

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



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KURUSHIMA KAIKYO VESSEL TRAFFIC SERVICE CENTER

“KURUSHIMA MARTIS” USER MANUAL

I INTRODUCTION

KURUSHIMA Vessel Traffic Service Center, “KURUSHIMA MARTIS”, whose mission is to maintain and improve safety and efficiency of vessel traffic in the Kurushima Strait, has been established and opened by Japan Coast Guard. This User manual aims at contributing to safe navigation of vessels by explaining about services provided by “KURUSHIMA MARTIS” and essential information while navigating in the Kurushima Strait. A vessel navigating in the Kurushima Strait is highly recommended to carry this manual in the bridge and utilize as a reference book. KURUSHIMA MARTIS is opened 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 Maritime Traffic Safety
- Cabinet Order for Enforcement of the Act on Maritime Traffic Safety
- Ordinance for Enforcement of the Act on Maritime Traffic Safety
- “Designation of the Routes, referred in paragraph 2, article 25 of the Act on Maritime Traffic Safety” (Japan Coast Guard Public Notice No.92, in 2010)
- “Codes to indicate necessary information to inform other vessels of the destination information and the way, referred in paragraph 4, article 6 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety” (Japan Coast Guard Public Notice No.95, in 2010)
- “Public Notice on the Procedure of the Report related to the Navigation of a very large vessel, etc.” (Japan Coast Guard Public Notice No.109, in 1973)
- “Public Notice on the Standards of the Details of the Instruction Related to Arrangement of the Forward Lookout Boat, The Boat with Fire Fighting Equipment or the Side Lookout Boat” (Japan Coast Guard Public Notice No.29, in 1976)
- “Public Notice on the Designation of the Forward Lookout Boat, the Boat with Fire fighting Equipment and the Side Lookout Boat” (Japan Coast Guard Public Notice No.76, in 1976)
- “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)
- “Public Notice on the Procedure of Report in the Kurushima Strait Traffic Route” (Japan Coast Guard Public Notice No.164, in 2010)
- “Public Notice on the Procedure of Provision of Information, etc. Advice conducted by the Kurushima Vessel Traffic Service Center and Imabari Vessel Traffic Signal Station which is operated by the Kurushima Vessel Traffic Service Center” (Japan Coast Guard Public Notice No.169, in 2019)

II OPERATIONAL CONCEPT OF “KURUSHIMA MARTIS”

KURUSHIMA MARTIS maintains and improve vessel traffic safety of the Kurushima Strait by

- ① collecting, verifying 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 navigation advice to vessels when it is considered necessary to avoid imminent danger or possibility of violation of traffic rules.
- ④ instructing vessels to stand by outside the traffic routes in case when visibility is restricted, instructing the permission by the Act on Maritime Traffic Safety.

In addition to VHF radio communication, KURUSHIMA MARTIS provides tidal current information by lighting signal boards and navigational assistance information by Internet Homepage.

III IMPORTANT NAVIGATION RULES

Establishment of the traffic routes and navigational rules of the Kurushima Strait are regulated by the Act on Maritime Traffic Safety and relating regulations and public notices as local rules. Other than specifically regulated by these regulations, the Act on Preventing Collision at Sea, which is Japanese Law for the International Regulation for Preventing Collision at Sea, is applied. The Traffic route in the Kurushima Strait is shown in the figure on the right.

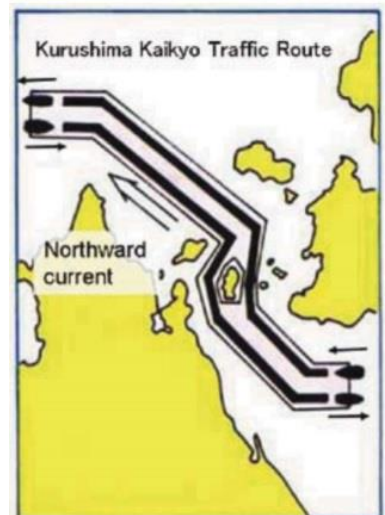
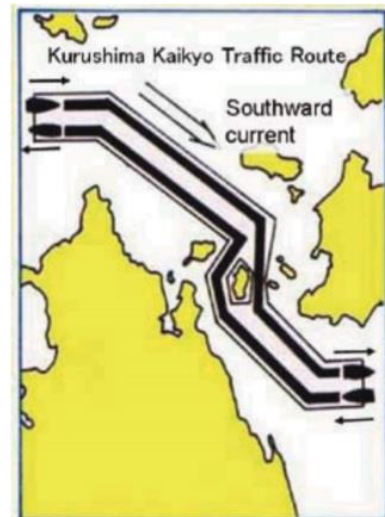
Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Kurushima Strait, are explained below. It is recommended to refer to the Act and related regulations for exact application of these rules.

