

周防海域ガイドマップ

2021. 4. 20 作成

留意事項

- * 詳細な海図の使用の励み
- * 適切な見張りの常時聴守
- * 国際VHF16chの常時動作
- * AISの常時動作

海上保安庁への緊急通報
国際VHF16ch「ひろしまほあん」又は「もじほあん」

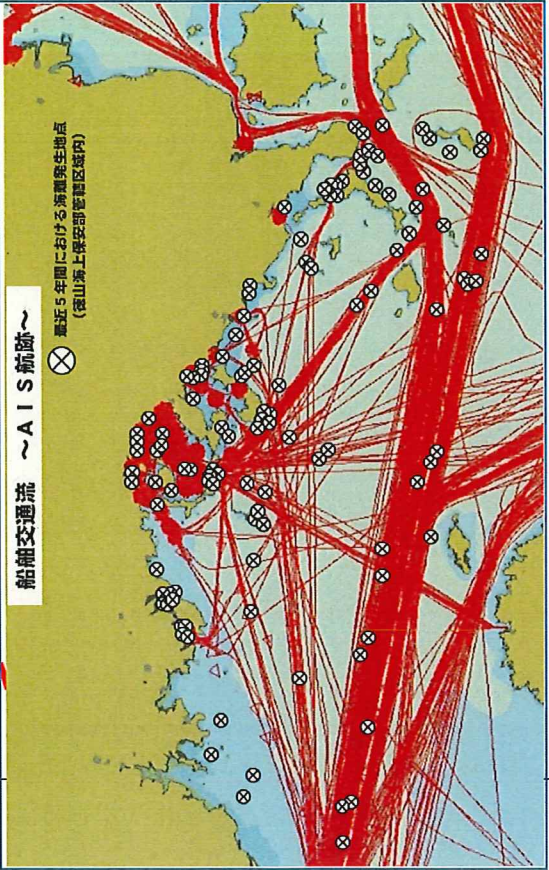
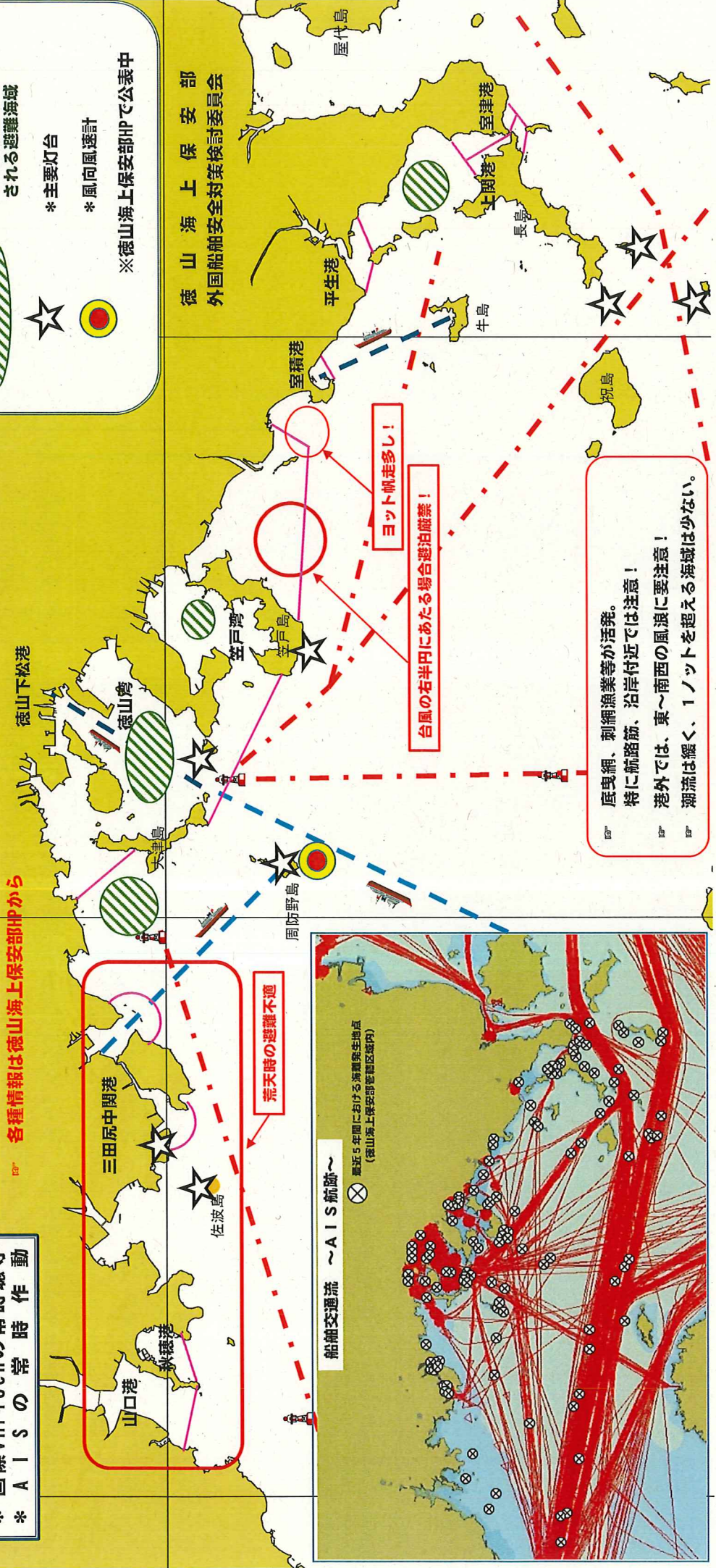
港務通信 VHF16ch
徳山下松ポートラジオ局

