

**KANMON KAIKYO**  
**VESSEL TRAFFIC SERVICE CENTER**  
**“KANMON MARTIS”**  
**USER MANUAL**



KANMON KAIKYO VESSEL TRAFFIC SERVICE CENTER  
“KANMON MARTIS” USER MANUAL

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# KANMON KAIKYO VESSEL TRAFFIC SERVICE CENTER

## "KANMON MARTIS"

### USER MANUAL

#### I INTRODUCTION

Kanmon Kaikyo Vessel Traffic Service Center, "Kanmon MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Kanmon Strait, has been established and operated by Japan Coast Guard. This User manual aims at contributing to safe navigation of vessels by explaining about services provided by "Kanmon MARTIS" and essential information while navigating in the Kanmon Strait. Vessels navigating in the Kanmon Strait are highly recommended to carry this manual in the bridge and utilize as a reference book.

The Kanmon MARTIS is operated in accordance with acts, cabinet orders, ministerial ordinance, public notices and administrative guidance listed below. Exact application of rules should be referred to these regulations.

- Act on Aids to Navigation
- Act on Port Regulations
- Cabinet Order for Enforcement of the Act on Port Regulations
- Ordinance for Enforcement of the Act on Port Regulations
- "Signals Indicating Vessel's Way While Navigating in the Designated Harbors, referred in paragraph 2, article 11 of the Ordinance for Enforcement of the Act on Port Regulations" (Japan Coast Guard Public Notice No. 35, in 1995)
- "Codes Transmitted as Destination Information of the Automated Identification System in order to Inform Other Vessels of the Way, referred in paragraph 1, article 11 of the Ordinance for Enforcement of the Act on Port Regulations" (Japan Coast Guard Public Notice No. 94, in 2010)
- "Public Notice on the Procedure of instruction referred in article 8-2 of the Ordinance for Enforcement of the Act on Port Regulations and etc." (Japan Coast Guard Public Notice No. 163, in 2010)
- "Procedure of Provision of Information, etc. conducted by the Kanmon Kaikyo Vessel Traffic Service Center and the Moji Vessel Traffic Signal Station which is operated by the Kanmon Kaikyo Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 170, in 2010)

#### II OPERATIONAL CONCEPT OF THE "KANMON MARTIS"

Kanmon MARTIS maintains and improves vessel traffic safety of the Kanmon Strait by

- ① collecting, verifying and monitoring vessel traffic information by sensors such as RADAR, ITV, AIS and VHF radiotelephone,

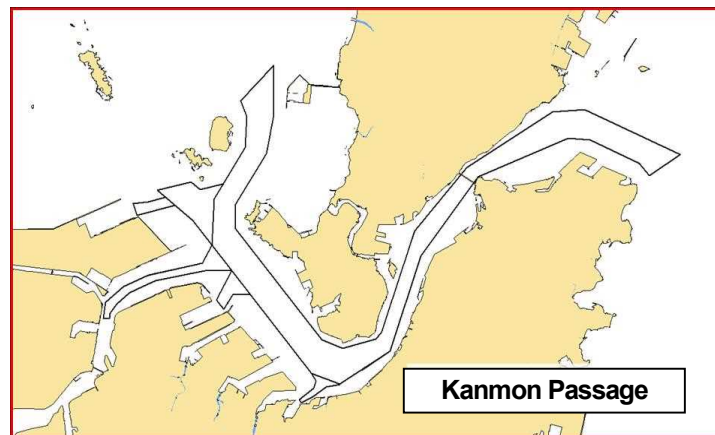
- ② providing information which is necessary for safety of vessels,
- ③ providing navigational advice to vessels when it is considered necessary to avoid imminent danger and possibility of violation of traffic rules,
- ④ instructing vessels to stand by at outside of the navigation passage in cases of restricted visibility and other cases specified by the Act on Port Regulations.

In addition to the information provided by VHF radio communication, Kanmon MARTIS provides tidal current and large vessel traffic information by lighting signal boards and other navigation assistance information by radio broadcast and Internet Homepage.

