

TROPICAL CYCLONE IDAI ALMOST DESTROYS CITY OF BEIRA IN MOZAMBIQUE

Ingosstrakh's Correspondents, P&I Associates, Durban, South Africa reports on situation at Beira port as per information received from local managers / operators as on 20.03:

On the 14th March, the Central region of Mozambique and most notably the city of Beira were profoundly affected by Cyclone Idai. There have been fierce winds and water damage to the city and the surrounding area with lives lost, destruction of property, no electricity and no water available.

The Port was well prepared in advance and thus has sustained only limited damages. On the General Cargo Terminal, the warehouses have suffered severe roof damage and are out of order for at least a month. The fenders on the quays are being replaced and will be installed today resulting in two fully functioning quays, with a third expected to be ready on the 21st March. All major debris has been removed from the terminal, and it is now fully accessible. Equipment was stored safely and is operational.

On the Container Terminal, no full containers were damaged. The Gantry Cranes withstood the storm, and the single lift cranes have suffered damage to their engine housing and repairs will take a few days or longer. The two twin lift cranes have only had problems with water infiltration, which has been fixed, and they are expected to be operational today. NAVIS operating system is running in the office, and they are working to re-establish functionality in the terminal. They plan to be fully operational again later today.

The BGT Terminal sustained damages to the silos, but the conveyor system is intact, after dealing with water-related problems the terminal is expected to become operational in a few days.

The road to Beira is currently not accessible due to the flooding, only once the water has lowered and deemed safe, the road can then be used again.

Communication in Beira is still difficult to maintain, and reliance has been put on VSAT for internet. Voice services are expected to be re-established in the next few days until then email has been a reliable means of communication.

RECENT MSA NAVIGATION WARNINGS OF CHINA WATERS

Chinese law firm Sloma & Co reports on recent navigation warnings of the China Waters issued by Chinese MSA. Please see the following the free translations:

Announcement on the Newly-established "BOZHONG 13-1 AIS Base"

(Sloma Translation)

JHT (2019) No.15

China MSA 29 January 2019

According to the beacon mark dynamic published by Tianjin Beacon Department of The Navigation Guarantee Center of North China Sea of MOT (JBJZ (2019) No.15), an AIS Base will be put into use from now on, detailed parameters of the beacon are as follows:

Name: BOZHONG 13-1 AIS BASE

Location(WGS-84): 38°33'05.2"N/119°04'16.9"E

MMSI: 004131428

Transmitted Power: 12.5w

Frequency: AIS1 161.975MHz /AIS2 162.025MHz

Operating Mode: Autonomous and Continuous, Assigned, Polling

Remark: Newly-established

Announcement on 3d Seismic Data Acquisition Project of Submarine Cable in 8 Tectonic Region of Caofeidian

(Sloma Translation)

JHT (2019) No. 17

China MSA 3 February 2019

Work duration: 3 February 2019 – 31 December 2019.

Work content: 3d seismic data acquisition project of submarine cable of 8 Tectonic Region of Caofeidian

Work site: water areas bounded by the following 6 points:

A: 38°39'59.20"N/118°10'52.93"E;

B: 38°47'04.74"N/118°10'40.88"E;

C: 38°47'21.54"N/118°30'24.83"E;

D: 38°35'41.42"N/118°30'39.37"E;

E: 38°35'41.20"N/118°29'34.70"E;

F: 38°40'47.00"N/118°23'40.00"E.

Workboat: "Bin Hai 517", "Hai You Kan 1" and "Xin Run 8";

Signals: Workboats will exhibit shapes of "Ball-Diamond-Ball" at day and exhibit all-round lights of "Red-White-Red" and three towing masts at night.

Cautions: Workboats should keep watch on VHF 8/16 and the dedicated channel of the nearby port; radar reflectors and visual signals are fitted at the cable end (a white flashlight with a period of 3 seconds is displayed at night).

3d offshore seismic data acquisition operation

(Sloma Translation)

WHT (2019) No.11

China MSA 15 February 2019

Work duration: 3 February 2019 – 1 June 2019, day-night operation.

Work site: southeast water areas of Wenzhou, bounded by the following 11 points in order (WGS-84):

A: 27°41'00.0"N/121°55'00.0"E;

B: 27°45'00.0"N/121°55'00.0"E;

C: 27°45'00.0"N/122°00'00.0"E;

D: 27°47'30.0"N/122°00'00.0"E;

E: 27°47'30.0"N/122°24'00.0"E;

F: 27°35'00.0"N/122°24'00.0"E;

G: 27°35'00.0"N/122°20'00.0"E;

H: 27°25'00.0"N/122°20'00.0"E;

I: 27°25'00.0"N/122°30'00.0"E;

J: 27°12'00.0"N/122°30'00.0"E;

K: 27°12'10.5"N/122°20'55.3"E.

Work mode: The workboat "Hai Yang Shi You 718" (Length: 78 meters; Width: 18 meters) will conduct seismic exploration and acquisition operation in the above water areas.

Cautions:

During the work, 6 cables in the length of about 6,000 meters will be towed at the stern, cable sink will be 15 meters below water, space between each cable is 100 meters. Radar reflectors and orange-yellow buoys are fitted at the cable end (a white flashlight with a period of 3 seconds is displayed at night), navigational speed of the workboat is about 4 knots.

The workboat will display signals as regulated, keep VHF16 unblocked, strengthen duty and lookout, keep close attention to the movements of passing vessels and be prepared to take safety measures at any time.

Passing vessels should strengthen lookout, sail cautiously, pay attention to avoidance, avoid passing the cables towed by the workboat and obey the command of the onsite guard ship for the safety matters.

Well exploration operation of Well KL6-1-2

(Sloma Translation)

LHT (2019) No.37

China MSA 13 February 2019

Work duration: 14 February 2019 – 20 May 2019.

Work unit: China National Offshore Oil Corporation, Tianjin Branch

Workboat: Bo Hai No.7, Hai Yang Shi You 635, Hai Yang Shi You 634, Hai Yang Shi You 642 and Hai Yang Shi You 646.

Work areas: Well exploration operation on Well KL6-1-2 in water areas centered by 38°02'37.918"N/119°48'18.422"E, with a radius of 1,000 meters.

Please be advised that all the above navigation warnings are free translations of important pieces selected from the official website of MSA China or that of other local MSAs. For more detailed information, prudent Insureds should contact local agents.