① Compulsory Usage of the Traffic Route

When a vessel of 50 meters and upwards in length, goes through the area in which traffic routes are established, she shall use those traffic route provided, however, that this shall not apply to the cases in which compelling reasons exist such as keeping away from a marine accident or engaging in the rescue of human lives or other vessels.

② Keeping out of the way of the other vessel

- i When a vessel is entering into a traffic route, going out of a traffic route, crossing traffic route or not navigating along a traffic route (except a vessel engaging in fishing, construction



work or any other works(hereinafter referred to as“a fishing vessel,etc.”)),so as to involve risk of collision with a vessel navigating along the traffic route,the former vessel shall keep out of the way of the latter.

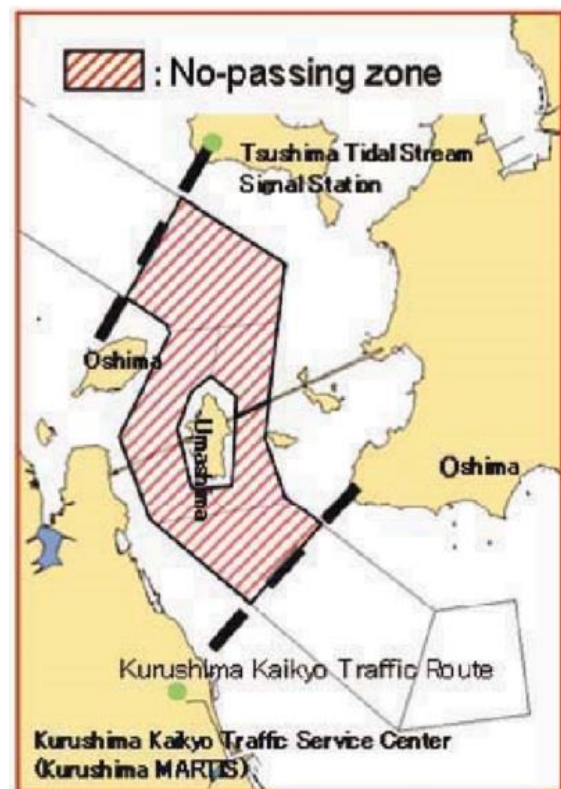
In this case,the provisions of paragraph 2 of article 9, paragraph 1 of article 12,paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1(limited to item 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that latter vessel.

- ii When a fishing vessel,etc.is a entering into a traffic route,going out of a traffic route, crossing a traffic route or not navigating along a traffic route or a vessel is drifting in a traffic route ,so as to involve risk of collision with a very large vessel(“a very large vessel”means a vessel of 200 meters and upwards in length.The same shall apply hereinafter.)which is navigating along the traffic route,that fishing vessel,etc.or that drifting vessel shall keep out of the way of that large vessel.

In this case,the provisions of paragraph 2 and 3 of article 9, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1(limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

③ Essential navigation rules of the Kurushima Strait Traffic Route

- i When current is favorable,a vessel shall navigate through the Naka Suido(Channel).And when current is adverse,a vessel shall navigate through the Nishi Suido(Channel). Provided,however,that when change of tides occurs while navigating through either the Naka Suido or the Nishi Suido,that vessel may navigate the same Suido continuously.
- ii When current is adverse,a vessel shall navigate in the traffic route as close as practicable to the O-shima and Oge-shima.
- iii When current is adverse,a vessel shall navigate in the traffic route as close as practicable to the Shikoku Island side.
- iv When current is adverse,a vessel shall navigate with a ground speed of 4 knots and upwards.
- v A vessel shall not overtake other vessels(except a vessel engaging in fishing,construction



or other work ,a vessel which can not maintain a ground speed of 4 knots and upwards,etc.)
in the designated section of the Kurushima Traffic Route.