各種情報は徳山海上保安部HPから

- * 主要航路筋
- * 主なフェリー等航路
- * 台風接近時よく利用される避難海域
- * 主要灯台
- * 風向風速計

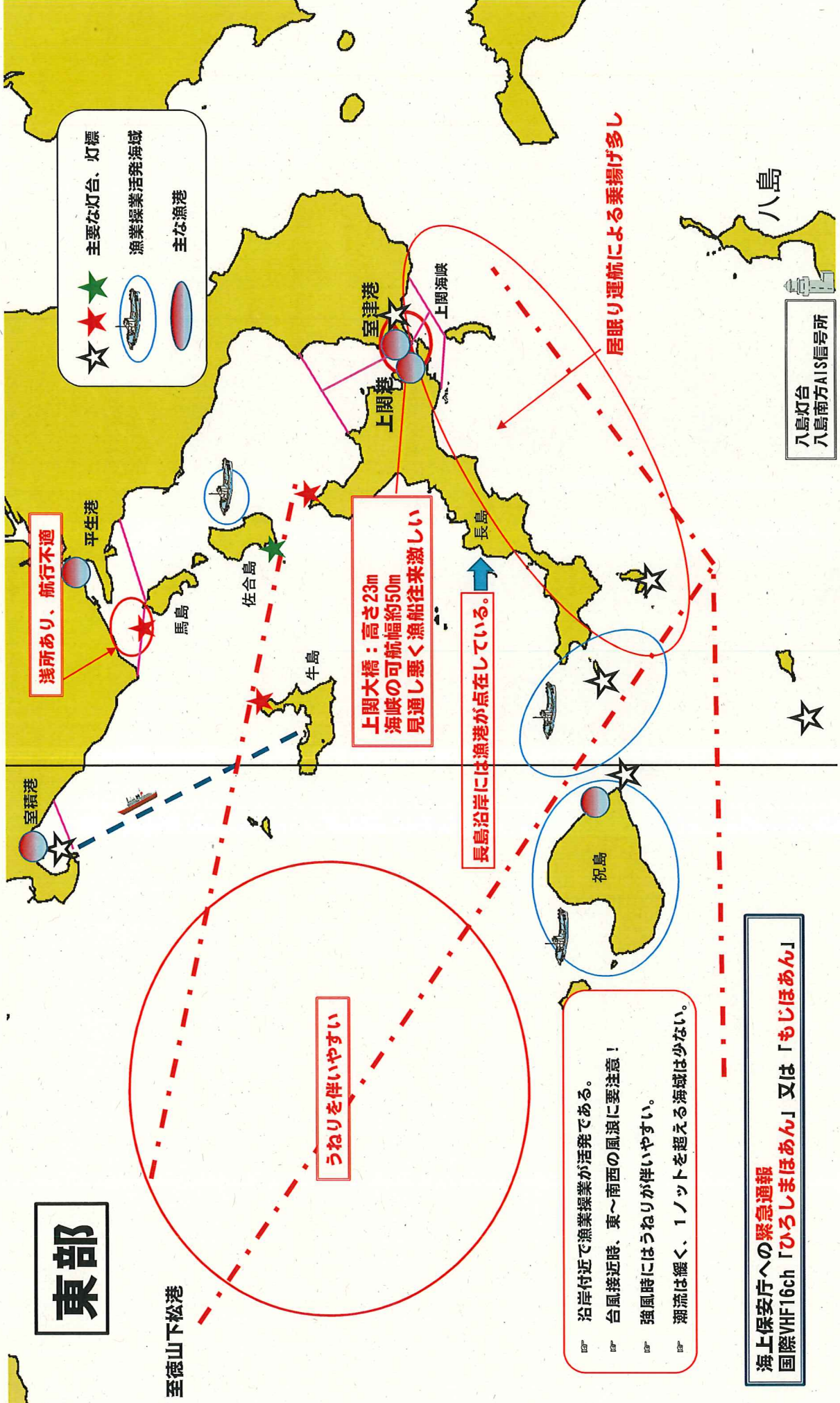
※徳山海上保安部HPで公表中

徳山海上保安部
外国船舶安全対策検討委員会



底曳網、刺網漁業等が活発。
特に航路筋、沿岸付近では注意！
港外では、東～南西の風浪に要注意！
潮流は緩く、1ノットを超える海域は少ない。

東部



至徳山下松港

うねりを伴いやすい

上関大橋：高さ23m
海峡の可航幅約50m
見通し悪く漁船往来激しい

長島沿岸には漁港が点在している。

沿岸付近で漁業操業が活発である。
台風接近時、東～南西の風浪に要注意！
強風時にはうねりが伴いやすい。
潮流は緩く、1ノットを超える海域は少ない。

居眠り運航による乗揚げ多し

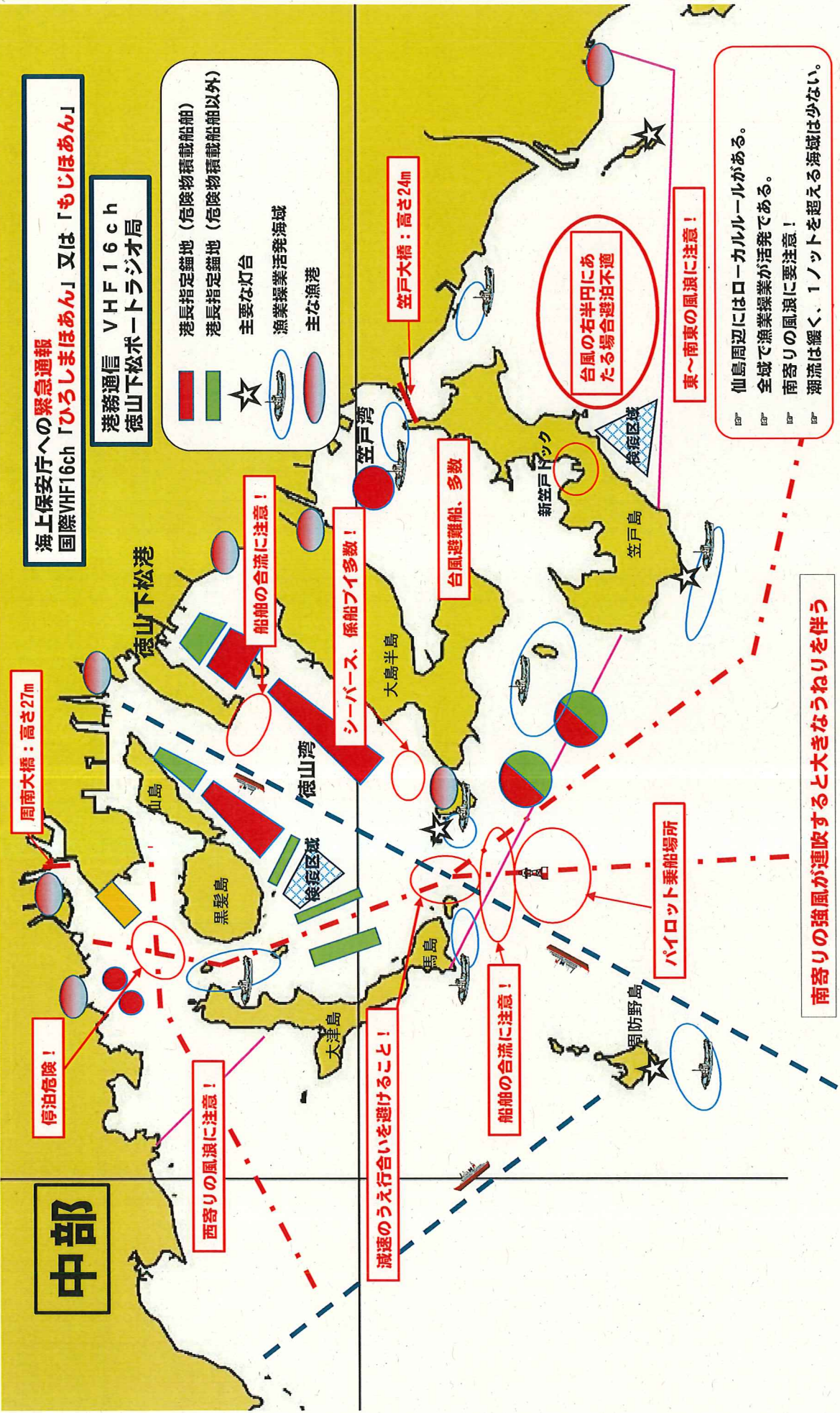
