

# To protect TOKUYAMA bay The Navigation Guide of Senjima Suidou (Waterways)

**In narrow waterways, keep your vessel safe being alert and observant.**

- Traffic routing of large vessel
- Restriction applicable to large vessel
- Movement of large vessels to be controlled against other ship

A large vessel specified in this guide means a vessel of 10,000 DWT and more (120 meter in L.O.A. and greater)  
Your cooperation is sought to ensure the safe passage of a large vessel, which is constrained in its manoeuvrability



The council of Marine Traffic Safety and Security Measures for Shunan Harbour  
The committee of Safety Navigation and Measures for Senjima Suidou

For more information. Contact:

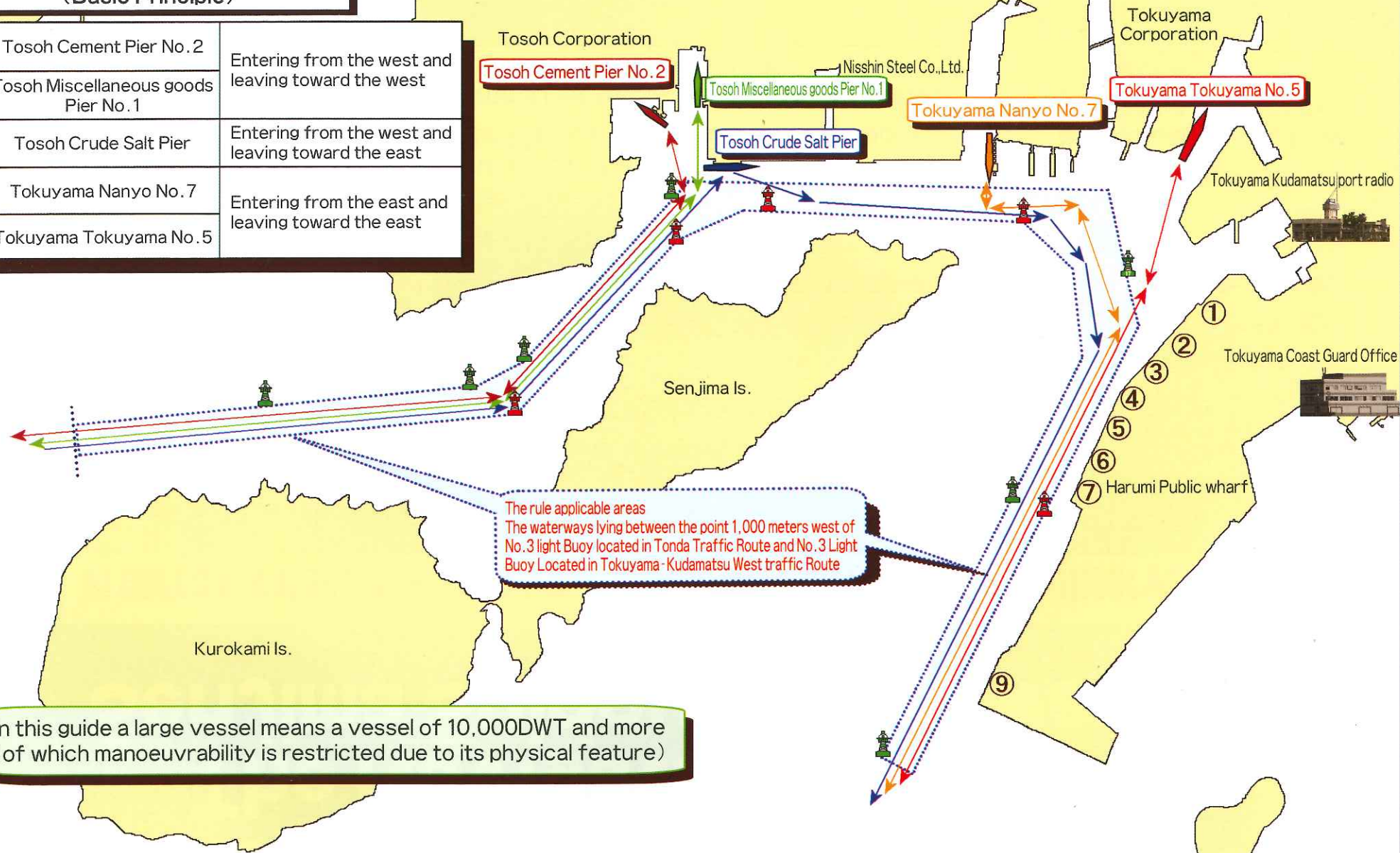
Tokuyama Kudamatsu port radio  
TEL 0834-32-8667  
FAX 0834-32-8665

