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Sailing Directions for Seto Naikai

Supplement No.9

27 September 2024



Japan Coast Guard

Explanatory Notes

Sailing Directions for Seto Naikai - Supplement No. 9 is issued to correct the outdated information in Publication No.303 Sailing Directions for Seto Naikai which was published in February 2019.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 1 May 2024.

The instructions for amending, deleting or adding of the previous issues are indicated in this supplement. This supplement also contains an index to be referred to the pages on which they are mentioned. The index is listed in numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on gray background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be deleted, replaced or added are instructed in [square brackets].

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

27 September 2024

Hydrographic and Oceanographic Department,
Japan Coast Guard

Caution

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

Especially for up-to-dated information concerning the safety of navigation instructed by Japan Coast Guard, please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the Japan Coast Guard (JCG) publicises information that could affect the safety of navigation and environmental protection by issuing Notices to Mariners (NTMs) and Navigational Warnings (NWs), and publishing such information on the JCG charts and in other nautical publications, based on laws, regulations, proclamations, charts, NTMs, NWs issued by countries concerned as well as reports made by ships.

Sailing Directions published by JCG are intended solely for the purpose of providing information for safe navigation. The contents included in the Sailing Directions do not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

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Chapter 5 PASSAGES, SIGNALS AND SO ON

Passages

General. The passages covered by this volume are standard routes that were generally used regularly conventionally. 5
Mariners have to choose an appropriate route and a course in consideration of laws, season, weather, sea area, tidal streams, the distinction of the night and daytime and vessels' capability in reference to these routes. And caution is required to the tidal currents, fishing nets and aquaculture facilities when mariners go in and out of ports and harbors.

Routes for general vessel. In the coast of Seto Naikai, there are large trading ports such as Hanshin Ko in E of Seto Naikai and Kanmon Ko in W of Seto Naikai, and other various large and small ports serviced. Many of them are the 10
distribution bases of coastal industrial zones. Various vessels, small and large, entering or leaving these ports frequently take main passage routes and there are also many small boats servicing between the coastal ports or the islands. Main recommended tracks are described in relevant charts.

Traffic routes and designated routes prescribed by Maritime Traffic Safety Law. 8 traffic routes are regulated by Article 2 of Maritime Traffic Safety Law and 8 designated routes (N of Osaka Wan, Obatake Seto and so on) are 15
regulated by Article 25.

Specific charts. The charts that designated by Maritime Traffic Safety Law describing traffic routes and regulations, are published on the base of Article 40 of the Maritime Traffic Safety Law. Specific charts are described in Pub.901 "Catalogue of Charts and Publications".

Passages prescribed by Port Regulations Law. These passages are used by vessels entering or leaving the ports 20
specified by the same law. Each port of Wakayama-Shimotsu, Tokushima-Komatsushima, Hannan, Hanshin, Higashi-Harima, Himeji, Takamatsu, Niihama, Mizushima, Onomichi-Itozaki, Hiroshima and Kanmon has the passage (Refer to Article 12 of the Port Regulations Law and Article 8 of the Cabinet Order for the Enforcement of the Port Regulation Law).

Routes for regular passenger ships. In view of the characteristic of Seto Naikai with the unique traffic conditions 25
and the tourist area there are maritime networks for regular passenger ship services between the coastal ports or the islands. These routes are along main passage or across the passage.

Signals

Traffic control signals. Traffic control signals based on the Port Regulations Law are in force in the waterway at 30
each port of Hanshin, Mizushima and Kanmon. In the Mizushima Traffic Route, the traffic control signals based on the Maritime Traffic Safety Law are in force.

Private signals. At Wakayama-Shimotsu Ko and Himeji Ko, private signals concerning the use of mooring facilities are in force by Japan Coast Guard Public Notice No. 34 of 1995.

Aids to Navigation

Aids to navigation may be temporally installed, moved or removed in order to maintain or repair the facilities of ports and passages. The state of the aids to navigation must be checked by referring to Notices to Mariners, Navigational Warnings, and Safety Information, etc.

Also, caution is needed to aids to navigation in and around ports and harbors, or just off the coasts, as they sometimes 40
becomes difficult to distinguish from background lights and fishing lights.

Buoyage System. In Japan, IALA (International Association of Lighthouse Authorities) Maritime Buoyage System (B-system) is used.

Origin of Water. “Origin of Water”, which is the conventional direction of buoyage both starboard-hand mark and port-hand mark is regulated in the following.

1. In the fairway connecting main traffic route to harbour, the harbour side is “Origin of Water”. In the passage within the harbour area, the side where vessel gets alongside and cargo operation is done is “Origin of Water”.

2. Others than above 1 are regulated in the following.

Water area	Origin of Water
Port, harbour, bay, river and the connecting areas	The head of harbour or bay, or the upper stream on the river
Seto Naikai (including Kanmon Kaikyo excluding Uko East and West Traffic Routes)	Hanshin Ko
Uko East and West Traffic Routes	Uno Ko

AIS Signal Station Ship-ridden receivers of AIS (Automatic Identification System) or radars Capable of displaying on AIS multiple display or ECDIS (Electronic Chart Display and Information System) indicating the facilities for emitting radio waves on their display screens in order to show symbol marks and such to be the Marking Fairway to navigating vessels.

In the vicinity of area depicted this volume, there are 19 AIS signal stations.

AIS Signal Station Name	Position	Classification	Remarks
Sumoto Oki	34° 21.3' N 135° 00.5' E	Real	Sumoto Oki Light Buoy adjoining
Akashi Kaikyo Traffic Route NE	34° 36.3' N 135° 04.9' E	Virtual	Osaka Wan Vessel Traffic Service Center control
Yura-seto N	34° 17.9' N 134° 58.8' E	Virtual	Same as above
Yura-seto S	34° 16.0' N 134° 58.8' E	Virtual	Same as above
Akashi Kaikyo Traffic Route Center	34° 37.4' N 135° 00.6' E	Real	Akashi Kaikyo Traffic Route Center No.2 Light Buoy adjoining
Kurushima Kaikyo Traffic Route West Exit A	34° 09.4' N 132° 53.9' E	Virtual	
Kurushima Kaikyo Traffic Route West Exit B	34° 09.6' N 132° 55.1' E	Virtual	
Yashima S	33° 41.6' N 132° 08.1' E	Real	Iyo Nada Koro No.5 Light Buoy adjoining
Iyo Nada Koro No.2	33° 44.1' N 131° 53.9' E	Virtual	Kurushima Kaikyo Vessel Traffic Service Center control
Iyo Nada Koro No.4	33° 42.4' N 132° 03.4' E	Virtual	Same as above
Iyo Nada Koro No.6	33° 42.8' N 132° 13.0' E	Virtual	Same as above
Iyo Nada Koro No.9	33° 52.7' N 132° 35.7' E	Virtual	Same as above
Suo Nada Koro No.2	33° 49.4' N 131° 23.7' E	Virtual	Same as above
Suo Nada Koro No.4	33° 47.3' N 131° 35.5' E	Virtual	Same as above
Suo Nada Koro No.6	33° 45.7' N 131° 44.7' E	Virtual	Same as above
Seibu-sekiyu Ube Oki Sea-Berth	33° 50.0' N 131° 12.8' E	Real	Seibu-sekiyu Ube Oki Sea-Berth Light adjoining
Kanmon Passage E entrance	33° 56.8' N 131° 03.0' E	Real	Shimonoseki SE Suido No.1 Light Buoy adjoining
Kanmon Passage W entrance	33° 59.8' N 130° 53.1' E	Real	Kanmon Passage No.1 Light Buoy adjoining
Hibiki Nada Oki Floating Wind Turbine	34° 03.2' N 130° 43.4' E	Real	Hibiki Nada Oki Floating Wind Turbin Mark Light adjoining

charts, Sailing Directions, etc.

- Maritime traffic statutes and guidelines, such as the Law for Preventing Collisions at Sea, the Maritime Traffic Safety Law and the Port Regulations Law which are applicable to the navigation areas, should be fully understood and complied with.
- The information on course lines and clearing lines for avoiding obstructions, etc. should be indicated on charts in advance.

(4) Proper use of charts

- Charts should be kept up-to-date in accordance with Notices to Mariners.
- If charts and a satellite navigation system like GPS are used at the same time, geodetic systems (datum) should be unified.
- Charts with a proper scale corresponding to the navigation areas should be used, and such charts should be kept ready for use during navigation.

Submarine Cables, Overhead Cables and Bridges

The laying of submarine cables or changing of existed cables is informed by general Notices to Mariners and Regional Coast Guard Headquarters Notices to Mariners. Pay attention to avoid trawling and anchoring in the vicinity of submarine cables, which may carry high voltage and therefore be very dangerous.

Honshu-Shikoku Bridge connecting Shikoku with Honshu (Kobe-Naruto Route, Kojima-Sakaide Route and Onomichi-Imabari Route) is over the channel congested with many vessels. In addition there are many overhead cables and bridges connecting Shikoku with Honshu and it is necessary to make a preparatory study of the vertical clearance etc., on charts etc. for safety navigation.

Fisheries

General. The small-scale fishery which is done from the old days is popular and a lot of fishing boats operate in each place near the traffic route. Specifically, fog occurs when the peak of fishing season is from March to July. Please pay attention.

Although the signs etc. of fishery in operation are regulated in the adjustment rule of each prefecture but they are not necessarily unified since the fishing method is various in each area.

Fish farming, stationary nets and the cultivation of oysters, seaweed, and pearls are carried out in many of the inlets around the coasts.

Stow-nets fishery. Stow-nets fishery (Komaseami in Japanese) is operated at each traffic route of Bisan Seto and the adjacent sea areas. (Refer to the photograph and Fig.1 on page 14.)

Fishery is operated day and night from January to November (the peak of fishing season from February to August.). (Refer to Fig.2 on page 15.)

Stow-nets is beforehand sunk in the sea, this is a peculiar fishing method which waits for and pulls up that the shoal of fish passed by a current goes into Cod-net, when the turn of tidal currents, it is laid, and when the next turn of tidal stream, it is pulled up.

Vessels can navigate safely, keeping an enough distance and passing in the outside of an anchor keg buoy (orange in color).

When the strong current, an anchor keg buoy sinks and become difficult to recognize.

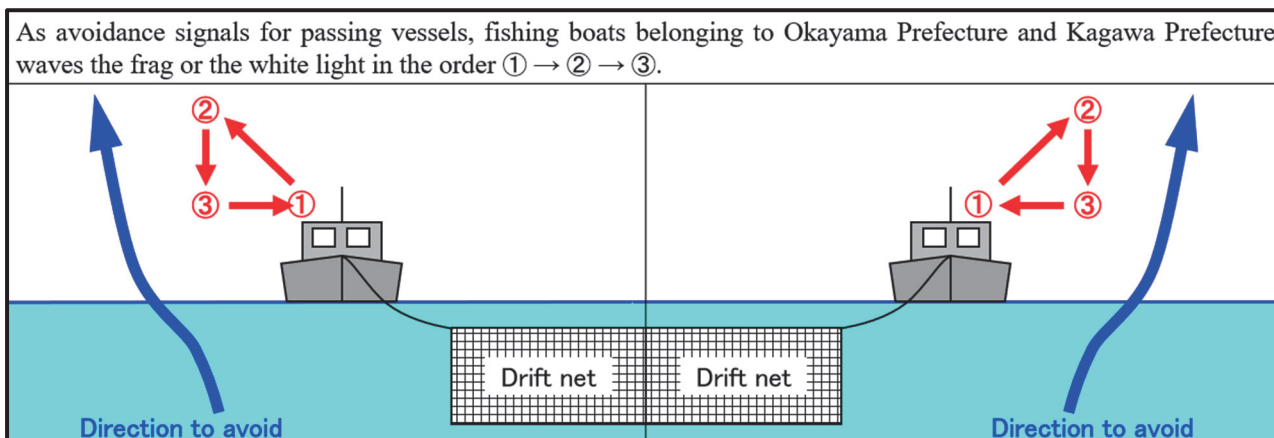
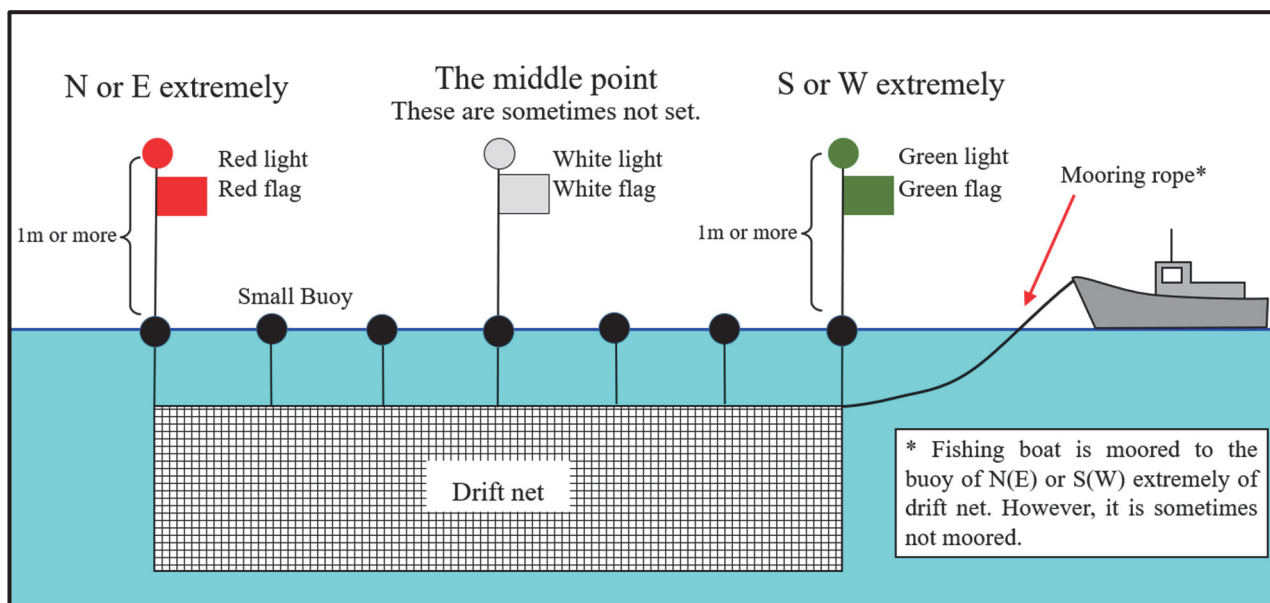
In such a case, be careful because mariners must aim at an auxiliary keg buoy (orange in color).

In the peak of fishing season, there is an area where is crowded with a lot of stow-net fishing boats, it is difficult to recognize the relation between a fishing gear and a fishing boat.

In this case, mariners confirm an anchor keg buoy in the northern end and the southern end every group and must ascertain a navigable water area.

