KANMON KA IKYO
VESSEL TRAFFIC SERVICE CENTER

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

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I  INTRODUCTION
Kannon Kaikyo Vessel Traffic Service Center, "Kannon 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 "Kannon 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 Kannon 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 Kannon Kaikyo Vessel Traffic Service Center and the Moji Vessel Traffic Signal Station which is operated by the Kannon Kaikyo Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 170, in 2010)

II  OPERATIONAL CONCEPT OF THE "KANMON MARTIS"
Kannon 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, telephone, fax 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 vessel other than miscellaneous vessel 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.
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.

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 3 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.

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.

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 miscellaneous 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 22: 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
g) MMSI
h) a kind of the vessel
i) name of the berth which the vessel is going to depart or the name of the reporting line which the vessel is going to pass and estimated time of passing the line
j) maximum draft when the vessel transits the Hayatomo Seto
k) kinds of dangerous goods being carried
l) a pilot on board or not

ii) Addressee and means of report
a) Addressee: Kanmon Kaikyo Vessel Traffic Service Center
b) Means of report:
   FAX: 093-381-4499
   Tel: 093-372-0099
   Mail or delivery: 〒800-0064
                   2-10-11 Matsubara, Moji-Ku, Kitakyushu City
   Radio communication through the communication station of Japan Coast Guard
   VHF radiotelephone: "Moji Coast Guard Radio"
   156.8 MHz (CH16)

② When a vessel of 300 tons gross tonnage and upwards is going to the berth through the Wakamatsu fairway or departing from the berth through the Wakamatsu fairway or the Oku Dokai Passage

i) Items to be reported
   a) name and a kind of the vessel
   b) gross tonnage and length
   c) port of origin and destination port
   d) when entering: ETA at the entrance of the Wakamatsu fairway
      when departing: ETD from the berth
   e) means of contact with the vessel
   f) name of the berth of the Kanmon Port which the vessel has been docked or is going to dock at

ii) Addressee and means of report
a) Addressee: Wakamatsu Port Traffic Control Office
b) Means of report:
   Facsimile: 093-881-6094
   Telephone: 093-871-2482
   Mail or delivery: 〒804-0053
                    5-1-3 Makiyama, Tobata-Ku, Kitakyushu City
   Radio communication through the communication station of Japan Coast Guard
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
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 3 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, tidal current, 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 TELEPHONE
The information on the passage entrance schedule of large vessels, weather, etc. is provided by a telephone information service all the time.
   Telephone number: 093-381-3399

4 Facsimile
The information on the passage entrance schedule of large vessels, weather, etc. is provided by a fax information service all the time.
   Fax number: 093-372-2741

5 Internet Homepage
Useful information is posted on the Internet home page of the Kanmon MARTIS.
   URL: http://www6.kaiho.mlit.go.jp/kanmon/

Ⅲ 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
For Safe navigation in or around Kanmon area

Proper Operation of AIS

- Keep watch on VHF CH16 (Chirp Jemes & Erika)
- Respond to a calling from Kanmon MARITIS

Emergency Number at Sea, Dial 118:

Naval Rifle in Kanmon Port that requires assistance (for example, in the case of a ship collision), dial 118

As of July 1, 2010
Captain of the Port, Kanmon

Legend:
- For Safe navigation in or around Kanmon area
- This map is only a reference for navigation, and be sure to use the latest proper chart, such as W158 for navigation

Proper Operation of AIS

- Switch a radio on and tune the volume up audibly
- Respond to a calling from Kanmon MARITIS

Emergency Number at Sea, Dial 118:

- Keep watch on VHF CH16 (Chirp Jemes & Erika)
- Respond to a calling from Kanmon MARITIS

Please note that the map is for reference only and should be used in conjunction with the latest proper chart. Always ensure you are aware of the latest navigation charts and safety guidelines before proceeding.
Table of Input Codes to AIS

AISへの入力コード表

Entry method

- 入力方法
  Port codes (in the order of port name)
- 港のコード（港名順）
  Port codes (in the order of code)
- 港のコード（コード順）
  Codes showing the courses in ports
- 港内での進路を示すコード
  Codes showing other courses
- その他の進路を示すコード

<Notice>
- Adequate entry of data into AIS leads to improvement in ship safety while sailing. Please be sure of to enter the data properly.
- When leaving the port, please enter the data as soon as possible.

