PART 3　INFORMATION FOR SAFE NAVIGATION

This chapter mainly deals with measures to obtain the information needed for the safe navigation of vessels. Navigators are requested to make use of the various information.

Chapter 1　Provision of maritime safety information

Japan Coast Guard broadcasts weather information such as high wind warning, information on navigational obstacles such as flotsam and that related to search and rescue such as advising other shipping of a stricken vessel via NAVTEX and INMARSAT EGC so that they may navigate the area safely.

1. NAVTEX

JCG broadcasts concerning Search and Rescue information, navigational warnings and weather information at fixed time (upon reception in case of emergency)

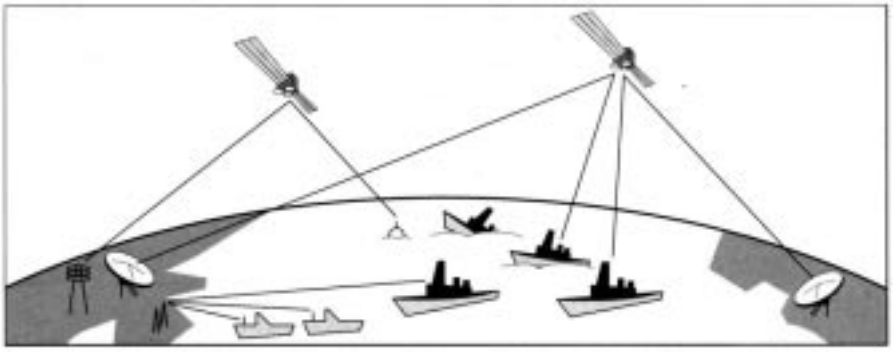
by NAVTEX with five coastal stations allocated. (This area within 300 mm)

Fig. 3-1

2. INMARSAT EGG

Such maritime safety information as weather warning, navigation warning, and disaster information is broadcast by an automatic receiving system via geostationary satellites from coastal earth stations. Object ships are those cruising the area further than 300 nm, and it can be received anywhere except particular areas.

Fig. 3-2



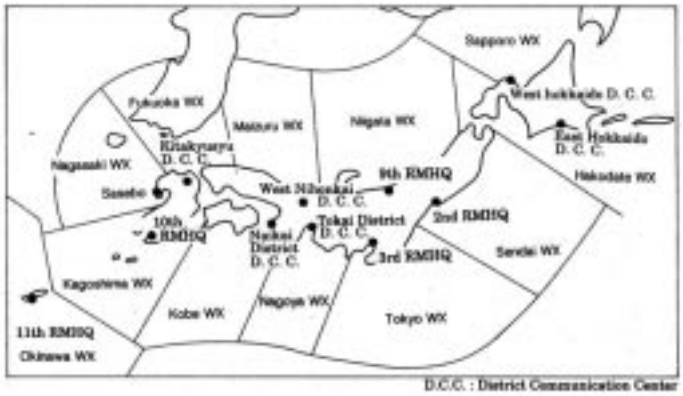
3. Radio Telephone

Of such maritime information as weather, high water, and waves which are indispensable for safe navigation of ships, those which may cause disasters are broadcast as warnings by radio telephone by 1 2 District Communication Centers throughout Japan.

Table 3-1

call sign	Type and frequency of radio wave used
Otaru Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Kushiro Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Shiogama Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Yokohama Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Nagoya Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Kobe Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Moji Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Sasebo Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Maizuru Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Niigata Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Kagoshima Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ
Naha Sea Patrol Radio	F3E 156.8 MHZ F3E 156.6 MHZ

Fig. 3-3



Chapter 2　Notices to Mariners

Japan Coast Guard issues various of navigational information by means of hydrographic charts and publications, e. g. nautical charts, sailing directions.

"Notice to Mariners" containing the following information is issued weekly as Japan Coast Guard provides a wide variety of information necessary for navigation of marine vessels in the from of hydrographic publications such as marine charts, hydrographic charts and other water route publications.

The water route reports is internded for provide the user with information necessary for safe and efficient navigation of marine vessel traffic on Friday of each week, so as to maintain the information relating to the publication of hydrographic publications and the current status of the hydrographic publications.

Also, because of nature of the contents information, a water route report is separately issued as a separate booklet.

Note:

Corrections to charts.

Updaying hydrographic charts and publications is important for safe navigation.

Mariners are requested to crrent the charts and publications upon receipt of "Notices to Mariners." Temporary or preliminary notice are to be annotated in pencil at the appropriate places of charts or publications affected.