Fig.3 Schematic diagram of Spanish Mackerel and butterfish Drift-net Fishery, etc.

[An image replaced]



In Seto Naikai the Law is applied for almost whole areas excluding only a part like port area. Within the applicable areas there are 8 traffic routes established. And there is Designation of Track in the sea areas nearby Sumoto Offing Light buoy and Yura Seto, N part of Osaka Wan, near entrance/exit on the W and E side of Akashi Kaikyo Traffic Route, near entrance/exit on the W side of Kurushima Kaikyo Traffic Route, around Tsuru Shima Suido, Obataka Seto and nearby Ondo-no-Seto.

This Law covers general navigation for each traffic route, specific navigation for each traffic route, special traffic rules for special vessels such as huge vessels, vessels carrying dangerous cargo at traffic routes, navigation in sea areas off traffic routes, traffic control, etc. for hazard prevention, marks by rights, etc., measures to aid safe navigation of vessels and preventive measures against danger.

In accordance with Partial Amendment of the Act in Maritime Traffic Safety (Law No.53 of 2021), a new system has been established and enacted since 1st July 2021, in Tokyo Wan , Ise Wan and Seto Naikai (including Osaka Wan) to take all possible measures to prevent accidents caused by anchor dragging when extreme weather such as extraordinary strong typhoon is expected, which recommends or orders ships to evacuate the bay or not to anchor in the bay.

The followings are regulated commonly to each traffic route.

1. General Navigation Rules

Navigation Rules	Contents
Obligation to navigate traffic routes	When vessels of 50m or more in length navigate between two locations defined by the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, they should use nearby traffic routes designated. (Article 4 of the Maritime Traffic Safety Law; Article 3 of the Regulations for the Enforcement of the Maritime Traffic Safety Law)
Restriction on the speed	In the whole area of Mizushima Traffic Route and the designated areas of Bisan Seto East, North and South Traffic Route, No vessels should navigate at a water speed greater than 12kn except when the vessel crosses the traffic route. (Article 5 of the Maritime Traffic Safety Law; Article 4 of the Regulations for the Enforcement of the Maritime Traffic Safety Law)
Measures to indicate the destination	Vessels of 100 t or more, with a whistle, shall signal to show direction when entering or leaving traffic routes, or crossing traffic routes. Vessels (excluding vessels without whistles, without Automatic Identification System, and vessels not operating Automatic Identification System pursuant to the provision of Article 3-16 Proviso of Regulations for the Enforcement of Mariners Law) shall transmit necessary information such as ports of destination and courses, etc. as destination information of Automatic Identification System, while navigating traffic routes. (Article 7 of the same Law and Article 6 of Regulations for the Enforcement of the same Law)
Instructions for waiting off traffic routes	Where there might be hazards to vessels navigating in the passage, taking topography, tidal currents, other natural conditions and conditions of shipping traffic into consideration, in Akashi Kaikyo Traffic Route, Bisan Seto East Traffic Route, Bisan Seto North Traffic Route, Bisan Seto South Traffic Route, Uko East Traffic Route, Uko West Traffic Route, Mizushima Traffic Route and Kurushima Kaikyo Traffic Route, Commandant Japan Coast Guard may direct vessels to wait off traffic routes during the period necessary to prevent the hazard.

2. Notification concerning the navigation of huge vessels, etc.

Captains of huge vessels, etc. shall report information such as the name, Gross tonnage, Length, estimated time of navigating the traffic routes and communication methods of the vessels to the Vessel Traffic Service Center that has jurisdiction over the traffic route when navigating the traffic routes designated by Maritime Traffic Safety Law (Article 22 of Law and Articles 13 and 14 of Regulations for the Enforcement of the Law and Japan Coast Guard Notice No. 109, 1973, "Notice of Reporting Methods Pertaining to Navigation of Huge Vessels, etc.")

Refer to Part 3 Coastal Routes and Harbors about when, what and how to report, etc.

(1) Timing of notification

required to the movements of large vessels and pilot boats.

Pilotage. Pilotage is available on request to Osaka Wan Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 8.).

Tidal currents. The tidal current turns to N-going (or S-going) about 1h15m before HW (or LW) at Wakayama-Shimotsu Ko. N-going (or S-going) current is the maximum about 50m after HW (or LW). The spring rate of N-going (or S-going) is 3.6kn (or 3.2kn). The tidal current turns 1h earlier here than in Akashi Kaikyo.

Landmarks.

Landmark	Position	Remarks
Oishi-no-Hana	34°16'N 134°57'E	There is a lighthouse at the top of a steep, wooded cliff.
Naru-ga-Shima	34°17'N 134°57'E	Long and narrow island running from N to S. There are low banks with sand and pebbles except for the N end. There is a lighthouse on the S and N end.
Oki-no-Shima	34°17'N 135°01'E	120m high and Tora Shima in the E end looks isolated. There is a lighthouse in the W end.
Takura Saki	34°16'N 135°04'E	On the top of cape there is a lighthouse.
Hachimaki Yama		134m high.

Navigation rules. Tracks in the sea areas Sumoto Offing Light Buoy and Yura Seto (Refer to Fig.9 on page 42.) (Article 25 Paragraph 2 of Maritime Traffic Safety Law, Notice on Designation of Tracks Pursuant to Provisions of Article 25 Paragraph 2 of the Law (Japan Coast Guard Notice No.92, 2010))

- Vessels which will navigate by crossing Line B after crossing Line A or by crossing Line A after crossing Line B shall navigate with the point of the Sumoto Offing Light Buoy on their portside.
- Vessels which will navigate by crossing Line B after crossing Line C shall navigate in the area to the W side of Line D and shall navigate in the area more than 150m off Line D to the W of the line.
- Vessels which will navigate by crossing Line C after crossing Line B shall navigate in the area to the E side of Line D and shall navigate in the area more than 150m off Line D to the E of the line.

(Remarks)

Line A: line at 34°21'20"N.

Line B: line joining the following 3 points in turn.

- Tomo-ga-Shima Light (34°16'51"N 135°00'02"E).
- a point 1,490m, 180° from Tomo-ga-Shima Light.
- Oishi-no-Hana Light (34°16'03" N 134°57'00"E).

Line C: line joining the following 3 points in turn.

- Tomo-ga-Shima Light (34°16'51"N 135°00'02"E).
- a point 1,890m, 000° from Tomo-ga-Shima Light.
- Awaji Yura Ko Naruyama Breakwater Light (34°17'53"N 134°56'43"E).

Line D: line joining the following 2 points.

- a point 2,660m, 315° from Tomo-ga-Shima Light.
- a point 3,380m, 180° from a point above.

As the estimated target to show the N and S end of the D Line, is set, the virtual AIS Line Mark and Yura Seto (Limited to AIS-equipped vessels)

Landmarks.

Landmark	Position	Remarks
2 big chimneys (in Mishima-Kawanoe Ko)	34°00'N 133°33'E	213m high (painted white) and 186m high (white painted).
Chimneys • Tanks (in Niihama Ko)	33°59'N 133°17'E	Prominent day and night. (chimney, 105m and 125m high)
Group of Chimneys (in Saijo Ko)	33°56'N 133°11'E	51m and About 100m high. Well seen from the distance. There is another chimney (about 200m high) about 700m W of those.

Mihara Seto and the vicinities (Chart W103)**In-no Shima Ohashi Bridge** (seen from SE)

5

(Photographed in January 2017)

General information. There are many large and small islands crowded from NW of Bingo Nada to NE of Aki Nada and among them many channels exist.

Mihara Seto is a general term of a continuous narrow channel with about 26M over length. It passes the channel between **Mihara Wan** and Aogi Seto and then between **Omi Shima** (34°15'N 133°00'E) and **Osakikami Shima** (34°15'N 132°53'E) from Mekari Seto (between Mukai Shima and In no Shima) in the E entrance and reaches the W entrance to Kurushima Kaikyo passing **Oge Seto** (between Oge Shima and Ko-oge Shima) in the W entrance. The topography is rather complicated with many sunken rocks and there are many aquaculture facilities and fish havens laid everywhere. The fairway is bending and vessels are often obliged to veer course in a sharp angle. The currents are rapid but the rate is around half of Kurushima Kaikyo. Therefore low-speed vessels sometimes navigate this channel at the time of strong currents in Kurushima Kaikyo.

Near the area, there is a route for regular passenger vessels and car ferries servicing among various islands or between Honshu and Shikoku. And large vessels go in/out Onomichi-Itozaki Ko and Habu Ko. Other than these, many of vessels navigating are low-speed large and small vessels or vessels engaging in towing works.

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Mekari Seto and the vicinities (Chart W103)

General information. This is the E entrance to Mihara Seto. Navigable width (10m or more in depth) near the narrowest point **Ohama Saki** (34°21'N 133°10'E) is about 500m. The route bends and there are many casualties caused by rapid currents. Near the entrance many small vessels cross the route with vessels navigating. In the NW of Hyakkan Shima located near the entering course in the SE side, there are shallows with less than 10m in depth.

25

When entering the E entrance of Mihara Seto, caution must be taken to the shallow area (depth of 8.6 ~ 9.8m) located about 1.6M WNW from Hyakkan Shima. Deep-draft vessels must choose a favorable tide for the navigation.

**Fig.32 Reference chart for Kurushima Kaikyo Traffic Route
(Maritime Traffic Safety Law) [An image replaced]**

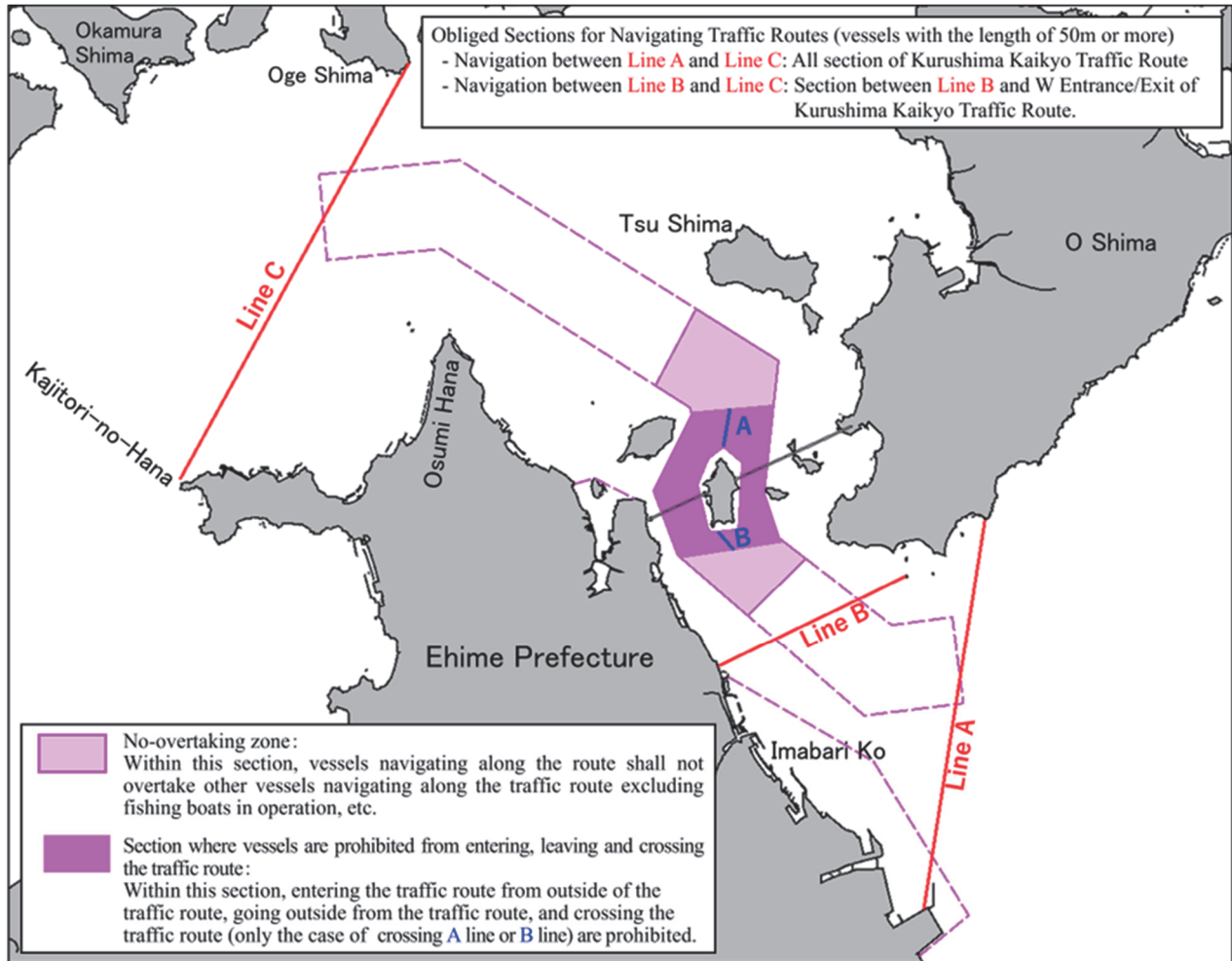


Fig.32-1 Reference chart of course signals for Kurushima Kaikyo Traffic Route (Maritime Traffic Safety Law) [An image new Added]