### III IMPORTANT NAVIGATIONAL RULES

The Kanmon strait is located within the Kanmon Port Area and establishment of the navigation passages and navigational rules are regulated by the Act on Port Regulations and the Public Notice of the Captain of the Kanmon Port as local rules. Other than specifically regulated by the Act on Port Regulations, the Act for Preventing Collision at Sea, which is Japanese Law for the International Regulation for Preventing Collision at Sea, is applied. The Passages in the Kanmon Port are shown in the figure on this page.

Important navigational rules, which are regulated by the Act on Port Regulations and applied in the Kanmon strait, are explained below. It is recommended to refer to the Act and related regulations for exact application of these rules.



#### ① Compulsory Usage of the Passage

When a vessels over 300 GRT (except small ship) enters, leaves or goes through the Kanmon Port, that vessel shall use the Passage. Provided, however, that this shall not apply to the cases in which compelling reasons exist such as keeping away from a marine accident.

#### ② Prohibition against anchoring in the passage, etc.

A vessel shall not anchor or release a tugging vessel in the passage except following cases.

- i When a vessel intends to keep away from a marine accident.
- ii When a vessel is not under command.
- iii When a vessel engages in the rescue of human lives or a vessel facing an imminence peril
- iv When a vessel engages in construction or work with a permission of the Captain of the Port.

#### ③ Navigational rules in the Passage

i A vessel entering or going out a passage shall keep out of the way of other vessels navigating in the passage.

ii A vessel shall not navigate in parallel in the passage.

iii When a vessel navigates in the Kanmon Passage or No. 2 Kanmon Passage, that vessel shall navigate on the right side of the passage as practicable.

Provided, however, that a vessel less than 100 tons gross tonnage and navigating west bound in the Hayatomo Seto shall navigate as close to the Moji Saki as practicable and shall pass on the starboard side of the oncoming vessel, in spite of above mentioned navigational rules as i and ii .

iv When tow vessels meet each other in the passage, they shall navigate on the right side of the passage.

Provided, however, that a vessel navigating east bound in the Hayatomo Seto shall pass a vessel less than 100 tons gross tonnage and which is navigating west bound on her starboard side all the time.

v A vessel shall not overtake other vessel in Passages. However, a vessel may overtake other vessel in the Kanmon Passage, considering surrounding situation and only when all conditions described below are met. (Except Hayatomo Seto Waterway)

a) when a vessel being overtaken does not need to take any cooperative movement in order for an overtaking vessel to pass safely.

b) when an overtaking vessel can keep out of the way of any other vessels safely.

vi A vessel navigating upstream in the Hayatomo Seto shall keep a ground speed of 4 knots and upwards.

vii When a vessel 300 tons gross tonnage and upwards is going to enter the port through the Wakamatsu Passage or depart the port through the Wakamatsu Passage or the Oku-Dokai Passage, that vessel shall obey the traffic control signal.

④ Area to be prohibit against entering into the Passage

A motor vessel entering into the Kanmon Passage from the Tanoura-Ku, except a vessel of less than 100 tons gross tonnage, shall not enter into the passage crossing the line between the Moji Saki light house and No. 32 Kanmon Passage light buoy.

⑤ The right of way at junctions of passages

i The Kanmon Passage and other Passages in the Kanmon Port

A vessel navigating along the Kanmon Passage has the right of way against a vessel navigating along the passages other than the Kanmon Passage.

ii The No.2 Kanmon Passage and The Anse Passage

A vessel navigating along the No.2 Kanmon Passage has the right of way against a vessel navigating along the Anse Passage.

iii When a vessel navigating along the No.2 Kanmon Passage and a vessel navigating in the Wakamatsu Passage are expected to meet in the Kanmon

Passage, a vessel navigating in the No.2 Kanmon Passage has the right of way against the other.

- iv When a vessel navigating in the Tobata Passage and a vessel navigating in the Wakamatsu Passage are expected to meet in the Kanmon Passage, a vessel navigating in the Tobata Passage has the right of way against the other.

⑥ Basic navigation rules of the Kanmon Port

- i In the port area and vicinity of the port limit line, a vessel shall navigate with a speed which does not cause any danger against other vessels.

- ii A vessel of not more than 300 tons gross tonnage except a small ship vessel, shall keep out of the way of a vessel of more than 300 tons gross tonnage.

(When a vessel of more than 300 tons gross tonnage navigates in the Kanmon Port, that vessel shall hoist the numeral pendant "1" of the International Signal Flags in a prominent manner on her mast.)

