



**MARINER'S
UPDATE**
COMPLIANCE WITH SIMPLICITY

SHIP

ENTRY GUIDE CHINA

A. 20 YEARS PSC OBSERVATION

B. MSA INSPECTION CAMPAIGN

C. UNPLOTTED FISH FARMS

D. ACTION FOR E/RM EMG RESCUE

E. FOREIGN VESSEL ENTRY



20 YEARS PSC OBSERVATIONS

COMPLIANCE WITH SIMPLICITY

A



DETENTION CODE	DETENTION DESCRIPTION
15150	ISM
07103	DIIVISION- DECKS , BULKHEADS, AND PENETRATIONS
15109	MAINTANENCE OF THE SHIP AND EQUIPMENT
14104	OIL FILTERING EQUIPMENT
07105	FIRE DOORS / OPENINGS IN FIRE RESISTANCE DIVI- SIONS
07109	FIXED FIRE EXTINGUISHING INSTALLATION
13199	OTHERS (MACHINARY)
04107	EMERGENCY TOWING ARRANGEMENT AND PROCE- DURES
07108	READY AVAILABLITY OF FIRE FIGHTING EQUIPMENT
07115	FIRE DOORS
07125	EVALUATION OF CREW PERFORMANCE (FIRE DRILLS)
13101	PROPULSION MAIN ENGINE
13103	GAUGES, THERMO METERS ETC
13102	AUXILARY ENGINE
09209	ELECTRICAL
02106	HULL DAMAGE AND IMPAIRING SEAWORTHINESS
11101	LIFEBOATS
13108	OPERATION OF MACHINARY
07114	MEANS OF CONTROL
03108	VENTILATORS AIR PIPES, CASINGS
11104	RESCUE BOATS
02105	STEERING GEAR
07106	FIRE DETECTION
07110	FIRE FIGHTING EQUIPMENT

Anchor chain swivel worn out- port side



REMARK:

Stern tube tank gauge glass unable to read



REMARK:

Sign of oil sheen in auxiliary engine fresh water expansion tank



REMARK:

Safe operating marking missing for slings



REMARK:

MARINER'S
UPDATE

Frayed mooring lines



REMARK:

Hydraulic actuating mechanism for bunker line valve wheel wasted and broke while operating



REMARK:

Electrical fixtures are not secured properly



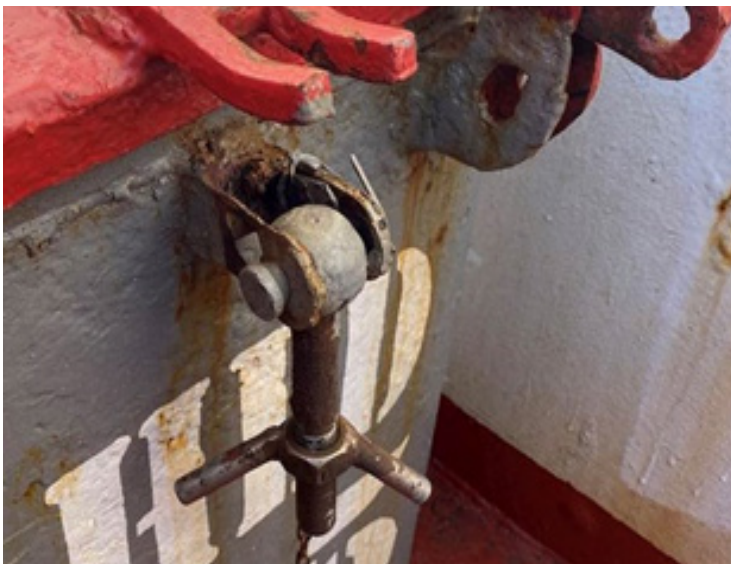
REMARK:

Air conditioning and heating system encloser wasted



REMARK:

Hatch cover securing hinge support wasted



REMARK:

Sign of exhaust gas leak at main engine exhaust gas trunk



REMARK:

MARINER'S
UPDATE

Bunker procedure not legible



REMARK:

Sign of fuel oil leakage



REMARK:

Ventilators, air pipes, casings: Air pipe of no. 3 HFO tank



REMARK:



MARINER'S
UPDATE

Vent pipe repaired with canvas bandage



REMARK:

Grey water overboard repaired with the rubber bandage



REMARK:

Section of insulation missing on the turbocharger exhaust pipe 4 generators



REMARK:

MARINER'S
UPDATE

Fresh water generator outlet pipe temporarily repaired with doubler



REMARK:

Cooling seawater outlet for deck machinery found leaking in 3 locations



REMARK:

Pilot ladders and hoist/pilot transfer arrangements



REMARK:



MARINER'S

Isolation valve on fire main cannot be closed during testing the emergency



REMARK:

The flame failure alarm - hot water boiler did not activate during the test



REMARK:

One manhole cover in the safety passage on the second deck of NO.1 hold



REMARK:

MARINER'S
UPDATE

The viewing screen of port side INMARSAT-C station is not clear



REMARK:

There was no fire detector test tools onboard,



REMARK:

bulbous bow broken with the hole approx. dimensions 4.5m horizontal and



REMARK:

MARINER'S
UPDATE

Hull damage impairing seaworthiness



REMARK:

Five cleats for No.4 and No.5 cargo hold hatch cover out of order



REMARK:

The steering gear was unable to operate from bridge due to failure



REMARK:

MARINER'S
UPDATE

The designated crew not familiar with the wearing of fireman outfit



REMARK:

The air pressure of the air cylinder for oil tank quick-closing valves low



REMARK:

The lower light of starboard side light unlit



REMARK:



MARINER'S
SUPPLY

Pipe for boiler feed water system temporarily repaired with nylon block



REMARK:

Cables of main engine control unit nearby M/E scavenging box accumulated



REMARK:

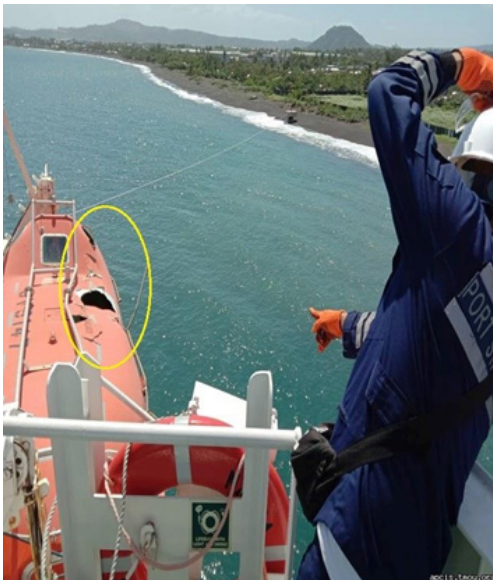
The key engineers not familiar with the testing of the chemical pumps for



REMARK:

MARINER'S
UPDATE

Lifeboats: Portside Lifeboat Nr 2 Partly Broken



REMARK:

Emergency fire pump and its pipes: Emergency fire pump - out of order



REMARK:

Cargo operations including equipment: Lashing material - Lots of sockets



REMARK:

Sockets and lashing eyes in cargo area found corroded seriously.



REMARK:

HOLDING ROD FOR RADAR REFLECTOR OF STARBOARD SIDE
LIFEBOAT NOT AVAILABLE



REMARK:

Hull – cracking



REMARK:

MARINER'S
UPDATE

Starboard side fuel oil tank vent pipe corroded/ broken.



REMARK:

Fire main pipe in no.2 cargo hold leaking during testing



REMARK:

Water/Weathertight condition: Ventilators, air pipes, casings-Both Port and



REMARK:



MARINER'S
UPDATE

Both port and starboard lifeboats release system: stop lever B not re-set



REMARK:

Bulwarks and freeing ports-Deteriorated/Damaged



REMARK:

DETERORATION DUE TO CORROSION LEADS A HOLE



REMARK:

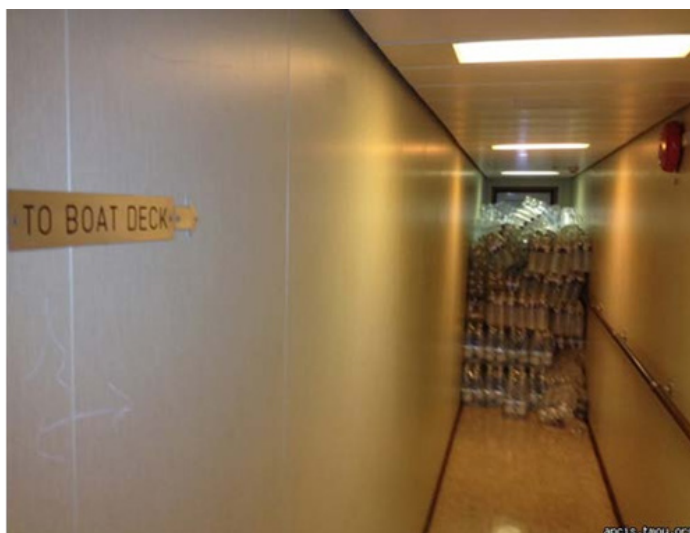
MARINER'S
UPDATE

DEFORMATION, DAMAGED/ CRACKING/CORROSION OF VENTILA-



REMARK:

Exit to "E" deck (stern) & from "B" to boat deck partially blocked



REMARK:

FROM "B" TO BOAT DECK PARTIALLY BLOCKED



REMARK:

BRIDGE DECK (STB) FIRE HOSE HOLED



REMARK:

Unauthorized air conditioners are fitted



REMARK:

Windows, sidescuttles and deadlights



REMARK:

MARINER'S
UPDATE

LOADLINE MARKS AND LINES INCORRECTLY ASSIGNED



REMARK:

Accident prevention- Accommodation ladder in poor condition



REMARK:

STOWAGE OF LIFERAFT (P.S.) - WEAK LINK IS MISSING



REMARK:

CLOT H BANDAGES VENT PIPE



REMARK:

GASKET OF SIDE COVER FOR THE AUX.CONDENSER FOUND SEA SALT



REMARK:

PSC INSPECTION CAMPAIGN

SEAFARER'S
UPDATE
COMPLIANCE WITH SIMPLICITY

B



MSA FOCUSED INSPECTION CAMPAIGN 2025

The china MSA has started a focused inspection campaign from jan 15 to october 14 2025 to enhance safety for personnel who access enclosed spaces aboard ships. About 350 seafarers had died in enclosed spaces since 1996 . Limited entry exit points, insufficient ventilation, not intended for continuous human occupation. maximum of one special inspection will be conducted per ship, however additional inspection may be required under specific circumstances.



