



CHINA RE

# 华泰保险经纪有限公司

HUATAI INSURANCE AGENCY & CONSULTANT SERVICE LTD.

## Circular Ref No.:PNI1704

Date: 20 April 2017

Dear Sir/Madam,

### **Subject: Precautionary Recommendations and Local MSA Control Measures in Fog Season around Fujian Waters, China**

(This circular is prepared by Huatai Xiamen office)

According to information released by Fujian MSA, four maritime incidents occurred in the past week along the coast of Fujian province, all of which resulted from poor visibility during navigation in fog. For your easy reference below is an illustration of the incident locations.



Fog season lasts from February to May along the coast of Fujian province and dense fog has great impact on ship's navigation safety

Statistics published by Fujian maritime authorities from the year 2011 to 2015 reveal that 16% of the human errors that caused maritime incidents in Fujian waters were violation of relevant provisions regarding navigation in fog. Meanwhile, poor visibility is the leading environmental factor, which leads to 29% of collision incidents.

## **Precautionary Recommendations during Navigation in Fog**

### 1. Sufficient preparation

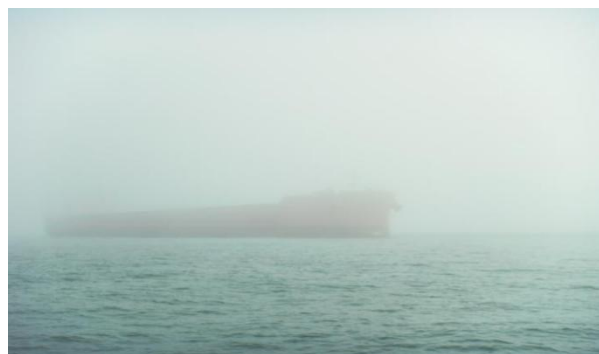
1) Before entering foggy area, ships should ensure full compliance with relevant provisions of COLREGS 1972 and SMS and meanwhile record the measures taken in Deck/Engine Log Book and Bell Book. The master should supervise the officers to ensure all navigational instruments, fog signals, navigation light, drainage and water tightness equipment work in good order.

2) Weather forecast/fax, navigation warning, fog alarm should be timely checked and the master should be familiar with the fog situation, characteristics of navigation area, tidal trend and navigation density etc. The master should also make contingency plan and explain it to relevant personnel.

3) The watchman should maintain a proper look-out, and determine whether the ship is entering into foggy area and whether the visibility is deteriorating or not, based on the change of light, horizon, wind direction and target etc.

### 2. Recommendations during navigation in fog

1) More watchmen should be engaged at the bridge or bow when passing through the coast, high navigation density area, narrow waterways or other complex waters in fog. Watchmen shall report any suspicious situation to the bridge timely.



2) The bridge should be quiet, with any noise to be avoided so as not to hinder the officers' hearing. The officers must employ every effective means to maintain proper look-out and open the doors and windows in bridge if necessary.

3) The ship shall at all times maintain a safe speed so that proper and effective actions could be taken to avoid collision incident.

4) The ship shall make full usage of AIS, radar, VHF and other navigational instruments to obtain nearby ships' information and track their movements, give navigation warning to them if necessary.

5) The bridge should be under the command of the master, and the M/E should be on standby status upon receiving master's order. Auto-pilot should be prohibited.

6) In the event that ship's safety would be affected, the ship shall take priority to anchor at proper water or proceed to the nearest anchorage, display the correct lights, shapes and sound the whistle.

7) There is no give-way vessel or stand-on vessel during foggy navigation, so any anti-collision action shall be taken at earliest stage.

8) Fixed fishing area in the sea should be taken into consideration while designing the route. Fishing nets or fishing boats should also be carefully noted throughout coastal navigation.

9) When sailing within port waters, the ship should also comply with the authorities' requirements on navigation in fog, especially follow the instruction of VTS, and take preventive measures timely.

### **MSA's Temporary Control Measures under Restricted Visibility Condition in Fujian waters**

#### 1.Xiamen Port

When the visibility is less than 1,200 meters in the port, large ships and DG ships are forbidden to sail inbound or outbound.



#### 2. Quanzhou Port

The restricted visibility for ships varies according to ship types:

- 1) VLCC is forbidden to sail when the visibility is less than 2 nautical miles.
- 2) LNG carrier is forbidden to sail when the visibility is less than 2000 meters.
- 3) Other ships are forbidden to sail when the visibility is less than 1000 meters.

### 3. Fuzhou Port

1) Visibility in the range of 1000 -1500 meters

- a. DG ships are forbidden to sail;
- b. The sailing of large towing fleet as well as maneuvering restricted ships are forbidden;
- c. Work ships must clear from the channel immediately;
- d. Sea trial is forbidden.

2) Visibility in the range of 500-1000 meters

All ships are forbidden to sail inbound or outbound of Luoyuan Port, Songxia Port and Jiangyin Port except public service ships or ships that engage in emergency/salvage operations.

### **MSA Emergency Call**

Ships could contact the MSA via their Emergency Call at +86 12395 in any emergency conditions at sea.

Hope the above is of assistance. If you have any query, please contact our Xiamen office directly via below contact details:

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Best regards,



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