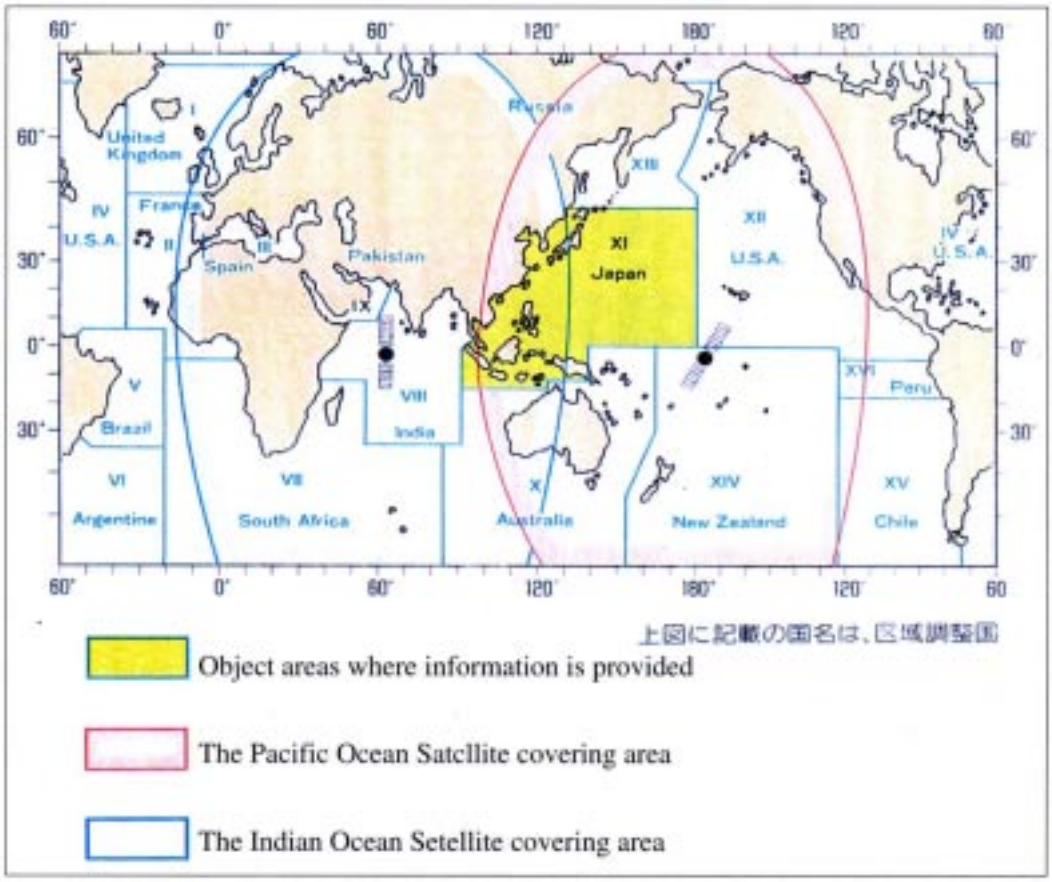
Chapter 3　Navigational Warnings

1. NAVAREA Navigational Warning

The whole world is divided into 16 areas, and the countries of coordinators taking a responsibility to each area collect information in the area and transmit necessary information. Japan is the coordinator of NAVAREA XI.

NAVAREA XI Navigational Warning provides information which should be reported urgently for the safety of marine vessels cruising the ocean by auto-print method and Internet home page using an INMARSAT geostationary satellite.

Fig. 3-4

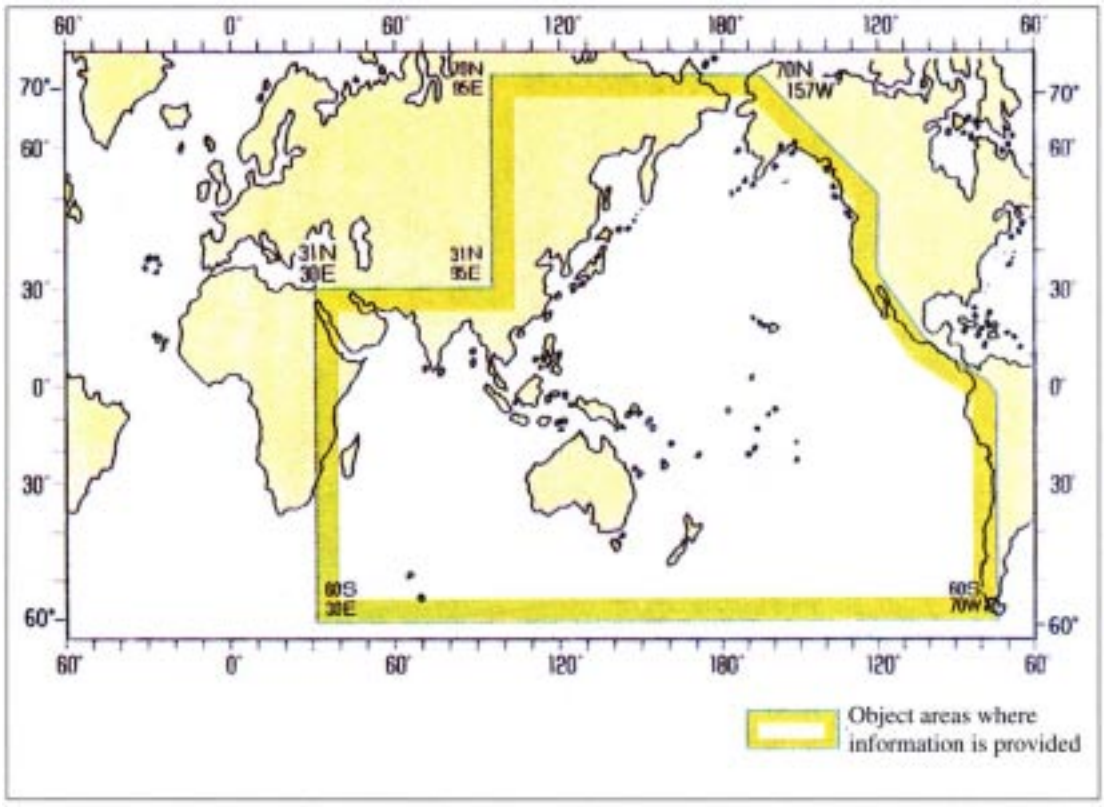


2. Japan Navigational Warning

Japan Navigational Warning provides information which should be reported urgently for the safety of Japanese marine vessels cruising areas from the Pacific Ocean, the Indian Ocean and circumference various sea stage Internet home page, etc..

URL http://wwwl.kaiho.mlit.go.jp/TUHO/nmj.html

Fig. 3-5



3. Regional Coast Guard Headquarters Navigational Warning. Coast Guard Office Navigational Warning. Maritime Traffic Information

The Regional coast guard headquarters navigational warning, coast guard office navigational warning and maritime traffic information provide information which should be reported urgently for the safety of marine vessels cruising coastal ports in Japan to which Port Regulations Law is applied and adjacent areas thereof (in case of maritime traffic information, congested areas) by radio telephone, etc.