(See the figure above)

④ Instruction on the special passage track during change of tides

When change of tides is expected or is occurring,Kurushima MARTIS may instruct a vessel to take special passage track which is different from the one prescribed in section ③ i ~ iv. In this case,the provision of the paragraph 1 of article 9 of the Act on Preventing Collisions at Sea is not applied to that vessel.

⑤ Transmitting destination information by AIS

When a vessel which is equipped with AIS navigates in the Kurushima Strait,that vessel shall transmit the code of the destination port as the information of the AIS in order to inform other vessels of the route of that vessel.The latest or newest destination codes are shown in attached reference to SEARCH LOCODE provided on JCG Home page.

⑥ Route signal

When a vessel 100 tons gross tonnage and upwards in entering into traffic route or going out a traffic route,that vessel shall inform her route to other neighboring vessel by designated international signal flags in the day time and signals on her whistle in the night time.(see attached Reference)

⑦ Lights,shaps and flags for a very large vessel and a dangerous goods carrying vessel

A very large vessel or a dangerous goods carrying vessel shall each exhibit following light,shaps or flags while navigating,driftng or anchoring in the Kurushima Strait.

i A very large vessel

a) A light to be exhibited in the night time

A green all-round flashing light which flashes at regular intervals of a frequency of 180 and upwards but not more than 200 flashes per minute with 2 miles of minimum range of visibility

b) Shapes to be exhibited in the day time

2 cylinders apart 1.5 meters and upwards in a vertical line(A cylinder shall be back and have a diameter of 0.6 meters and upwards height of twice the diameter.)

ii A dangerous goods carrying vessel

a) A light to be exhibited in the night time

A red all-round flashing light which flashes at regular intervals of a frequency of 120 and upwards but not more than 140 flashes per minute with 2 miles of minimum range of visibility

b) Flag to be exhibited in the day time

The international signal flags“The first substitute”and alphabetical flag“B”from the upper in sequence

IV COMMUNICATION

1 VHF CHANNELS

VHF channels to communicate with KURUSHIMA MARTIS are as follows.

KURUSHIMA MARTIS monitors channels 16 and 13 all the time. Vessels equipped with VHF radiotelephone are strongly recommended to monitor channels 16 and 13 while navigating within the information service area of KURUSHIMA 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

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when each of following vessels intends to navigate the Kurushima Strait Traffic Route, the master of that vessel shall submit the pre-entry report of the one day advance to KURUSHIMA MARTIS by the noon of the day before the day of arrival at the traffic route entrance.

When any change occur in the report, they shall be reported 3 hours before the expected time of entering the traffic route. If any other changes occur after that, they shall be reported as soon as possible.

- a) a very large vessel
- b) a vessel of 160 meters upwards in length (except a very large vessel)
- c) a vessel of 25,000 tons gross tonnage and upwards in carrying liquefied gas
- d) a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and after end of the object or between the after end of the pushing vessel and end of the front object is 100 meters and upwards (hereinafter referred to as "an object towing vessel, etc.")

② Items to be reported

A vessel with report obligation shall report applicable items among following items.

- a) vessel's name, gross tonnage and length
- b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route.
- c) signal letters or call sign of the vessel (applied to a vessel equipped with radiotelephone apparatus)
- d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
- e) destination port
- f) draft (applied to a very large vessel)

- g) dangerous goods being carried and each quantity of the goods(applied to the vessel carrying dangerous goods only)
 - h) length between the front end of the towing vessel and the after end of the object or between the after end of pushing vessel and the front end of the object,outline of the object(applied to the towing or pushing vessel only)
- ③ Addressee and means of report
- i Addressee
KURUSHIMA KAIKYO Vessel Traffic Service Center(“KURUSHIMA MARTIS”)
 - ii Means of report
When a master submits the pre-entry report,one of following means may be chosen.
 - a) Submitted in writing
Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to KURUSHIMA KAIKYO Vessel Traffic Service Center.
2-5-100,Minato-machi,Imabari City,794-0003
 - b) telephone
0898-31-9000
 - c) e-mail
Please contact the MARTIS.
 - d) radio communication
Please contact with KURUSHIMA MARTIS or the Japan Coast Guard shore-based radio station: “Hiroshima Coast Guard Radio” or “Kobe Coast Guard Radio”
shore-based radio stations frequencies: 156.8MHz,2189.5KHz
 - e) NACCS
<http://www.naccs.jp/>

2 PRE-ENTRY REPORT OF 3-HOUR ADVANCE

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety,when a dangerous goods carrying vessel (except vessels prescribed in V. 1 . ① of this user manual)intends to navigate the Kurushima Strait Traffic Route,the master of that vessel shall submit the pre-entry report of 3-hour advance to KURUSHIMA MARTIS by time 3 hours before the expected time of arrival at the traffic route entrance.