⑦ Route Signal

- i by AIS

Pursuant to the provision of the Ordinance for Enforcement of the Act on Port Regulations, while navigating in the Kanmon Port or in the vicinity of the Kanmon Port limit line, a vessel which is equipped with AIS shall be transmitting codes of the destination port and the way within the destination port as the destination information of the Automatic Identification System in order to Inform other vessels of the route.

These route signal codes are shown in attached reference.

- ii by International Signal Flags

Pursuant to the provision of the Ordinance for Enforcement of the Act on Port Regulations, while navigating in the Kanmon Port in the day time, a vessel shall hoist following flags on her mast.

- a) A vessel transiting through or departing from the Kanmon Port (except the Hibiki Shin Ko-Ku and the Shin Moji-Ku) and navigating to the east entrance of the port

The first substitute flag and alphabetical flag "E" (from the upper in sequence)

- b) A vessel transiting through or departing from the Kanmon Port (except the Hibiki Shin Ko-Ku and the Shin Moji-Ku) and navigating west bound through the east of the Mutsure Shima

: No. 1 substitute flag, alphabetical flag "W" and "M" (from upper in sequence)

- c) A vessel transiting through or departing from the Kanmon Port (except the Hibiki Shin Ko-Ku and the Shin Moji-Ku) and navigating west bound through the west of the Uma Shima and to the south of the Shira Su, Shira shima

No. 1 substitute flag, alphabetical flag "W" and "S" (from upper in sequence)

- d) A vessel transiting through or departing from the Kanmon Port (except the Hibiki Shin Ko-Ku and the Shin Moji-Ku) and navigating west bound through the west of Uma Shima and to the east of Ai-no-Shima

No. 1 substitute flag, alphabetical flag "W" and "A" (from upper in sequence)

- e) A vessel entering to a berth of the Kanmon Port  
Please refer to the Berth Signal Code

⑧ The Administrative guidance on prohibition of overtaking in the vicinity of the Daiba Hana

According to the administrative guidance of the Captain of the Kanmon Port, it is strongly requested not to overtake other vessels in the vicinity of the Daiba Hana, especially the area between the Kanmon Passage No. 7 light buoy and the No. 10 light buoy.

#### IV COMMUNICATION

##### 1 VHF CHANNELS

VHF channels to communicate with the Kanmon MARTIS are as follows. Kanmon MARTIS monitors channels 16 and 13 at all times. Vessels equipped with VHF radiotelephone are strongly recommended to monitor channels 16 and 13 while navigating within the information service area of Kanmon MARTIS.

Channel 16: calling and response

Channel 13: calling and communication

Channel 14 and 66: communication

##### 2 COMMUNICATION LANGUAGES

Japanese and English

#### V PRE-ENTRY REPORT AND POSITION REPORT

##### 1 PRE-ENTRY REPORT OF ONE DAY ADVANCE

Pursuant to the Act on Port Regulations, following vessels shall submit the pre-entry report to either Kanmon MARTIS or the Wakamatsu Port Traffic Control Office by the noon of the day before the arrival day.

When any changes occur in the report, they shall be reported as soon as possible.

① When a vessel of 10,000 tons gross tonnage and upwards (an oil tanker of 3,000 tons gross tonnage and upwards) is going to transit through the Hayatomo Seto Passage

i Items to be reported

- a) vessel's name
- b) gross tonnage and length
- c) ETA at the entrance of Hayatomo Seto
- d) means of contact with the vessel
- e) name of the berth of the Kanmon Port which the vessel has been docked or is going to dock at (if applicable)

In addition, following items are recommended to report.