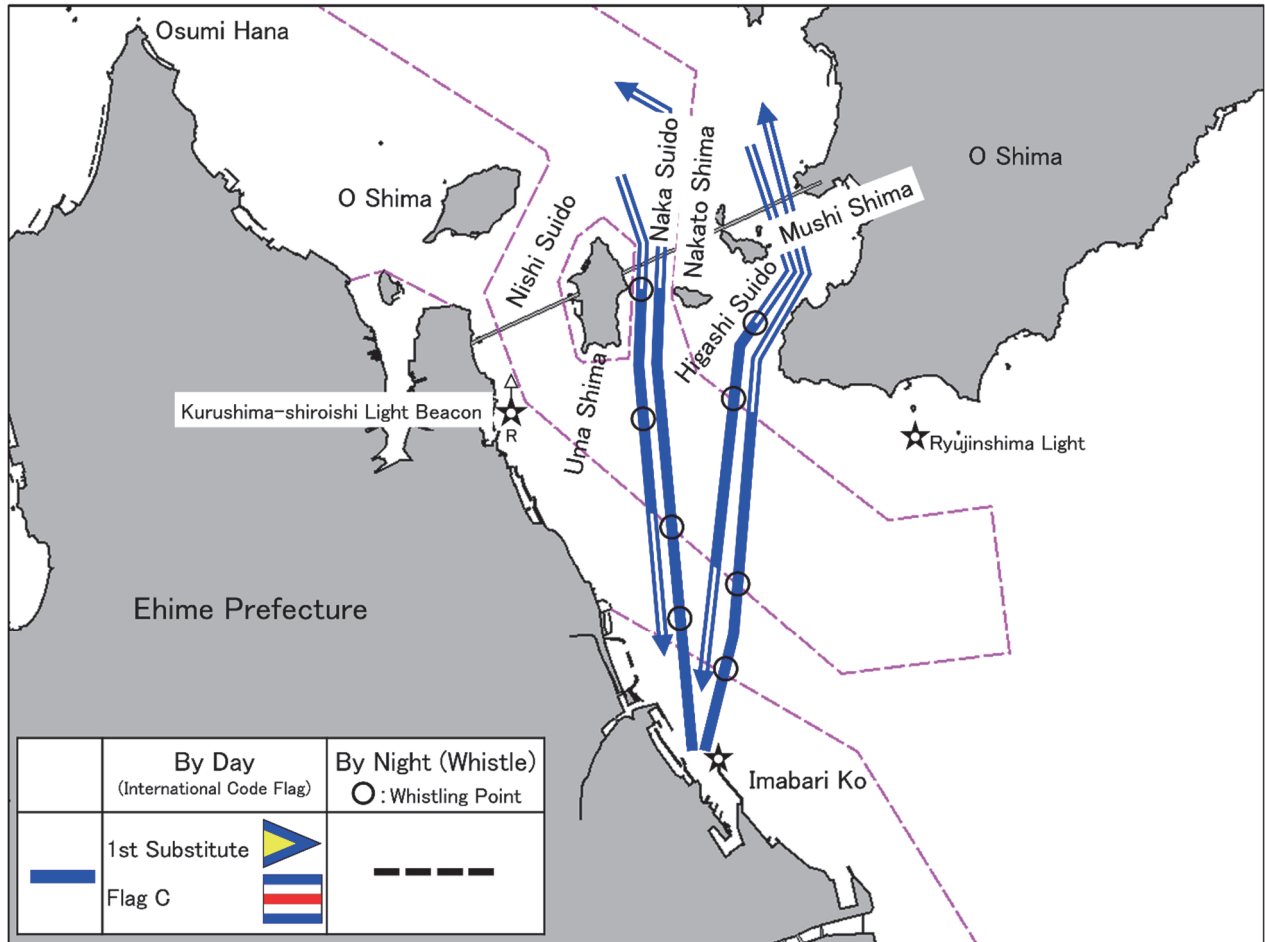
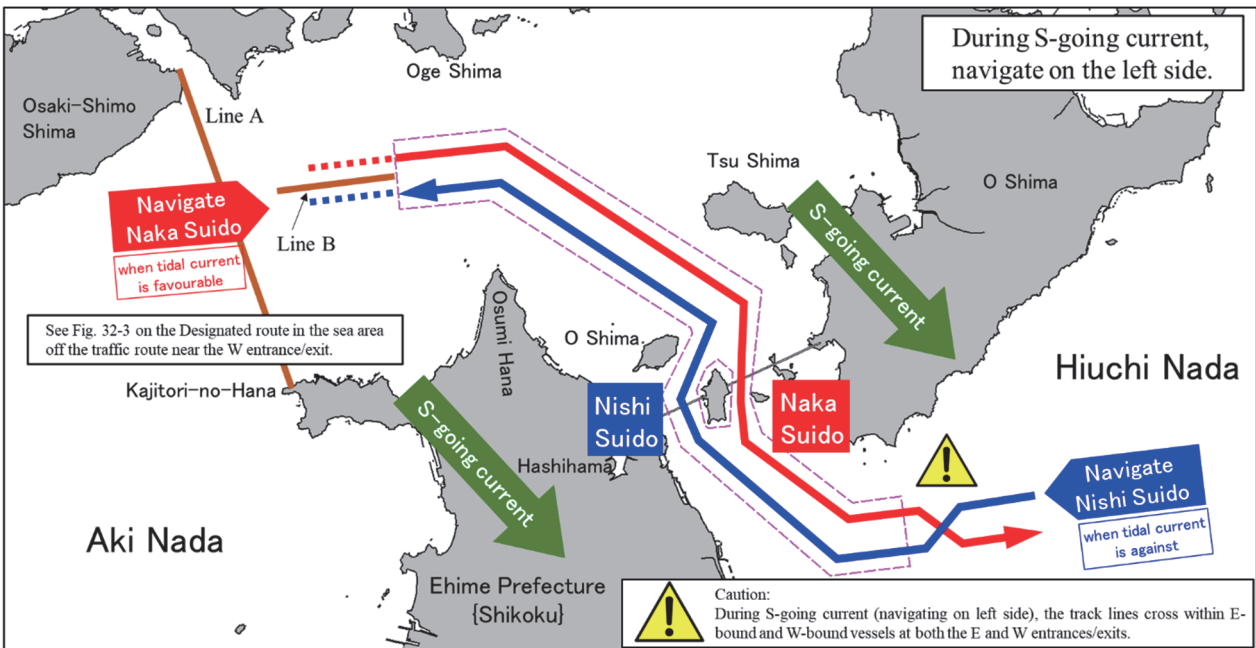
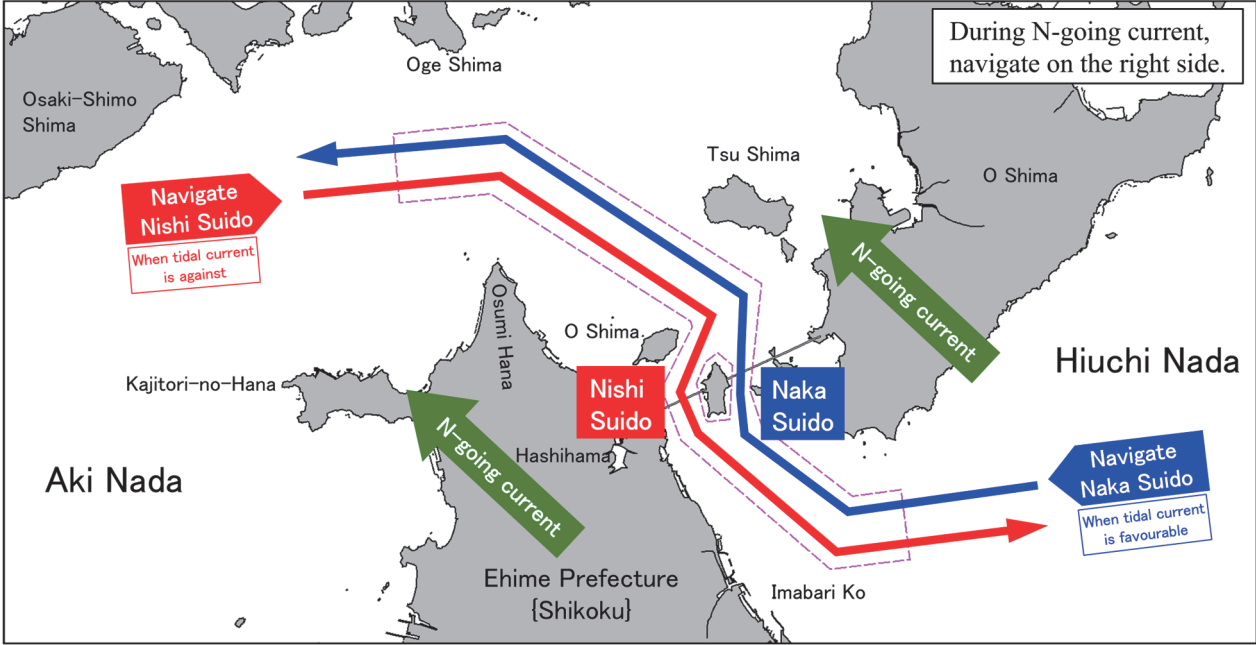


Fig.32-2 Reference chart of navigation rules for Kurushima Kaikyo Traffic Route (No.2)
(Maritime Traffic Safety Law) [An image new Added]



Navigation Rules. Vessels shall comply with the following, besides the navigation specified in Maritime Traffic Safety Law, at Kurushima Kaikyo Traffic Route and Adjacent Sea Areas:

1. Vessels navigating some section of Kurushima Kaikyo Traffic Route along the course of such route shall not pass other vessels navigating the same sections. But following vessels are excluded. (Refer to Fig.32 Page 97.)

(1) Fishing boats in operation.

(2) Vessels which are not able to avoid the course of other approaching vessels easily due to construction operations or other works.

(3) Vessels to be engaged in emergency work under the Cabinet Order for the Enforcement of the Maritime Traffic Safety Law Article 5 are navigating the traffic route at significantly low speed due to the emergency works.

(4) Vessels navigating at less than 4 knots speed over the ground.

2. Measures to inform the route (Article 7 of Maritime Traffic Safety Law, Article 6 of Regulations for the Enforcement of Maritime Traffic Safety Law)

(1) Vessels (other than those not equipped with a whistle and less than 100 t) which intend to enter a traffic route from outside of the traffic route or go outside from the traffic route, shall indicate their routes. (Refer to Fig.32-1 page 97-1.)

(2) Vessels (other than those not equipped with a whistle, Automatic Identification System and not operating Automatic Identification System pursuant to Article 3-16 of Regulations for the Enforcement of Mariners Law) shall transmit information concerning the port of destination and other necessary information to make course notification as destination information of Automatic Identification System, while navigating traffic routes.

(Note 1): Refer to the section of (Note 1) of Navigation Rules in Akashi Kaikyo on page 49.

3. Instructions for waiting off the traffic route. (Article 10-2 of Maritime Traffic Safety Law and Article 8 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Kurushima Kaikyo Vessel Traffic Service Center may issue instructions (to stand by off the traffic routes during the necessary period of time to avoid danger) which are found to be necessary to prevent danger to vessels which are navigating or are intending to navigate the traffic routes, by the VHF radiotelephone or other appropriate methods when it is applied to the following cases:

(1) In the case of visibility being between 1,000m and 2,000m, and when huge vessels, special vessels carrying dangerous cargo and vessels towing very long object, etc. are navigating the traffic routes.

(2) In the case of visibility being 1,000m or less, and when vessels with a length of 160m or more, or vessels carrying dangerous cargo or vessels towing object, etc. which are pushing or towing vessels or rafts or other objects at a distance of 100m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects, are navigating the traffic route.

(3) In the case of vessels to navigate the traffic route against the tidal current may not keep a speed over the ground more than 4kn.

4. Navigation rule on Kurushima Kaikyo Traffic Route. (Article 20 of Maritime Traffic Safety Law and Article 9 of Regulations for the Enforcement of Maritime Traffic Safety Law) (Refer to Fig.32-2 on page 97-2.)

(1) Vessels navigating Kurushima Kaikyo Traffic Route shall follow the following navigation rules:

(A) To navigate Kurushima Kaikyo Naka Suido (hereinafter referred to as “Naka Suido”) with the tidal current and to navigate Kurushima Kaikyo Nishi Suido (hereinafter referred to as “Nishi Suido”) against the tidal current. Provided that, if there is a direction change of the tidal current while the vessel is navigating any of these channels, the vessel may continue to navigate the channel concerned and that a vessel navigating Nishi Suido to enter the channel between O Shima and Hashihama or a vessel intending to enter from the same channel into Kurushima Kaikyo Traffic Route and navigate Nishi Suido, may navigate Nishi Suido even when navigating with the tidal current.

(B) Navigate as close as possible to O Shima {near the Higashi Suido} and Oge Shima in case of fair tide.

(C) Navigate as close as possible to the Shikoku side in case of head tide.

(D) A vessel navigating Nishi Suido to enter the channel between O Shima {near the Nishi Suido} and Hashihama or a vessel intending to enter from the same channel into Kurushima Kaikyo Traffic Route and navigate Nishi Suido, shall keep to the Shikoku side of other vessel regardless of (B) and (C).

5 (E) Navigate with a speed over the ground more than 4kn in case of head tide.

(2) When it is expected that the tidal current turns or has already turned;

Kurushima Kaikyo Vessel Traffic Service Center sometimes may instructs a vessel which is navigating the traffic route along the course or is intending to navigate the traffic route to take a different navigation from above (1) when it is recognized that danger might occurs for the vessels' traffic by above (1) based on the situation of the vessels' traffic.

10

(3) Vessels navigating Kurushima Kaikyo Traffic Route during 1 hour before turning of the tidal current shall report name of the vessel, communication method with Japan Coast Guard, speed and estimated time of entering the traffic route immediately after crossing the position reporting line (Refer to Fig.34 on page 104.) to Kurushima Kaikyo Vessel Traffic Service Center (Article 9 Paragraph 3 of Regulations for the Enforcement of Maritime Traffic Safety Law). Communication is by the radiotelephone or telephone to Kurushima Kaikyo Vessel Traffic Service Center; (Refer to notice of concerning communication methods on Kurushima Kaikyo Traffic Route (Japan Coast Guard Notice No.164, 2010)

15

5. Designated route in the sea areas off the traffic routes near W entrance of Kurushima Kaikyo Traffic Route (Article 25, paragraph (2) of the Maritime Traffic Safety Act) (See Fig.32-3)

20

(1) Vessels which have crossed the limit line of the W exit of Kurushima Kaikyo Traffic Route after navigating the traffic route westwards and intend to navigate by crossing Line A shall take their routes as follows:

(A) in the case of vessels which have crossed the limit line of the W exit of the traffic route at the N side of Line B shall navigate the sea area N of Line B before crossing Line A,

(B) in the case of vessels which have crossed the limit line of the W exit of the traffic route at the S side of Line B shall navigate the sea area S of Line B before crossing Line A.

