

Shimizu Port VTIS Center

☉ VHF: "Shimizu Port Radio"

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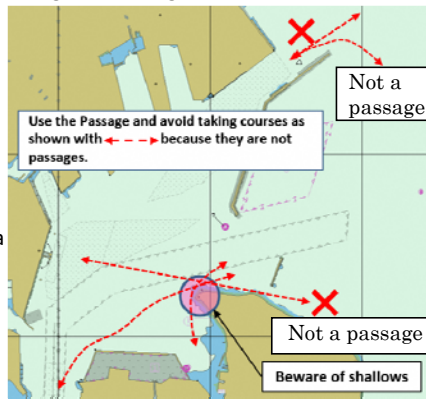
All vessels using Shimizu Port are to follow maritime laws and Shimizu Port Local Rule, and are to keep close communication with Shimizu Port Radio.

Shimizu Port Radio has the responsibility for traffic organization based upon this Guideline.

Notes regarding entering/departing

(Refer to Pages 9 in Guidelines)

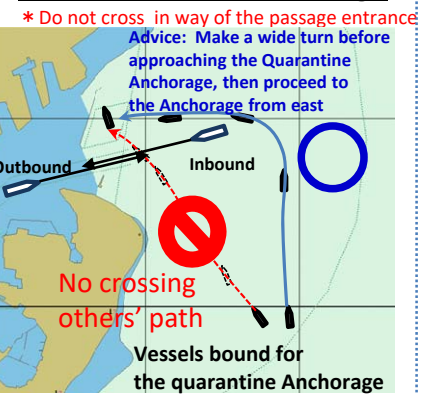
- Maritime law and Shimizu Port rules to be followed.
 - Vessels using Shimizu Port are to follow maritime law, including Port Regulations and the COLREGs, as well as Shimizu Port rules as shown in Traffic Organization.
 - Vital rules in Japan's Port Regulations: Rules regarding the Passages and navigation, Articles 12 to 19 inclusive.
- Requesting pilot service
 - To improve navigational safety and efficiency, it is recommended that large vessels employ a pilot.
- Vessels are to check weather conditions inside harbor in advance and are to request a tug, if needed, with as much notice as possible.
- There is no Passage between Outer Harbor Breakwater and Shin Okitsu Wharf, and entering/departing through this area is not permitted.
- NB. Vessels bound for Miho Dock or its vicinity, beware of shallows off Ma Saki and navigate with caution.



Vessels planning to anchor

(Refer to Pages 9 in Guidelines)

☉ When approaching the Quarantine Anchorage



Basic Rules for Entering/Departing



(Refer to Page 6 & 7 in Guidelines and Pages 2 & 3 in Annex)

- When large vessels are entering/departing, all vessels are required to cooperate in order to avoid meeting in the passage.
- All vessels are required to cooperate in order to avoid meeting at the breakwater and in its vicinity.
- When navigating through the passage, all vessels are required to keep safe speed and are not to overtake other vessels.

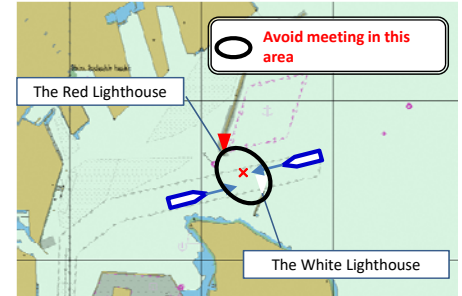
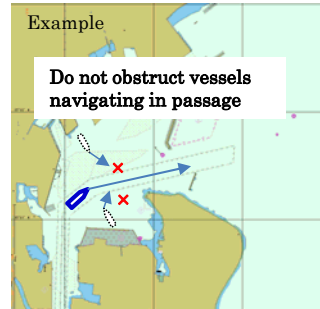
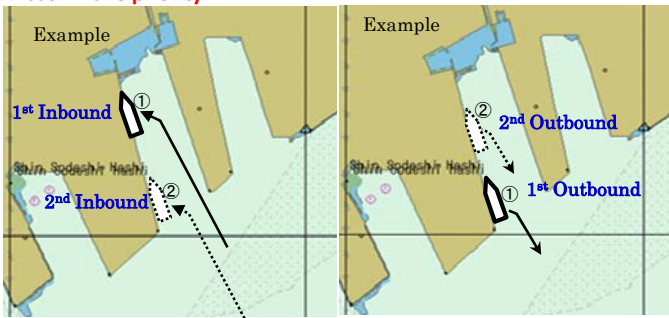
☉ Other Basic Rules