Fig.3-6

Maritime Traffic Information

Vessel Traffic Service Center

Name	Calling name	Radio wave type for communication and broadcasting (kHz, Ch, international VHF)			Communication time	Servicing time	Remarks
		For call or responding	For communication	For broadcasting			
Tokyo Wan	TOKYO MARTIS	CH13, 16	CH14, 22	H3E 1665 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 0 minute and 30 minute of every hour (Japanese) For 15 minutes from 15 minute of every hour (English)	Kannonzaki Vessel Traffic Signal Station
Nagoya Ko	Nagoya Harbor Radar	CH16	CH14, 22	H3E 1665 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 0 minute and 30 minute of every hour (Japanese) For 15 minutes from 15 minute and 45 minute of every hour (English)	Nagoya/Kinjyo Vessel Traffic Signal Station
Ise Wan	ISEWAN MARTIS	CH16	CH14, 22	H3E 1665 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 15 minute and 45 minute of every hour (Japanese) For 15 minutes from 0 minute and 30 minute of every hour (English)	Irago misaki/Koyama Vessel Traffic Signal Station
Osaka Wan	OSAKA MARTIS	CH13, 16	CH14, 22	H3E 1651 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 15 minute and 45 minute of every hour (Japanese) For 15 minutes from 0 minute and 30 minute of every hour (English)	Esaki Vessel Traffic Signal Station
Bisan Seto	BISAN MARTIS	CH13, 16	CH14, 22	H3E 1651 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 0 minute and 30 minute of every hour (Japanese) For 15 minutes from 15 minute and 45 minute of every hour (English)	Aonoyama Vessel Traffic Signal Station
Kurushima Kaikyo	KURUSHIMA MARTIS	CH13, 16	CH14, 22	H3E 1651 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 15 minute and 45 minute of every hour (Japanese) For 15 minutes from 0 minute and 30 minute of every hour (English)	Imabari/Ohama Vessel Traffic Signal Station
Kanmon Kaikyo	KANMON MARTIS	CH13, 16	CH14, 22	H3E 1651 (Japanese) H3E 2019 (English)	All times	For 15 minutes from 0 minute and 30 minute of every hour (Japanese) For 15 minutes from 15 minute and 45 minute of every hour (English)	Kanmon/Oseto Vessel Traffic Signal Station

Vessel Traffic Signal Station

Name	Calling name	Radio wave type for communication and broadcasting (kHz, Ch, international VHF)			Com-muni-cation time	Servicing time	Remarks
		For call or respond-ing	For communi-cation	For broad-casting			
Kushiro Ko	KUSHIRO HARBOR RADAR	CH16 J3E, H3E 2182, 27859	CH14, 22 J3E 2150・2245・2394.5・27859	—	All times	—	
Osaka Wan	OSAKA HARBOR RADAR	CH16	CH14, 22	H3E 1665 (Japanese) H3E 2019 (English)	All times	For 10 minutes from 20 minute of each hour between 0400 and 2000 (English); for 10 minutes from 30 minute of each hour between 0400 and 2000 (Japanese)	
Kobe		CH16	CH14	—	All times	—	
Honmoku	KEIHIN HARBOR RADAR	CH16	CH14	H3E 1651	All times	For 7 minutes and 30 seconds from 45 minute of each-even number hour between 0600 and 1900	
Shiohama		CH16	CH14	H3E 1651	All times	For 7 minutes and 30 seconds from 52 minute and 30 second of each even-number hour between 0600 and 1900	
Tokyo No. 13 area	Tokyo No. 13 area (For broadcasting)	CH16	CH14	H3E 1665	All times	For 7 minutes and 30 seconds from 45 minute of each odd-number hour between 0500 and 1800	
Chiba	Chiba harbor radar (For broadcasting)	—	—	H3E 1665	—	For 7 minutes and 30 seconds from 52 minute and 30 second of each odd-number hour between 0500 and 1800	
Makiyama	Dokai harbor radar	CH16	CH14, 22	H3E 1651	—	For 7 minutes and 30 seconds from 15 minute of each even-number hour between 0600 and 1900	
Inubosaki	Kashima coastal information	—	—	H3E 1655	—	For 5 minutes from 15 minute of each hour between 0600 and 1900	

Note: If any situation to adversely affect the safety of ships occurs, it will be reported immediately, regardless of the time shown in the table.
Of the frequencies shown above, Ch16 and 2182 KHz are for calling and answering, Ch13 for calling, and others for communication or reporting, respectively.

* In addition, any emergency matters (mainly training-related information) occurring in Japanese waters will be broadcast by radio broadcasting organizations such as NHK and private stations.

Regional Coast Guard Headquarters Navigational Warning and Coast Guard Office Navigational Warning

Type	Retransmission Start Timing	Name of Coastline Stations
		F3E radiowave Ch16-Ch12
Radio telephone (Japanese and English as necessary)	10:02:40 16:02:40 21. 10:10:00 16:10:00 22. 10:15:00 16:15:00 23. 10:20:00 16:20:00 24. 10:25:00 16:25:00 25. 10:32:40 16:32:40	Kushiro Tanabe Moji Otaru Nagoya Naha Niigata Hiroshima Sasebo Yokohama Maizuru Kagoshima Kushiro Kochi Otaru Shiogama Kobe Ishigaki

Chapter 4　Information Service in Tokyo Bay, Osaka Bay, Bisan Seto Area, Kurushima Kaikyo Area and Kanmon Kaikyo Area, etc.