This guide deals with the Rules applicable to members of the committee  
Non-members of the committee are not subject to the rules specified in this guide. Nevertheless,  
your cooperation is sought to prevent danger of maritime shipping accidents within Tokuyama harbour

# 【Traffic routing of large vessel】

## Entering and leaving route of vessels (Basic Principle)

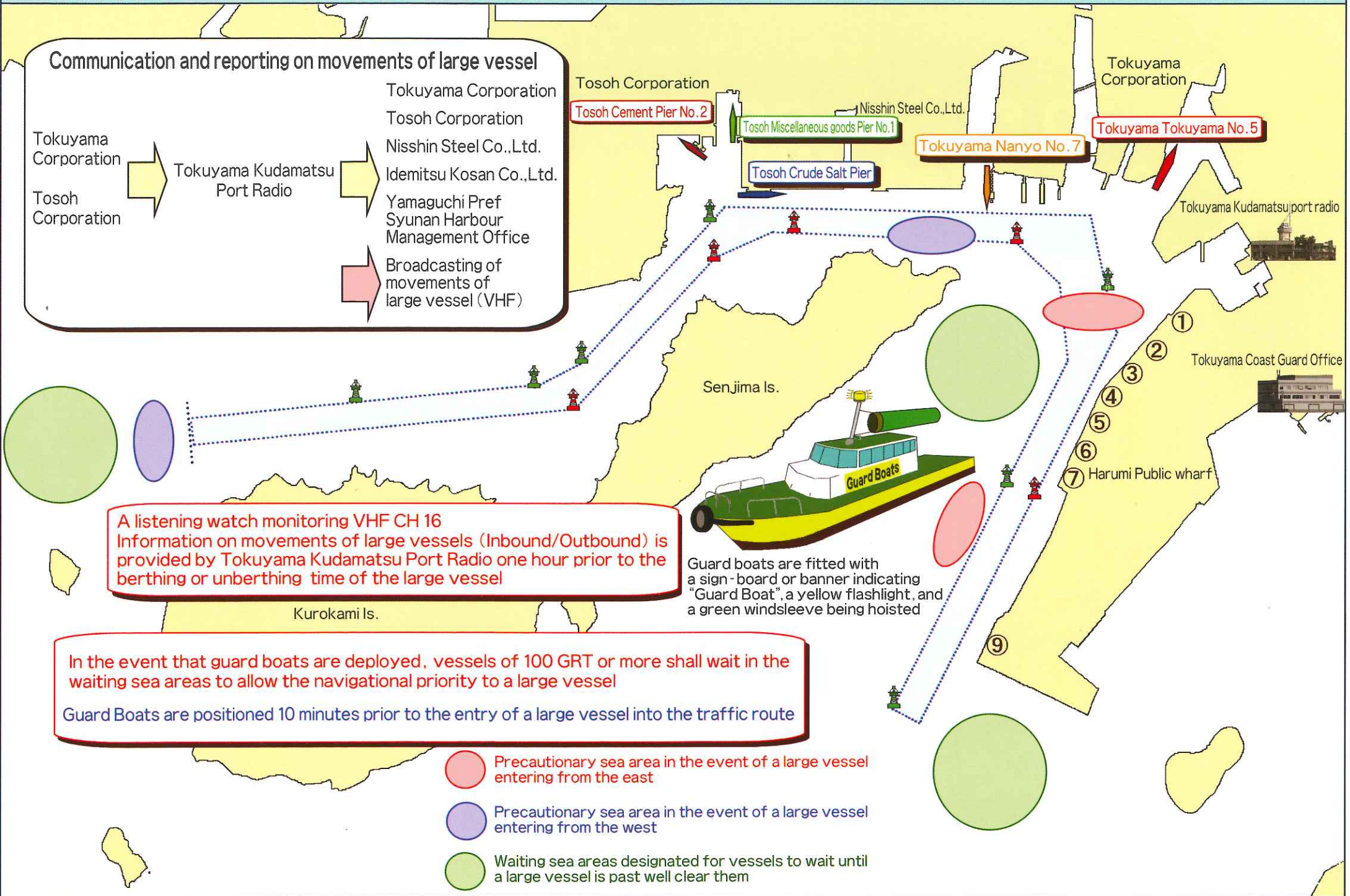
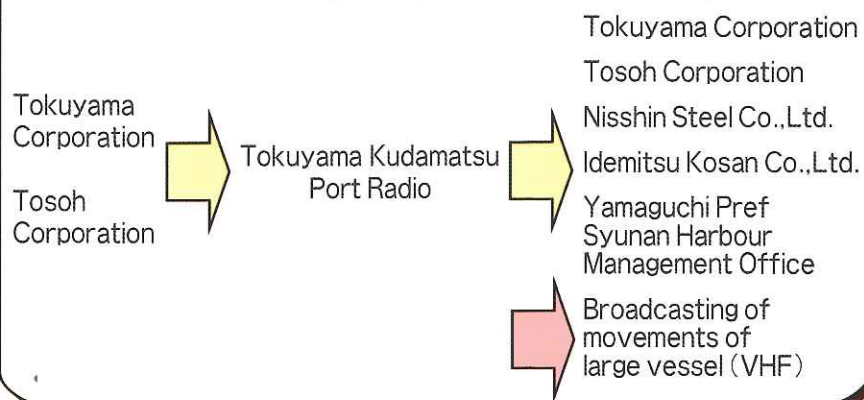
Tosoh Corporation	Tosoh Cement Pier No. 2	Entering from the west and leaving toward the west
	Tosoh Miscellaneous goods Pier No. 1	
	Tosoh Crude Salt Pier	Entering from the west and leaving toward the east
Tokuyama Corporation	Tokuyama Nanyo No. 7	Entering from the east and leaving toward the east
	Tokuyama Tokuyama No. 5	