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

The term “dangerous goods carrying vessel”means any of following vessels.

- a) a vessel of 300 tons gross tonnage and towards carrying certain amount of powder(Please refer to item 1,paragraph 1 of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety for the exact amount.)

- b) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable high-pressure gas in bulk
 - c) a vessel of 1,000 tons gross tonnage and upwards carrying inflammable liquid in bulk
 - d) a vessel of 300 tons gross tonnage and upwards carrying organic peroxide of 200 tons and upwards
- ② Items to be reported
- a) vessel's name, gross tonnage and length
 - b) section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
 - c) signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
 - d) means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
 - e) destination port
 - f) dangerous goods being carried and each quantity of the goods
- ③ Addressee and means of report
- i Addressee
KURUSHIMA KAIKYO Vessel Traffic Service Center ("KURUSHIMA MARTIS")
 - ii Means of report
When a master submits the pre-entry report, one of the following means may be chosen.
 - a) Submitted in writing
Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail to KURUSHIMA KAIKYO Vessel Traffic Service Center.
2-5-100, Minato-machi Imabari City, 794-0003
 - b) telephone 0898-31-9000
 - c) e-mail
Please contact the MARTIS.
 - d) radio communication
Please contact with KURUSHIMA MARTIS or the Japan Coast Guard shore-based radio station: "Hiroshima Coast Guard Radio" or "Kobe Coast Guard Radio"
shore-based radio stations frequencies: 156.8MHz, 2189.5KHz
 - e) NACCS
<http://www.naccs.jp/>

3 INSTRUCTIONS TO A VERY LARGE VESSEL, ETC.

- ① Items instructed to a very large vessel, etc.
- Pursuant to the Act on Maritime Traffic Safety, KURUSHIMA MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections V 1 and 2 of this user manual (hereinafter referred to as "a very large vessel, etc."), about following matters when KURUSHIMA MARTIS finds necessary

to avoid dangerous situations against vessel traffic which may be caused by passage of that very large vessel, etc. in the traffic route.

- a) change of ETA at the traffic route entrance
- b) navigation speed
- c) keeping of communication with KURUSHIMA MARTIS by continuous listening watch on VHF channel 16 during the period from 3 hours before entry into the traffic route until the time of going out the traffic route
- d) keeping of under keel clearance in case of a very large vessel
- e) disposition of a forward lookout boat in case of a very large vessel of 250 meters and upwards in length or a very large vessel carrying dangerous goods
- f) disposition of a navigation assistance boat in case of a very large vessel or a dangerous goods carrying vessel
- g) disposition of a boat equipped with fire fighting facilities in case of dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (in case of a liquefied gas carrying vessel of 25,000 tons gross tonnage and upwards)
- h) disposition of a side lookout boat in case of a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the objects is 200 meters and upwards; hereinafter referred to as "a long object towing vessel", etc.
- i) other items considered necessary regarding operation of a very large vessel, etc.

② Means of instruction

Radio communication, telephone, e-mail, NACCS or delivery of paper

③ Standards on a forward lookout boat, etc.

Concerning the standards of a forward lookout boat, etc. which are mentioned in V 3 ① e), g) and h) of this user manual, please refer to "Public Notice of the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with the Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976) and "Public Notice of the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

4 Position to report during tide change

Pursuant to the Act on Maritime Traffic Safety, a vessel, which is expected to navigate through the Kurushima Strait Traffic Route during the period from 1 hour before tide change until the time of tide change shall report the Kurushima MARTIS according to the following procedures.