25

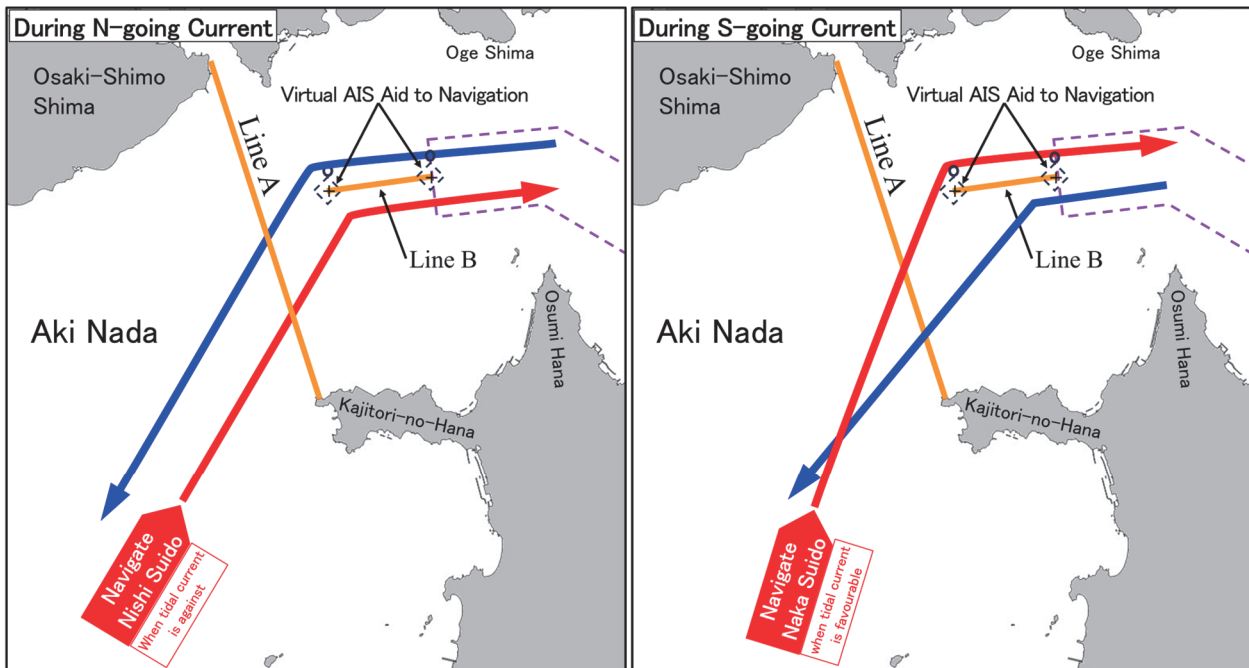
(2) Vessels which intend to cross Line A and then intend to navigate Kurushima Kaikyo Traffic Route eastwards after crossing the limit line of the W entrance of traffic route shall take their routes as follows:

(A) in the case of vessels which intend to cross the limit line of the W entrance of the traffic route at the N side of Line B shall navigate the sea area N of Line B before crossing the limit line,

30

(B) in the case of vessels which intend to cross the limit line of the W entrance of the traffic route at the S side of Line B shall navigate the sea area S of Line B before crossing the limit line.

Fig.32-3 Reference chart of the designated route near the W entrance/exit of Kurushima Kaikyo Traffic Route (Maritime Traffic Safety Law) [An image new Added]



Typical routes of vessels navigating Aki Nada S Track are shown.

(Remarks)

5 Line A: a line joining Mitarai Ko Breakwater Light (34°10.6'N 132°52.2'E) and Kurushima-kajitorinohana Light (34°07.1'N 132°53.6'E).

Line B: a line joining the following two points:

- a point 027° 5,210m from Kurushima-kajitorinohana Light
- a point 258° 1,850m from the point above.

10 6. Vessels equipped with whistle must signal as follows.

- (1) In case that the vessel navigates Naka Suido, when a tidal turn is notified in advance by the signal of each tidal current signal station and it is anticipated that the tidal turn will take place while the vessel is passing Naka Suido or Nishi Suido;

(A) The vessel navigating Naka Suido continues sounding one prolonged blast using a whistle from the time when the vessel concerned navigates with Tsu Shima Ichi-no-se Hana or Ryujin Shima abeam until it passes through Naka Suido.

(B) The vessel navigating Nishi Suido continues sounding two prolonged blast using a whistle from the time when the vessel concerned navigates with Tsu Shima Ichi-no-se Hana or Ryujin Shima abeam until it passes through Nishi Suido.

(2) When the vessel navigates Nishi Suido and intends to enter the channel {Kurushima-no-seto, Nishi-no-seto} between O Shima {near the Nishi Suido} and Hashihama or when the vessel intends to enter from the same channels into Kurushima Kaikyo Traffic Route and navigate Nishi Suido, the vessel will continue sounding three prolonged blasts using a whistle from the time when the vessel concerned navigates with Kuru Shima or Ryujin Shima abeam until it passes through Nishi Suido. In addition, in the Kurushima Kaikyo Traffic Route and its vicinities, it is not necessary to carry out the bend section signal and the response signal of Article 34, paragraph 6 of the Law for the prevention of Collision at Sea because the previous signals are defined.

7. Notification concerning the navigation of huge vessels, etc. (Article 22 of Maritime Traffic Safety Law and Articles 10 to 14 of Regulations for the Enforcement of Maritime Traffic Safety Law)

The captain of the vessel corresponding to follows (1) must report items of follows (2) by noon of the day before the estimated day of entering the Kurushima Kaikyo Traffic Route to the Kurushima Kaikyo Vessel Traffic Service Center.

But vessels carrying dangerous cargo not to correspond to (D) from (A) of follows (1) and vessels less than 160m more than 70meters in length which intend to navigate the Mizushima Traffic Route should report same items 3 hours before the estimated time of entering the Kurushima Kaikyo Traffic Route to the Kurushima Kaikyo Vessel Traffic Service Center.

(1) Vessels with obligation to report

The following vessels (A)~(D) shall report matters listed in (3) by noon of the day before the estimated date of entering the Kurushima Kaikyo Traffic Route to the Kurushima Kaikyo Vessel Traffic Service Center.

When any changes occur in the report, the vessel shall report them at 3 hours before the time of entering Kurushima Kaikyo Traffic Route. If any other changes occur after that, they shall be reported as soon as possible.

(A) Huge vessels.

(B) Vessels except huge vessels, and with a length of 160m or more.

(C) Vessels of 25,000 GT and more carrying liquefied gas.

(D) Vessels navigating while pushing or towing vessels or rafts or other objects and with a distance of 100m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects.

(2) Following Vessels (A)~(D) carrying dangerous cargo which do not correspond to ones above mentioned shall report the matters (A) through (E) and (G) listed in (3) below at 3 hours before the estimated time of entering into the Kurushima Kaikyo Traffic Route to the Kurushima Kaikyo Vessel Traffic Service Center.

If there are any changes in the reported matters, the vessel shall immediately report the changes to the Kurushima Kaikyo Vessel Traffic Service Center.

(A) A vessel of 300t and more carrying certain amount of powder (Please refer to item 1, paragraph 1 of article 11 of the Ordinance for Enforcement of the Law on Maritime Traffic Safety for the exact amount.)

(B) A vessel of 1,000t and more carrying inflammable high pressure gas in bulk.

(C) A vessel of 1,000t and more carrying inflammable liquid in bulk.

(D) A vessel of 300t and more carrying organic peroxide of 200 tons and more.

(3) Reporting items

(A) Name, gross tonnage and length of the vessels

(B) The sections of the traffic routes intended to be navigated, the time of entering the traffic routes and the time of leaving the traffic routes.

(C) Call sign or call name in the case of vessels that have a ship station.

(D) Methods for communicating with Japan Coast Guard in the case of vessels that do not have a ship station.

(E) Port of destination in the case of vessels having a port of destination.

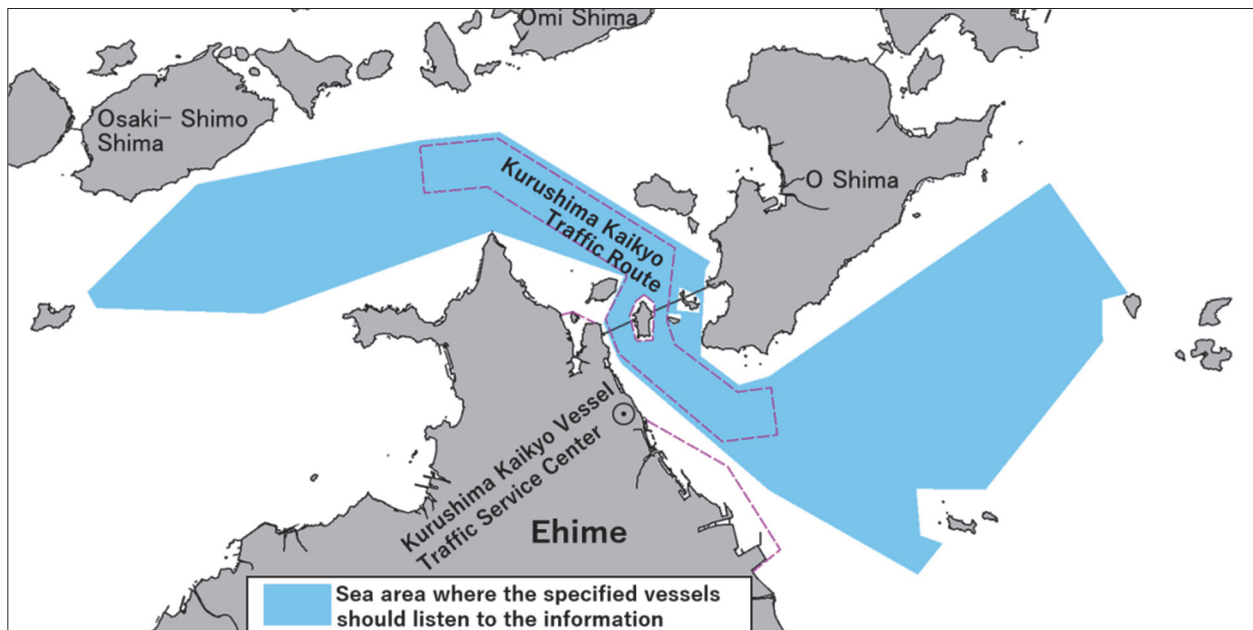
(F) Draft in the case of huge vessels.

(G) The type and each amount dangerous cargo in the case of vessels carrying dangerous cargo. (Dangerous cargo listed in each Item of Article 11 of Regulations for the Enforcement of the same Law. The same shall apply hereinafter.)

(H) In the case of vessels towing objects, etc., the length from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects, and general information about the objects.

(Note 2): Huge vessels, etc.: Refer to the section of (Note 2) of Navigation Rules in Akashi Kaikyo on page 50.

Fig.33 Kurushima Kaikyo Sea area where the specified vessel should listen to the information



8. Listening of the information provided by Japan Coast Guard Commandant (Article 30 of Maritime Traffic Safety Law, Article 23-2, 23-3 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Kurushima Kaikyo Vessel Traffic Service Center provides the following information by the VHF radiotelephone to specified vessels (Vessels navigating the sea areas shown in Fig.33 with a length of 50m or more). Specified vessels shall listen to the information provided by Kurushima Kaikyo Vessel Traffic Service Center while navigating sea areas shown in Fig.33.

(1) Information concerning to traffic rules when there is a possibility of specified vessels navigating traffic routes and the sea areas surrounding the traffic routes against the traffic rules applying to the areas.

(2) Information pertaining to occurrence of sinking vessels, failure of aids to navigation and problems of other vessel traffic that are likely to hinder considerably the safety of the navigation of the specified vessels.

(3) Information pertaining to the sea areas under construction and other work, sea areas which are extremely shallow and other sea areas difficult to navigate safely for the specified vessels when the specified vessels are found to be at risk from approaching too close to these sea areas.

(4) Information pertaining to vessels, which are not able to avoid the course of other vessels easily, and whose navigation is likely to hinder considerably the safety of the navigation of the specified vessels.

(5) Information pertaining to other specified vessels when the specified vessels are found to be approaching too close to the other specified vessels.

(6) Information considered necessary to be observed by the specified vessels besides from (1) to (5) above.

9. Observance of navigation rule and Prevention of dangers Recommendations (Article 31 of Maritime Traffic Safety Law, Article 23-4 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Kurushima Kaikyo Vessel Traffic Service Center may issue recommendations for changing course or taking other necessary measures to specified vessels by the VHF radiotelephone or other appropriate methods when it is found necessary to comply with navigation rule or to prevent danger.

10. Providing information by Kurushima Kaikyo Vessel Traffic Service Center, etc.

Kurushima Kaikyo Vessel Traffic Service Center provides information, etc. by the VHF radiotelephone, etc. with the following codes to start, depending on the contents. Refer to "Notice of Information Provisional Methods, etc. (provided by Imabari Vessel Traffic Signal Station Operated by Kurushima Kaikyo Vessel Traffic Service Center and by the Center)" (Japan Coast Guard Notice No.169, 2010) for more details:

(1) "INFORMATION"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is informing observed data, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.

(2) "WARNING"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is informing any dangerous situation that may impede safe navigation of vessels. The recipient of this message should pay immediate attention to the situation mentioned and consequences of WARNING will be up to the recipient.

(3) "ADVICE"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to comply with the traffic regulations on the traffic route, such as altering the vessel's way, etc. to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.

(4) "INSTRUCTION"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is instructing vessels to take certain action, pursuant to the Act on Maritime Traffic Safety. The recipient has to follow this message unless he/she has contradictory safety reasons.

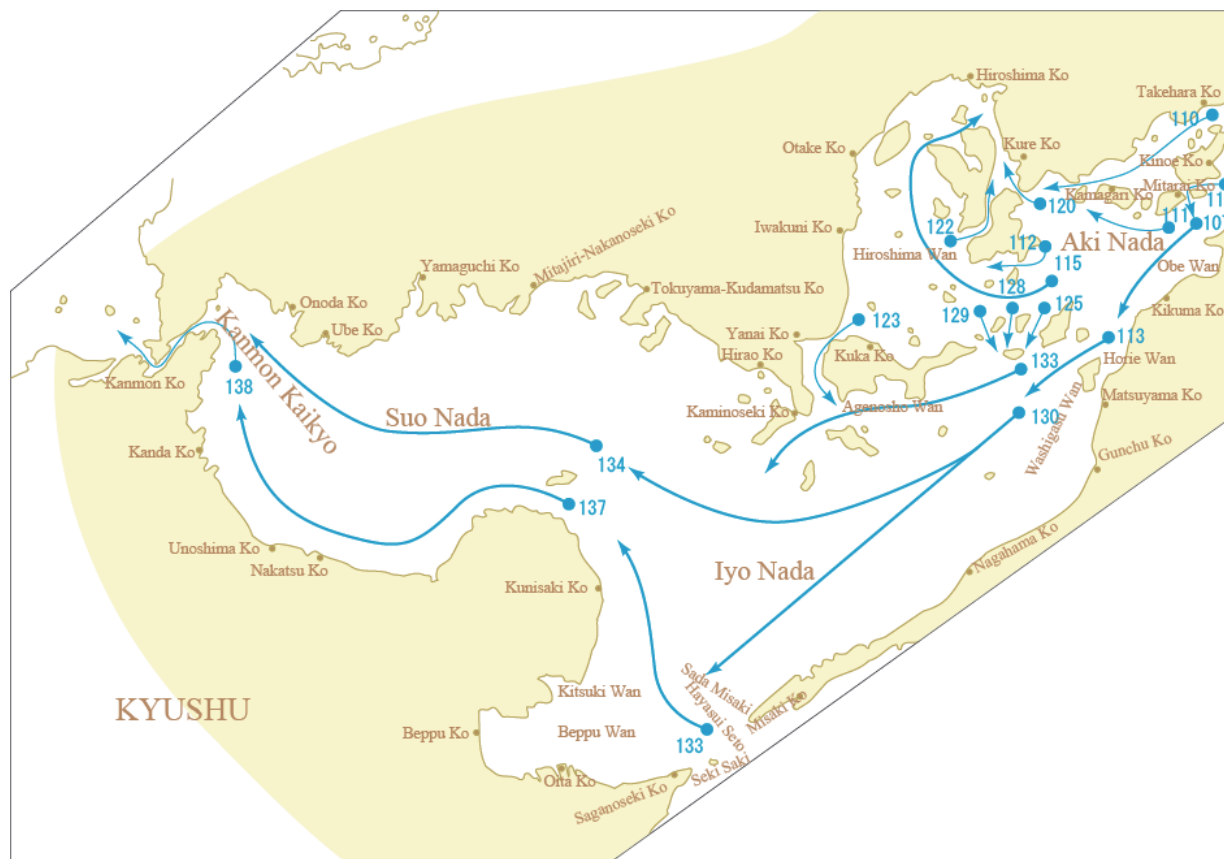
(Note 3): Providing information, etc. by Kurushima Kaikyo Vessel Traffic Service Center does not give instructions for maneuvering.

