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"Tomakomai Marine Traffic Council".**

To: The masters of vessels calling at Tomakomai

From: Tomakomai Marine Traffic Council
Tomakomai Maritime Safety Station
Tomakomai Port Authority

In order to secure the safety of vessel traffic in the port of Tomakomai and in the vicinity of port limits, relevant maritime administrative authorities and other parties concerned, assembled and established items to be observed by vessels entering and leaving the port. We hereby announce them as follows:

1. Traffic control signals, and principles of entry and departure
 - (1) Traffic control signals
 - a. Vessels intending to enter or leave the port shall notify the signal station of the estimated time of arrival/departure. The same shall apply when intending to change the estimated time.
 - b. Vessels of 10,000 gross tons or more carrying dangerous goods and large-sized vessels of 200 m or more in length, when intending to enter or leave the port, shall be subjected to restrictions on vessel traffic (No. 4 signal as defined in the Regulations for the Enforcement of the Port Regulations Law).
 - c. Large-sized vessels (170 m or more but less than 200 m in length) other than those defined in 'b' above shall observe the following when berthing alongside or unberthing from the Soda Group Quay or Harumi Wharf.

- (a) They shall enter the port by No. 4 signal when berthing stern in.
 - (b) When a vessel berthed bow in intends to leave the port, she shall do so by No. 4 signal. She shall unberth when the signal is issued, and when the traffic controller has confirmed visually or by radar that the vessel has completed turning in the turning basin, the signal is to be cancelled.
- (2) Entry, departure and shifting in port
- a. When leaving the port by the same signal, it is desirable for vessels closer to the entrance of the port to do so earlier than others.
 - b. When the restriction on vessel traffic (No. 4 signal) has been removed, or when many vessels enter the port in the morning all at once, it is desirable for those closer to the entrance of the port to enter the port earlier than others. When two vessels start from the same place, it is desirable for a vessel intending to proceed more inward than the other to enter the port first.
 - c. Large-sized vessels (whose length is 170 m or more but less than 200 m) intending to enter the port and come alongside the Nikkei Center and Nikkei East Wharves, shall, in principle, berth "bow in". When they are forced to berth "stern in", they shall enter the port as the last vessels after the entry of all the other ones. However, this shall not apply when there is no other vessel proceeding in the same direction to Section I.

- d. Vessels intending to shift from Section II to I shall do so by the entry signal and only when there is no entering vessel at the entrance to the port.
- e. Vessels intending to shift from Section I to II shall do so by the departure signal and only when there is no leaving vessel in Section II.
- f. Vessels other than those subjected to the traffic control shall navigate so that they may not interfere with the navigation of other vessels observing the signal.

(3) Caution for entering and leaving port

Caution is required when entering or leaving the Port of Tomakomai, as it is susceptible to winds and swells out of Southeast.

2. Principles in restricted visibility due to dense fog, etc.

- (1) When the visibility is 500 m or more but less than 1,000 m, vessels shall take due caution for entry and departure. In this case, even vessels other than those subjected to the traffic control shall follow the traffic control signal.
- (2) When the visibility is 300 m or more but less than 500 m, vessels shall suspend entry or departure from the port. However, vessels other than those carrying dangerous goods, among those subjected to the traffic control, may enter or leave the port by assigning a boat guarding the course.

In this case vessels other than those subjected to the traffic control may enter or leave the port in accordance with the control signal by assigning a boat guarding the course.

- (3) When the visibility is less than 300 m, all vessels shall suspend entry or departure from the port. However, in emergencies, vessels instructed in advance by the Captain of the Port shall be excepted.

3. Boarding of pilot

- (1) a. The employment of a pilot shall be recommended to vessels of less than 6,000 gross tons.
- b. It shall be ensured as far as possible that vessels of 6,000 gross tons or more have a pilot on board. However, in the case of ferries, domestic trade vessels which regularly call at the port (e.g., PCC, RO/RO ship, container ship and tanker) and other vessels which frequent the port, and are conversant with the situation of the port, it is left to the master's discretion.
- (2) Vessels intending to move in accordance with No. 4 signal shall be obliged to employ a pilot.

4. Tug assistance

- (1) Vessels lacking a thruster of appropriate horse power
- a. It is desirable for vessels of 2,000 gross tons or more but less than 6,000 gross tons to use one or more tugboats.
- b. Vessels of 6,000 gross tons or more shall use two or more tugboats as far as possible.