① When to be report

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

- ② Items to be reported
 - a) vessel's name
 - b) means of communication with Japan Coast Guard
 - c) navigation speed
 - d) ETA at the entrance of the traffic route
 - ③ Mean of report
 - i VHF radiotelephone
 - a) call sign: "KURUSHIMA MARTIS"
 - b) calling channel 16 or channel 13
 - ii telephone 0898-31-9000
- 5 Position report(except the report of during tied change)
- According to the Administrative guidance of the Commander of the 6 th Regional Headquarters of Japan Coast Guard,
- a) a vessel of 50 meters and upwards in length(except a vessel which is equipped with AIS and is transmitting accurate information by AIS)
 - b) an object towing vessel,etc.(Except a vessel which is equipped with AIS and is transmitting accurate information by AIS)
- is requested to send position report to KURUSHIMA MARTIS in accordance to the following procedures.
- ① When to report

Immediately after the vessel crossed any reporting line(see attached figure 1)
 - ② Item to be reported
 - a) vessel's name
 - b) time when the vessel crossed the reporting line,and the code of the line or the present position
 - c) traffic routes and sea area in which the vessel is going to navigate or destination
 - ③ Mean of report
 - i VHF radiotelephone
 - a) call sign: "KURUSHIMA MARTIS"
 - b) calling channel 16 or channel 13
 - ii telephone 0898-31-9000
- 6 INFORMATION SERVICE AREA AND MONITORING OF VESSEL TRAFFIC
- The information service area of KURUSHIMA MARTIS is shown in the attached figure 1. KURUSHIMA MARTIS monitors vessel traffic in the information service area by RADAR, AIS,position reports,ITV and so forth.

VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

1 APPLICATION OF MESSAGE MARKER

When KURUSHIMA MARTIS provides information via VHF Radiotelephone, warning, a device 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 KURUSHIMA 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 KURUSHIMA MARTIS is informing any dangerous situations, 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 MARTIS is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to keep traffic regulations on the traffic 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 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 MARTIS is instructing vessel to take a certain action pursuant to the Act of Maritime Traffic Safety. The recipient has to follow this message unless ship operator has contradictory safety reasons.

2 TYPE OF INFORMATION SERVICE WITHIN THE INFORMATION SERVICE AREA

KURUSHIMA MARTIS provides following information within its information service area.

① Any following information which KURUSHIMA MARTIS considers necessary for a vessel of 50 meters and upwards in length (hereinafter referred to as a “specified vessel”), who is navigating in the VHF stand by area (see the figure on the next page) (Message Marker “INFORMATION” or “WARNING”)

a) information of the navigational rules applied in the VHF stand by area in the Kurushima 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 of work is underway, a very shallow water area, etc., and 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 to 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 KURUSHIMA MARTIS considers necessary for a vessel which 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 KURUSHIMA 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 KURUSHIMA 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 Traffic Safety, a (except a vessel equipped with radiotelephone), while navigating in the VHF stand by area and except when it is difficult to monitor, shall monitor the information provided by KURUSHIMA MARTIS by VHF radiotelephone.



(image)

4 ADVICE (Message Marker "ADVICE")

① Provision of advice

Pursuant to the Act on Maritime Traffic Safety, KURUSHIMA 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 traffic routes or when it is found that a dangerous situation for such vessel such as risk of closing in on any other specified vessel or on an obstruction, is likely to occur, and when KURUSHIMA 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 KURUSHIMA MARTIS may request for report from the vessel about the action taken according to the advice given.

5 INSTRUCTION(Massage Marker“INSTRUCTION”)

- ① Instruction to a very large vessel,etc.

KURUSHIMA MARTIS may provide instruction referred in V 3 to a very large vessel,etc. by VHF radiotelephone.

- ② Instruction regarding the special passage route in case of change of tides The Kurushima MARTIS may provide specific navigational instructions via VHF radiotelephone which conducted by the situation of Vessels.

- ③ Instruction to stand by at outside of the traffic routes

- i Instruction in the case of restricted visibility

Pursuant to the Act on Maritime Traffic Safety, KURUSHIMA MARTIS may provide instruction to stand by at outside of the traffic routes in cases and to vessels listed bellow in order to prevent dangerous situations for such vessels which are navigating or going to navigate through the Kurushima Strait Traffic Route.

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

- a) When visibility is more than 1,000 meters but not more than 2,000 maters

- A very large vessel
- A dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (liquefied gas carrying vessels of 25,000 tons gross tonnage and upwards)
- a long object towing vessel

- b) when visibility is 1,000 meters or less

- A vessel of 160 meters and upwards in length
- A dangerous goods carrying vessel
- A object towing vessel,etc.

- c) when a vessel navigating upstream in the Kurushima Strait is unlikely to be able to keep a ground speed of 4 knots and upwards

- That vessel

- ii Action of the vessel which receiving instruction

The vessel which receives instruction has to stand by outside of the traffic route until when KURUSHIMA MARTIS lifts the instruction.