Kurushima Kaikyo Vessel Traffic Service Center provides the "KURUSHIMA MARTIS USER MANUAL" on the internet:

URL: <https://www6.kaiho.mlit.go.jp/kurushima/info/tab/riyou/eng1.pdf>

Clearing line. A line (145.5°) connecting **Biwa Kubi** (34°07.3'N 132°58.4'E) on the SW end of O Shima {near the Nishi Suido} and **Sashide Hana** {Shikoku} (34°07.0' N 132°58.7' E) on the SE-ward opposite shore. The line constitutes a clearing line for **Mukuri** (34°06.4'N 132°59.1'E, the depth of 4.7m, a sunken rock) offshore Imabari.

Chapter 3 AKI NADA ~ KANMON KAIKYO

**Aki Nada** (Charts JP141, JP1108)

5 **General information.** This area is surrounded by the coast of Ehime prefecture in the E, by Osaki-Shimo Shima, Kami-Kamagari Shima etc. in the N and Nuwa Shima, Naka Shima etc. in the S. And this is bounded in the W by Iyo Nada and Hiroshima Wan. This chapter describes about routes from the W entrance of Kurushima Kaikyo to channels in the SW, and then about other routes near the islands of Aki Nada and the S. Hiroshima Wan is described later (Refer to on page 115.).

10 **Tidal currents.** Overfalls and eddies current occur at the narrow channel everywhere. The current flow changes to counter current behind the islands, it is generally weak and irregular.

Kurushima Kaikyo ~ Tsurushima Suido • Kudako Suido (Charts JP141, JP104)

15 **General information.** In about 15M area between Kurushima Kaikyo and Tsurushima Suido, there are recommended tracks indicated by No.3 (34°03.4'N 132°48.2'E) ~ No.1 (33°57.5'N 132°42.9'E) Akinada Minami Koro Light Buoys. Large vessels use the tracks regularly. **The minimum depth is 18.2m near the W of No.4 Light Buoy.**

20 In about 20M area between Kurushima Kaikyo and Kudako Suido, there is a recommended track with Akinada Kita Koro Light Buoy (34°05.0'N 132°41.3'E) route as a middle point being deep water route. In this track, there are many small vessels proceeding toward Suo Nada after passing from Kudako Suido to Heigun Suido. Many of those vessels sail a shortcut route reaching Kudako Suido. They proceed W between Ai Shima and Koai Shima after passing S of Itsuki Shima from the W entrance to Kurushima Kaikyo.

There are 2 routes diverging from Akinada Kita Koro. One reaches Ondo-no-Seto and Kure Ko in the N, and the other reaches Hiroshima Wan in the W.

There are 2 routes for passenger vessels servicing regularly One is between Hiroshima ~ Kure ~ Matsuyama (via Ondo-no-Seto) and the other is between Hojo Ko (port designated by Port Regulations Law) ~ Ai Shima. They cross recommended tracks. And when small vessels non-obliged to sail Kurushima Kaikyo Traffic Route navigate W at Kurushima Kaikyo, many of them sail very closely to the shore between Osumi Hana and Kajitori-no-Hana near the W entrance to Kurushima Kaikyo. These vessels join and cross the recommended track (Akinada Minami Koro) in the W area of Kajitori-no-Hana.

There are Sea-berth (7 dolphins) for large tankers in front of Namikata terminal in the E of Kajitori-no-Hana. There are Sea-berth (dolphin and mooring buoy) for large tanker in front of oil factory in the NE of Kikuma Ko.

Tidal currents. The current flows NE (SW) from 2 hours after low water (high water) near there till 2 hours after high (low) water in the central part between Itsuki Shima and Kurushima Kaikyo. The maximum current velocity are 2.6kn for NE-going current and 2.5kn for SW-going current. Turning time is about 25 minutes later than Kurushima Kaikyo.

Landmarks.

Landmark	Position	Remarks
Kajitori-no-Hana	34°07'N 132°54'E	There is a lighthouse on the tip. It forms the N end of the entrance to Obe Wan.
Hazuma-no-Hana	34°00'N 132°46'E	There is a lighthouse on the tip.
Itsuki Shima	34°07'N 132°48'E	3 tips on the island and the top (99m high) is in the E end.
Kamo Se	34°09'N 132°45'E	There is a lighthouse.
Ai Shima	34°04'N 132°43'E	There is a lighthouse on the E end.
Ko-Ai Shima	34°03'N 132°44'E	63m high.
O-Tachiba Shima	34°02'N 132°36'E	105m high.

Directions. (Refer to Fig.35 on page 109.)

- Akinada Minami Koro is indicated by Akinada Minami Koro No.1 Light Buoy ~ Akinada Minami Koro No.3 Light Buoy and vessels navigate along them.
- Akinada Kita Koro course to 258° W between Itsuki Shima and Osaki-Shimo Shima, alter course to 234° at the SE of Kamo Se Light (34°08.7'N 132°45.4'E), and course to 224° toward Kudako Suido from Akinada Kita Koro Light Buoy. On E course to 044° toward Kamo Se Light, course to 054° just after passing Ai Shima toward the center of Osaki-Shimo Shima, and course to 078° toward the conical mountain (34°10.8'N 133°02.4'E, 327m high) this located in the N of O Shima going Kurushima Kaikyo just after passing Itsuki Shima.

Anchorage. At Obe Wan in the S of the W entrance to Kurushima Kaikyo, the depth is about 10 to 20m in the center and the bottom material is mud being good for anchoring. Vessels waiting for the tide at Kurushima Kaikyo anchor there.

Fisheries. On the coast of Shikoku there are not many cases of fishing boats densely gathering in one place but many pole-and-line fishing boats cross the route and sometimes light is not well seen. And there are many fishing boats for Spanish mackerel drift-net. Fishing season is almost all year round. The peak season is from April to July in Hiroshima Prefecture and is from August to December in Ehime Prefecture. (Refer to the section of Fishery in Chapter 7 "NAVIGATIONAL PRECAUTIONS" of Part 1 on page 12.).

- By telephone, etc.

TEL: +81-93-372-0090 (or 0099)

FAX: +81-93-381-4499

- On-line

Need to obtain ID and password from Sea-NACCS Center.

(Contact) <https://bbs.naccscenter.com/dfw/nss/>

- Charges to report content.

From item 1 to 5 in the form of the report (Refer to "Form of the report" on page 150.) are statutory reporting items, and immediate Report of Change is required if any change has been made. However, in case of change in the estimated time of arrival to the entrance of Hayatomo Seto Fairway (The 3rd item of the report matter.), report when there is change of 15 minutes or more.

Report of Change shall be made prefixed by "KANMON KAIKYO" (which is an abbreviation for the Chief of Kanmon Kaikyo Vessel Traffic Service Center) followed by "AMENDMENT" by wireless communication, and shall be made prefixed by "AMENDMENT" and follow the procedure of Report in Advance by means of telephone.

(2) Position Report

- Vessels subject to Position Report, reporting time and items.

Vessels shall make a Position Report to Kanmon Kaikyo Vessel Traffic Service Center at the time of crossing the Position Report Line or departure followed by the instructions in the chart below. However, vessels that are not subject to Position Report may make a Position Report. Time of departure means the time of leaving or weighing anchor to enter Kanmon Passage or Kanmon Passage 2 and gathering speed toward the passages.

Types of vessels subject to report	Reporting time	Reporting items
Vessels of 300 GT or more but less than 10,000 GT (or Tankers less than 3,000 GT) intending to enter Kanmon Passage or Kanmon Passage 2 from the outside of Kanmon Ko port areas (excluding vessels with Automatic Identification System (AIS) and operating it appropriately).	At the time of passing the Position Reporting Line.	Name of the vessel, Call sign, Abbreviated name of the Position Reporting Line, Gross tonnage, Draft and Destination.
Vessels of 10,000 GT or more (or Tankers of 3,000 GT or more) intending to enter to Kanmon Passage or Kanmon Passage 2 from the outside of Kanmon Ko port areas.		Name of the vessel, Call sign, Abbreviated name of the Position Reporting Line.
Vessels of 300 GT or more leaving from Kanmon Ko (excluding Hibiki Shinko-Ku and Shinmoji-Ku)	At the time getting underway. However, for vessels leaving from Wakamatsu Passage from the sea areas on the W side of WA line is at the time of passing WA line. For vessels leaving from Chofu Ku is at the time of passing CS line.	Name of the vessel, Call sign, Abbreviated name of the Position Reporting Line, Gross tonnage, Draft and Destination.
Vessels towing objects (including pushing and side-towing) navigate in Kanmon Passage and Kanmon Passage 2 (excluding vessels with AIS and operating it appropriately).	At the time passing the Position Reporting Line. However, reporting time for vessels leaving the port is the time getting underway, and for vessels leaving from Wakamatsu Passage from the sea areas on the W side of WA line, reporting time is at the time of passing WA line. And for vessels leaving from Chofu Ku is at the time of passing CS line.	Name of the vessel, Call sign, Abbreviated name of the Position Reporting Line, Gross tonnage, Draft, Destination, Length overall of the towing and Object.

Port designated by Port Regulations Law	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port
○			○		

General information.

1. It is located about 5M NNE of Hi-no-Misaki and is indented toward NE for about 2M. W winds are blocked by Ari Shima (at the port entrance), **Ichi-no-Hai** (33°56.1'N 135°03.7'E, the SW of Ari Shima) and the breakwater (extending toward the N from Ichi-no-Hai).
2. The depth is 5~25m in the port, the bottom materials are good for anchoring, and the vessels less than 3,000t navigating between Tanabe Ko and Wakayama-Shimotsu Ko are using for shelters except for SW winds.
- There are many sheltering vessels at the typhoon season and in November and December.

Landmarks.

Landmark	Position	Remarks
Ari Shima	33°57.0'N 135°04.5'E	70m high, the W side is a steep cliff.
Kasane Yama	33°57.7'N 135°05.6'E	263m high round mountain with a radio tower on it. It could be a good mark in low visibility.
Leading light	33°56.5'N 135°04.9'E	

Anchorage. Good anchorage for large vessels is available at the N side (the depth of about 15~16m) of the port entrance on a straight line from **Tobi Shima** (33°57.4'N 135°05.8'E, 7m high) and the N end of Ari Shima, and at the bottom (the depth of about 11m, the bottom materials of mud) of the bay seeing **Nagai-no-Hana** (33°57.8'N 135°06.1' E) at 336°.

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Wakayama Kihoku Chiku typhoon and tsunami etc. Countermeasure Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths and cancellation thereof. (Contact inquiry: Wakayama Coast Guard Office)

Facilities.

Name	Position	Length (m)	Depth (m)	Capacity (D/W×vessel)	Remarks
Mooring Quay	33°57.6'N 135°06.8'E	145	3~5	700×2	
Sakurajima Quay	33°57.4'N 135°06.4'E	245	3.5~7	2,000×1	Exclusively utilized for Cement Company and could be used for general vessels only in emergency.

Repairs.

Name	Telephone	Remarks
MES Yura Dockyard Co., Ltd.	+81-738-65-1112	

3. Within the harbor are divided 7 section of section 1 to 7 and two passages of Sakai Passage, Hamadera Passage. There are three fishing ports of **Takaishi Gyoko, Ishizu Gyoko, Sakai Gyoko**. There are six anchorages of Kita Hakuchi, Minami Hakuchi, Nishi Hakuchi, Hamadera Hakuchi, Otsu Hakuchi and Otsu-Minami Hakuchi.

5 Landmarks.

Section	Landmark	Position	Remarks
Section 2	Chimneys	34°34.1'N 135°26.4'E	On one line from E to W, 2 in the W side are 185m high, painted blue and white, within the premises of power station.
Section 4	Gas tanks	34°33.1'N 135°24.6'E	Painted pale green, within the premises of gas company.
Section 5	Bridge	34°31.0'N 135°24.0'E	Izumi-Otsu Ohashi Bridge, 15m high, painted yellow, single cord arch shape.
	Chimney	34°32.0'N 135°24.5'E	163m high, painted red and white, within the premises of oil company.
	Conspicuous houses	34°30.1'N 135°24.4'E	121m high, Aruza Tower (apartment).
Section 7	Gas tanks	34°33.7'N 135°25.2'E	Painted white, within the premises of oil company, there is a crude oil pier of Cosmo oil company closely in the SW.

Prescribed passages.

1. Sakai Passage is about 3.8M in length, 250~300m in width and 10~15m in depth from W to Section 3 (Nishi Hakuchi) and Section 2 (Minami Hakuchi), passing the N of Sakai-Senboku Kita Yamatogawa S breakwater Kita lighthouse (34°36.3'N 135°23.3'E) .
2. Hamadera Passage is about 3.7M in length, about 300m in width and 16m in depth from W to Section 4 (Hamadera Hakuchi).

Port regulations.

<p>Navigational Precautions (Article 33 of Regulations for the Enforcement of the Port Regulations Law)</p>	<p>1. and 2. Refer to Items of Osaka Ku on page 191.</p> <p>3. Vessels of 3,000GT or more intend to enter or depart Sakai-Senboku Ku Section 2 and 3 through Sakai Passage E of the line drawn at 029° from the point 301° 2,540m from Sakai Signal Station (hereinafter referred to as "Sakai Fairway" in this paragraph) shall report matters listed in the respective items of Article 38, paragraph 2 of the Law (ETA is the estimated time of arrival in the vicinity of the entrance of Sakai Fairway and ETD is the estimated time of getting underway.) to the Captain of the Port. Such report shall be made by noon of the day before the estimated date of enter or depart.</p> <p>3. Vessels of 10,000GT or more intend to enter or depart Sakai-Senboku Ku Section 2 and 3 through Sakai Passage E of the line drawn at 181° from the point 262° 2,755m from Hamadera Signal Station (hereinafter referred to as "Hamadera Fairway" in this paragraph) shall report matters listed in the respective items of Article 38, paragraph 2 of the Law (ETA is the estimated time of arrival in the vicinity of the entrance of Hamadera Fairway and ETD is the estimated time of getting underway.) to the Captain of the Port. Such report shall be made by noon of the day before the estimated date of enter or depart.</p> <p>4. Refer to Items of Kobe Ku on page 195.</p> <p>5. The vessel which has notified the preceding five paragraphs shall give the Captain of the port notice of any change in the same item without delay.</p> <p>Reference: Items listed as Port Regulations Law Article 38, paragraph 2.</p> <p>(1) The name of said vessel</p> <p>(2) The gross tonnage and the length of said vessel</p> <p>(3) The estimated navigating time at the passage</p> <p>(4) The Method of communications between Captain of the port and said vessel</p> <p>(5) The mooring facilities of Specified port where said ship anchors or is going to anchor.</p>
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Landmarks.