Vessels berthing further inside basin have priority.

Departing vessels alongside closer to the basin entrance have priority

Vessels in the passage have the priority.

Vessels adjust to avoid meeting at or in the vicinity of the breakwater.



Rules applied when large vessels navigating inside harbor

(Refer to Page 7 in Guidelines and Pages 4-10 in Annex)

Basic Rules



☉ **Large Vessels** = Vessels of 10,000 G/T or more. (Refer to Page 2 in Guidelines)

☉ Because the maneuverability of large vessels is limited when navigating inside harbor, cooperation from other vessels is crucial.

- Vessels are to cooperate to avoid meeting in the passage.
- Vessels are to cooperate to secure the areas needed for large vessels to turn and to approach the passage and/or the berths.
- Vessels planning to anchor are to comply with the anchoring rules in the Guidelines.
- When waiting outside the breakwater for other vessels, inbound vessels are to stay north of the passage or keep a safe distance and wide berth to the east.

(Refer to Page 6 & 7 in Guidelines and Pages 1-10 in Annex)

Boundary between the Section concerning the Shimizu Port Rule

(Refer to Page 1 in Annex)

Line (A) : Extended line of the eastern side of Sodeshi No.1 Wharf.

Line (B) : Extended line of the western side of Sodeshi No.1 Wharf.

Line (C) : Line 270 ° from the Red Lighthouse to JXTG Wharf.

Line (D) : Boundary between Section 2 and Section 3.

Line (E) : Line connecting the southern point of Hinode Wharf and the southern point of Chubu Electric Power Quay.

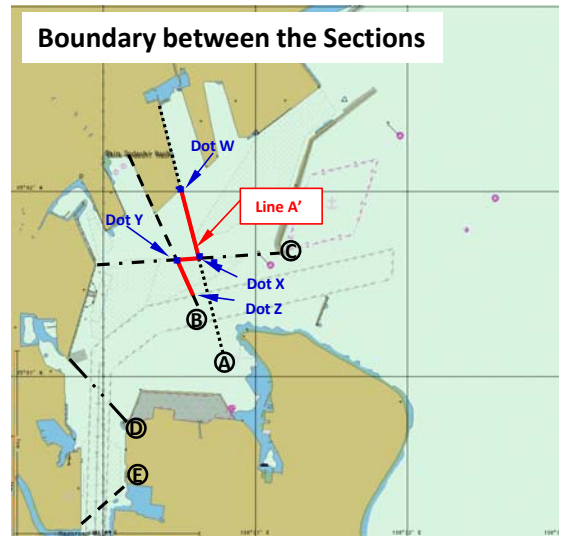
Line A' : Line that joins the dots W,X,Y, and Z.

W: (35° 02.05N, 138° 30.50E)

X: (35° 01.67N, 138° 30.60E)