- f) call sign





VHF Radiotelephone: "Moji Coast Guard Radio"  
156.8MHz (CH16)

2 POSITION REPORT

① Obligation vessels and items to be reported

According to the Administrative guidance of the Commander of the 7th Regional Headquarters of Japan Coast Guard, vessels listed below are requested to send position report to Kanmon MARTIS by VHF radiotelephone channel 16 or 13 or by telephone (093-372-0099 or 0090) in accordance to the following procedure.

i A vessel of 10,000 tons gross tonnage and upwards (an oil tanker of 3,000 tons gross tonnage) which is going to enter the Kanmon Passage or the No.2 Kanmon Passage from outside of the Kanmon Port

a) When to report

Immediately after the vessel crossed any reporting line (see attached figure)

b) Items to be reported

- vessel's name
- call sign
- the code of the line

ii A vessel of 300 tons gross tonnage and upwards but less than 10,000 tons gross tonnage (an oil tanker of 300 tons gross tonnage and upwards but less than 3,000 tons gross tonnage) which is going to enter the Kanmon Passage or the No.2 Kanmon Passage from outside of the Kanmon Port (except a vessel which is equipped with AIS and is transmitting accurate information by AIS)

a) When to report

Immediately after the vessel crossed any reporting line (see attached figure)

b) Items to be reported

- vessel's name
- call sign
- the code of the line
- gross tonnage
- draft
- destination

iii A vessel of 300 tons gross tonnage and upwards which is going to depart the Kanmon Port (except the Hibiki Shin Ko-Ku and the Shin Moji-Ku)

a) When to report

when the vessel depart the berth

Exceptions:

- A vessel departing the Wakamatsu Passage from the west of the line "WA" should report when the vessel passes the line "WA".
- A vessel departing the Chofu Ku should report when the vessel passes the line "CS".

b) Items to be reported

- vessel's name
- call sign
- the code of the line
- gross tonnage
- draft
- destination

iv A vessel towing, pushing or holding any objects navigates in the Kanmon Passage or the No. 2 Kanmon Passage

(except a vessel which is equipped with AIS and is transmitting accurate information by AIS)

a) When to report

Immediately after the vessel crossed any reporting line (see attached figure 1)

Exceptions:

- A vessel departing the berth in the Kanmon Port should report when the vessel depart the berth.
- A vessel departing the Wakamatsu Passage from the west of the line "WA" should report when the vessel passes the line "WA".
- A vessel departing the Chofu Ku should report when the vessel passes the line "CS".

b) Items to be reported

- vessel's name
- call sign
- the code of the line
- gross tonnage
- draft
- destination
- total length of the vessel and the object

② Means of report

a) VHF Radiotelephone

- call sign: Kanmon MARTIS
- calling channel: channel 16 or 13

b) telephone 093-372-0099 or 0090

3 INFORMATION SERVICE AREA AND MONITORING OF VESSEL TRAFFIC

The information service area of Kanmon MARTIS is shown in the attached figure 1. Kanmon MARTIS collects and monitors the vessel traffic information within the area by RADAR, AIS, Position Report, ITV and so forth.

## VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

### 1 APPLICATION OF MESSAGE MARKERS

When Kanmon MARTIS provides information via VHF Radiotelephone, warning, advice or instruction to a vessel, one of following message markers ("INFORMATION", "WARNING", "ADVICE" and "INSTRUCTION") is used preceding the message to increase the probability of the purpose of the message being properly understood. Message markers are used in accordance with the IMO Standard Marine Communication Phrases and meanings of message markers used are as follows.

① "INFORMATION"

This indicates that Kanmon MARTIS is informing observed facts, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.

② "WARNING"

This indicates that Kanmon MARTIS 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 Kanmon MARTIS is providing advice, pursuant to the Act on Port Regulations, to take any necessary action to keep traffic regulations on the route, such as altering the vessel's way and so forth, 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 Kanmon MARTIS is instructing vessels to take certain action, pursuant to the Act on Port Regulations. The recipient has to follow this message unless he/she has contradictory safety reasons.

2 INFORMATION SERVICE WITHIN THE INFORMATION SERVICE AREA

Kanmon MARTIS provides following information within its information service area.

① Any following information which Kanmon MARTIS considers necessary for a vessel of over 300 tons gross tonnage (hereinafter referred to as a "specified vessel") which is navigating in the VHF stand by area (see the figure in the next page) (Message Marker "INFORMATION" or "WARNING")