VII OTHER MEANS OF INFORMATION SERVICES

1 AUTOMATIC IDENTIFICATION SYSTEM

KURUSHIMA MARTIS provides information which is necessary for safe navigation in the

Kurushima 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 vessels navigating in the AIS service area by making good use of communicate 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, KURUSHIMA MARTIS will provide information such a dangerous situation whenever necessary by AIS.

2 RADIO BROADCAST

KURUSHIMA MARTIS broadcasts the information on the traffic route entry schedule of large vessels, weather, etc., according to schedule and frequency explained below. Emergency information such as occurrence of collision and so forth is broadcast whenever necessary.

- ① Broadcast in Japanese
 - i Time 15~30 minute and 45~00 minute in every hour
 - ii Frequency 1651 kHz
- ② Broadcast in English
 - i Time 00~15 minute and 30~45 minute in every hour
 - ii Frequency 2019 kHz

3 Telephone

We always provide weather information by a telephone information.

TEL : 0898-31-8177

4 Internet

Useful information is posted on the Internet home page of KURUSHIMA MARTIS

URL : <https://www6.kaiho.mlit.go.jp/kurushima/>

VIII TIDAL CURRENT SIGNAL STATIONS

The information of tidal current of the Kurushima Strait is shown at Tidal Current Signal Stations as explained below.

1 Kurushima Nagaseno Hana Tidal Current Signal Station

- ① Position
 - 34 degrees 06 minutes 35 seconds North
 - 133 degrees 02 minutes 01 seconds East
- ② Indication form
Lighting signal board
- ③ Meaning of signal Current direction: "N" (north bound), "S" (south bound)
Speed: "numeral figure" knots

Trend: “↑” increasing or “↓” decreasing, “⊥” From translation one hour ago translation.

Drawing to an end of south bound current or north bound current: “S” and “X”, “N” and “X”

2 Kurushima Osumi Hana Tidal Current Signal Station

① Position

34 degrees 08 minutes 25 seconds North

132 degrees 56 minutes 28 seconds East

② Indication form

Lighting signal board

③ Meaning of signal Current direction: “N”(north bound)、 “S”(south bound)

Speed: “numeral figure” knots

Trend: “↑” increasing or “↓” decreasing, “⊥” From translation one hour ago translation.

Drawing to an end of south bound current or north bound current: “S” and “X”, “N” and “X”

3 Ohama Tidal Current Signal Station

① Position

34 degrees 05 minutes 25 seconds North

132 degrees 59 minutes 16 seconds East

② Indication form

Lighting signal board

③ Meaning of signal Current direction: “N”(north bound)、 “S”(south bound)

Speed: “numeral figure” knots

Trend: “↑” increasing or “↓” decreasing, “⊥” From translation one hour ago translation.

Drawing to an end of south bound current or north bound current: “S” and “X”, “N” and “X”

4 Tsu Shima Tidal Current Signal Station

① Position

34 degrees 09 minutes 07 seconds North

132 degrees 59 minutes 30 seconds East

② Indication form

Lighting signal board

③ Meaning of signal Current direction: “N”(north bound)、 “S”(south bound)

Speed: “numeral figure” knots

Trend: “↑” increasing or “↓” decreasing, “⊥” From translation one hour ago translation.

Drawing to an end of south bound current or north bound current: “S” and “X”, “N” and “X”

International Signal Flags

Ref.