Checklist

- | | |
|---|--------------------------|
| 1. Are crew members responsible for enclosed space entry aware of the associated risks ? | ☐ |
| 2. Are the measures in place to permit to work for visitors and crew members for enclosed space entry ? | ☐ |
| 3 is there a list of enclosed space identified | ☐ |
| 4.Are the enclosed spaces marked and for authorised personnel only, | ☐ |
| 5. Are the atmosphere testing devices regularly checked and calibrated, | ☐ |
| 6.Are the emergency rescue equipment for enclosed space entry in good condition. | ☐ |
| 7.Personnel familiarisation of safety Protective equipment and devices, | ☐ |
| 8. are the personnel familiar with the safe entry and RA procedures for enclosed spaces | ☐ |
| 9. Is the enclosed space entry and rescue drill in accordance with the SOLAS ch iii Reg19.3.3 | ☐ |
| 10.Is the sms related to enclosed space operations effectiely implemented on board ? | ☐ |

UNPLOTTED FISH FARMS

COOPER'S
UPDATE
COMPLIANCE WITH SIMPLICITY

C



(2) Public Route from Yantai Port to Weihai Port

North Boundary of the Public Route:

37°40'30"N 121°33'24"E

37°41'36"N 121°59'42"E

South Boundary of the Public Route:

37°38'30"N 121°33'36"E

37°40'00"N 122°06'36"E

The distance between the north boundary of the fishery farm area and the south boundary of the channel is 200m, and the ships passing by should strengthen lookout and navigate cautiously to avoid entering those farms.

This Notice is only used as navigation safety information for passing ships.

37°38.99N /121°46.83E

37°39.35N /121°55.17E

37°37.02N/ 121°55.17E

37°36.75N/ 121°46.83E.

Ships are suggested to proceed along following MSA recommended route in order to avoid entering fishery farms.

Yantai - Weihai	North Boundary		South Boundary		Width (nm)	Course	Distance nm	Depth m
	latitude	Longitude	Lattitude	Longitude				
Starting point	37°40 30N	121°33 24E	37°38 30 N	121°33 36E	2	087°/ 267°	23	17.2-23
Ending point	37°41 36 N	121°59 42 E	37°40 00N	122°06 36 E				



Lu Hang Tong20220413 and the MSA recommended channel
(with 11 virtual AIS mark)

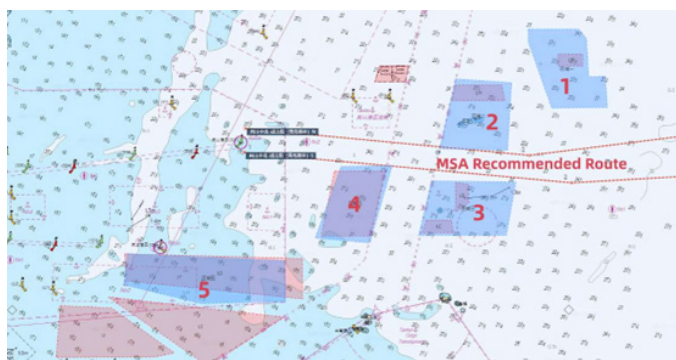
3. *Precautions Mentioned in the Navigation Notice Issued by the MSA*

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

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

Rizhao/Lanshan Port

Recently, we noticed that Shandong Maritime Safety Administration issued Navigation Notice of Lu Hang Tong there are a large number of navigation obstruction nets in the waters east of Rizhao Port, and the specific geographical coordinates of the navigation obstruction nets published.



Geographic coordinates of navigation obstruction nets areas:

1) Zone 1 is the water area enclosed by connecting the following 8 coordinates:

35°12'31"N 119°57'59"E
35°12'31"N 120°00'43"E
35°12'05"N 120°01'08"E
35°10'23"N 120°01'15"E
35°10'25"N 120°02'08"E
35°09'02"N 120°02'16"E
35°08'59"N 119°59'15"E
35°11'57"N 119°57'59"E



2) Zone 2 is the water area enclosed by connecting the following 4 coordinates:

35°10'18"N 119°54'04"E
35°10'07"N 119°57'05"E
35°07'07"N 119°56'52"E
35°07'12"N 119°53'12"E

3) Zone 3 is the water area enclosed by connecting the following 4 coordinates:

35°05'46"N 119°52'46"E
35°05'42"N 119°57'19"E
35°03'20"N 119°56'48"E
35°03'20"N 119°52'04"E

4) Zone 4 is the water area enclosed by connecting the following 4 coordinates:

35°06'24"N 119°47'53"E
35°06'26"N 119°50'39"E
35°03'00"N 119°49'26"E
35°03'13"N 119°46'29"E

5) Zone 5 is the water area enclosed by connecting the following 5 coordinates:

35°02'31"N 119°36'19"E
35°02'12"N 119°44'51"E
35°00'23"N 119°44'52"E
35°00'18"N 119°40'19"E
35°01'08"N 119°36'08"E

In the Notice, the MSA specifically points out the following precautions:

1) Ships shall avoid the above areas when planning their routes, and shall anchor as far away as possible.

Lanshan Port Mid North operation area - Chengshan- jiao (outside Qingdao)	North boundary line		South boundary line		width nm	course	dis- tance nm	Min chart depth m
	Latitude	longitude	Latitude	Longitude				
Starting Point	35°08'06"N	119°42'41"E	35°07'01"N	119°42'38"E	1.08	095° / 275°	13.6	23
Turning point	35°06'54"N	119°58'02"E	35°05'40"N	120°00'20"E	1.5	085° / 265°	12.3	
Ending Point	35°09'00"N	120°18'34"E	35°06'09"N	120°10'25"E	2.0			



Dalian Port

1. Anchor position selection for arriving ships

Ship shall give priority for anchoring at the designated anchorage. When anchoring at the anchorage is not possible due to special reasons, ship shall take into account the approximate scope of the fishery farms and try to avoid anchoring in the waters to the east of the anchorage

2.Route selection for entering the anchorage

Ships may enter the anchorage from the western or southern boundary of the anchorage. If they have to enter from the eastern boundary of the anchorage due to special reasons, they should try their best to navigate close to the eastern boundary of the anchorage to avoid entering the fishery farms

3.the arriving ships intending to enter the port without anchoring may sail northward to the pilot station safely through the water area west to the anchorage

4 ship should maintain close contact with dalian vts and jointly take into consideration loss prevention suggestion.