<お願い>
- AISの適正入力は船舶航行の安全性向上につながります。適切な入力をお願いします。
- 出航前等、できる限り、早期の入力をお願いします。

<Notice>
- If the below symbols could not set on your AIS, following symbols should be used. ("_" is space)

<お願い>
- 仕向港を示す記号等を構成する記号であって、搭載している船舶自動識別装置の性能上送信することが困難なものについては、当該記号をそれぞれ次の記号に代えることが出来る。（「_」はスペース）

「＞」: 「TO__」
「==」: 「000__」
「／」: 「__000」
「??__??」: 「UNKNOWN」
AISを活用した進路を知らせるための措置

港則法上の措置
（目的港を示す記号を船舶自動識別装置の目的地情報欄に入力）
- 港則法の適用港に入港することを目的として当該港内の港内又は係留所付近を航行する船舶（AISを備えていない船舶は除く。）は、当該港を示す記号をAISの目的地情報欄に入力。

（必要な時は、港内の進路等を進路を示す記号を追加）
- 港内又は係留所付近で係留する場合は、係留を示す記号を追加的に入力。
- 一部の特定港の港内を航行する場合は、港内での進路を示すため、これまでの信号標による表示に加え、進路を示す記号を追加的に入力。

（必要な時は、経由するルートを示す記号を追加）
- 経由するルート等について必要な場合には追加して入力。

【入力方法】
船名自動識別装置の目的地情報欄

- 1目的港を示す記号
- 2港内の進路を示す記号
- 3その他の経由記号等を示す記号

【例】
- 博多港を目的とする船舶で、博多港内では、水区2区の係留施設に向かう進路。途中、関門橋を巻く六角墓方に向かって係留を通過。
  >JP HKT E2/WM
  ①目的港が博多港
  ②目的港内は水区2区の係留施設へ
  ③水区内は関門橋を巻きかきに通過

【例】
- 吉備津港を目的とする船舶。港内を吉備津港へ向かう。
  >JP NGO OFF
  ①目的港が吉備津港
  ②港内を吉備津港へ

海上交通安全法上の措置
（目的港を示す記号を船舶自動識別装置の目的地情報欄に入力）
- 船名を航行しようとする船舶（AISを備えていない船舶は除く。）は、目的港を示す記号をAISの目的地情報欄に入力。

（必要な時は、経由するルートを示す記号を追加）
- 港内又は係留所付近で係留する場合は、係留を示す記号を追加。

【入力方法】
船名自動識別装置の目的地情報欄

- ①目的港を示す記号
- ②その他の経由ルート等を示す記号
- ③目的港内を示す記号

【例】
- 吉備津港（水区2区）を水区2区する進路。途中、東京湾内の水区を係留してようとする船舶。
  >JP YOK K/NNX
  ①目的港が吉備津港
  ②水区2区
  ③水区を係留して

【例】
- 和歌山港を係留する進路。
  >JP NGO OFF
  ①目的港が和歌山港
  ②港内を和歌山港へ

航行物に関する航行規則

【例】
- 甲府港（水区2区）を水区2区する進路。途中、東京湾内の水区を係留してようとする船舶。
  >JP YOK K/NNX
  ①目的港が甲府港
  ②水区2区
  ③水区を係留して

Measure Subject to Action on Port Regulations

[Enter the symbol showing the destination port in the column for Information on Destination of AIS.]
For those ships sailing in the port concerned or in the vicinity of its boundary for the purpose of entering the port to which the Act on Port Regulations applies (excluding those that are not equipped with AIS), enter the symbol showing the destination port concerned in the column for Information on Destination of Port.