海上保安庁への緊急通報
国際VHF16ch「ひろしまほあん」又は「もじほあん」

中部

海上保安庁への緊急通報
国際VHF16ch「ひろしまほあん」又は「もじほあん」

港務通信 VHF16ch
徳山下松ポートラジオ局

港長指定錨地 (危険物積載船舶)
港長指定錨地 (危険物積載船舶以外)
主要な灯台
漁業操業活発海域
主な漁港



周南大橋: 高さ27m

停泊危険!

西寄りの風浪に注意!

船舶の合流に注意!

シーバース、係船ブイ多数!

減速のうえ行合いを避けること!

笠戸大橋: 高さ24m

台風避難船、多数

船舶の合流に注意!

台風の右半円にあたる場合避泊不適

パイロット乗船場所

東〜南東の風浪に注意!

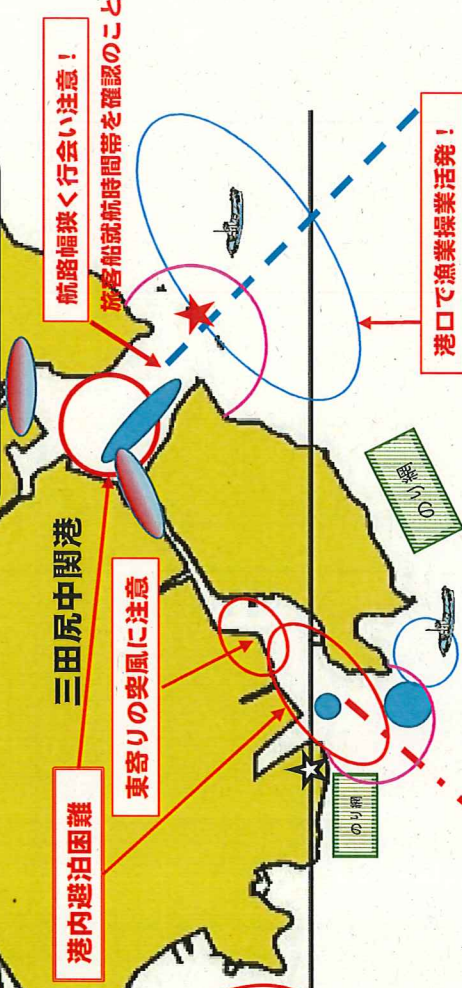
仙島周辺にはローカルルールがある。
全域で漁業操業が活発である。
南寄りの風浪に要注意!
潮流は緩く、1ノットを超える海域は少ない。