1. Tokyo Wan Vessel Traffic Service Center (Tokyo MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge ships seaway ・Weather warning and advisory issued ・Present weather (Kannon Zaki, Izu Oshima (Kazahayazaki). Sunosaki, Tsurugi saki, Honmoku, Tokyo Reclaimed Land No. 13) ・Restrictions on seaway navigation ・Trouble with beacon　・Marine accidents ・Construction and other works　・Others	Frequency: Japanese: 1,665 kHz, English: 2,019 kHz Call name: Tokyo Martis Broadcast time Japanese: Every hour 00-15 min nd 30-45 min English: Every hour 15-30 min
		Special broadcast	・Restrictions on seaway navigation ・Large-scale marine accident ・Others	Frequency: Japanese: 1,665 kHz, English: 2,019 kHz Call name: Tokyo Martis Broadcast time: As necessary
		Telephone service	・Schedule of entry of huge ships into seaway ・Restrictions on seaway navigation	・Subscription telephone: 046-843-0621
			・Present weather (Kannon Zaki, Izu Oshima (Kazahayazaki), Sunosaki, Tsurugi saki, Honmoku, Tokyo Reclaimed Land No. 13)	・Subscription telephone: 046-844-4521
		Facsimile service Internet	(Conforming to regular broadcast)	・Subscription telephone: 046-844-2055 ・URL: http://www.tokyowan.kaiho.mlit.go.jp
	Individual information		・Location of ship ・Movements of other ships ・Others	・VHF telephone Call neme: Tokyo Martis Call frequency. CH16 Communication frequency: CH14 and CH22 Subscription telephone: 046-843-3622
	Seaway information		・Fishing boats operation ・Navigation method ・Others	
	Special information		・Warning for prevention of collision ・Warning for avoidance of running and aground and other risks ・Warning to correct navigation method ・Others	
Navigation control			・Reception of seaway information and instructions regarding navigation based on the Marine Traffic Safety Law Applicable ship: Huge ships, etc. ・Reception of seaway information and navigational recommendation Applicable ship: Ships with gross tonnage of 10,000 tons or more (Huge ships excluded)	・VHF telephone Call name: Yokohama Hoan (JGC) Frequency. CH12 and CH16 ・CSC, NBDO: 004310301 ・Subscription telephone: 046-843-8622～4 ・Fax: 046-844-4720 ・Others

<Port of location>

Ships that should report	Details of report	Method of report
・Huge Vessel ・Ships with gross tonnage of of 10,000 tons or more (Giant ships excluded) ・Ships with gross tonnage of 100 tons or more and maximum boarding capacity of 30 people or more (total of passenges, crew, and other people on board)	(1) Ship's name and gross tonnage tonnage (2) Passing time (Japanese Standard Time in 24-hour system) (3) Abbreviation of passing line or passing line or approx. location with respect to a major target (4) Destination	・VHF telephone Call name: Tokyo Martis Call frequency: CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 0468-43-86223～4

2. Osaka Wan Vessel Traffic Service Center (Osaka MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge ships into seaway ・Weather warning and advisory issued ・Present weather (Esaki and Jizozaki) ・Fishing boats in operation ・Restrictions on seaway navigation ・Trouble with beacon ・Marine accidents ・Construction and other works ・Others	Frequency: Japanese: 1,650 kHz, English: 2,019 kHz Call name: Osaka Martis Broadcast time: Japanese: Every hour 15-30 min and 45-00 min English: Every hour 00-15 min and 30-45 min
		Special broadcast	・Restrictions on seaway navigation ・Large-scale marine accident ・Others	Frequency: Japanese: 4,650 kHz, English: 2,019 kHz Call name: Osaka Martis Broadcast time : As necessary
		Telephone service	・Schedule of entry of huge ships into seaway ・Restrictions on seaway navigation	・Subscription telephone: 0799-82-3044 (For the day) 0799-82-3043 (For the next day)
			・Present weather (Esaki and Jizizaki)	・Subscription telephone: 6799-82-3040
		Facsimile service Internet	(Conforming to regular broadcast)	
	Individual information		・Location of ship ・Movements of other ships ・Others	・VHF telephone Call name: Osaka Martis Call frequency : CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 0799-82-30303～1 ・Subscription telephone: 0799-82-3046 ・URL: http://www.osakawan.kaiho.mlit.go.jp
	Seaway information		・Fishing boats in operation ・Navigation method ・Others	
	Special information		・Warning for prevention of collision ・Warning for avoidance of running aground and other risks ・Warning to correct navigation method ・Others	
Navigation control			・Reception of seaway information and instructions regarding navigation based on the Marine Traffic Safety Law Applicable ship: Huge ships, etc. ・Reception of seaway information and navigational recommendation Applicable ship: (1) Ships with gross tonnage of 10,000 tons or more (Huge ships excluded) (2) Ships towing (or pushing) an object measuring 150 m or longer and shorter than 200 m in total length ・Reception of seaway information Applicable ship: Ships with gross tonnage of 3,000 tons or more and less than 10,000 tons (Huge ships excluded)	・VHF telephone Call name: Kobe Hoan (JGD) Frequency: CH16 DSC, NBDP: 00431051

<Port of location>

Ships that should report	Details of report	Method of report
・Huge Vessel ・Ships with gross tonnage of 3,000 tons or more (Giant ships excluded) ・Ships towing (or pushing) an object measuring 100 m or longer and shorter than 200 m in total length	(1) Ship's name (2) Passing time (Japanese Standard Time in 24-hour system) (3) Abbreviation of passing line (4) Others (length of an object towed (or pushed), etc.)	・VHF telephone Call name: Osaka Martis Call frequency : CH16 Communication frequency: CH14 and CH22 ・Subscription: 0799-82-3030～1