Landmark	Position	Remarks
Radar tower	34°38.6'N 135°22.7'E	Painted white, there is a lighthouse on the top.
Tanks	34°39.0'N 135°25.0'E	Painted white, there are a lot of tanks.
Conspicuous house	34°38.3'N 135°24.9'E	260m high. Osaka Prefectural Government Sakishima Building.
Bridge	34°38.7'N 135°26.3'E	Minato O-hashi Bridge. About 49m high. Painted red, Gerber truss bridge.
Chimney	34°37.0'N 135°24.3'E	205m high, painted pale sky-blue, light up the W side at the night, within the premises of power station.
	34°39.9'N 135°24.4'E	127m high, There is a huge ellipse painted gold structure on the top, painted red and white.

Prescribed passages. Osaka Passage lies S of Yumeshima with a length of about 1,600m, a width of about 400m and a depth of about 15m.

5 **Fairways.** Nanko Fairway is located to the area about 0.6M SE from Osaka Nanko S Breakwater Light (34°37.7'N 135°23.4'E) with about 300m in width and 12m in depth.

Caution. Vessels proceeding toward near Osaka Ko Silo Quay at Section 2, should pay caution at near Ajikawa Quay to barges or small vessels sailing out from the SE of Tenpozan O-hashi Bridge.

Advance Reporting. (Refer to “Navigational Precautions” of Port regulations on page 191.)

10 Send the Advance Reporting to the Traffic Control Room, Osaka Coast Guard Office. Also, confirm the Traffic Control Signals Information at the above section.

The information addressee.

1. Telephone

Osaka Wan Vessel Traffic Service Center TEL +81-78-302-7613

15 2. VHF

Call name	Frequency
OSAKA HARBOR RADAR MARTIS	ch16/14, 66

The signal indicating that tide gate of each river is closed at storm surge coming is hanged on a signal pole near the estuary of each river, Ajikawa, Kizu Kawa and Shirinashi Kawa.

20 **Navigation adjustment.** The Osaka Ports and Harbors Bureau is making operational adjustment in order to prevent vessels of 500t or more from meeting in the sea area near the entrance of Osaka Passage in Section 6. If there is a possibility that vessels may meet each other, it is necessary for subject vessels to adjust the time of operation, etc.

25 ~~**Entry Prohibited.**— Together with the execution of New island construction work, entry prohibited area was established in the north of offing Osaka Reclaimed Land in Section 6, New island district, and navigation and anchoring of vessels are prohibited. However, vessels engaged in New island construction work and vessels permitted by the Captain of the Port shall be excluded.~~

Entry restricted. Along with the execution of New Island construction work, navigation restricted area (34°38.8'N 135°22.5'E) was established in the southwest area of Osaka Passage for the purpose of organizing the flow in the vicinity of the junction of the vessels entering and leaving the same Passage with the vessels entering and leaving the South Port and ensuring the safety of vessel traffic and vessel navigation is restricted. (See Notices to Mariners)

30 Restriction matters are as follows:

1 Vessels entering or leaving navigation restricted area shall avoid the course of vessels of more than 500t in the navigation restricted area in the same direction.

Anchorage. There is a quarantine anchorage in the NW (Sakai-Senboku Ku Section 7) of the entrance to Hamadera Passage. Anchorage for ~~various vessels including~~ vessels carrying dangerous cargo ~~and vessels~~ is designated within Section 5 and 6 except when moored in a mooring facility.

5 **Port communications.** Port communication can be made between the vessel, the Captain of the Port and the Port Authority by the radio telephone.

Report destination	Call name	Frequency	Hours of operation	Contact address	Remarks
Captain of the Port	KOBE COAST GUARD RADIO	ch16/12	24hours	Osaka Coast Guard Office	Call "KOBE COAST GUARD RADIO" when requesting a connection to Osaka Coast Guard Office.
Port Authority	OSAKA PORT RADIO	ch16/11, 12, 18, 19, 20 (priority is ch19, 20)	24hours	+81-6-6615-7073	

Facilities.

Name		Position	Length (m)	Depth (Approx.m)	Depth (Approx.m)	Remarks	
Section 1	Tsuneyoshi Quay	34°40.4'N 135°25.0'E	360	4.5~5	1,000t×4		
	Hokko Quay	34°39.9'N 135°25.2'E	284	7~7.5	3,000t×1		
				8.5	5,000t×1		
	Hokko-Shiratsu No.1 Quay		720	12	20,000t×3		
	Hokko-Shiratsu No.2 Quay		240	12	20,000t×1		
	Hokko-Shiratsu No.3 Quay		240	12	20,000t×1		
	Hokko-Shiratsu No.4 Quay	34°40.0'N 135°24.6'E	390	9~9.5	3,000t×3		
	Hokko-Shiratsu No.5 Quay		130	9~9.5	3,000t×1		
	Hokko-Shiratsu No.6 Quay		130	9	3,000t×1		
	Yumeshima Quay	C 10 Quay		350	15	60,000×1	Container Crane
C 11 Quay		34°38.9'N 135°23.9'E	350	15	60,000×1	Container Crane	
C 12 Quay			650	14~16	100,000×1	Container Crane	
Section 2	Ume-machi Quay	34°39.3'N 135°25.4'E	395	10~10.5	10,000t×2		
	Ume-machi E Quay	34°39.4'N 135°25.2'E	769	4.5~7			
	Ume-machi W Quay	Berth No.39,41			10	10,000t×1	
		Berth No.43,45	34°39.4'N 135°25.0'E	792	6.5~10.5	20,000t×1	
		Berth No.47,49			12	30,000t×1	
	Sakurajima Quay	34°39.5'N 135°25.6'E	535	8.5~10	7,000t×1 10,000t×2		
	Central jetty N Quay	34°39.1'N 135°25.6'E	210	10~10.5	13,000t×1		
	Tenpozan Quay	34°39.4'N 135°25.8'E	370	11	168,000 t×1		
	Osaka Ko silo Quay	34°39.9'N 135°26.7'E	210	11	13,000t×1	Dolphin	
	Ajikawa Quay	No.1	34°39.6'N 135°26.5'E	320	9.5~10	10,000t×2	
		No.2	34°40.1'N 135°27.0'E	360	8~9	10,000t×2	Foul object in front
		No.3	34°40.0'N 135°26.8'E	178	8~10	10,000t×1	Fronted by foul ground
Ajikawa jetty Quay	N		482	3~5.5	1,700t×5		
	W	34°40.3'N 135°27.1'E	120	4~5	1,000t×2		
	S		312	5~6	1,000t×2 2,000t×1		

Section 3	International ferry Wharf Quay		34°38.6'N 135°25.3'E	450	10	8,000×1 30,000×1		
	Osaka Wan Container wharf	No.1 Quay	34°37.8'N 135°26.5'E	350	13.5	40,000×1		
		No.2 Quay	34°38.0'N 135°26.4'E	350	13.5	40,000×1		
		No.3 Quay	34°38.2'N 135°26.4'E	350	13.5	40,000×1		
		No.4 Quay	34°38.3'N 135°26.4'E	350	13.5	40,000×1		
		No. 8 Quay	34°38.6'N 135°25.8'E	350	14	45,000×1		
	Minami Ko C9 Quay		34°38.6'N 135°25.6'E	350	13	45,000×1		
	Dolphin wharf No.13		34°37.8'N 135°26.9'E	280	12	30,000×1		
	G Quay No.1-8		34°37.5'N 135°26.3'E	720	5~5.5	1,000 t×8	Overhead Cable	
	I Quay No.1-8			720	5	1,000 t×8	Overhead Cable	
	No.1 Quay		34°39.0'N 135°26.1'E	328	7.5~9.5	10,000 t×2		
	No.2 Quay		34°38.9'N 135°26.4'E	341	10	10,000 t×2		
	No.3 Quay			315	9~9.5	3,000 t×1 10,000 t×1		
	No.5 Quay			394	8.5	6,000 t×3		
	No.6 Quay			34°38.7'N 135°26.7'E	359	10	10,000 t×2	
	No.7 Quay			361	9.5~10	10,000 t×2		
	No.8 Quay		34°38.8'N 135°27.0'E	336	7~8	3,000 t×3		
	No.10 Quay		34°39.0'N 135°27.7'E	617	4~5	1,000 t×2		
					6.5~7	3,000 t×2		
					8~8.5	7,000 t×1	Crane	
No.11 Quay		34°38.9'N 135°27.7'E	270	5.5	1,000 t×3	Crane		
Dolphin No.12		34°38.8'N 135°27.2'E	—	7	2,000t×1			
Tsuruhama Quay		34°38.3'N 135°26.8'E	280	8.5~9	30,000t×1			
Taisho No.1 jetty N Quay		34°38.8'N 135°27.8'E	471	5~5.5	1,000 t×5	Crane		
Section 4	Chemical goods Wharf landing place		34°37.9'N 135°24.0'E	350	4.5	550×6		
	R wharf No.1-4 Quay		34°38.0'N 135°24.4'E	515	10	10,000 t×1		
				12	20,000 t×1			
	R wharf No.5			34°38.2'N 135°24.6'E	185	10	10,000×1	
	Osaka Ko Liner wharf	No.1 Quay	34°38.0'N 135°24.8'E	200	8.5~9	15,000×1		
		No.2 Quay	34°38.0'N 135°24.7'E	200	10	15,000×1		
		No.3 Quay	34°37.9'N 135°24.6'E	200	10	15,000×1		
		No.4 Quay	34°37.8'N 135°24.5'E	250	10	15,000×1		
		No.5 Quay	34°37.7'N 135°24.5'E	230	10	15,000×1	The front of the N end is 8.8m in depth	
		No.6 Quay	34°37.6'N 135°24.6'E	250	10	15,000×1		
		No.7 Quay	34°37.5'N 135°24.7'E	230	10	15,000×1		
	Minami Ko Quay	C6	34°37.6'N 135°24.9'E	300	12	35,000t×1		
		C7	34°37.6'N 135°25.1'E	300	12	35,000t×1		
K Quay No.1・2		34°37.2'N 135°24.6'E	370	10	10,000t×2			
Ferry Kamome Wharf Quay	Berth No.7	34°37.2'N 135°24.9'E	445	8.5	8,000t×1	Light on		
	Berth No.8			7.5	5,000t×1			

Section 5	A Quay	Berth No. A1~8	34°37.0'N 135°25.5'E	1040	7~7.5	3,000t×8	Light-on
	A Quay	Berth No. 7~8		260	7.5	5,000t×2	
	B Quay	Berth No. B1~4		550	7~7.5	3,000t×4	
	D Quay	Berth No. D1, D2	34°36.8'N 135°26.0'E	580	7	3,000t×2	
		Berth No. D3~D5			5~5.5	1,000t×3	
	E Quay	Berth No. E1~4		821	5.5	1,000t×5	
		Berth No. E5~7			5.5~7	3,000t×2	
	Ferry Wharf	Berth No. F1	34°37.2'N 135°25.9'E	200	7.5	15,000×1	
		Berth No. F2		130	4~6	3,000×1	
		Berth No. F3		220	7~8	15,000×1	
		Berth No. F4		200	7.5	10,000×1	
		Berth No. F5		165	6.5~7	8,000×1	
		Berth No. F6		130	6	3,000×1	
		Berth No. R4	34°38.1'N 135°24.6'E	260	10	13,600×1	
Berth No. R5	260	10		17,300×1			
J Wharf	Quay No.1~3	34°36.7'N 135°24.5'E	720	12	20,000×3		

Overhead bridges.

Bridge		Position	Vertical clearance (m)	Remarks
Konohana O-hash	Section 1	34°40.0'N 135°24.8'E	33	
Yumemai O-hash		34°39.5'N 135°24.0'E	About 24	Movable floating bridge with a floating system keeps 24m in vertical space.
Tenpozan O-hash	Section 2	34°39.6'N 135°26.0'E	About 45	Painted white, Cable stayed bridge.
Minato O-hash	Section 3	34°38.7'N 135°26.3'E	About 49	Painted red, Gerber truss bridge.
Namihaya O-hash		34°38.7'N 135°27.0'E	About 45	
Chisai Hashi		34°38.8'N 135°27.5'E	26	Taisho Inner Harbour.
Senbonmatsu O-hash		34°38.0'N 135°28.6'E	33	Plate box girder, both ends are loop style.
Shinkizu Kawa O-hash		34°37.5'N 135°27.8'E	44	Arch bridge, about 1M S of Taisho Inner Harbour.
Kamome O-hash	Section 4 and 5	34°36.7'N 135°25.3'E	10	Cable stayed bridge.
Kanzaki Kawa Hashi	Section 6	34°41.0'N 135°24.9'E	20	
Nakajima Kawa Hashi		34°41.6'N 135°24.4'E	29	
Tsuneyoshi O-hash		34°40.3'N 135°24.5'E	10	

Overhead cables. There are 2 overhead cables (vertical clearance of 53m, each) crossing over Kizu Kawa from near the estuary of the river and also one (vertical clearance of 41m) in the E of Nanko O-hash Bridge in the SW of Section 5 3.

The largest vessel to enter the port. On June 6 in 2019, Passenger vessel “SPECTRUM OF THE SEAS” (169,379t) berthed at Tenpozan wharf in Section 2.

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Osaka Ko Maritime perils Prevention Countermeasure Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, 10 evacuation from berths and cancellation thereof. (Contact inquiry: Osaka Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Osaka Coast Guard Office (Captain of the Port)	+81-6-6571-0223	Osaka Branch, Kobe Plant Protection Station	+81-6-6571-0801
Kinki District Transport Bureau	+81-6-6949-6404	Osaka Quarantine Station	+81-6-6571-3521
Osaka Customs	+81-6-6576-3001	Osaka Sub-branch, Kobe Branch, Animal Quarantine Service	+81-6-6575-3466
Nanko Sub-Branch, Osaka Customs	+81-6-6614-5304	Osaka Regional Immigration Services Bureau	+81-6-4703-2100
Osaka District Meteorological Observatory	+81-6-6949-6300	Osaka Ports and Harbors Bureau	+81-6-6615-7704

Tug boats. Many tugboats are available.