南寄りの強風が連吹すると大きくなうねりを伴う

西部

海上保安庁への緊急通報
国際VHF16ch「ひろしまほあん」又は「もしほあん」

☆ 主要な灯台
★ 漁業操業活発海域
● 港長指定錨地
○ 主な漁港



【三田尻中関港内】
南東～南西の風が連吹すると大きくなねりを伴う。
漁網が多く設置されている。

沖合では底曳網漁業が活発である。
南寄りの風浪に要注意！
潮流は緩く、1ノットを超える海域はない。

沖合では…
台風避難場所としてよく利用される。

Suo Marine Area Guide Map

2021.4.20 made

Matters requiring attention

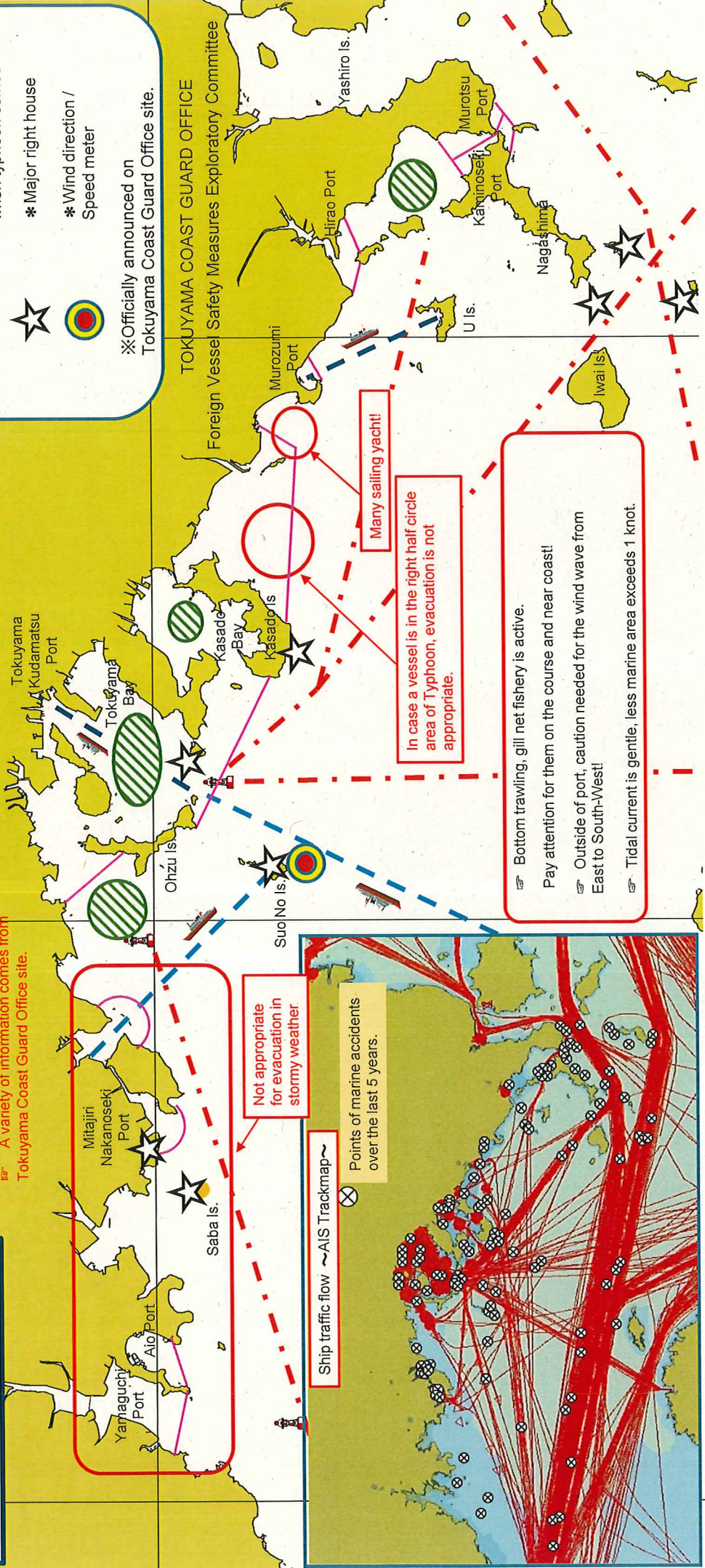
- * Use of detailed marine chart
- * Right enforcement of appropriate watch
- * Keep ears open for International VHF 16ch
- * AIS actuation on a steady basis

An urgent message to Japan Coast Guard, International VHF 16ch, "Hiroshima Coast Guard" or "Moji Coast Guard"

Port Operation Service VHF 16ch, Tokuyama Kudamatsu Port Radio

A variety of information comes from Tokuyama Coast Guard Office site.

- * Major course
- * Major ferry course
- * Well-utilized evacuation area when typhoon comes
- * Major right house
- * Wind direction / Speed meter
- * Officially announced on Tokuyama Coast Guard Office site.