3. Bisan Seto Vessel Traffic Service Center (Bisan MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge ships into seaway ・Present control signal used for Mizushima Seaway and previous notice ・Weather warning and advisory issued ・Fishing boats in operation ・Restrictions on seaway navigation ・Trouble with beacon ・Marine accidents ・Construction and other works ・Others	Frequency Japanese: 1,651 kHz, English: 2,019 kHz Call name: Bisan Martis Broadcast time: Japanese: Every hour 00-15 min and 30-45 min English: Every hour 15-30 min and 45-00 min
		Special broadcast	・Restrictions on seaway navigation ・Large-scale marine accident ・Others	Frequency Japanese: 1,651 kHz English: 2,019 kHz Call name: Bisan Martis Broadcast time: As necessary
		Telephone service	・Schedule of entry of huge ships into seaway ・Present control signal used for Mizushima Seaway and previous notice ・Restrictions on seaway navigation	・Subscription telephone: 0877-49-5166 (For the day) 0877-49-5167 (For the next day)
			・Present weather (Aonoyama, Muzushima, Shimotsui, and Jirozaki)	・Subscription telephone: 0877-49-1041
		Facsimile service Internet	(Conforming to regular broadcast)	・Subscription telephone: 0877-49-1199 ・URL: http://www.bisanseto.kaiho.mlit.go.jp
		Information signal	・Movements of huge ships at intersection in Mizushima Seaway ・Others	・Electric indicator panel
	Individual information		・Location of ships ・Movements of other ships ・Others	・VHF telephone Call name: Bisan Martis Call frequency: CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 0877-49-2220～1
	Seaway information		・Fishing boats in operation ・Navigation method ・Others	
	Special information		・Warning for prevention of collision ・Warning for avoidance of running aground and other ・Warning to correct navigation method ・Others	
Navigation control			・Reception of seaway information and instruction refarding navigation on the Marine Traffic Safety Law Applicable ship: Huge ships, etc. ・Reception of seaway information and navigational recommendation Applicable ship: Ships with gross tonnage of 10,000 tons or more (Huge ships excluded) ・Reception of seaway information Applicable ship: Ships with gross tonnage of 3,000 tons or more (ships with the total length of 70 m or more voyaging though Mizushima Seaway) and less than 10,000 tons (Giant ships excluded)	・VHF telephone Call name: Kobe Hoan (JGD) Frequency: CH12 and CH16 DSC, NBDP: 004310501 ・VHF telephone Call name: Hiroshima Hoan (JNE) Frequency: CH12 and CH16 DSC, NBDP: 004310601 ・Subscription telephone: 0877-49-2220～1 ・Fax: 0877-49-1413 ・Others
			・Signal control at Mizuhima Seaway based on the Marine Traffic Safety Law ・Signal control at seaway in Mizushima Port based on the Handor Regulation Law	・Electric indicator panel

<Port of location>

Ships that should report	Details of report	Method of report
・Huge Vessel ・Ships with gross tonnage of 3,000 tons or more (ships with the total length of 70 m or more voyaging though Mizushima Seaway) (Giant ships excluded)	(1) Ship's name (2) Passing time (Japanese Standard time in 24-hour system) (3) Abbreviation of passing line	・ VHF telephone Call name: Bisan Martis Call frequency: CH16 Communication frequency : CH14 and CH22 Subscription telephone: 0877-49-2220～1

4. Kurushima Kaikyo Vessel Traffic Service Center (Kurushima MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge into seaway ・Weather warning and advisory issued ・Present weather (Tsushima, Imabari, and Tkaikamishima) ・Fishing boats in operation ・Restrictions on seaway navigation ・Ttouble with beacon ・Marine accidents ・Construction and other works ・Others	Frequency: Japanese: 1,651 kHz, English: 2,019 kHz Call name: Kurushima Martis Broadcast time Japanese: Every hour 15-30 min and 45-00 min English: Every hour 00-15 min and 30-45 min
		Special broadcast	・Restrictions on seaway navigation ・Large-scale marine accident ・Others	Frequency Japanese: 1,651 kHz, English: 2,019 kHz Call name: Kurushima Martis Broadcast time: As necessary
		Telephone service	・Schedule of entry of huge ships into seaway ・Restrictions on seaway navigation	・Subscription telephone: 0898-31-3636
			・Present weather (Tsushima, Ohama and Takaikamishima???)	・Subscription telephone: 0898-31-8177
		Facsimile service Internet	(Conforming to regular broadcast)	・Subscription telephone: 0898-31-4646 ・URL : http ://www.kurushimakaikyo.kaiho.mlit.go.jp
		Information signal	・Movements of giant ships near the channel in the Kurushima Kaikyo Seaway ・Others	・Electric indicator panel
	Individual information		・Location of ships ・Movements of other ships ・Others	・VHF telephone Call name: Kurushima Martis Call frequency: CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 0898-31-9000
	Seaway information		・Fishing boats in operation ・Navigation method ・Others	
	Special information		・Warning for prevention of collision ・Warning for avoidance of running aground and other risks ・Warning to correct navigation method ・Others	
Navigation control			・Reception of seaway information and instructions regarding navigation based on the Marine Traffic Safety Law Applicable ship: Huge ships, etc. ・Reception of seaway information and navigational recommendation Applicable ship: (1) Ships with gross tonnage of 10,000 tons or more (Huge ships excluded) (2) Ships towing (or pushing) an object measuring 100 m or longer and shorter than 200 m in total length ・Reception of seaway information Applicable ship: ships with gross tonnage of 3,000 tons or more and less than 10,000 tons (Giant ships excluded)	・VHF telephone Call name: Hiroshima Hoan (JNE) Frequency: CH12 and CH16 DSC, NBDP: 004310601 ・VHF telephone Call name: Kobe Hoan (JGE) Frequency: CH12 and CH16 DSC, NBDP: 004310501 ・Subscription telephone: 0898-31-9000 ・Fax: 0898-31-9666 ・Others

<Port of location>

Ships that should report	Details of report	Method of report
・Huge Vessel ・Ships with gross tonnage of 1,000 tons or more (Giant ships excluded) ・Ships towing for pushing an object measuring 100 m or longer and shorter than 200 m in total length	(1) Ship's name (2) Passing time (Japanese Standard Time in 24-hour system) (3) Abbreviation of passing line (4) Others a. Length: For ships towing or pushing an object b. Destination: For ships that do not need seaway information	・VHF telephone Call name: Kurushia Martis Call frequency: CH16 Communication frequency: CH14 and CH22 Subscription telephone: 0898-31-9000