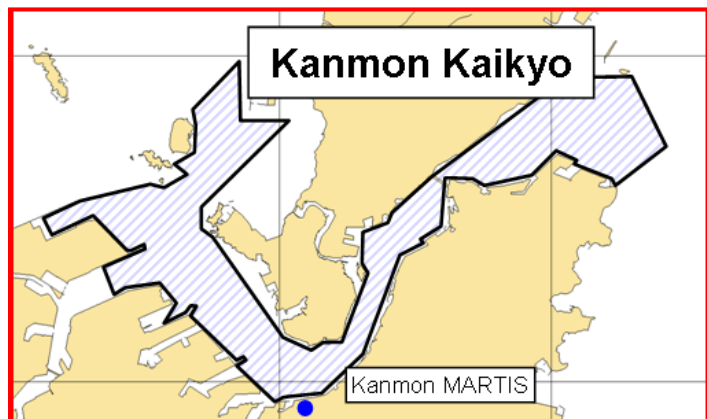
- a) information of the navigational rules applied in the VHF stand by area in the Kanmon Strait, when it is found that a specified vessel is likely to navigate not keeping the navigational rule applied
- b) information of occurrence of any impediment to safe navigation of a specified vessel such as a sunken vessel, functional disorder of aids to navigation, etc.
- c) information of a sea area where a vessel has difficulty to navigate safely such as an area where any construction or work is underway, a very shallow water area, etc., and in case that a specified vessel is likely to close in extremely on

that area

- d) information of a vessel, which has difficulty to keep out the way for other vessels and is likely to cause a serious peril to safe navigation of a specified vessel
  - e) information of a specified vessel which is found to close in extremely on any other specified vessel
  - f) any other information which is considered necessary for a specified vessel
- ② Any information referred in the preceding section ① a)~f), which Kanmon MARTIS considers necessary for a vessel which is equipped with AIS (except a specified vessel) (hereinafter referred to as an "AIS equipped vessel" (Message Marker "INFORMATION" or "WARNING"))
- ③ Any other information which Kanmon MARTIS considers necessary for safe navigation of a specified vessel or an AIS equipped vessel or information which is requested by a specified vessel or an AIS equipped vessel (Message Marker "INFORMATION")
- ④ Any navigational safety information which Kanmon MARTIS considers necessary for or requested by a vessel neither a specified vessel nor an AIS equipped vessel (Message Marker "INFORMATION")

### 3 INFORMATION MONITORING REQUIREMENT WITHIN THE VHF STAND BY AREA

Pursuant to the Act on Port Regulations, a specified vessel (except a vessel which is not equipped with VHF radiotelephone), while navigating in the VHF stand by area and except when it is difficult to monitor, shall monitor the information provided by Kanmon MARTIS by VHF radiotelephone.



### 4 ADVICE (Message Marker "ADVICE")

#### ① Provision of advice

Pursuant to the Act on Port Regulations, Kanmon MARTIS may provide advice to a specified vessel to take any necessary action such as altering the vessel's way and so forth, when it is found that such vessel is likely to navigate not keeping the navigational rules applied in the navigation passages or when it is found that a dangerous situation for such vessel such as risk of closing in on any other specified vessel or an obstruction, is likely to occur, and when Kanmon MARTIS considers

necessary to have such vessel keep the navigational rules or avoid the dangerous situation.

In addition to VHF radiotelephone, advice may be conveyed by telephone, etc..

② Action of the vessel which receives advice

The vessel which receives advice should decide the action to keep the rule or to avoid the dangerous situation after considering the advice very carefully, getting the traffic image around the vessel and judging if any conflicting situation exists.

③ Request for report about vessel's action taken according to the advice

When it is considered necessary, Kanmon MARTIS may request for report from the vessel about the action taken according to the advice given.

5 INSTRUCTION (Message Marker "INSTRUCTION")

① Provision of instruction

Pursuant to the Act on Port Regulations, the Kanmon MARTIS (In the cases of the Wakamatsu Passage and the Oku Dokai Passage, the Wakamatsu Port Traffic Control Office) may provide instruction to vessels to stand by at outside of the navigation passages in cases listed below in order to prevent dangerous situations for vessels which are navigating or going to navigate in the passages of the Kanmon Port.

In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc..

i Kanmon Passage

- a) when visibility is not more than 500 meters
- b) when a vessel navigating upstream in the Hayatomo Seto is unlikely to be able to keep a ground speed of 4 knots and upwards

ii No. 2 Kanmon Passage, Sunatsu Passage, Wakamatsu Passage, Okudokai Passage, Anse Passage

when visibility is not more than 500 meters

② Action of the vessel which receives instruction

The vessel which receives instruction has to stand by at outside of the navigation passage until the Kanmon MARTIS lifts the instruction.