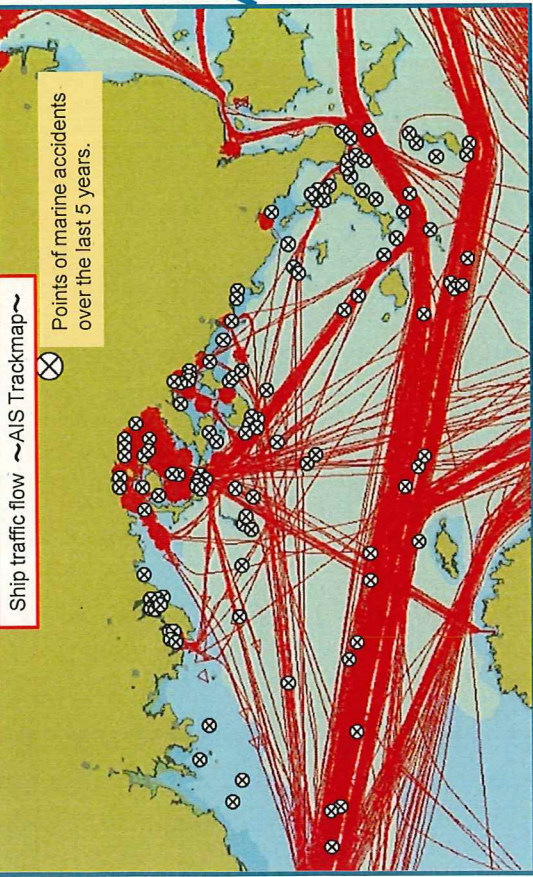


Not appropriate for evacuation in stormy weather

Many sailing yacht!

In case a vessel is in the right half circle area of Typhoon, evacuation is not appropriate.

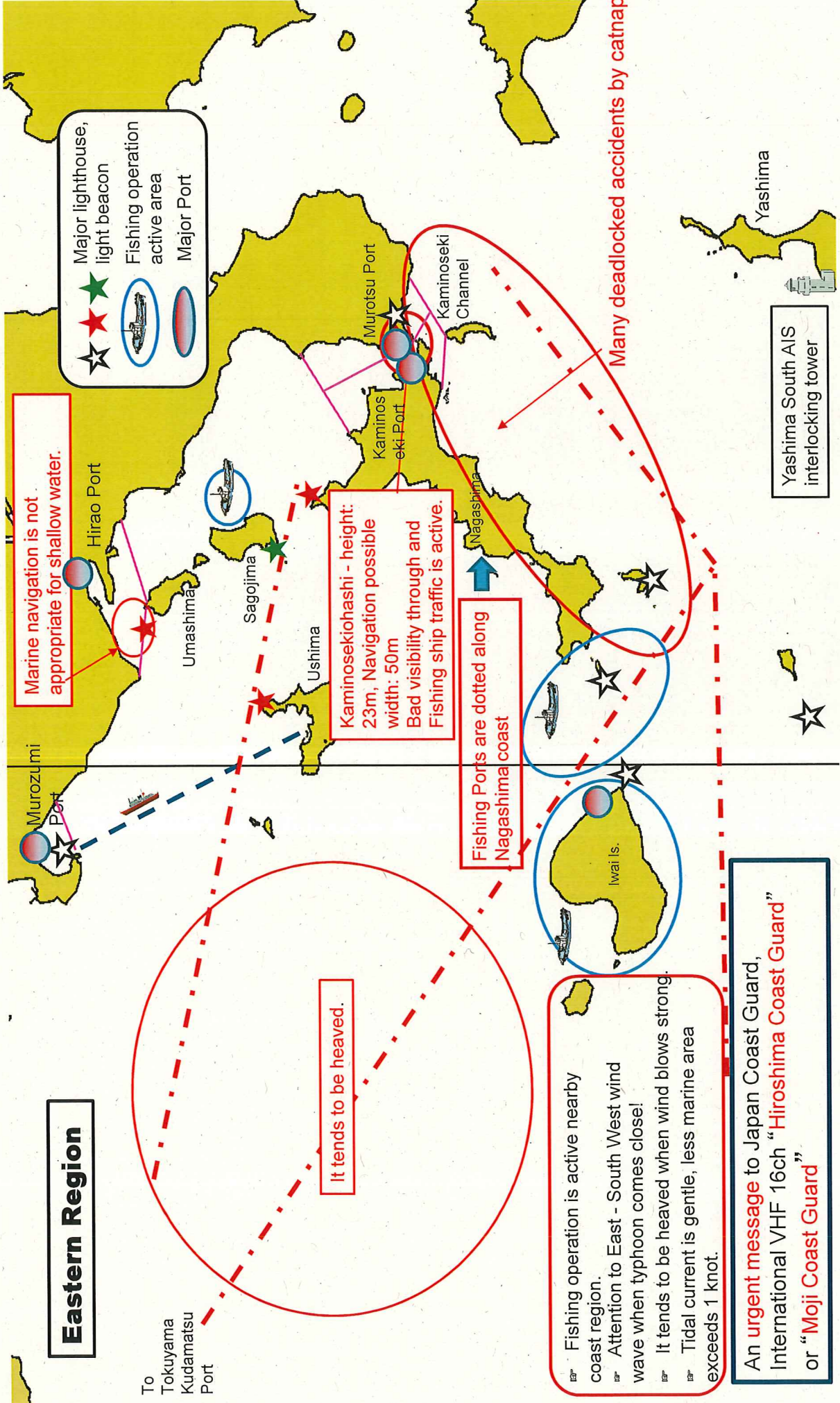
Bottom trawling, gill net fishery is active. Pay attention for them on the course and near coast!
 Outside of port, caution needed for the wind wave from East to South-West!
 Tidal current is gentle, less marine area exceeds 1 knot.



Ship traffic flow ~AIS Trackmap~
 Points of marine accidents over the last 5 years.

TOKUYAMA COAST GUARD OFFICE
 Foreign Vessel Safety Measures Exploratory Committee

Eastern Region



Marine navigation is not appropriate for shallow water.