5. Kanmon Kaikyo Vessel Traffic Service Center (Kanmon MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge ships into seaway ・Present and scheduled control signal ・Weather warning and advisory issued ・Present weather (Hesaki and Daibaharia) ・Restrictions on or prohibition of seaway navigation ・Trouble with beacon ・Marine accidents ・Construction and other works ・Others	Frequency: Japanese: 1,651 kHz, English: 2,019 kHz Call name: Kanmon Martis Broadcast time Japanese: Every hour 00-15 min and 30-45 min English: Every hour 15-30 min and 45-00 min
		Special broadcast	・Restrictions on or prohibition of seaway navigation ・Large-scale marine accident ・Others	Frequency Japanese: 1,651 kHz, English: 2,019 kHz Call name: Kanmon Martis Broadcast time: As necessary
		Telephone service	・Schedule of entry of huge ships into seaway ・Restrictions on or prohibition of seaway navigation	・Subscription telephone: 093-381-3399
		Facsimile service Internet	(Conforming to regular broadcast)	・Subscription telephone: 093-372-2741 ・URL: http://www.kanmonkaikyo.kaiho.mlit.go.jp
		Information signal	・Movements of large ships near Oseto in Kanmon Seaway ・Others	・Electric indicator panel
	Individual information		・Location of ship ・Movements of other ships ・Fishing boats in operation	・VHF telephone Call name: Kanmon Martis Call frequency: CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 093-372-0099
	Seaway information		・Fishing boats in operation ・Navigation method ・Others	
	Information on anchorage		・Situation of ships anchoring in the sea area in the north Mutsureshima and the area off Hesaki	
	Special information		・Warning for prevention of sollision ・Warning for avoidance of running aground and other risks ・Warning to correct navigation method ・Warning for coordination of navigation at Hayatomoseto ・Others	
Navigation control			・Reception of advance report based on the Marine Traffic Safety Law Applicable ship: (1) Ships with gross tonnage of 10,000 tons (3,000 tons for oil tankers) or more that intend to navigate through Hayatomoseto Channel (2) Ships with gross tonnage of 1,000 tons or more that are entering or leaving Tobata Seitetsu Hakuchi through Tobata Passage ・Reception of advance report Applicable ship: Ships with gross tonnage of 3,000 tons or more ((1) and (2) excluded)	・VHF telephone Call name: Moji Hoan (JNR) Frequency: CH12 and CH16 ・DSC, NBDP: 004310701 ・Subscription telephone: 093-372-0099 ・Fax: 093-381-4499 ・Others
			・Signal control at Tobata Passage and Hayatomoseto Channel based on the Marine Traffic Safety Law	・Signal by flash (Tobata Passage) ・Signal by electric indicator panel (Channel)

<Port of location>

Ships that should report	Details of report	Method of report
Ships with gross tonnage of 3,000 tones (1,000 tons for ships entering or leaving Seitetsu Tobata Hakuchi through Tobata Seaway) or more	(1) Ship's name (2) Passing time (Japanese Standard Time in 24-hour system (3) Abbreviation of passing line or whart code No.	・VHF telephone Call name: Kanmon Martis Call frequency: CH16 Communication frequency: CH14 and CH22 Subscription telephone: 093-372-0099

6. Nagoya Port Vessel Traffic Service Center

<Outline of Duties>

<table>
<tr><th colspan="3">Item</th><th>Details</th><th>Communication method, etc.</th></tr>
<tr><td rowspan="7">Provision of marine traffic information</td><td rowspan="5">General information</td><td>Regular broadcast</td><td>・Schedule of entry of control ship into seaway
・Present control signal and previous notice
・Weather warning and advisory issued
・Present weather (Eastern end of the central stoem surge protection breakwater)
・Trouble with beacon
・Construction and other works
・Restrictions on or prohibition of seaway navigation
・Marine accidents　・Others</td><td>Frequency: Japanese: 1,665 kHz, English: 2,019 kHz
Call name: Nagoya Harbor Radar
Broadcast time:
Japanese: Every hour 00-15 min and 30-45 min
English: Every hour 15-30 min and 45-00 min</td></tr>
<tr><td>Special broadcast</td><td>・Restrictions on seaway navigation
・Large-scale marine accident　・Others</td><td>Frequency: 1,665 kHz
Call name: Nagoya Harbor Radar
Broadcast time: An necessary</td></tr>
<tr><td>Telephone service</td><td>・Schedule of entry of control ship into seaway
・Present control signal used and previous motice
・Restrictions on or prohibition of seaway navigation</td><td>・Subscription telephone: 052-398-0714</td></tr>
<tr><td>Facsimile service Internet</td><td>(Conforming to regular broadcast)</td><td>・Subscription telephone: 052-398-1379
・URL:
http://www.nagoya.kaiho.mlit.go.jp</td></tr>
<tr><td>Information signal</td><td>・Movements of ships voyaging near intersection in seaway</td><td>・Electric indicator panel</td></tr>
<tr><td colspan="2">Individual information</td><td>・Location of ship
・Movements of other ships
・Others</td><td rowspan="2">・VHF telephone
Call name: Nagoya Harbor Radar
Call frequency: CH16
Communication frequency: CH14 and CH22
・Subscription telephone: 052-398-0712</td></tr>
<tr><td colspan="2">Special information</td><td>・Warning for prevention of sollusion
・Warning for avoidance of running aground and other risks
・Warning to correct navigation method
・Others</td></tr>
<tr><td colspan="3" rowspan="2">Navigation control</td><td>・Reception of advance report based on the Marine Traffic Law
Applicable ship: Ships with gross tonnage of 20,000 tons (5,000 tons for oil tankers) or more</td><td>・VHF telephone
Call name: Nagoya Hoan (JNT)
Frequency: CH12 and CH16
・DSC, NBDP: 004310401
・Subscription telephone: 052-398-0715
・Fax: 052-398-0716
・Others</td></tr>
<tr><td>・Signal control at the east, west, and north seaway based on the Marine Traffic Safety Law</td><td>・Electric indicator panel</td></tr>
</table>