15 **Ferry boats.** Many ferry boats are available.

Supplies. Water and fuel could be supplied in full. Water supply boats are available.

Port Island	T Quay			336	12	35,000×1	
	L Quay		34°39.5'N 135°13.7'E	180	7.5	5,000×1	
	M Quay		34°39.4'N 135°14.3'E	120	10	1,000×1	
	Container Quay	13~17	34°39.4'N 135°14.3'E	2,200	13.5~16	60,000×2 100,000×3	
		18	34°39.9'N 135°14.1'E	750	15.5~16	60,000×1	
		D~H	34°40.1'N 135°13.6'E	1,211	11~12	15,000×1 20,000×1 35,000×3	
		I·J	34°39.8'N 135°13.8'E	700	12	30,000×2	
		O~R	34°40.8'N 135°13.0'E	1280	12	35,000×4	
	Liner Quay	1~3	34°40.8'N 135°13.0'E	710	10	15,000×3	
4~15		34°40.3'N 135°13.4'E	2,637	10	15,000×12		
Section 2	Nada Wharf Quay		34°42.0'N 135°13.8'E	645	4~7	6,000×8 3,000×1	
	Shinko No.4 Jetty Q·R		34°40.9'N 135°12.2'E	649	9~12	45,000×3	
	Maya Wharf	Container Terminal A~C	34°41.7'N 135°13.8' E	647	8.5~11	20,000×3	
		Container Terminal D~H		1,318	10~12	30,000×3	Fronted by foul ground
		Container Terminal I·J		661	10~12	20,000×2	
	Dolphin Berth	No. 6~8	34°41.2'N 135°14.0'E	600	10~10.5	15,000×3	
		No.9	34°40.2'N 135°14.2'E	209	12	15,000×1	
	Shin Ko E Wharf	S·T	34°41.3'N 135°12.7'E	457	5~10		
		U~X		1,152	8~12.5	5,000×1	
		Y~Z		465	4~10	15,000×2	
Rokko Island	Container Wharf 2~7		34°40.8'N 135°16.0'E	Extension 2,450	13~16	40,000×2 50,000×5	Container Crane
	A~C Quay		34°41.4'N 135°15.2'E	573	5~9	7,000×1 15,000×1	
	D~I Quay		34°41.7'N 135°15.5'E	1,202	10	15,000×6	Container Crane
	N~Q Quay		34°41.4'N 135°17.0'E	649	8~10		
	R~V Quay			985	10	10,000×1	
	W~Z Quay			1,076	12	15,000×4 30,000×1 46,000×1	Container Crane
	W-1 Quay		34°41.2'N 135°15.2'E	350	14	40,000×1	
	Multi Purpose Wharf J~M		34°41.9'N 135°16.6'E	755	10	15,000×4	Container Crane
	Ferry Wharf 1~3		34°41.8'N 135°17.0'E	759	8.5~9	10,000×1 8,000×1 15,000×1	
	Landing Place (E)		34°41.5'N 135°16.7'E	311	5		
	Landing Place (N)		34°41.9'N 135°16.6'E	1,085	4~4.5		
	Liner Wharf 1·2		34°41.0'N 135°17.4'E	804	11.5~13	46,000×1	Container Crane

Name	Telephone
Mitsubishi Heavy Industries Co., Ltd., Kobe Shipbuilding	+81-78-672-2220
Kawasaki Heavy Industries Co., Ltd., Kobe Factory	+81-78-682-5001
Shin Kobe Dock Co., Ltd.	+81-78-599-5747
Kamix Co., Ltd.	+81-78-431-2181

Medical facilities.

Name	Telephone
National Hospital Organization, Kobe Medical Center	+81-78-791-0111
Kobe Ekisaikai Hospital	+81-78-781-7811
Rokko Island Hospital	+81-78-858-1111

Maritime traffic. Regular passenger vessels and car ferries are operated for Senshu, Shodo Shima, Shikoku, Kyushu and China.

Call name	Frequency	Hours of operation	Contact address
HIROSHIMA COAST GUARD RADIO	ch16/12	24 hours	Imabari Coast Guard Office

Anchorage. Anchorage of vessels carrying dangerous cargo is nominated at Section 2.

In case of the typhoon or strong E winds, large vessels shelter between small islands like Omi Shima, Hakata Shima and Ikuchi Shima.

5

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
Section 1	Tenzoan Quay	34°04.2'N 133°00.5'E	100	4.5~6	2,000×1		
	Large Ferry Quay	34°04.3'N 133°00.3'E	130	5.5~6	10,000t×1		
	No.1 Pier	34°04.2'N 133°00.4'E	198	4~5.5	3,000t×1		
	No.2 Pier		176	2.5~4	300t class		
	No.3 Pier		92	3~4	500t class		
Section 2	Kurashiki Quay	34°03.7'N 133°01.2'E	No.1	165	-	10,000×1	Under construction
			No.2	130	7.5	5,000×1	
			No.3	180	5	2,000×2	Fronted by foul ground
			No.4	270	5~5.5	2,000×3	
	Toriu Quay		34°03.5'N 133°01.3'E	180	4.5~5	2,000×2	
				180	3~4.5	2,000×2	
	Tomita Quay	No.1	34°03.1'N 133°01.8'E	240	12	30,000×1	Container crane
		No.2		185	10	15,000×1	Container crane
Section 3	Nakano-Cho Quay		34°06.6'N 132°58.1'E	80	Less than 2	2,000×1	
	Teiya-Cho Quay		34°06.6'N 132°58.2'E	34	3	17t class	

Caution.

- Section 1 is rather narrow and there are many small / medium vessels coming in and out.
- At the E entrance to Kurushima Kaikyo, especially at the time of slack water, vessels coming in and out must be cautious to many small fishing boats gathered in operation.

10

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Imabari and Saijo Typhoon and tsunami measures Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths and cancellation thereof. (Contact inquiry: Imabari Coast Guard Office)

15

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Imabari Coast Guard Office (Captain of the Port)	+81-898-23-5515	Imabari Maritime Office, Shikoku District Transport Bureau	+81-898-33-9001
Imabari Branch Customs, Kobe Customs	+81-898-23-0031	Harbor and Fishing Port Division, Imabari City	+81-898-36-1545

Tug boat • Ferry boat. Several tugboats and ferries are available.

Supplies. At main mooring quays there are valves for water supply equipped and fuel supply boats are available at Section 1 and Section 3.

20

Repairs.

Name	Telephone	Name	Telephone
Namikata Dockyard Co., Ltd.	+81-898-41-9067	Hashizo Dockyard Co., Ltd.	+81-898-41-9300
I-S Shipyard Co., Ltd.	+81-897-84-2311	Nishi Shipbuilding Co., Ltd.	+81-898-32-3112

Landmarks.

Landmark	Position	Remarks
O Shima	33°59.9'N 133°21.7'E	146m high.
Habu Yama	33°59.4'N 133°19.5'E	101m high, the N part is sticking out whereas the S is stretching to a large flat land, which appears as an island from a distance.
2 chimneys	33°58.7'N 133°16.6'E	105m and 125m high from the N, both red and white color painted, within the premises of a chemical factory.
Chimney	33°58.1'N 133°15.5'E	134m high, red and white color painted, 3-stack composite chimney, within the premises of the chemical factory.
Miyo Shima	33°58.7'N 133°15.4'E	74m high, island connected by reclaiming.

Prescribed passages.

- Passage 1 is 180~310m in width and 4~15m in depth, reaching the floating pier in the S of Niihama Ku Section 1 from the N.
- Passage 2 is 120m in width and 3~7m in depth of the center, reaching Nishimachi Hakuchi in the E from around the central of Section 1, after diverging from Passage 1.

Entry restricted. In order of the Captain of the Port to prevent fire hazard, no general vessel is allowed to enter the area within 30m from the tanker carrying flammable dangerous cargo at berth or anchor in the port. ~~The W side of Niihama Ku Section 3 is prohibited to anchor as underwater cable are laid.~~

Anchorage. Since the point which surrounded by O Shima and the shore at Takihama Ku, is the depth of 5~20m and the bottom material of mud, the point is a good anchorage being safe against S~W winds. However, you must be cautioned at the time of strong S winds called “Yamaji”.

Quarantine anchorage is in about 0.7M NNE of E Breakwater Light at Niihama Ku Section 2.

Anchorage of vessels carrying dangerous cargo is nominated at Niihama Ku Section 3.

Port communication. Port communications by a VHF radiotelephone system between a vessel and Captain of the Port is available through the HIROSHIMA COAST GUARD RADIO.

Call name	Frequency	Hours of operation	Contact address
HIROSHIMA COAST GUARD RADIO	ch16/12	24hours	Niihama Coast Guard Station

Pilotage. Pilotage is available on request to Naikai Pilot Associations. (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 8.)

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
Niihama Ku	Nishihara Quay	33°58.1'N 133°16.1'E	175	2.5~3.5	300t×1		
	Isoura -4.5m Quay	33°57.2'N 133°14.1'E	120	2~4.5	700×2		
	Isoura -5.5m Quay		180	4~5.5	2,000×2		
	Isoura -7.5m Quay		130	6.5~7	5,000×1		
Takihama Ku	Mikihama Quay	33°59.0'N 133°20.9'E	120	2~4	700×2		
	Takihama Quay	33°58.8'N 133°20.3'E	No.1	90	5.5	2,000×1	
			No.2	90	5.5	2,000×1	
			No.3	90	4.5~5.5	2,000×1	
	Habu Quay	33°59.2'N 133°20.0'E	No.1	193	7.5	5,000×1	Car ferry
			No.2	130	7.5	5,000×1	
			No.3	90	4.5~5	2,000×1	
No.4			90	4.5~5	2,000×1		

	Kuroshima Quay	No.1	33°59.0'N 133°20.3'E	130	6.5~7	5,000×1	
		No.2		100	5	2,000×1	

Sea berth. There is an LNG sea berth (33°58.7'N 133°14.8'E), about 0.5M W of the Miyo Shima.

Overhead cables. One overhead cable (vertical clearance of 46m), spans Passage 1. Four overhead cables (vertical clearance of from 26m to 35m), span Niihama Ku Section 1. One overhead cable (vertical clearance of 72m), spans Niihama Ku Section 4. One overhead cable (vertical clearance of 51m), spans between O Shima and Kuro Shima in Takihama Ku.

The largest vessel to enter the port. On 27 April, 2023, LPG vessel "ENERGY ADVANCE" (119,233t, draught 11.2m) berthed at Niihama LPG.

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Niihama Ko Typhoon Tsunami Measures Conference is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths and cancellation thereof. (Contact inquiry: Niihama Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Niihama Coast Guard Station (Captain of the Port)	+81-897-32-0118	Niihama detached office, Hiroshima Quarantine Station	+81-89-951-0068 (Via Matsuyama detached office)
Niihama Branch Customs, Kobe Customs	+81-897-32-3405	Nakasuka Office, Secretariat of the Port Authority, Niihama City Government	+81-897-32-2015

Tug boat. 1 tug boat (4,400PS) is available.

Ferry boat. 2 boats are available.

Supplies. Fuel supply boat is available.

Medical facility.

Name	Telephone
Ehime Rosai Hospital	+81-897-33-6191

Maritime traffic. Car ferries are operated for O Shima (Niihama), Hanshin Ko Kobe Ku, Osaka Ku.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
Kawanoe Quay	No.1	210	3.5~4.5	1,000×3		
	No.2	34°01.3'N 133°34.4'E	70	—	1,000×1	Fronted by ruins
	No.3		180	—	700×3	Fronted by ruins
	No.4	34°00.7'N 133°33.6'E	180	5.5	2,000×2	
Oe Quay	No.1		130	7.5	5,000×1	
	No.2	34°00.6'N 133°33.5'E	240	12	30,000×1	
	No.3		240	12	30,000×1	
	No.4		300	15	70,000×1	
	No.5~7	34°00.2'N 133°33.3'E	240	3~4	700×4	
	No.8·9		180	5	2,000×2	Fronted by foul ground
	No.10	34°00.4'N 133°33.2'E	90	5	2,000×1	Fronted by foul ground
	No.11		130	7.5	5,000×1	
Muramatsu Quay	No.1	33°59.8'N 133°33.0'E	270	7.5~14.5	5,000×2	Fronted by foul ground
	No.2	33°59.9'N 133°32.9'E	350	15	70,000×1	
	No.3	34°00.2'N 133°33.1'E	90	5.5	2,000×1	
	No.4		260	6.5~7.5	5,000×2	
	No.5	34°00.1'N 133°32.7'E	240	14~15	70,000×1	Crane
	No.6	34°00.1'N 133°32.6'E	350	15~15.5	70,000×1	Crane
	No.7	34°00.3'N 133°32.9'E	260	7~7.5	5,000×2	
	No.8	34°00.4'N 133°32.8'E	240	12~13	30,000×1	
E Wharf No.4 Landing Place	33°59.6'N 133°33.1'E	160	—	700×2		
Muramatsu E Wharf	33°59.4'N 133°32.9'E	140	—	1,000×2		
Kaneko Miyagawa Quay	33°59.2'N 133°32.7'E	300	—	700×5		
Kaneko No.1 Quay	33°59.6'N 133°32.4'E	280	14	50,000×1	Crane	

The largest vessel to enter the port. On July 1 in 2018, lime carrier "LM VICTORIA" (51,255t, draft 13.25m) berthed at the Muramatsu No.6 Quay.

5 **Maritime authorities and facilities.**

Name	Telephone	Name	Telephone
Mishima Kawanoe Detachment of Imabari Coast Guard Office	+81-896-24-4498	Mishima Sub-Branch, Niihama Branch Customs, Kobe Customs	+81-896-23-8826
Mishimakawanoe detached office, Hiroshima Quarantine Station	+81-89-951-0068 (Via Matsuyama detached office)	Port Authority, Shikokuchuo City Government	+81-896-28-6077

Tug boat. Several tug boats are available.

Ferry boat. Many ferry boats are available.

Supplies. Supply of fresh water and fuel oil is available. There is a fuel oil supply boat.

10 **Repairs.** There is a dockyard where can repair the vessel of 500t class.

Medical facility.

Name	Telephone
Shikoku Central Hospital	+81-896-58-3515

Pilotage. Pilotage is available on request to Naikai Pilot Associations. (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 8.)