**VII OTHER MEANS OF INFORMATION SERVICES**

1 AUTOMATIC IDENTIFICATION SYSTEM

Kanmon MARTIS provides information which is necessary for safe navigation in the Kanmon Strait such as information on accidents, information on vessel traffic restriction, movements of navigating vessels, present state of weather conditions, any disorder of aids to navigation, present situation of fishing boats, etc., to the vessels navigating in the AIS service area by making good use of communication function of AIS.

When any dangerous situation which may impede safe navigation of a vessel is found within AIS service area, such as heading for shallow water area and so forth,

Kanmon MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

## 2 RADIO BROADCAST

Kanmon MARTIS broadcasts the information on the passage entrance schedule of large vessels, weather, sea, etc., according to schedule and frequency mentioned below. Emergency information such as occurrence of collision and so forth is broadcast whenever necessary.

### ① Broadcast in Japanese

#### i Time

00 ~ 15 minute and 30 ~ 45 minute in every hour

#### ii Frequency

1651 kHz

### ② Broadcast in English

#### i Time

15 ~ 30 minute and 45 ~ 00 minute in every hour

#### ii Frequency

2019 kHz

## 3 Internet Homepage

Useful information is posted on the Internet home page of the Kanmon MARTIS.

URL: <http://www6.kaiho.mlit.go.jp/kanmon/>

## VIII IMPORTANT SIGNAL STATIONS

### 1 HAYATOMO TRAFFIC SIGNAL STATION

The Hayatomo Traffic Signal Station shows the signals as explained below by a lighting signal board which indicates that a vessel of 10,000 tons gross tonnage and upwards (an oil tanker of 3,000 tons gross tonnage and upwards) approaching to the Hayatomo Seto is navigating in the area between the point 3 miles from the Hayatomo Seto. The vessels passing through the Hayatomo Seto during when such signal is being indicated should navigate with great caution.

blinking "H" : An east bound vessel of 10,000 tons gross tonnage and upwards (an oil tanker of 3,000 tons gross tonnage and upwards) is approaching to the Hayatomo Seto. West bound vessels in the area should navigate with great caution.

blinking "T" : A west bound vessel of 10,000 tons gross tonnage and upwards (an oil tanker of 3,000 tons gross tonnage and upwards) is approaching to the Hayatomo Seto. East bound vessels in the area should navigate with great caution.

alternate blinking "H" and "T"

East and west bound vessels of 10,000 tons gross tonnage and

upwards (an oil tanker of 3,000 tons gross tonnage and upwards) are approaching to the Hayatomo Seto. East and west bound vessels in the area should navigate with great caution.

## 2 TIDAL CURRENT SIGNAL STATION

The information of tidal current of the Hayatomo Seto is shown at the He Saki, the Daiba Hana and the Hi-no-Yama Shita tidal current signal stations. The meanings of signals are as follows.

Direction : "E" (east bound) or "W" (west bound)

Speed: "numeral figure" knots

Trend : "↑" increasing or "↓" decreasing

# KANMON MARTIS

For safety navigation in kanmon kaikyo sea area.



## Contact

### **Kanmon Kaikyo Vessel Traffic Service Center**

2-10-11, Matsubara, Moji-ku, Kitakyusyu, Fukuoka

TEL : 093-381-6699

URL : <http://www6.kaiho.mlit.go.jp/kanmon/>

### **7th Regional Coast Guard Headquarters**

1-3-10, Nishikaigan, Moji-ku, Kitakyushu, Fukuoka

TEL : 093-321-2931

URL : <http://www6.kaiho.mlit.go.jp/07kanku/>



# For Safe navigation in or around Kanmon area

This map is only reference for navigation, and be sure to use the latest proper chart, such as W135 for navigation

2023

Captain of the Port, Kanmon

## Proper Operation of AIS

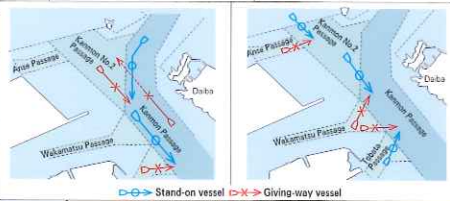
KEEP WATCH ON VHF CH16 (Only Japanese & English)

Emergency Number at Sea, Dial '118'

- When navigating within port or around port boundaries, every vessel (except some exempt vessels) shall send AIS destination information.
- Within Kanmon Port, vessels (except some exempt vessels) are required to monitor transmissions from Kanmon Marine Traffic Advisory Service Center.