Coast of Shandong Province



2.1 Fishery Farms off Laizhou Port

Area S1:

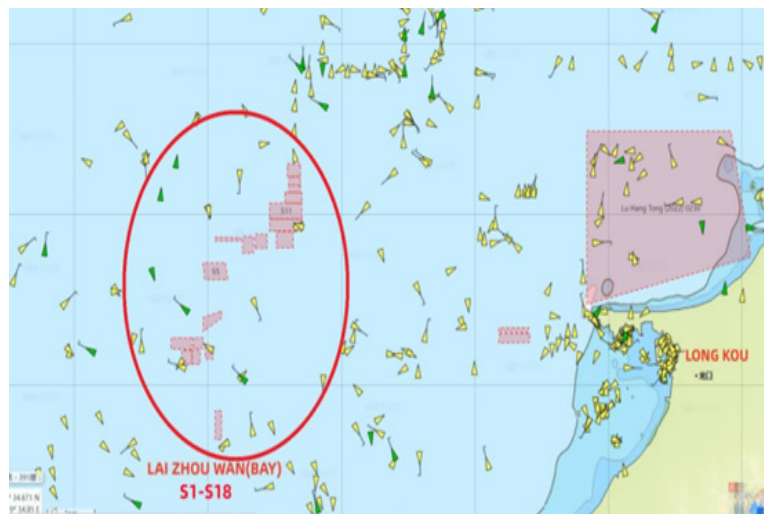
- | | |
|---------------|-------------|
| 1. 37°39.267N | |
| 119°41.152E | |
| 2. 37°39.266N | 119°40.350E |
| 3. 37°38.564N | 119°40.349E |
| 4. 37°38.565N | 119°41.158E |

Area S2:

- | | |
|---------------|-------------|
| 1. 37°44.251N | 119°46.158E |
| 2. 37°44.263N | 119°47.076E |
| 3. 37°44.964N | 119°47.086E |
| 4. 37°44.962N | 119°46.152E |

Area S3:

- | | |
|---------------|-------------|
| 1. 37°39.882N | 119°41.157E |
| 2. 37°39.880N | 119°39.543E |
| 3. 37°39.319N | 119°39.513E |
| 4. 37°39.300N | 119°41.131E |



Area S4:

- | | |
|---------------|-------------|
| 1. 37°44.026N | 119°45.152E |
| 2. 37°44.029N | 119°45.993E |
| 3. 37°44.863N | 119°46.004E |
| 4. 37°44.858N | 119°45.165E |

Area S5:

- | | |
|---------------|-------------|
| 1. 37°43.550N | 119°43.800E |
| 2. 37°42.730N | 119°44.000E |
| 3. 37°42.730N | 119°42.160E |
| 4. 37°43.545N | 119°42.000E |

Area S6:

- | | |
|---------------|-------------|
| 1. 37°44.623N | 119°42.939E |
| 2. 37°44.629N | 119°45.003E |
| 3. 37°44.800N | 119°45.001E |
| 4. 37°44.810N | 119°43.041E |

**Area S7:**

- | | |
|---------------|--------------|
| 1. 37°47.770N | 119° 49.700E |
| 2. 37°47.770N | 119° 48.800E |
| 3. 37°47.380N | 119° 48.800E |
| 4. 37°47.380N | 119° 49.700E |

Area S8:

- | | |
|---------------|-------------|
| 1. 37°47.380N | 119°49.700E |
| 2. 37°47.020N | 119°49.700E |
| 3. 37°47.020N | 119°48.800E |
| 4. 37°47.380N | 119°48.800E |

Area S9:

- | | |
|---------------|-------------|
| 1. 37°48.400N | 119°49.700E |
| 2. 37°48.400N | 119°48.700E |
| 3. 37°47.790N | 119°48.700E |
| 4. 37°47.790N | 119°49.700E |

Area S10:

- | | |
|---------------|-------------|
| 1. 37°47.000N | 119°48.500E |
| 2. 37°47.000N | 119°49.850E |
| 3. 37°46.500N | 119°49.850E |
| 4. 37°46.500N | 119°48.500E |

Area S11:

- | | |
|--------------|------------|
| 1. 37°46.50N | 119°47.30E |
| 2. 37°46.50N | 119°49.85E |
| 3. 37°45.70N | 119°49.85E |
| 4. 37°45.70N | 119°47.30E |

Area S12:

- | | |
|--------------|------------|
| 1. 37°45.69N | 119°47.30E |
| 2. 37°45.69N | 119°49.85E |
| 3. 37°45.10N | 119°49.85E |
| 4. 37°45.10N | 119°47.30E |

Area S13:

- | | |
|--------------|------------|
| 1. 37°44.28N | 119°49.12E |
| 2. 37°45.08N | 119°49.12E |
| 3. 37°45.08N | 119°47.80E |
| 4. 37°44.28N | 119°47.80E |

**Area S14:**

- | | |
|---------------|------------|
| 1. 37°34.850N | 119°43.00E |
| 2. 37°36.265N | 119°43.00E |
| 3. 37°36.265N | 119°43.50E |
| 4. 37°34.850N | 119°43.50E |