<Port of location>

Ships that should report	Details of report	Method of report
・Ships with gross tonnage of 5,000 tons or more ・Ships with gross tonnage of 5,000 tons leaving from Kinjo area	(1) Ship's name and gross tonnage (2) Passing time or navigation start time (3) Abbreviation of location report line (only when entering port) (4) Name of whart location of anchorage (5) Name of planned seaway to pass through	・VHF telephone Call name: Nagoya Harbor Radar Call frequency: CH16 Communication frequency: CH14 and CH22 Subscription telephone: 052-398-0712

7. Isewan Vessel Traffic Service Center (Ise wan MARTIS)

<Outline of Duties>

Item			Details	Communication method, etc.
Provision of marine traffic information	General information	Regular broadcast	・Schedule of entry of huge ship into seaway ・Present and scheduled traffic control signal ・Weather warning and advisory issued ・Present weather (Iragomisaki, Daiouzaki, Maisaka) ・Current traffic steates ・Fishing boats in operation ・Marine accidents ・Construction and other works ・Abnormality Aids to navigation ・Restriction of navigation in the route ・Others	Frequency: Japanese: 1,665 kHz, English: 2,019 kHz Call name: Isewan Martis Broadcast time Japanese: Every hour 15-30 min and 45-00 min English: Every hour 00-15 min and 30-45 min
		Special broadcast	・Restriction of navigation in the route ・Marine accidents ・Others	Frequency: Japanese: 1,665 kHz, English: 2,019 kHz Call name: Isewan Martis Broadcast time: As necessary
		Telephone service	・Restriction of navigation in the route ・Schedule of entry of huge ship into seaway ・Present and scheduled traffic control signal	・Subscription telephone: 0531-34-2666
			・Present weather (Iragomisaki, Daiouzaki, Maisaka)	・Subscription telephone: 0531-34-2333
		Facsimile service Internet	(Conforming to regular broadcast)	・Subscription telephone: 0531-34-2888 URL: http://www.isewan.kaiho.mlit.go.jp/
		Information signal	・Movements of huge ships	・Electrical Signal Board
	Individual information		・Position of your ship ・Movements of other ships ・Others	・VHF telephone Call name: Isewan Martis Call frequency : CH16 Communication frequency: CH14 and CH22 Subscription telephone: 0531-34-2445 Subscription telephone: 0531-34-2446
	Seaway information		・Fishing boats in operation ・Navigation method ・Others	
	Special information		・Warning to avoid collusion with other ships ・Warning to correct the navigation ・Warning to prevent a ship from running aground ・Others	
Navigation control			・Reception of seaway information and instructions regarding navigation based on the Marine Traffic Safety Law Applicable ship: Huge ships, etc. ・Reception of seaway information and navigational recommendation Applicable ship: Huge ships, etc. (1) Ships with gross tonnage of 10,000 tons or more (Huge ships excluded) (2) Ships measuring 130 m or longer in total length ・Reception of seaway information Applicable ship: Ships with gross tonnage of 3,000 tons or more and less than 10,000 tons (Huge ships and shorter than 130 m in total length is excluded)	・VHF telephone Call name: Nagoya Hoan (JNT) Call frequency: CH12 and CH16 DSC, NBDP: 004310401 ・Subscription telephone: 0531-34-2443 ・Fax: 0531-34-2444 ・Others
			・Signal control at Irago Seaway based on the Marine Traffic Safety Law	・Electrical Signal Board

<Port of location>

Ships that should report	Details of report	Method of report
・Huge ship ・Ships with gross tonnage of 1,000 tons or more (Huge ships excluded)	(1) Ship's name (2) Abbreviation of passing line (3) Passing time (Japanese Standard Time in 24-hour system) (4) Overall length (5) Port of destination (6) Others	・VHF telephone Call name: Isewan Martis Call frequency: CH16 Communication frequency: CH14 and CH22 ・Subscription telephone: 0531-34-2443

Chapter 5　Information in Port

1. Port Operation Communications

17 coastal stations throughout Japan haudle reports relating to arrival of a ship and guarantine inspection to secure safe navigation of ship in ports