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
Section 1	Kaita Quay	No.1	34°21.4'N 132°31.0'E	650	7~7.5	5,000×5	Container crane
		No.2		720	5	2,000×8	
	Ujina Foreign Trade Wharf	No.1~4 Quay	34°21.3'N 132°28.5'E	770	9~10	15,000×4	Obstructions in the front
		No.5 Quay	34°21.1'N 132°28.2'E	185	10	120,000×1	Fronted by foul ground
		Dolphin		155			
	Civic Pier		34°21.2'N 132°27.8'E	180	-	500×2	
Section 3	Dejima E Quay	No.1	34°21.0'N 132°27.0'E	160	3~7.5	5,000×1	Obstructions in the front
		No.2		180	3.5~4.5	700×3	
	Dejima W Quay	No.1	34°21.4'N 132°26.8'E	480	3~4	700×8	Obstructions in the front
		No.2		685	4~5.5	2,000×7	
	Dejima Quay	No.1	34°21.0'N 132°26.4'E	110	5.5	2,000×1	Obstructions in the front
		No.2		150×2	7.5	5,000×2	For container ship and PCC Obstructions in the front Container crane
		No.3		330	14~14.5	50,000×1	For container ship Container crane
	Hatsukaichi Mokuzaiko No.1 Mooring Pile		34°20.6'N 132°21.4'E	240	10~12	30,000×1	Fronted by foul ground
	Hatsukaichi Quay		34°21.0'N 132°21.3'E	190	6.5~7.5	5,000t×1	
	Itsukaichi Quay	No.1	34°21.0'N 132°21.8'E	390	7.5	5,000t×3	Fronted by foul ground
		No.2		450	5.5	2,000t×5	
		No.3	34°20.9'N 132°22.0'E	70	4.5~5.5	1,000t×1	
		No.4		190	11	18,000×1	
Itsukaichi -12m Quay		34°20.9'N 132°22.0'E	270	12	30,000×1		
Shonan Quay		34°20.4'N 132°20.7'E	371	9.5	15,000×2		

	Mitsui landing place	33°57.0'N 131°56.9'E	300	4 3	500t class	
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Sea berth. Idemitsu Sea-Berth (33°59.4'N 131°45.9'E, with a white light flashing Morse code of "U" (••—) per 8 seconds), which is made up of mooring buoy, is located to the N of Sukumo Shima in Section 3.

Overhead bridge. There is Syunan Ohashi Bridge (vertical clearance of 24m) in Shin-Nan-yo, Section 1. There are only 4 piers of a bridge remain at the estuary of Tonda Kawa, Section 1.

Overhead cable. There is an overhead cable (vertical clearance of 26m) at the S entrance to Miyano Seto in Section 2.

The largest vessel to enter the port. In 2001, tanker "BERGE STAD" (160,467t, draft 19.5m) berthed at Idemitsu Sea berth.

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Typhoon and Tsunami etc. vessel Calamity Prevention measures examination Committee, Tokuyama-Kudamatsu Ko Subcommittee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths and cancellation thereof. (Contact inquiry: Tokuyama Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Tokuyama Coast Guard Office (Captain of the Port)	+81-834-31-0112	Tokuyama • Iwakuni Branch, Hiroshima Quarantine Station	+81-834-21-1091
Kudamatsu Detachment of Coast Guard	+81-833-41-3022	Shunan Branch, Hiroshima Regional Immigration Bureau	+81-834-21-1329
Tokuyama Branch Customs, Moji Customs	+81-834-21-2540		
Hikari Sub-Branch, Tokuyama Branch Customs, Moji Customs	+81-833-71-1354	Yamaguchi Transport Branch, Chugoku District Transport Bureau	+81-834-21-0180
Shunan Port Authority	+81-834-21-1787		

Tug boat • Ferry boat. Several tug boats and many ferry boats area available.

Supplies. Water supply boats and fuel supply boats are available.

Repairs. There are several dockyards for small vessels as well as the facilities for large vessels.

Name	Telephone
Shin-Kasado Dockyard Co., Ltd.	+81-833-52-0111

Waste oil disposal facility.

Name	Application	Hours of operation	Kind of waste oil disposed	
			Heavy waste oil	Light waste oil
Idemitsu Kosan Co., Ltd.	Safety and Environmental Protection Chamber TEL: +81-834-21-1103	0800~1600	Bilge • Water ballast	Water ballast

Medical facility.

Name	Telephone
Tokuyama Central Hospital	+81-834-28-4411

Port communication. Port communications could be made between vessels and the Captain of the Port by the radio telephone.

Call name	Frequency	Hours of operation	Contact address
HIROSHIMA COAST GUARD RADIO	ch16/12	24 hours	Matsuyama Coast Guard Office

Facilities. Including Nishi-Habu Hakuchi.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
Section 1	Kanko Ko Ferry Quay	No.1	160	5.5~6	3,000×1		
		No.2	238	7.5	10,000×1	Fronted by foul ground	
	Kanko Ko Pier	No.1	199	5~14.5	3,000×2		
		No.2	169	5~8	3,000×2		
Section 2	Gaiko No.1 Wharf Quay	No.1	220	4.5~5	3,000×2	Fronted by foul ground	
		No.2	370	10	10,000×2	Fronted by foul ground	
		No.3	315	3.5~4	700×6	Fronted by foul ground	
	Gaiko No.2 Wharf Quay	No.1	300	3.5	700×5		
		No.2	180	5~5.5	2,000×2	Fronted by foul ground	
		No.3	390	6.5~7	5,000×3	Fronted by foul ground	
	Okaga Wharf Quay	No.1	180	1~3	700×2	Fronted by foul ground	
		No.2	200	1.5~3	700×3	Fronted by foul ground	
		No.3	90	4~4.5	2,000×1	Fronted by foul ground	
	Yoshida Hama Quay	No.1	270	4~5	2,000×3	Fronted by foul ground	
		No.2	180	4~4.5	2,000×2		
	Gaiko New Wharf Quay	No.1	33°50.8'N 132°41.9'E	170	10~10.5	10,000×1	Fronted by foul ground Container crane
		No.2	33°50.8'N 132°41.8'E	260	13	40,000×1	Container crane
		No.3	33°51.1'N 132°41.9'E	130	7~7.5	5,000×1	Container crane
		No.4		130	7.5	5,000×1	
	Nishi-Habu Hakuchi Quay	No.3	33°48.9'N 132°41.6'E	272	3~4.5	2,000×3	Fronted by foul ground
No.4		33°48.8'N 132°41.2'E	370	9~9.5	10,000×2	Fronted by foul ground	

5

The largest vessel to enter the port. On May 30 in 2013, passenger vessel “SUN PRINCESS” (77,499t, draft 8.1m) berthed at Gaiko No.1 Wharf No.2 Quay.

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Matsuyama Ko Natural Calamity Prevention measures Committee is established to issue information on typhoon and tsunami to Vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths and cancellation thereof. (Contact inquiry: Matsuyama Coast Guard Office)

10

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
The 7 th Regional Coast Guard Headquarters	+81-93-321-2931	Tobata Branch Customs, Moji Customs	+81-93-881-5858
Moji Coast Guard Office (Captain of the Kanmon Ko; excluding Wakamatsu Ku · Hibiki-Shinko Ku)	+81-93-321-0398	Wakamatsu Sub-Branch, Tobata Branch Customs, Moji Customs	+81-93-761-4445
Kokura Detachment of Moji Coast Guard Office	+81-93-571-6091	Kitakyushu Office of Fukuoka Regional Immigration Bureau	+81-93-582-6915
Shimonoseki Coast Guard Station	+81-832-67-1711	Shimonoseki Office of Hiroshima Regional Immigration Bureau	+81-83-261-1211
Office of the Traffic Control in Wakamatsu Port (Makiyama Signal Station)	+81-93-761-4200	Moji Detached Office of Fukuoka Quarantine Station	+81-93-321-3056
Wakamatsu Coast Guard Office Wakamatsu Port Traffic Control Office (Makiyama Maritime Traffic Signal Station)	+81-93-871-2482 FAX: +81-93-881-6094	Shimonoseki Office of Moji Detached Office, Fukuoka Quarantine Station	+81-832-66-1402
Kanmon Kaikyo Vessel Traffic Service Center	+81-93-381-6699 FAX: +81-93-381-4499	Moji Plant Protect Station	+81-93-321-1404
Kyusyu District Transport Bureau	+81-93-472-2312	Wakamatsu Office, Moji Plant Protect Station	+81-93-751-0790
Moji Maritime Office of Fukuoka Branch, Kyushu District Transport Bureau	+81-93-322-2700	Shimonoseki Office, Moji Plant Protect Station	+81-832-66-4442
Wakamatsu Maritime Office of Fukuoka Branch, Kyushu District Transport Bureau	+81-93-751-8111	Moji Branch, Animal Quarantine Station	+81-93-321-1116
Shimonoseki Maritime Office, Kyushu District Transport Bureau	+81-832-66-7151	Moji Local Marine Accident Tribunal	+81-93-331-3721
Moji Customs	+81-50-3530-8306	Moji Office, Japan Transport Safety Board	+81-93-331-3707
Tanoura Sub-Branch, Moji Customs	+81-93-321-3996	Port & Harbour Bureau, Shimonoseki City Government	+81-83-266-3150
Shimonoseki Branch Customs, Moji Customs	+81-83-266-5376		

Repairs.

Name	Telephone	Name	Telephone
MHI Shimonoseki Engineering	+81-83-266-7993	Sansei Co., Ltd. Shimonoseki	+81-83-267-3525
Kyoritsu Dockyard Co., Ltd.	+81-83-266-0248	TOA Corporation, Shimonoseki	+81-83-246-1111
Kyokuyo Shipyard Corporation	+81-83-246-1381	Nagato Zosen Co., Ltd.	+81-83-223-8251
Mitsubishi Heavy Industries, Shimonoseki	+81-83-266-5978	Odo Zosen	+81-83-232-3000

Facility.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Shinko Quay	No.1	33°59.1'N 130°53.8'E	328	12	30,000×1	
	No.2	33°59.1'N 130°53.6'E	380		220,000t×1	

The Largest vessel to enter the port. On 24 September 2023, a cruise vessel “MSC BELLISSIMA” (171,598t, drift 8.7m) berthed at Shinko Quay No.2.

5 **Maritime traffic.** Ferry boats are operated between this port and Shimonoseki.

5. Hibiki-Shinko Ku (33°59' N 130°45' E) (Charts JP201, JP1266, JP1267) (JP HBK)



(Photographed in January 2017)

10 **General information.**

1. The harbor area of Hibiki-Shinko is from the E of O Shima of Shira Shima in 3.7M WNW of **Ai-no-Shima** to the shore in the S. There are nothing blocking winds and waves in the harbor. In the E of O Shima,
2. There is an Oil Storage Base on the sea in the E of O Shima and a Sea-Berth from the N to the NE of that Base.
3. The LNG acceptance base is being developed on the E side of Hibiki Hakuchi.
- 15 4. Hibikinada-Nishi Quay No.6 in the Hibiki Hakuchi is capable to accept a large passenger vessel of maximum 160,000t class.
5. In the sea area on the E side of the Hibikinada E breakwater, a bank protection building is under construction in order to construct a new disposal plant.

Cautions in navigations.

20 A floating wind turbine (with yellow light, established as an Fog Signal Station, emit AIS Signals at all times) is installed about 2M (34°03'10.9" N 130°43'26.1" E) the N of O Shima.

A mooring anchor and mooring chain are installed around this facility. Submarine cable (Electric power) is installed between the facility and shore in the S of Hibiki-Shinko Ku.

25 **The Submarine cable (Electric power) is installed so that they float below the water surface within approximately 200m from the floating wind turbines.** For this reason, vessels navigation in the vicinity needs to be careful.

Cautions in entering.

1. There are shoals with the depth of 3.8m in about 1M SSE of **Me Shima**.
2. **Naka Se** (4.4m in depth) is located in about 2M SSE of Me Shima, and **Maruyama dashi** (33°58.1'N 130°45.1'E 3.8m in depth and light buoy on the E end) is located in about 1M ESE of Naka Se.
- 30 3. There is Yoko Se (2.4m in depth) in about 1.1M NNE of Hachiman Misaki (33°56.1'N 130°43.7'E) and a light buoy in the N side.
4. There are shoals around Shira Su (33°59.0'N 130°47.5'E, a light house on it) in about 1.3M SW of Ai-no-Shima.
5. In the S, there is a fairway for coastal vessels crossing E to W of the harbor area with many of vessels of less than 2,000t navigating.

Winter (10/1 ~ 3/31)

00:00 01:30 04:00 05:30 08:00 11:00 13:00 15:00 16:30 18:30 20:00 21:30 24:00

In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
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Note: 1. Depending upon situations, the signal may be switched earlier than the above basic time (it is 30 minutes before in the maximum.) both the summer and the winter.

5 2. In: Vessels of entry Out: Vessels of departure

Advance Reporting. Advance Reporting at Wakamatsu Fairway, Okudokai Passage and Wakamatsu Ku (excluding Section 5 and Section 6)

10 1. Vessels of 300t or more intending to enter through Wakamatsu Fairway are required to notify the estimated time of arrival at the entrance of Wakamatsu Fairway, and vessels of 300t or more intending to leave through Wakamatsu Fairway or Okudokai Passage are required to notify the estimated time of leaving the berth, to Wakamatsu Port Traffic Control Office (TEL: +81-93-871-2482, E-mail: jcg-7wakamatsu-jizentsuho@gxb.mlit.go.jp) by noon of the estimated date of entering or the day before the estimated date of leaving the berth respectively.

2. Vessels which have already noticed the estimated time, should report any change promptly to Wakamatsu Port Traffic Control Office if there is any change on the estimated time once notified.

15 **Supply of information on maritime traffic.** Makiyama Signal Station (Wakamatsu Port Traffic Control Office) provides the information including other vessels' activities and weather reports for safety of vessels navigating in Dokai Wan (Wakamatsu Passage and Okudokai Passage).

Content	Method
Reporting matters: The following matters at Dokai Wan: (1) Conditions of marine accidents which may affect vessels underway and the measures to take. (2) Conditions of limitation or prohibition of vessel traffic. (3) Conditions of abnormal aids to navigation. (4) Conditions of constructions, works or obstacles to passages which effect vessels underway. (5) Other necessary items for safety of vessels underway.	Call Name: WAKAMATSU HARBOR COAST GUARD RADIO For reporting (Automatic Identification System (AIS) in English) 004310704 (Hinoyama Transmitter Station)

Cautions in entering.

20 1. Within Section 1~4, are narrow and fairways are divided complicatedly, there are many general cargo vessels and towing vessels that come in and out. Since quays are very close to the passages, vessels navigating must be cautious to the vessels anchoring and just leaving the berth.

2. On both sides of the S side of Wakato Ohashi Bridge, there is a floating pier for ferry boats and arriving and leaving so often.

25 **Anchorage.** At Section 1~4 in principle, the anchorage of vessels is prohibited. At Section 5 and 6, vessels of 300t or more and vessels carrying dangerous cargo **must be designated** to anchor without the permission of the Captain of the Port.