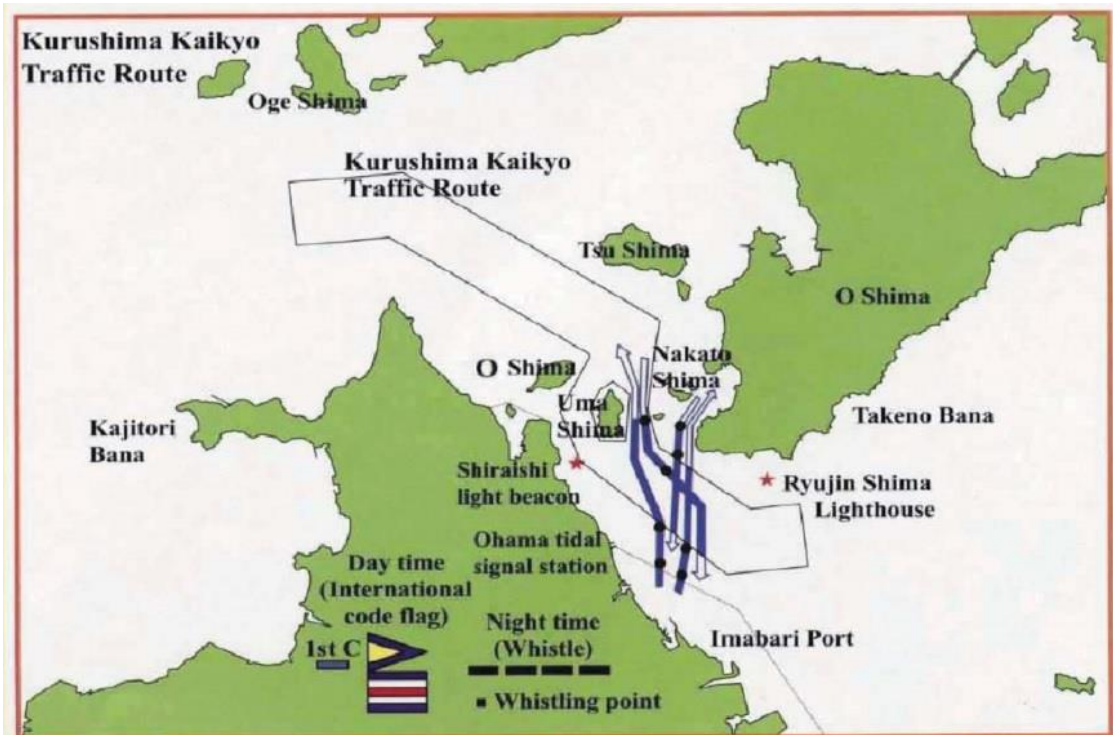
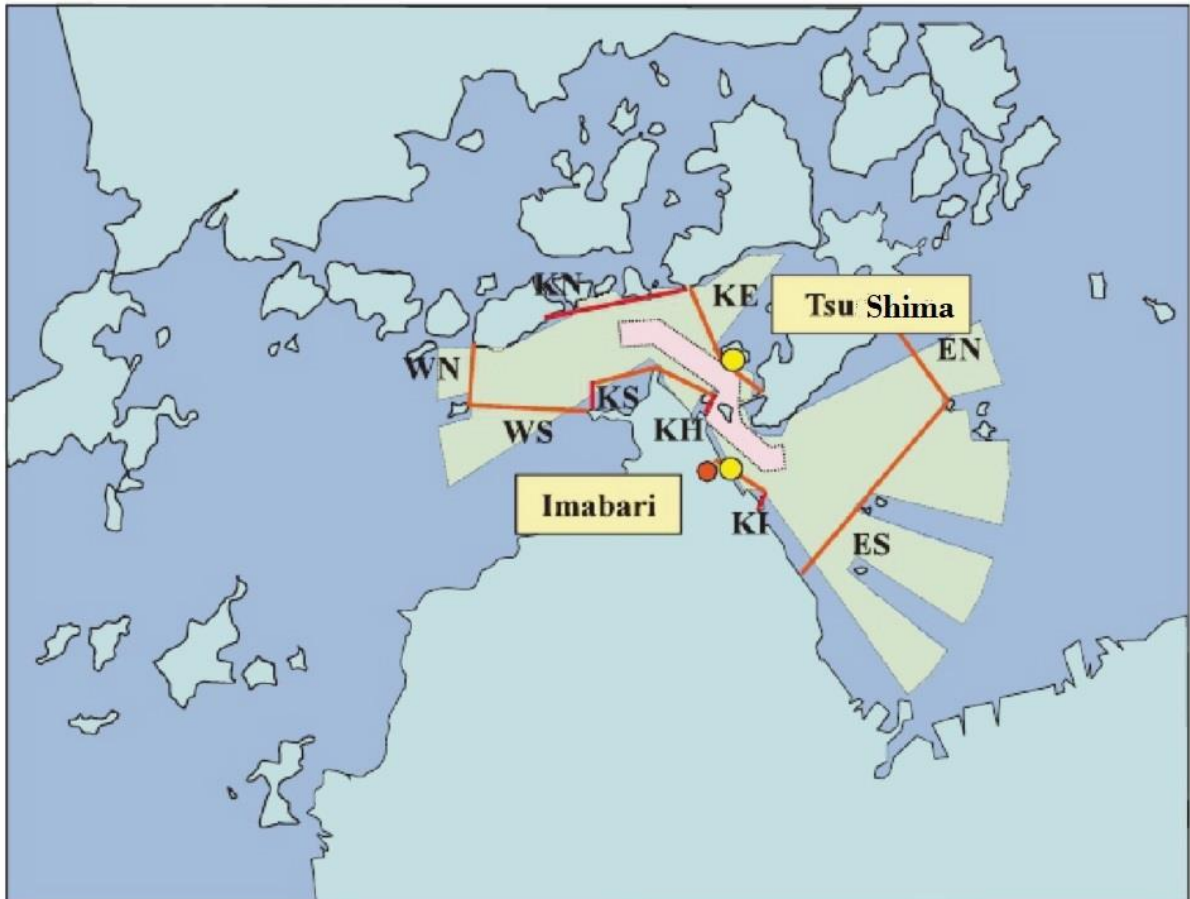