Kaminosekihashi - height: 23m, Navigation possible width: 50m
Bad visibility through and Fishing ship traffic is active.

Fishing Ports are dotted along Nagashima coast

Many deadlocked accidents by catnap.

It tends to be heaved.

- ☛ Fishing operation is active nearby coast region.
- ☛ Attention to East - South West wind wave when typhoon comes close!
- ☛ It tends to be heaved when wind blows strong.
- ☛ Tidal current is gentle, less marine area exceeds 1 knot.

An urgent message to Japan Coast Guard, International VHF 16ch "Hiroshima Coast Guard" or "Moji Coast Guard"

Yashima South AIS interlocking tower

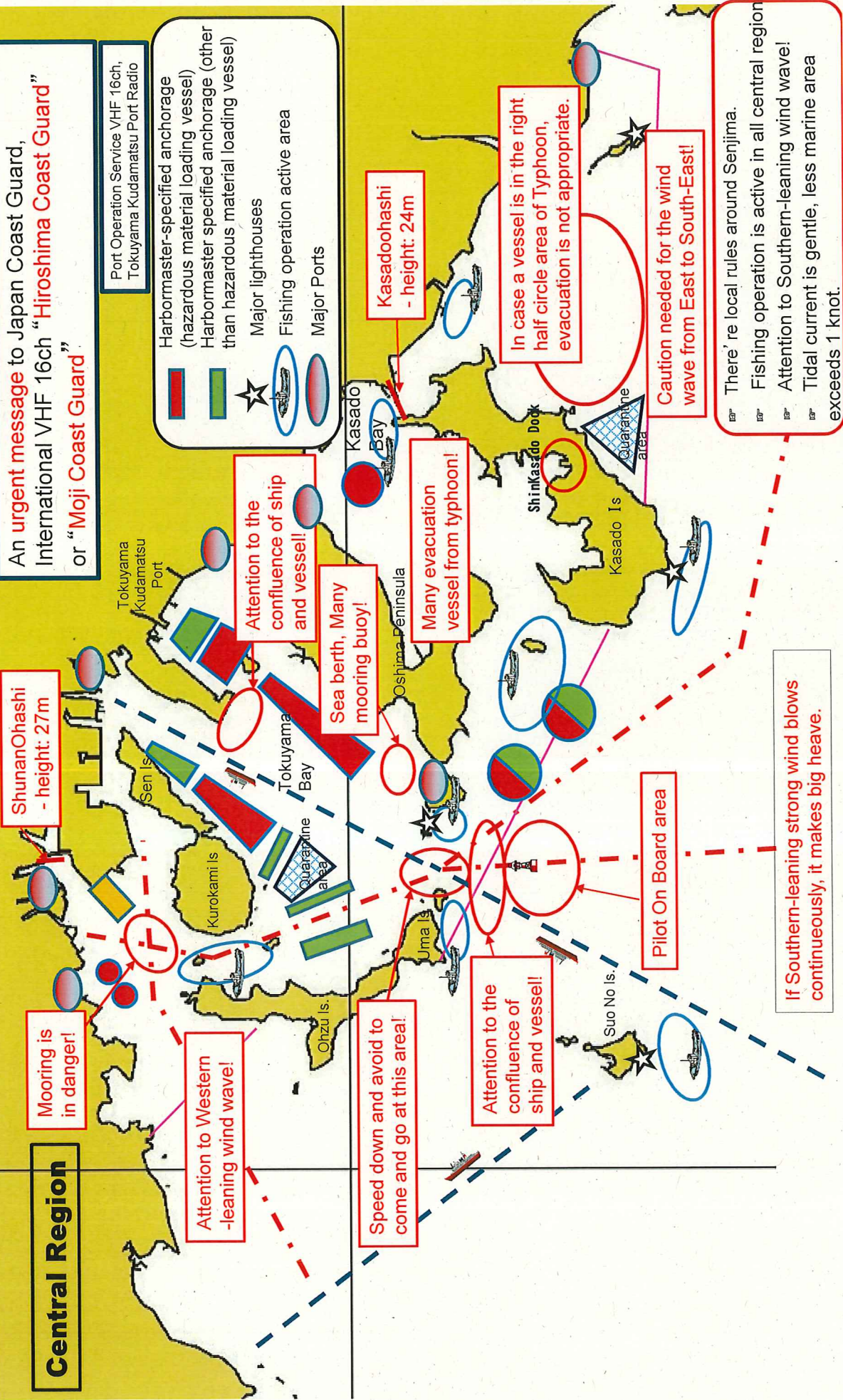
To Tokuyama Kudamatsu Port

Central Region

An urgent message to Japan Coast Guard, International VHF 16ch "Hiroshima Coast Guard" or "Moji Coast Guard"

Port Operation Service VHF 16ch, Tokuyama Kudamatsu Port Radio

- Harbormaster-specified anchorage (hazardous material loading vessel)
- Harbormaster specified anchorage (other than hazardous material loading vessel)
- Major lighthouses
- Fishing operation active area
- Major Ports



ShunanOhashi - height: 27m

Mooring is in danger!

Attention to Western-leaning wind wave!

Speed down and avoid to come and go at this area!

Attention to the confluence of ship and vessel!

Pilot On Board area

If Southern-leaning strong wind blows continuously, it makes big heave.

Attention to the confluence of ship and vessel!

Sea berth, Many mooring buoy!

Many evacuation vessel from typhoon!

Kasadoohashi - height: 24m

In case a vessel is in the right half circle area of Typhoon, evacuation is not appropriate.

Caution needed for the wind wave from East to South-East!