[Add the symbol showing the route in the destination port or in the vicinity of the boundary thereof, if required.]
- In case the ship is going to anchor in the port or in the vicinity of the boundary, additionally enter the symbol showing anchoring.
- In case the ship sails to some designated port, additionally enter the symbol showing the route in addition to the indication by a conventional code flag to indicate the route in the port.

[Add the symbol showing the via-route, if required.]
- Further add and enter the via-route, etc., if required.

[Entering Method] Column for Information on Destination of AIS

1) Symbol showing the destination port
2) Symbol showing the route in the port
3) Other symbol showing via-route, etc.

【例】
- 船名その他の目的港は甲府港と、甲府港へ、係留施設を係留位置の東方の水区2区方向。
  >JP HKT E2/WM
  ①目的港が甲府港
  ②水区2区
  ③水区2区は関門橋を巻きかきの方向に

【例】
- 船名その他の目的港は博多港と、博多港へ、係留施設を係留位置の東方の水区2区方向。
  >JP NGO OFF
  ①目的港が博多港
  ②港内の関門橋を巻きかきの方向に

Measure Subject to Maritime Traffic Safety Act

[Enter the symbol showing the destination port in the for of Information on Destination of AIS.]
For those ships that will sail on the route (excluding those that are not equipped with AIS), enter the symbol showing the final port in the column for Information on Destination.

[Add the symbol showing the via-route, if required.]
- In case the ship is going to anchor in the port or in the vicinity of the boundary, add the symbol showing anchoring.

[Entering Method] Column for Information on Destination of AIS

1) Symbol showing the final port
2) Other symbol showing via-route, etc.

【例】
- 船名その他の目的港は港湾港と、港湾港へ、係留施設を係留位置の東方の水区2区方向。
  >JP YOK K/NNX
  ①目的港が港湾港
  ②港内の関門橋を巻きかきの方向に

【例】
- 船名その他の目的港は関門橋と、関門橋へ、係留施設を係留位置の東方の水区2区方向。
  >JP NGO OFF
  ①目的港が関門橋
  ②港内の関門橋を巻きかきの方向に

* When the final port is a port to which the Act on Port Regulations applies, enter the symbol of the port as stipulated subject to the Act on Port Regulations (If it is not, enter the UN L O Code.)
* If the final port name is unknown, enter "?? ??" instead of the UN L O Code.
* If the final port does not have the UN L O Code, or the UN L O Code's final port is unknown, enter the English name which is generally accepted for the final port concerned following the "***" mark. If such English name is unknown, enter the name which is used in that area.
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このリストは、適応の港コード一覧表（港名順）に含まれるすべてのコードを反映しています。
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その他の道具を示すコード一覧表

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ANNEX

CREDENCE ON THE USE OF THE UNICODE

The machine is to able to enter the ship's destination into the AIS at the start of each voyage, and to keep this information updated. Evidence shows that mariners are using different names for the same location when entering destination data into their AIS units. This situation needs to be clarified and clarified in time.

Recommended use of the UNICODE

- Recommended format to indicate the part of departure is the first six to the last six positions of the date field followed by a separator and then the code for the next part of call.

- In order to identify that it is a UNICODE, to separate the locations and to indicate the "from" and "to" parts, a " " symbol should be used as a separator. See example below:

  "AE DOUNG, RTM"

- If the next part of call is unknown, " ?? ?? ?? " should be entered instead of the UNICODE code in the corresponding place in the date field. See example below:

  "AE ?? ?? ?? ??"

- If the part of departure does not have a designated UNICODE code, "XX XXX" should be entered instead of the UNICODE in the corresponding place in the date field. See example below:

  "XX XX ?? ??"

- If the next part of call does not have a designated UNICODE code, the commonly accepted English name of the destination port should be entered, preceded by " " (the space character). If the name of the location is known, the corresponding name should be entered instead of the space character. See example below:

  "XXX:

- If only the general area of destination is known, the name or accepted abbreviation of the area provided by " " should be entered. See example below:

  "AE XX ?? ?? WM"

Indicating a destination on the United States West Coast.
Position Report Line and Information Service Area

Explanatory notes

- Position Report Line
- Name of the Line
- MARTIS
- Radar site

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

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