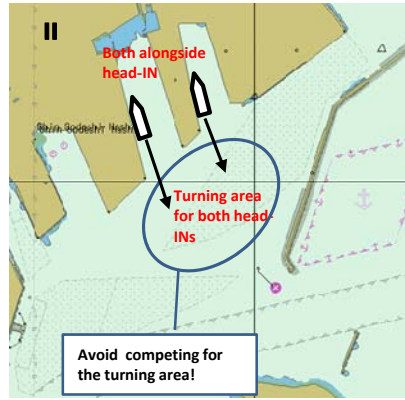
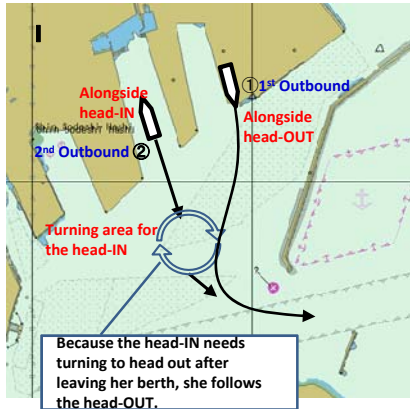
Y: (35° 01.67N, 138° 30.47E)

Z: (35° 01.44N, 138° 30.58E)



Navigational rules when large vessels entering/departing

When OUTBOUND vessels from the Okitsu Wharf and the Sodeshi No.1 Wharf compete (Refer to Page 6 in Guideline and Page 3 in Annex)



I) When the vessel alongside head-IN competes with the head-OUT

As a general rule, the head-OUT has priority over the head-IN.

II) When vessels alongside head-IN compete with each other.

As a general rule, the vessel ready to sail has priority

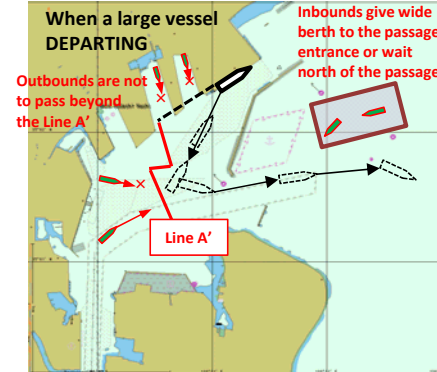
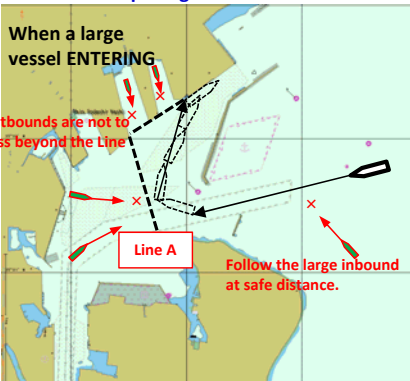
The second outbound is not permitted to leave until the first outbound finishes her turning and is heading out.

※Please note that certain factors, such as pilot on board, vessel maneuverability, tug use, berthing side, and anchor use, may alter this basic rule.

When a large vessel is proceeding to/departing from the Shin Okitsu Wharf

(Refer to Page 7 in Guideline and Pages 4 & 5 in Annex)

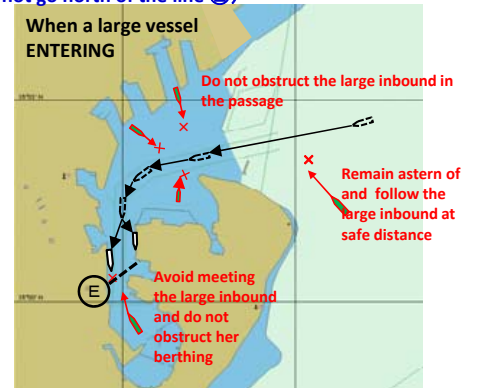
※Outbounds are NOT to pass beyond the line A (when a large vessel entering) and the line A' (when a large vessel departing). Inbounds are to give wide berth to the passage entrance or wait north of the passage.



When a large vessel is proceeding to/departing from the J-OIL MILLS, the Hinode Wharf, the Nippon Light Metal Quay, and the Fujiwharf

(Refer to Page 7 in Guidelines and Pages 9&10 in Annex)

※Other vessels are NOT to obstruct the large vessel's navigation in the passage nor when she is turning. (And do not go north of the line (E))



When a large LNG tanker is proceeding to/departing from the JXTG No.1 Sea Berth

※Other vessels are NOT to cross the lines (C) and (D) (Refer to Page 7 in Guidelines and Pages 7 & 8 in Annex)