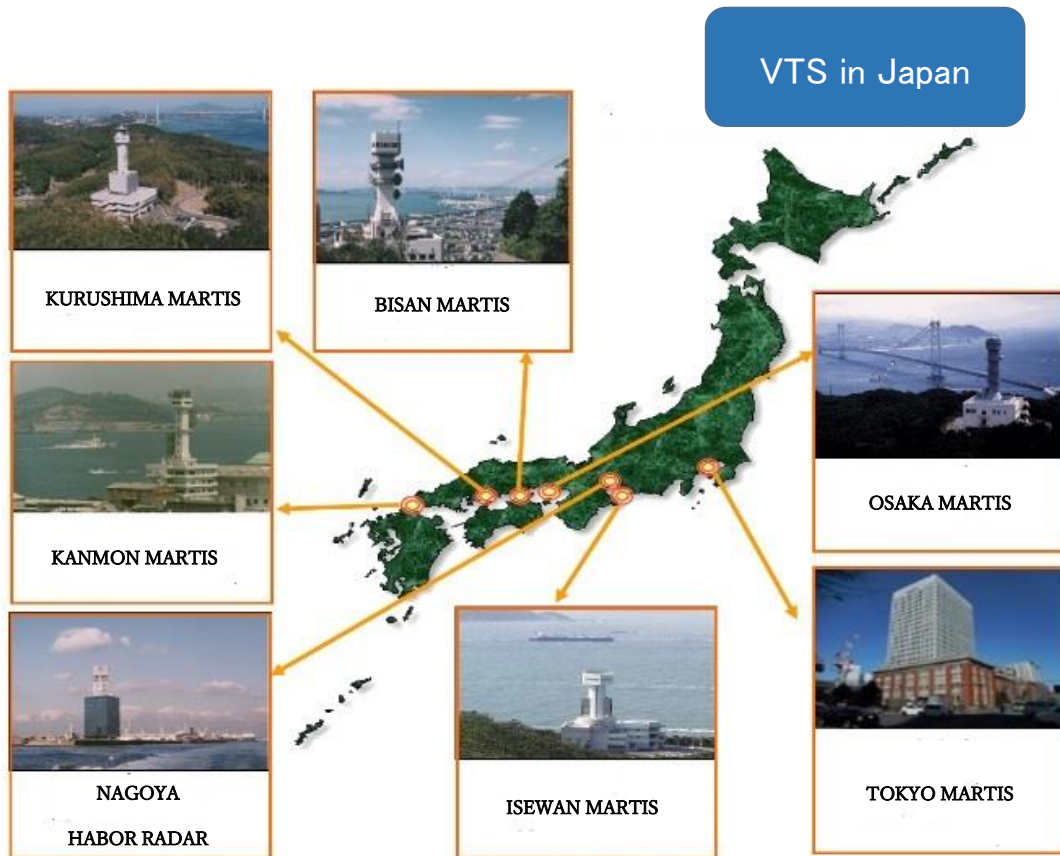
Fig.1

Position Report Line and Information Service Area



Not to be used for Navigation
Refer to appropriate Navigation Charts.

| Explanatory notes | |
|--|------------------------|
|  | : Position Report Line |
| Code | : Name of the Line |
|  | : MARTIS |
|  | : Radar site |



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