

JAPAN P&I NEWS

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To the Members

Dear Sirs,

Guidance for Safe Navigation
during the peak season of Stownet-fishing in Bisan-Seto, Japan

The Stownet-fishing season has started from 1st February, 2014 throughout Bisan-seto, Japan. We attach herewith our free translation of the guidance for safe navigation which we received from Licensed Inlandsea Pilots' Association. The safety measures are scheduled to be taken from 6th February, 2015. We hope this information will be of help to you.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Loss Prevention and Ship Inspection Department

Tel: +81 3 3662 7229

Fax: +81 3 3662 7107

E-mail: lossprevention-dpt@piclub.or.jp Website: <https://www.piclub.or.jp>

=Free Translation=

2015 - Guidance for Safe Navigation during the peak season of Stownet-fishing in Bisan-Seto, Japan

1. Safety measure (for all vessels which pilots onboard)

(1) Deciding whether to enter the traffic route / Advice to Master

- ①. Do not enter the traffic route if information on Stownet-fishing is unavailable and the situation unclear.
- ② Master will be advised to postpone the entry if the vessel has to navigate outside of the traffic route/ within the opposite side route.

(2) Master is responsible to decide whether to enter the traffic route or not, based on the information on Stownet-fishing, vessel's drafts and visibility, and advice received by pilots.

(3) Required clearance to enter the traffic route

Large vessels --- over 300m clearance

Other vessels --- over 200m clearance

Even if the clearance meets the above requirements, it may not be perceived to have enough if the vessel needs to alter the course with a big angle between fishing nets.

2. Guard ship

(1) Operator is required to place a guard ship in order to assist the navigation of large vessels, every day except for the 'non-fishing days'.

- ① No additional guard ships are to be in place as regulated in Maritime Traffic Safety Act.
- ② Operator will be required to place a guard ship on non-fishing days if fishing operation is being carried out.

(2) From 20 April, fishing operation will be carried out during the night. For all vessels navigating in Bisan-seto traffic route, it will be required to place guard ships in areas stated as below.

- ① From 20 April to the end of August: Between Bisan-seto No.7 light buoy and Bisan-seto crossing position.

For vessels entering/departing from Mizushima port: Between Bisan-seto No.7 light buoy and Mizushima-port No.1 light buoy.

For the vessels entering/departing Mizushima port from/to Westward, between Mizushima-port No.1 light buoy and Bisan-seto crossing position.

(3) A large tug will be in place at point A (see attached diagram)

When navigation within the traffic route is perceived to be difficult during the tidal flow (west-going), a large tug will be placed at North-West of Bisan-seto East Traffic Route No.5 light buoy (Point A: 068°, 3,700m from the lighthouse of Ogi-shima) to assist vessels with draft of over 15m.

3. Large vessels carrying dangerous cargo (VLCC and LNG) and the vessels with draft over 16m will be required to navigate the traffic route during 'non-fishing days'.

4. Information for fishery operators

Operators will be required to inform the relevant fishery operators of the schedule of passing Bisan-seto East Traffic Route of large vessels/large vessels carrying dangerous cargo beforehand and to request fishery operators to leave 300m clearance between fishing nets.

5. Notifying information to master and obtaining information at early stage

(1) General information on Stowage-fishing, especially of the total obturation of relevant traffic route, need to be informed to the vessel's master at early stage.

(2) Obtaining information at early stage

① Vessels are to obtain information at early stage by means of "polling fax" etc.

Operators are to make sure that the vessel's crew are notified and trained to use "polling fax".

② Operators/local agents are to send information on Stowage-fishing before the vessel enters the traffic route at the latest, through "polling fax" etc. If the vessel cannot obtain information beforehand, the information can be obtained by Licensed Inlandsea Pilots' Association at the pilot's request but the vessel will be charged for the service. Meanwhile, vessel is to inform the Fax number to Licensed Inlandsea Pilots' Association when requesting pilotage.

6. Adjusting entering/leaving the traffic route

(1) Information on Stownet-fishing is available around 1 hour 45 minutes after the turning of the tide.

(2) Vessels are required to schedule the arrival time in order to obtain the information before entering the traffic route.

(3) Vessels are not to depart from the port of Mizushima, Sakaide, Takamatsu, Uno, Hibi areas until the information of Stownet-fishing becomes available.

However, above (1)~(3) will not be applied to vessels entering/departing during the night since guard ship will be in place for assistance.

7. For large vessels navigating Kurushima channel, please check the website of Kurushima Kaikyo Vessel Traffic Service Center below.

<http://www6.kaiho.mlit.go.jp/kurushima/succor/jikantai/index.htm>

(Japanese Only)

8. For vessels navigating Bisan North Traffic Route

When north end of Bisan-seto North Traffic Route become obstructed and thus navigate the south of the traffic route, where the water depth is 17.30m, if under keel clearance of 15% cannot be sustained, postpone entry.

9. This safety measure ends at the end of August.

10. Above safety measures are subject to change.

Point A: large tug