In this guide a large vessel means a vessel of 10,000DWT and more (of which manoeuvrability is restricted due to its physical feature)

# 【Entry of a large vessel】

## Communication and reporting on movements of large vessel



A listening watch monitoring VHF CH 16  
 Information on movements of large vessels (Inbound/Outbound) is provided by Tokuyama Kudamatsu Port Radio one hour prior to the berthing or unberthing time of the large vessel

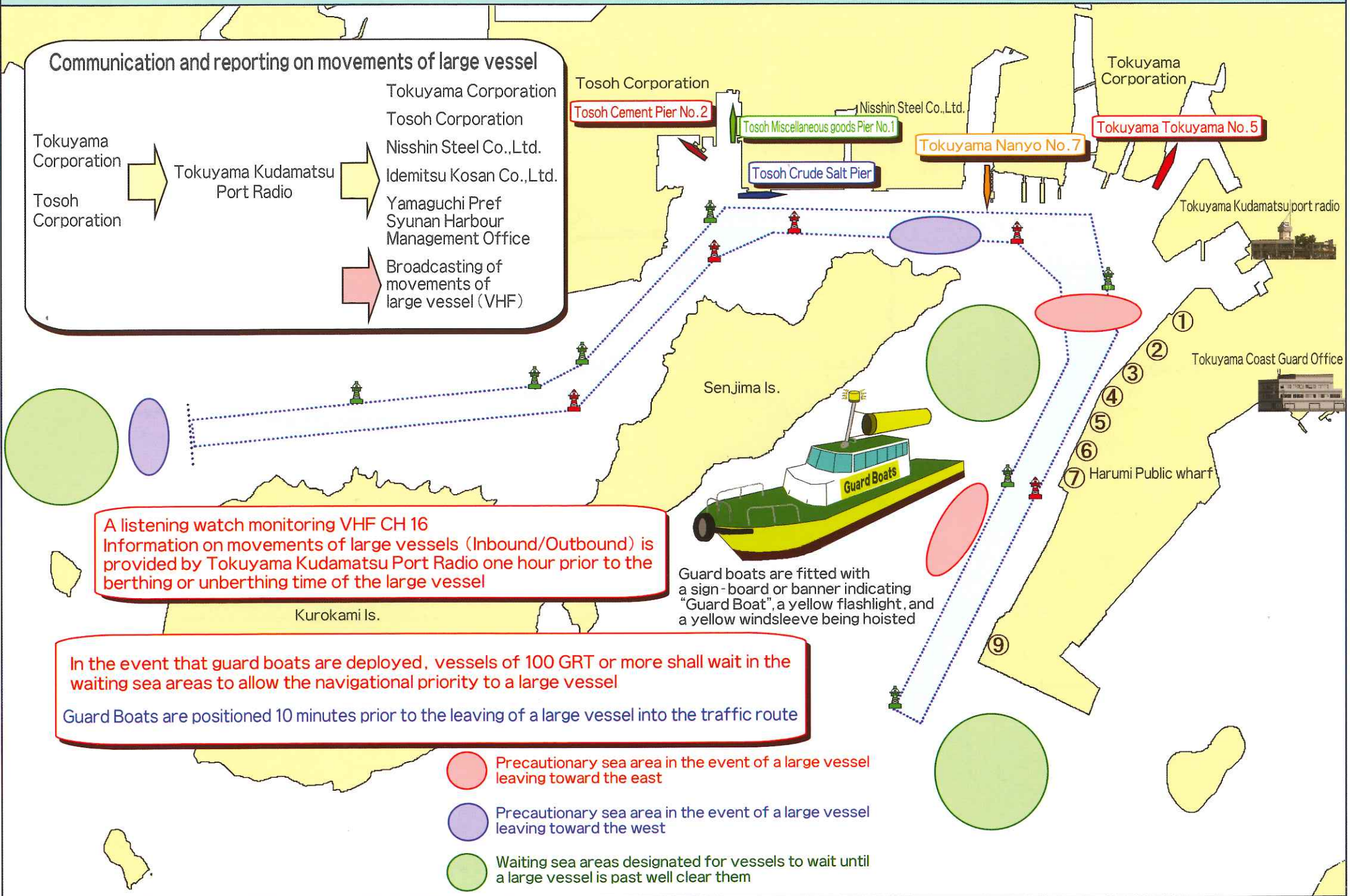
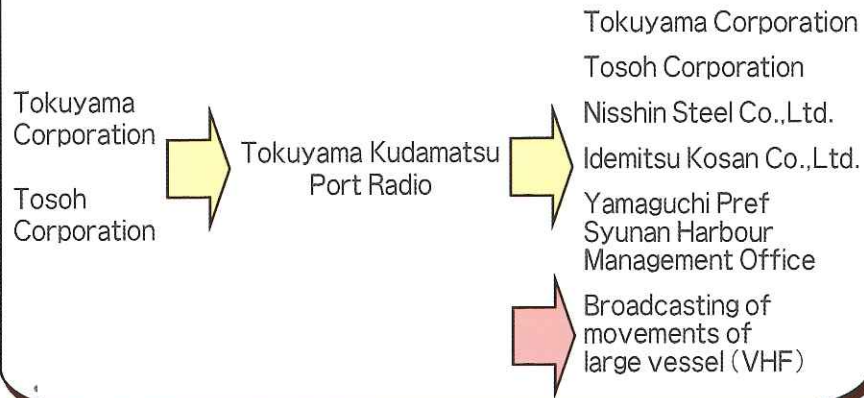
Guard boats are fitted with a sign-board or banner indicating "Guard Boat", a yellow flashlight, and a green windsleeve being hoisted

In the event that guard boats are deployed, vessels of 100 GRT or more shall wait in the waiting sea areas to allow the navigational priority to a large vessel  
 Guard Boats are positioned 10 minutes prior to the entry of a large vessel into the traffic route

- Precautionary sea area in the event of a large vessel entering from the east
- Precautionary sea area in the event of a large vessel entering from the west
- Waiting sea areas designated for vessels to wait until a large vessel is past well clear them

# 【Leaving of a large vessel】

## Communication and reporting on movements of large vessel



A listening watch monitoring VHF CH 16  
 Information on movements of large vessels (Inbound/Outbound) is provided by Tokuyama Kudamatsu Port Radio one hour prior to the berthing or unberthing time of the large vessel

Guard boats are fitted with a sign - board or banner indicating "Guard Boat", a yellow flashlight, and a yellow windsleeve being hoisted