Area S15:

- | | |
|--------------|------------|
| 1. 37°39.45N | 119°42.23E |
| 2. 37°38.84N | 119°42.23E |
| 3. 37°38.84N | 119°42.84E |
| 4. 37°39.45N | 119°42.84E |

Area S16:

- | | |
|--------------|------------|
| 1. 37°39.30N | 119°41.20E |
| 2. 37°38.56N | 119°41.20E |
| 3. 37°38.56N | 119°41.80E |
| 4. 37°39.30N | 119°41.80E |

Area S17:

- | | |
|--------------|------------|
| 1. 37°41.18N | 119°43 48E |
| 2. 37°40.85N | 119°43 48E |
| 3. 37°40.18N | 119°42.05E |
| 4. 37°40.85N | 119°42.05E |

Area S18:

- | | |
|--------------|------------|
| 1. 37°39.88N | 119°41.26E |
| 2. 37°39.34N | 119°41.26E |
| 3. 37°39.34N | 119°42.06E |
| 4. 37°39.88N | 119°42.06E |

According to the experience in the handling of such cases, there are multiple fishery farms in the waters of Laizhou Bay, including but not limited to the above-mentioned fishery farms, and some of them have even expanded to the recommended routes. West-bound ships sailing out of Changshan Channel to Weifang Port, or sailing from Penglai/Longkou/other northern Ports to Weifang Port, are exposed to high risks of entering the fishery farms off Laizhou. Ships are suggested to proceed along following recommended routes in order to avoid entering fishery farms.

COMPLIANCE WITH SIMPLICITY



Guangli Port, Weifang Port - Changshan Channel

2.2 Fishery Farms off Longkou Port

In order to avoid fishery farm damage cases off Longkou Port, the MSA issued a Navigation Notice (Lu Hang Tong [2022] 0230) on the information of fishery farms in the sea area enclosed by the following four coordinates and the coastline:

A37°41'30"N 120°12'20"E

B37°50'00"N 120°12'20"E

C37°50'00"N 120°23'42"E

D37°43'50"N 120°25'16"E



In the Navigation Notice, the MSA points out the following precautions:

- (1) The Fishery farms boundary changes with seasons, and ships passing by should strengthen lookout and navigate cautiously to avoid passing through those farms.
- (2) This Notice is only used as navigation safety information for passing ships.

However, there are still some unidentified fishery farms that are not included in the above navigation notice (such as K1 and K2 two unlicensed fishery farms).

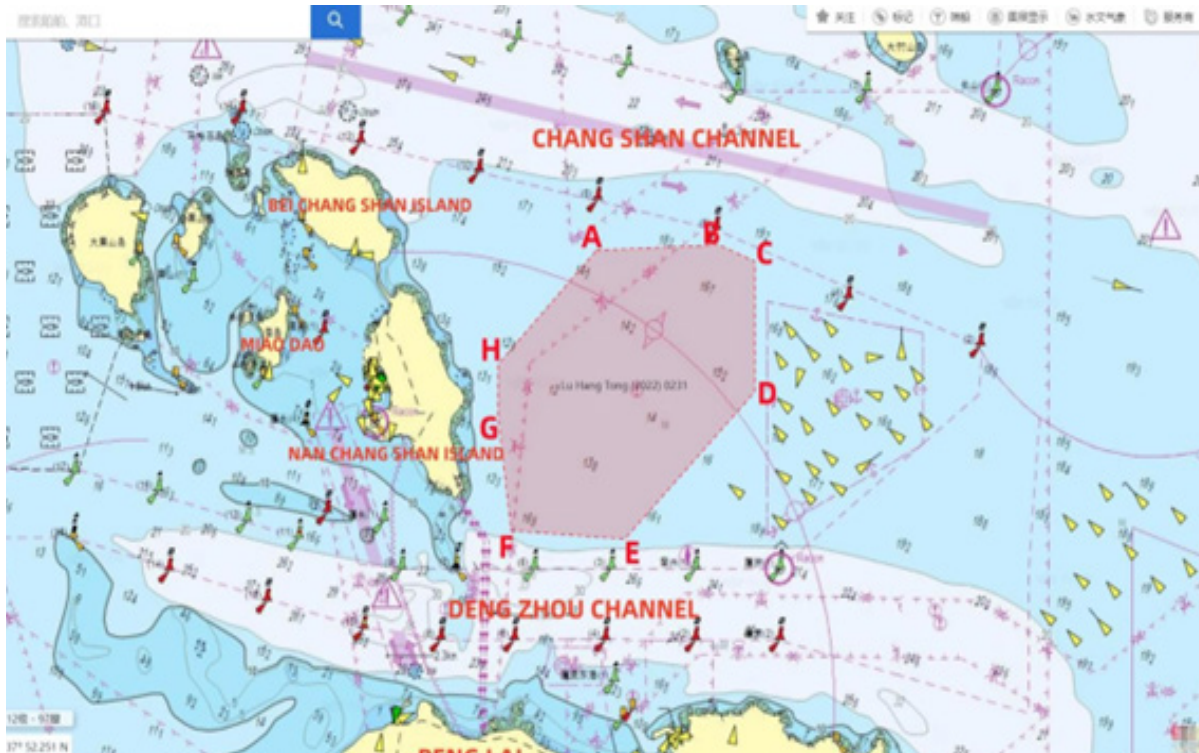
K1

1. 37° 40.183N 120° 05.3641E
2. 37° 40.3809N 120° 05.4012E
3. 37° 40.3510N 120° 07.7620E
4. 37° 40.1509N 120° 07.7339E

K2

1. 37° 40.076N 120° 05.460E
2. 37° 40.057N 120° 07.860E
3. 37° 39.646N 120° 07.801E
4. 37° 39.629N 120° 05.365E

2.3 Fishery Farms off Penglai Port



In order to avoid fishery farm damage cases off Penglai Port, the MSA issued a Navigation Notice on the information of fishery farms in the sea area enclosed by the following coordinates:

A 37°57 54 N 120°48 48E

B 37°58 00N 120°51 48E

C 37°57 42N 120°52 42E

D 37°55 24N 120°52 42E

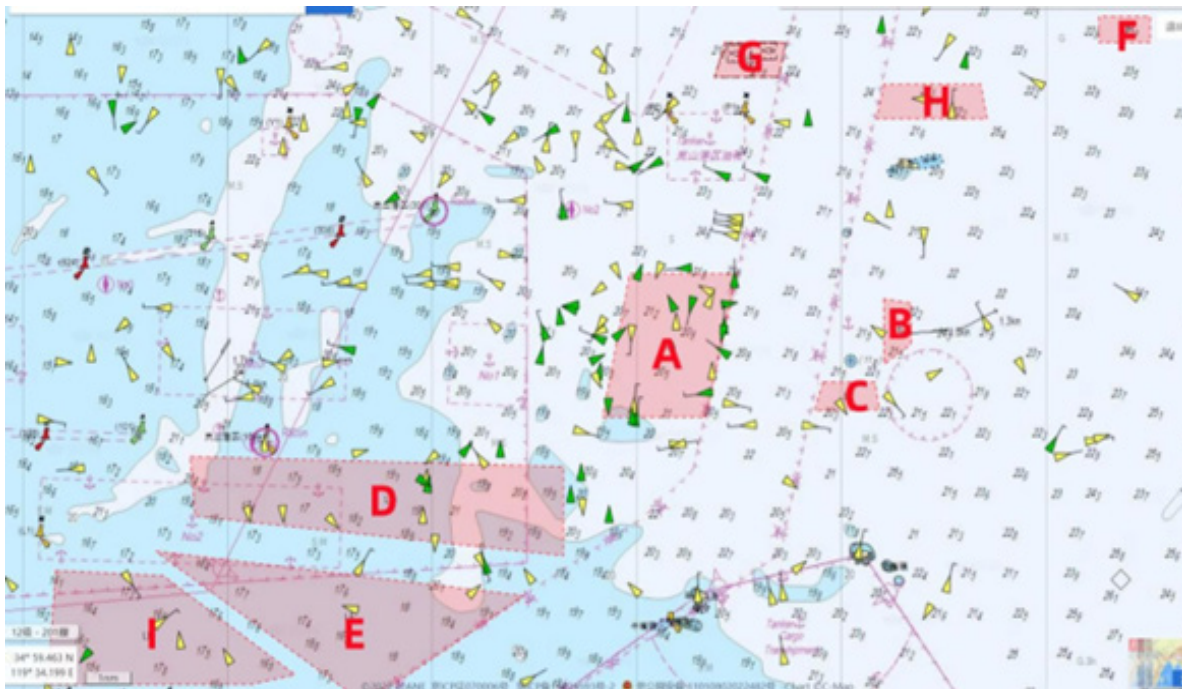
E 37°5248N 120°4930E

F 37°5256N 120°4642E

G 37°5500N 120°4622E

H 37°5553N 120°4622E

2.4 Fishery Farms off Lanshan Port



The geographical scope of the fishery farm off Lanshan Port is as follows:

Area A:

35°06'12.00"N, 119°50'16.00"E
35°03'18.00"N, 119°49'28.00"E
35°03'18.00"N, 119°46'48.00"E
35°06'12.00"N, 119°47'30.00"E

Area B:

35°0541.18N, 119°5403.73E
35°0421.77N, 119°5403.82E
35°0446.97N, 119°5445.81E
35°0535.97N, 119°5445.75E

Area C:

35°0401.06N, 119°5229.91E
35°0326.77N, 119°5215.68E
35°0326.87N, 119°5356.63E
35°0401.14N, 119°5349.95E

Area D:

35°02' 30.00" N, 119°36' 11.0"E
35°02' 18.00" N, 119°45' 48.0"E
35°00'30.00"N, 119°45'48.00"E
35°01'18.00"N, 119°36'18.00"E

Area E:

35°00'36.00"N, 119°35'18.00"E
34°59'42.00"N, 119°44'48.00"E
34°57'30.00"N, 119°40'42.00"E

Area F:

35°11'23.43"N, 119°59'36.03"E
35°10'52.35"N, 119°59'36.03"E
35°10'52.34"N, 120°00'54.73"E
35°11'23.43"N, 120°00'54.74"E

Area G:

35°10' 52.40" N, 119°49' 58.07"E
35°10' 10.63" N, 119°49'42.15"E
35°10' 10.75" N, 119°51'20.11"E
35°10' 52.34" N, 119°51'32.20"E

Area H:

35-10'01.66"N, 119-54'03.38"E
35-09'19.73"N, 119-53'52.84"E
35-09'19.65"N, 119-56'42.48"E
35-10'01.58"N, 119-56'32.59"E

Area I:

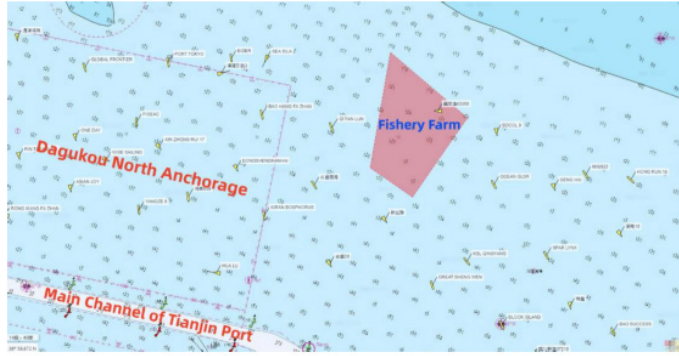
35°00.21' N, 119°32.72' E
35°00.10' N, 119°35.48' E
34°58.10' N, 119°38.87' E
34°57.91' N, 119°37.79' E
34°57.89' N, 119°32.50' E



Fishery Farms in the Waters off Tianjin Port

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

38°56'48"N 118°08'48.E
38°57'40."N 118°09'34.E
38°58'23."N 118°08'30.E
38°57'07."N 118°08'13.E

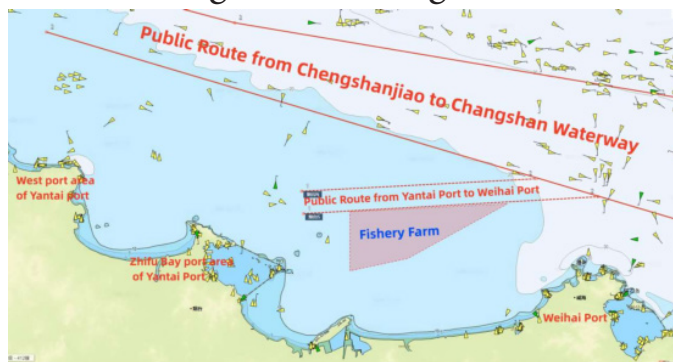


Fishery Farms in the Waters off Yantai Port

1. Distribution of the Fishery Farms

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

37°38'39"N 121°38'E
37°39'24"N 121°56'E
37°34'30"N 121°45'E
37°33'24"N 121°38'E



2. Public Routes

(1) Public Route from Chengshanjiao to Changshan Waterway

North Boundary of the Public Route:

37°44'02"N 122°51'32"E
37°55'30"N 121°25'54"E
37°59'23"N 121°07'23"E

South Boundary of the Public Route:

37°32'49"N 122°37'09"E
37°54'41"N 121°04'49"E

E/RM LOWER PLATFORM RESCUE

COMPLIANCE WITH SIMPLICITY

D



E/RM ESCAPE ARRANGEMENT NOT EXTEND TO LOWER PLATFORM ?



SOLAS
REQUIREMENT

1

PSC
INSPECTION

2

TECH.ACTION TO
AVOID DETENTION

3

1.Compliance with SOLAS

One of the fire safety objectives of SOLAS chapter II-2 is to “provide adequate and readily accessible means of escape for passengers and crew”. As such, one of the options for compliance with SOLAS reg. II-2/13 for means of escape from machinery spaces is the fitting of a vertical escape trunk “from the lower part of the space”.

IACS UI SC277 (applicable to ships contracted from 1 February 2016) and MSC.1/Circ.1511 both include the following interpretation “the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space”.



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2.PSC Inspections:

PSC inspections in Asia have been raising deficiencies against ships (built after IACS UI SC277 and MSC.1/Circ.1511 became effective) where the escape trunk does not proceed all the way to the lowest level of the engine room and which instead have short, inclined stairs leading from the bottom level of the engine room to the lowermost door of the engine room escape trunk.

Certain PSC inspections have also required ships' crews to demonstrate an effective evacuation of an injured crew member from the lowest level of the engine room to the escape trunk, as part of a rescue drill (as required by SOLAS Reg. III/19.3). Deficiencies have subsequently been raised by PSC inspectors where the rescue drill was not considered satisfactory. (Procedures for PSC inspections, including conducting drills, are detailed in IMO Resolution A.1185(33).)

3. ACTION TO AVOID DETENTION:

For ships, where the engine room escape trunk does not lead to the lowest level of the engine room, the following measures are recommended:



- **A.** A technical justification should be developed [and reviewed by the flag Administration or its R.O] which should detail why the escape arrangement did not extend to the lowest platform.
- **B.** The technical justification should provide justifiable reasons why the trunk cannot be led to the lowest level. These could include:
 - 1. Insufficient space due to any restrictions, e.g. ship's hull lines, side shell stiffening, structural design arrangements.
 - 2. Equipment or machinery in the way, e.g. shaft or stern seal equipment.
 - 3. Maintenance envelope or access required to maintain equipment or withdraw shafts.
- **C.** The technical justification should explain how the as-fitted arrangements provide for safe escape, e.g. short, inclined ladder of suitable width, sufficient access platform area at entrance door, easy access to inclined ladder.
- **D.** The technical justification should be kept onboard the ship, available to be presented to Port State Control or other parties when required.
- **E.** Operators should ensure they have adequate procedures in the SMS to cover rescue drills for evacuating injured persons from the engine room.
- **F.** In addition, the crew should familiarise themselves with the arrangement on board and practise and record rescue drills, as per the Company SMS requirements.