### Navigation Rules in Kanmon Port that require attention or to which attention should be given. (Extracts)

- LEGEND**
- In case of meeting situation between a vessel proceeding Kanmon Passage and a vessel proceeding Kanmon No.2 Passage
  - In case of meeting situation between a vessel proceeding Kanmon No.2 Passage and a vessel coming out of Anse Passage.
  - In case of meeting situation between a vessel proceeding Kanmon Passage and a vessel going out to Kanmon No.2 Passage from Kanmon Passage.
  - In case of meeting situation in Kanmon Passage between a vessel coming out of Tobata Passage and a vessel coming out of Wakamatsu Passage.



- A vessel may overtake other vessel in the Kanmon Passage, consider surrounding situation and only when all conditions described below are met. (Except Hayatomo-Seto Waterway)
- When a vessel being overtaken does not need to take any cooperative movement in order for an overtaking vessel to pass safely.
  - When an overtaking vessel can keep out of the way of any other vessels safely.

Examples	Variety	Meaning
	E or W	E : Eastward current W : Westward current
	0 ~ 13	Velocity of current (knot)
	I or I	I : getting faster, I : getting slower

Meaning of an example  
The present current is 8knots easterly and getting faster.

**Notice :** In blue-shaded section (east current) and red-shaded section (west current) in the strongest current area, eastbound vessels tend to drift to the center of the passage by the east and west currents.

**[Superior Speed over 4 knots]**  
Vessels navigating Hayatomo-Seto against the current shall maintain a speed of 4 knots or more greater than that of the current.

**[No overtaking]**  
Vessels shall not overtake other vessels in Hayatomo-Seto Waterway.

**Hayatomo-Seto Waterway:** Kanmon Passage between the west side line of Kanmon Bridge and the line of 130 degree from the Hinoyamashita Tidal Current Signal Station.

**Common site of Buoy collisions!**

18 29 30 36  
1 2  
Sakaigawa

### TRAFFIC SIGNALS IN HAYATOMONOSETO WATERWAY

- Vessel of 10,000GT or more (as for tanker, 3,000GT or more) shall notice signal and avoid to meet any other vessel of same size at Hayatomo-Seto Waterway.
- All other vessels are requested to avoid, as far as practicable, meeting other vessel at the Waterway.

Signal	Meaning
	A vessel of 10,000 GT (as for tanker, 3,000 GT) or more is now proceeding eastward. West bound vessels shall proceed with great care.
	A vessel of 10,000 GT (as for tanker, 3,000 GT) or more is now proceeding westward. East bound vessels shall proceed with great care.
	Vessels of 10,000 GT (as for tanker, 3,000 GT) or more are now proceeding east-and-westwards. Both east and west bound vessels shall proceed with great care.

Within Kanmon Port, vessels over 300 GRT (except small ship) shall exhibit the numeral pennant "1".  
Small ship means steam launches, barges, boats and other ships operated solely or mainly by oars and paddles.

### Destination Indicating Signal at the time of passing through and leaving Kanmon Port

Number	Flags	Meaning of Signal
1	1st Substitute - W-J-M	Vessels leaving/passing for western entrance of Kanmon Passage (except Hibiki Shinko-ku & Shin Moji-ku), and proceeding to the east of Mutsure Shima.
2	1st Substitute - W-S	Vessels transiting the western entrance of Kanmon Port(except Hibiki Shinko-ku & Shin Moji-ku), and westward Uma Shima to the south of Shira su/Shira Shima.
3	1st Substitute - A	Vessels transiting the western entrance of Kanmon Port (except Hibiki Shinko-ku & Shin Moji-ku), and westward Uma Shima to the east of Aino Shima.
4	1st Substitute - E	Vessels leaving/passing for eastern entrance of Kanmon Passage (except Hibiki Shinko-ku & Shin Moji-ku).

For cellular phones, information on the Kanmon Strait is available on this site.