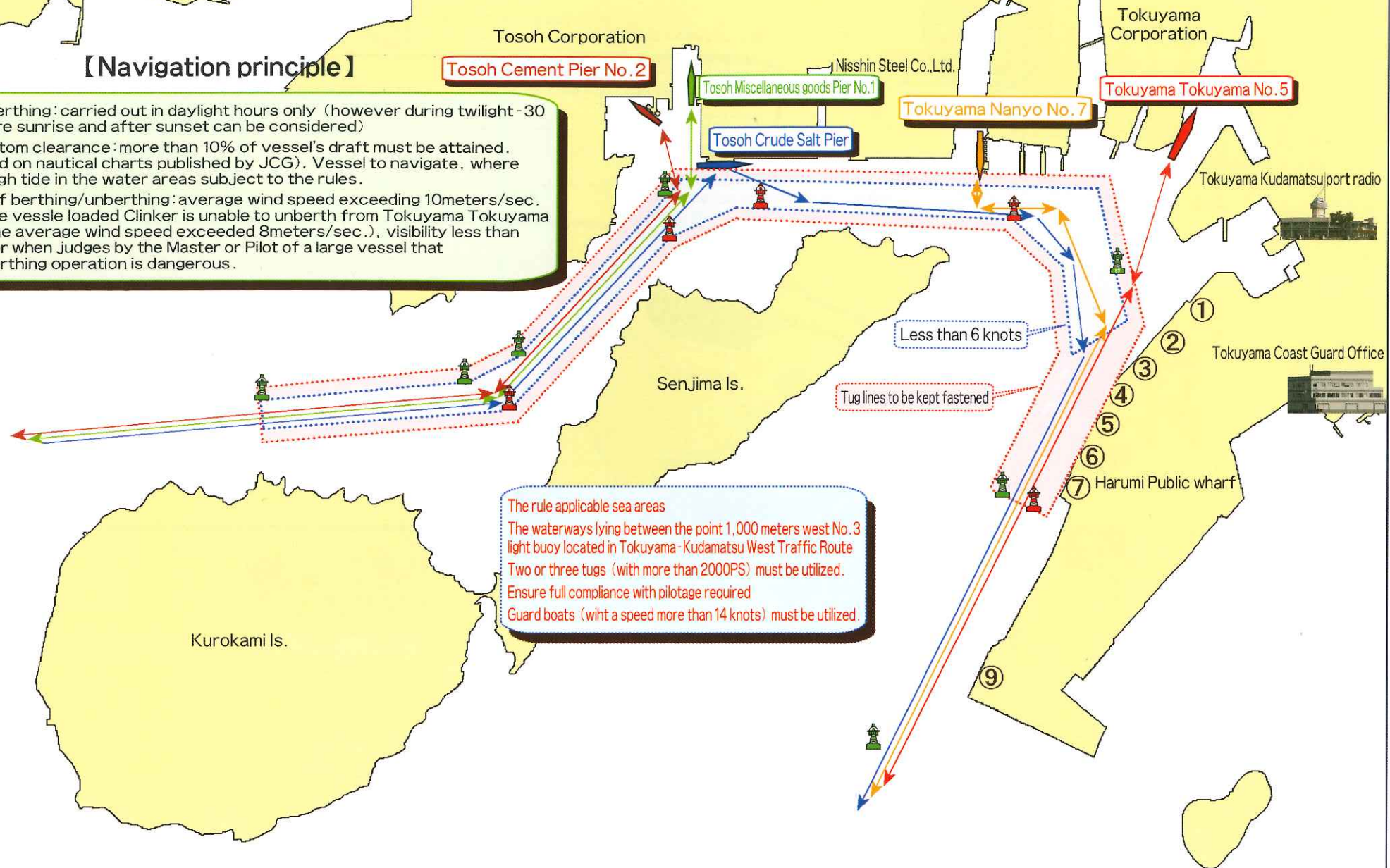
In the event that guard boats are deployed, vessels of 100 GRT or more shall wait in the waiting sea areas to allow the navigational priority to a large vessel  
 Guard Boats are positioned 10 minutes prior to the leaving of a large vessel into the traffic route

- Precautionary sea area in the event of a large vessel leaving toward the east
- Precautionary sea area in the event of a large vessel leaving toward the west
- Waiting sea areas designated for vessels to wait until a large vessel is past well clear them

# 【Restriction applicable to large vessel】

## 【Navigation principle】

Berthing/Unberthing: carried out in daylight hours only (however during twilight - 30 minutes before sunrise and after sunset can be considered)  
 Sufficient bottom clearance: more than 10% of vessel's draft must be attained. (criteria based on nautical charts published by JCG). Vessel to navigate, where possible, at high tide in the water areas subject to the rules.  
 Cancellation of berthing/unberthing: average wind speed exceeding 10meters/sec. (however, the vessel loaded Clinker is unable to unberth from Tokuyama Tokuyama No. 5, when the average wind speed exceeded 8meters/sec.), visibility less than 1000 meters, or when judges by the Master or Pilot of a large vessel that berthing/unberthing operation is dangerous.



The rule applicable sea areas  
 The waterways lying between the point 1,000 meters west No. 3 light buoy located in Tokuyama-Kudamatsu West Traffic Route  
 Two or three tugs (with more than 2000PS) must be utilized.  
 Ensure full compliance with pilotage required  
 Guard boats (with a speed more than 14 knots) must be utilized.