FOREIGN VESSEL ENTRY

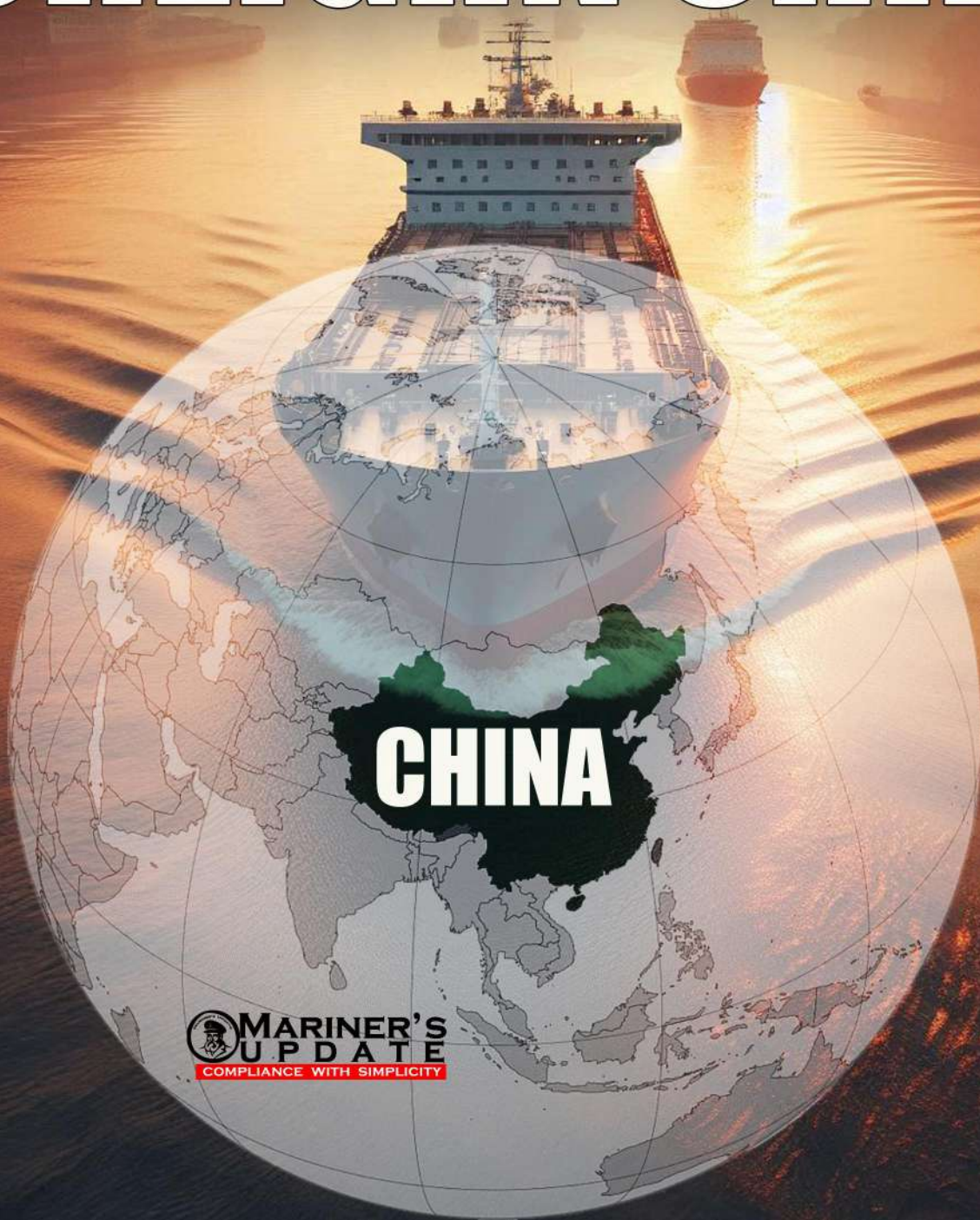
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EFFECTIVE FROM 1 MARCH 2025

NEW RULE FOR FOREIGN SHIPS



China's New Rules for Foreign Ships in Emergencies (Effective March 1, 2025)

China's Maritime Safety Agency (MSA) has introduced new rules for foreign-flagged ships entering Chinese waters in emergencies. These emergencies include:

- Medical emergencies (serious illness or injury)
- Mechanical breakdowns
- Vessel distress situations
- Bad weather when the ship does not have a permit to enter a port

Key Points to Remember:

- Ships violating Chinese laws may face warnings, fines, detention, or even criminal charges.
- Any vessel entering Chinese waters in an emergency must follow instructions from maritime authorities.

Steps to Follow in an Emergency:

1. Ensure that AIS and VHF communication systems are working properly and showing correct information before entering reporting areas.
2. Report the emergency using any of the following methods:
 - Marine radio (VHF, MF, HF)
 - Digital Selective Calling (DSC)
 - Marine satellite phone, wired phone, or fax
 - China's maritime rescue hotline: **12395**
3. The ship's Master must fill out and submit an **Emergency Report Form** attached.

Shipowners and operators should take note of these rules and follow them carefully to avoid penalties.

Reporting form attached in next page.

EMERGENCY REPORT FORM

Vessel particulars	Name of vessel		Flag		Type of vessel	
	Call sign		IMO No.		Vessel position	
	L.O.A.		Vessel breadth		Vessel draft	
	Course & speed		Port of departure		Port of arrival	
	Ship owner			Ship operator		
	Ship manager					
	Hull color, funnel color & logo					
Details of entering PRC's territorial waters	Entry time		Departure time			
	Departure port and departure time		Last port of call and departure time			
	Number of crew & passengers					
Cargo information	Name of cargo		Details	General cargo (ton)		
	Cargo quantity (tons)			Dangerous goods (tons)		
	Official name & UN number of dangerous goods		Class of the dangerous goods			
Meteorological & hydrological conditions						
Direct cause of the emergency entry, measures taken & assistance required						
Remarks						
Contact details (ship & agent)			Date (year/month/day)			