or joints. If defrosting is not an automatic process, equipment should be defrosted regularly to maintain its efficiency. Although fridges and freezer cabinets should be maintained according to the ship's planned maintenance system, cooks and others working in the galley should regularly check the condition of door seals and closing devices as well as routinely monitoring temperatures.	Maintain temperature of refrigeration chambers as per Form 5.2.1 Weekly inspections of crew accommodation, food and water Confirm if MESPAS has maintenance routines Ensure freezer for food waste is clearly marked FOR FOOD WASTE ONLY Ensure defrosting is carried out regularly if not automatic Keep raw and cooked food in separate refrigerators. Ensure door seals and catches are in order. Test refrigeration chamber alarms	☐
14.17	Is the elevator, where fitted, inspected, tested and in good order?	NA	NA	☐

14.18	If provided, is the ship's hospital properly equipped, clean, hygienic and for medical use only? (V & M)	**Guide to Inspection** The MLC, 2006 requires regular inspection of the vessel's medicine chest by the competent authority. RightShip recommends that the annual inspection of medical chest conducted by a vessel's supplying pharmacist or a doctor. The ship's hospital shall not use the hospital as a cabin or storage space. Vessels are required to carry a medicine chest and medical equipment that complies with the requirements in the current edition of the WHO 'International Medical Guide for Ships' and / or flag State. **Ships carrying dangerous goods** Ships carrying dangerous goods have additional medicines, specific antidotes, and special equipment on board, as prescribed in the International Maritime Organization's Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG). These special items, which are not listed in this guide, should be stored, and registered together with the regular medicines and medical supplies carried on board. (International MEDICAL Guide for Ships, 2007) For additional information, reference should be made to the Medical First Aid Guide for use in Accidents Involving Dangerous Goods. Rightship recommends all ships shall carry the latest edition of the Ship Captain's Medical Guide.	All Medical Publications available in REGS4SHIPS Company form 3.2.0 – Medical inventory Hospital shall be clean and not be used as store or crew cabin Ensure annual medical chest certificate is valid Ensure water from hospital taps are clear and not muddy Ensure medical log book is updated Check if oxygen bottle pressure is 40 L x 200 bar	☐
14.19	Are the ship's guard rails, walkways, and access ladders, as well as the steps and railings, maintained and in good working order and are the securing arrangements for deck cargoes on the deck also maintained and in satisfactory condition?	**Guide to Inspection** **Record a N/C if the chains strung between guard rail stanchions, in lieu of a fixed railing, are sagging and fail to provide a minimum clearance of one meter from the deck.** According to paragraph 2 of Regulation 25 "Protection of the Crew" in Annex I of the Load Line Convention, guard rails must be installed around all exposed decks and must be at least one meter in height from the deck. Chains installed between two fixed stanchions and/or bulwarks are allowed in lieu of guard rails where necessary for the ship's normal operation.	Ensure no sagging on the chains if fitted Chains / Guard rails to be minimum **one meter** in height from deck Ropes not to be used as guard rails Ensure access ladder railings are in good condition	☐