- There're local rules around Senjima.
- Fishing operation is active in all central region.
- Attention to Southern-leaning wind wave!
- Tidal current is gentle, less marine area exceeds 1 knot.

Western Region

An urgent message to Japan Coast Guard, International VHF 16ch "Hiroshima Coast Guard" or "Moji Coast Guard"

- Major lighthouses
- Fishing operation active area
- Harbormaster specified anchorage
- Major Ports

Shallow water

Evacuation inside of port is difficult.

Attention to Eastern-leaning blast!

Course width is very narrow, take good care to come and go.

Check service time of passenger ships.

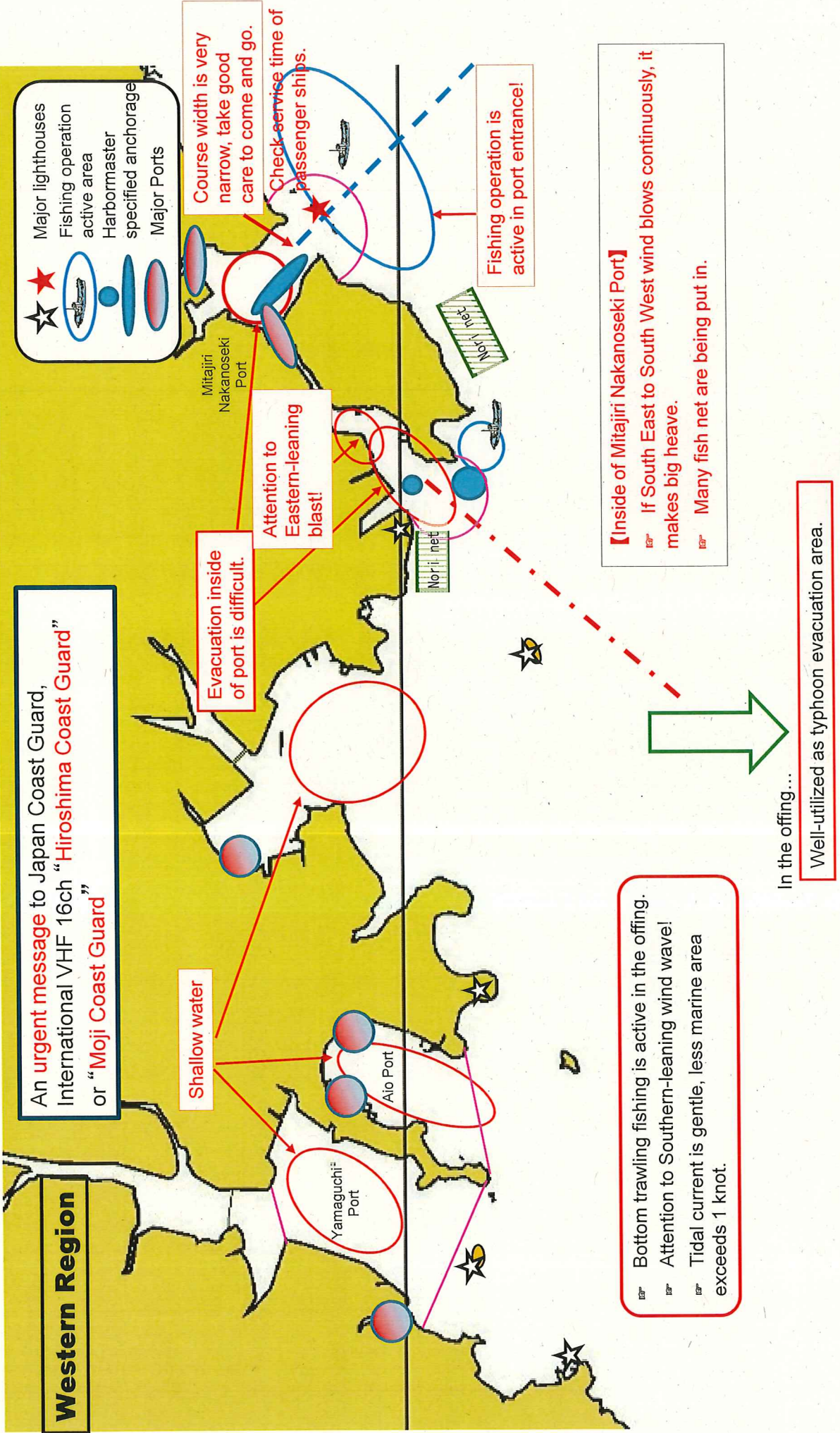
Fishing operation is active in port entrance!

【Inside of Mitajiri Nakanoseki Port】

- Bottom trawling fishing is active in the offing.
- Attention to Southern-leaning wind wave!
- Tidal current is gentle, less marine area exceeds 1 knot.
- If South East to South West wind blows continuously, it makes big heave.
- Many fish net are being put in.

In the offing...

Well-utilized as typhoon evacuation area.