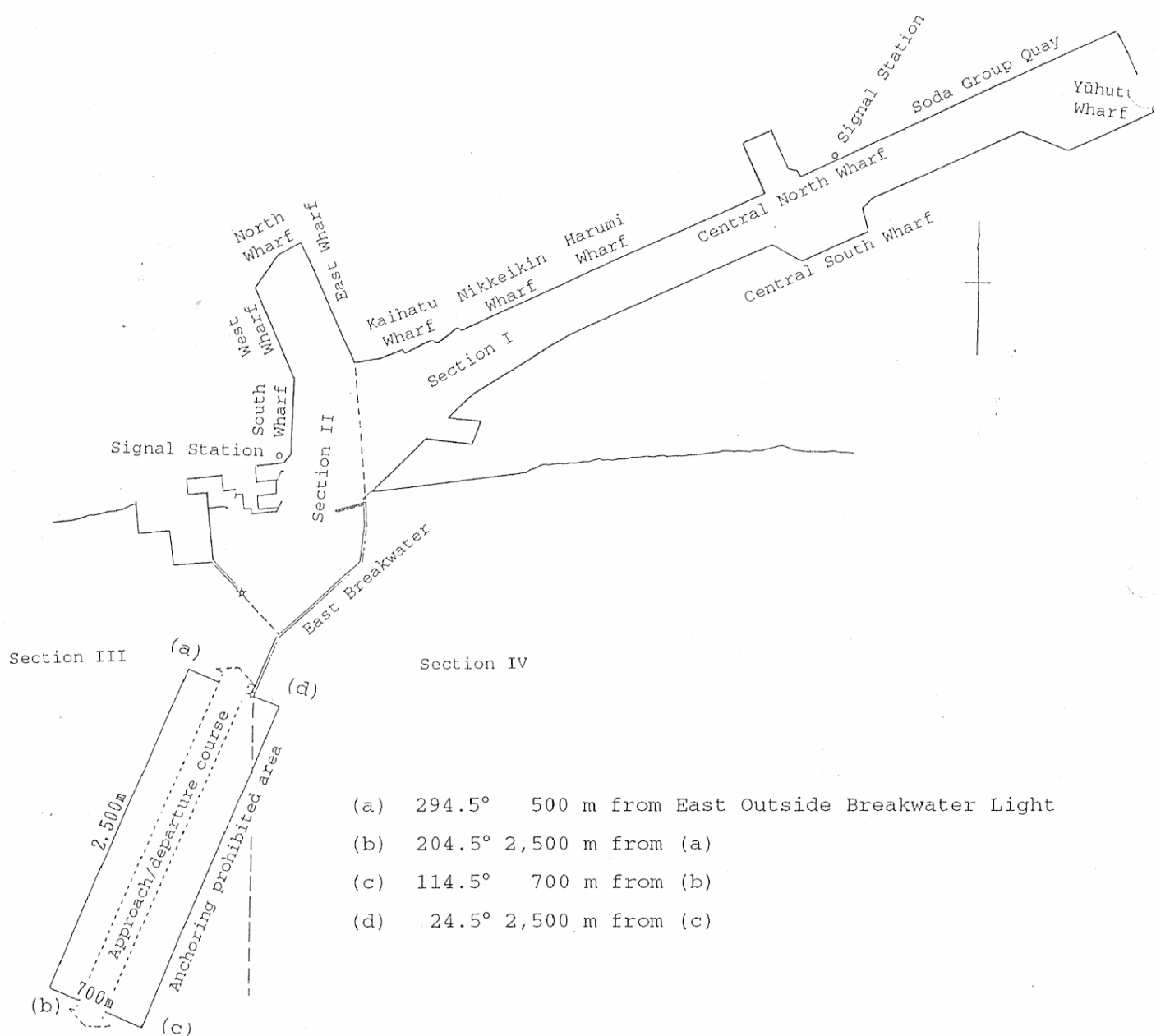
- (2) Even in the case of a vessel equipped with a thruster, one or more tugboats of appropriate horse power shall be used, as far as possible, under strong winds, or if she is a deep-draft vessel and involves turning.
- (3) Vessels of 6,000 gross tons or more intending to berth alongside or unberth from berths at the West Wharf and other wharves further North and entailing turning shall use one or more tugboats in restricted visibility (when the visibility is 300 m or more but less than 500 m) as far as possible only during the period of work being carried out on the South side of the East Wharf.

5. Principles for anchorage

- (1) Anchoring
 - a. Vessels which have anchored in Section III or IV shall notify the signal station of the ship's name, anchor position, anchoring time, estimated time of heaving up anchor and estimated time of passing the East Outside Breakwater Light.
 - b. Lying at anchor outside of the breakwater in rough weather when strong winds blow out of South through Southeast, shall be avoided as far as possible as it involves risks of, e.g., dragging anchor or breaking anchor chain in many cases.

(2) Anchoring prohibited

The adjacent area to the port entrance is congested with vessel traffic, and in order to ensure the safety of vessels entering and leaving port, anchoring shall be prohibited in the area (fairway from the entrance leading to seaward) enclosed by lines joining the following 4 points in sequence.



6. Warning signals

Vessels departing from Section I shall give a signal of one long blast on the whistle or siren in the vicinity of the front of the Kaihatu Wharf (Ferry Wharf). Vessels which depart from Section II shall answer the signal, when it is heard, by giving a long blast on the whistle or siren.

7. Establishment of contact by radio equipment

Vessels entering or leaving the port shall endeavor to mutually grasp the movements of other vessels by monitoring the radio equipment (VHF radiotelephone Channel 16) at all times.

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December 1993