台風接近時における勧告

港則法適用港における港外避難等に関する勧告基準

(1) 徳山下松港・三田尻中関港・平生港

① 警戒体制(警戒勧告)

- ・強風域に入ると予想される時刻の6時間前までに発令する。
→ 避泊できる体制の確保、国際VHF16chの常時聴守、動静連絡(船舶代理店等経由)

② 特別警戒体制(早期警戒勧告)

- ・最大風速が40m/s以上で、かつ暴風警戒域に入ることが予想される場合にあつて、強風域に入ると予想される時刻の24時間前までに発令する。
→ 避泊できる体制の確保、国際VHF16chの常時聴守、動静連絡(船舶代理店等経由)
特に注意 ☞ 早めの避難に心がけ、特に大型船舶は内湾における避難を極力避けること。

③ 非常体制(避難勧告)

- ・暴風域に入ると予想される時刻の6時間前までに発令する。ただし、特別警戒体制発令時にあつては、暴風域に入ると予想される時刻の12時間前までに発令する。
→ 港内又は港外の安全な場所への避難、国際VHF16chの常時聴守、動静連絡(船舶代理店等経由)

(2) その他の適用港

- ・「室津港」、「上関港」、「室積港」、「秋穂港」、「山口港」についても、① 警戒体制(警戒勧告) ③ 非常体制(避難勧告)が発令される。



【荒天時における走錨防止対策】

- (1) 十分な把駐力を得るため適切な長さの錨鎖を伸出
- (2) 主機関、スラスタ一等の準備・使用
- (3) 走錨の可能性を想定し、付近船舶や陸岸から十分な距離を保つ

Admonition when typhoon coming closer

Guideline about evacuation out of port in the port applying the Act on Port Regulation

(1) Tokuyama Kudamatsu Port, Mitajiri Nakanoseki Port, Hirao Port

① **Alert System (Caution Advise)**

• Announce officially 6 hours before entering a gale force wind area is predicted.

→ Ensure the system to evacuate, Keep ears open for International VHF 16ch, and Report vessel's movement (via Agent, etc.)

② **Special Alert System (Early Caution Advise)**

• Announce officially 24 hours before entering a gale force wind area is predicted, in case maximum wind speed is equal or more than 40m/s, and entering a storm wind warning area.

→ Ensure the system to evacuate, Keep ears open for International VHF 16ch, and Report vessel's movement (via Agent, etc.) ☞ Attention especially: Try to evacuate as early as possible, especially in case of large vessel, try to avoid evacuating inside of port as much as possible.

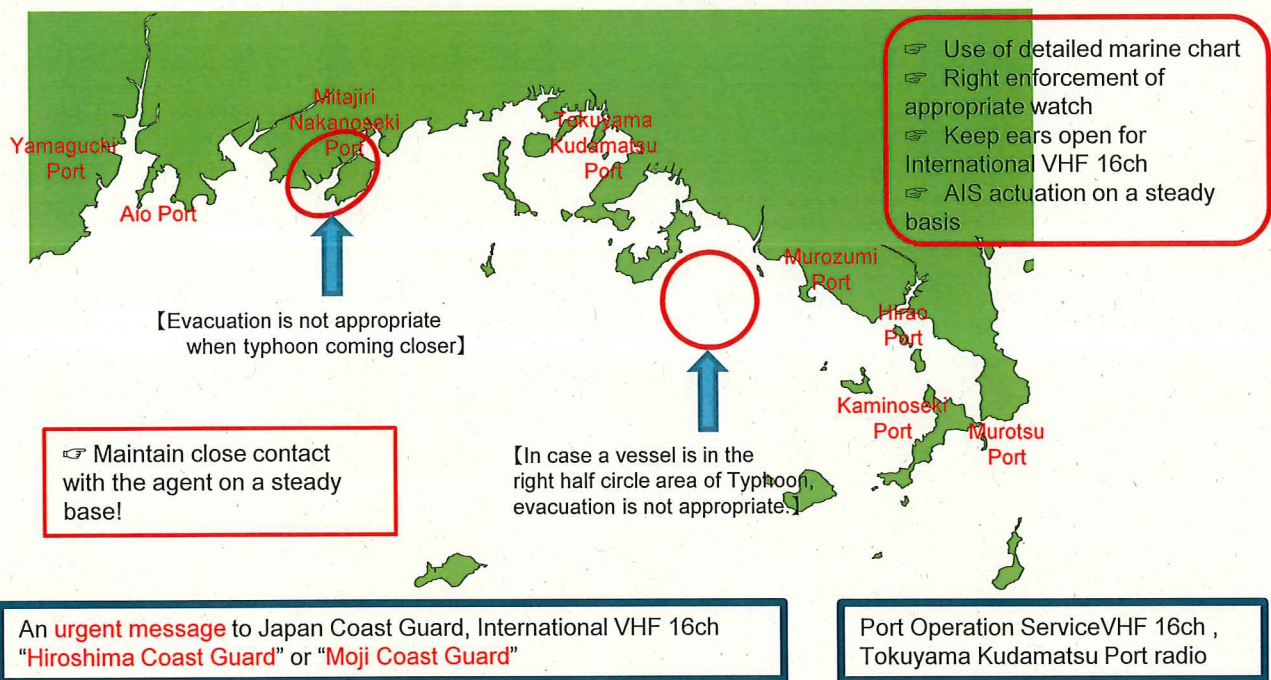
③ **Emergency System (Evacuation Advise)**

• Announce officially 6 hours before entering a storm wind area is predicted. However, announce officially 12 hours before entering a storm wind area is predicted after Special Alert System is announced.

→ Evacuate to a safe place in and out of port, Keep ears open for International VHF 16ch, Report vessel's movement (via Agent, etc.)

(2) Other port applying the Act on Port Regulation

① **Alert System (Caution Advise)** ③ **Emergency System (Evacuation Advise)** are also announced in "Murotsu Port", "kaminoseki Port", "Aio Port", "Yamaguchi Port".



【Measures to prevent dragging of anchor】

- 1) Extend appropriate length of anchor chain to maintain sufficient holding power.
- 2) Prepare and use the main engine and thruster.
- 3) Suppose dragging of anchor, keep sufficient distance from nearby shore and neighboring vessels.