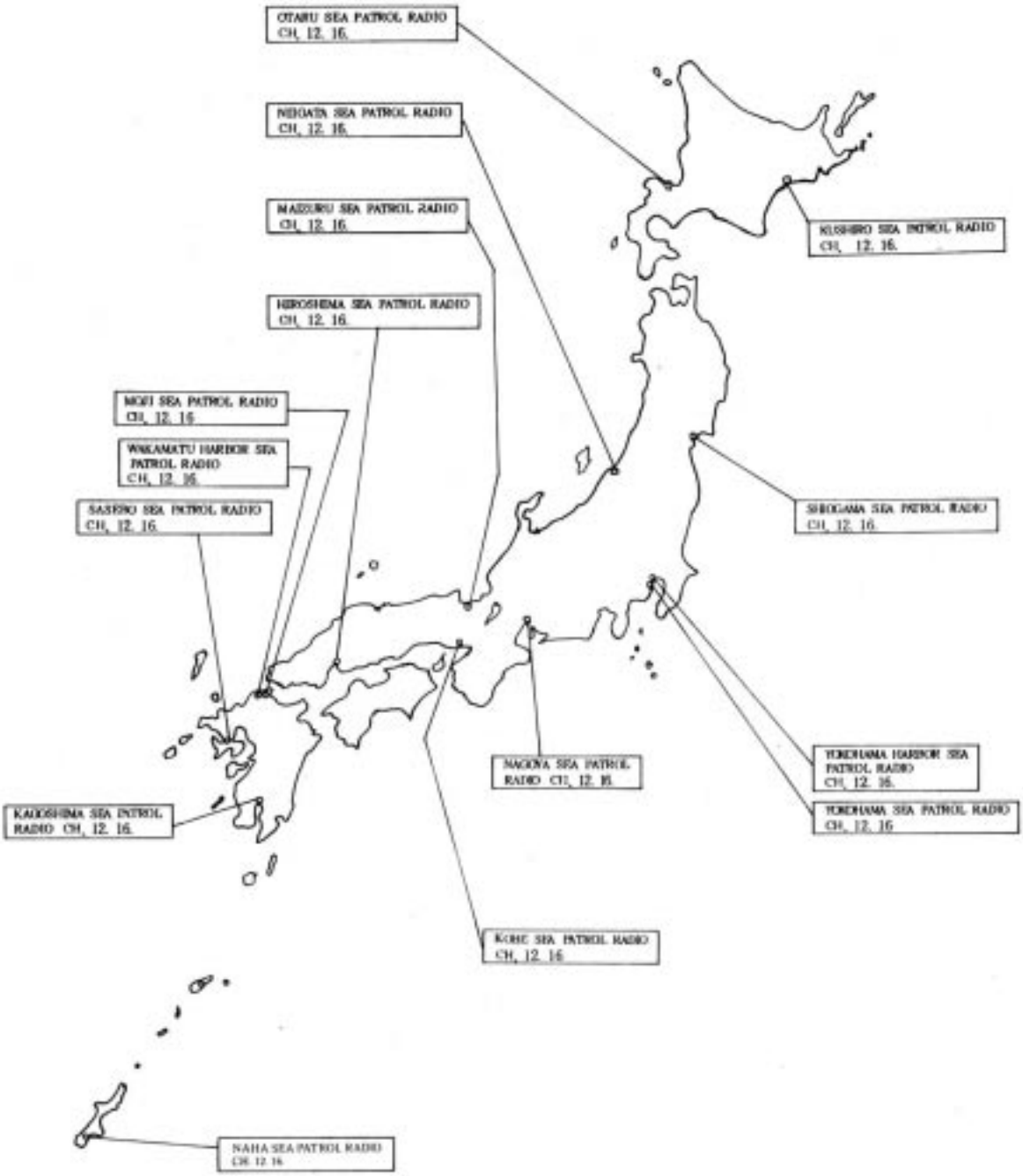
Such as Keihin Port and Nagoya Port where ship traffic is heavy. (Refer to Table 3-12 and Fig.3-7)

Table 3-12

Call sign	Calling frequencies (kHz)	Working frequencies (kHz)	Name of port in charge
JNL OTARU SEA PATROL RADIO	156.8 MHz	156.6 MHz	Rumoi Tomakomai
	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Muroran Hakodate
		156.6 MHz 2177/2417.5	Otaru
JNX KUSHIRO SEA PATROL RADIO	156.8 MHz	156.6 MHz	Nemuro
	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Kushiro
	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Wakkanai
JNN SHIOGAMA SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Hachinohe Kamaishi Shiogama Onahama Akata-funakawa
YOKOHAMA HARBOR SEA PATROL RADIO	156.8 MHz	156.6 MHz	Keihin Kashima Kisarazu Chiba Yokosuka Shimizu
JGC YOKOHAMA SEA PATROL RADIO	156.8 MHz	156.6 MHz	
JNT NAGOYA SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Nagoya Yokkaichi
JGD KOBE SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Kobe Osaka
JGD KOBE SEA PATROL RADIO	156.8 MHz	156.6 MHz	Uno Takamatsu Sakaide

Call sign	Calling frequencies (kHz)	Working frequencies (kHz)	Name of port in charge
JHIROSHIMA SEA PATROL RADIO	156.8 MHz	156.6 MHz	Onomichi-Itosaki Kure Hiroshima Tokuyama-Kudamatsu Iwakuni Nihama Imabari Matsuyama
JWAKAMATSU HARBOR SEA PATROL RADIO	156.8 MHz	156.6 MHz	Kanmon Oita
JNR MOJI SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	
	156.8 MHz	156.6 MHz	Hakata Izuhara
JNK SASEBO SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Sasebo Nagasaki
	2189.5	2177/2417.5	
JNC MAIZURU SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Maizuru Sakai
JNV NIIGATA SEA PATROL RADIO	156.8 MHz 2189.5	156.6MHz 2177/2417.5	Niigata Fushiki-Toyama
JNU KAGOSHIMA SEA PATROL RADIO	156.8 MHz 2189.5	156.6 MHz 2177/2417.5	Kagoshima Naze
JNB NAHA SEA PATROL RADIO	156.8 MHz 2189.5	156.6MHz 2177/2417.5	Naha

Fig. 3-7


OTARU SEA PATROL RADIO
CH, 12, 16.
NIIGATA SEA PATROL RADIO
CH, 12, 16.
MAIZURU SEA PATROL RADIO
CH, 12, 16.
HIROSHIMA SEA PATROL RADIO
CH, 12, 16.
MIE SEA PATROL RADIO
CH, 12, 16.
WAKAMATU HARBOR SEA
PATROL RADIO
CH, 12, 16.
SASEBO SEA PATROL RADIO
CH, 12, 16.
KUSHIRO SEA PATROL RADIO
CH, 12, 16.
SHIOGAMA SEA PATROL RADIO
CH, 12, 16.
NAGOYA SEA PATROL
RADIO CH, 12, 16.
YOKOHAMA HARBOR SEA
PATROL RADIO
CH, 12, 16.
YOKOHAMA SEA PATROL RADIO
CH, 12, 16
KAGOSHIMA SEA PATROL
RADIO CH, 12, 16.
KOBE SEA PATROL RADIO
CH, 12, 16
NAHA SEA PATROL RADIO
CH, 12, 16.

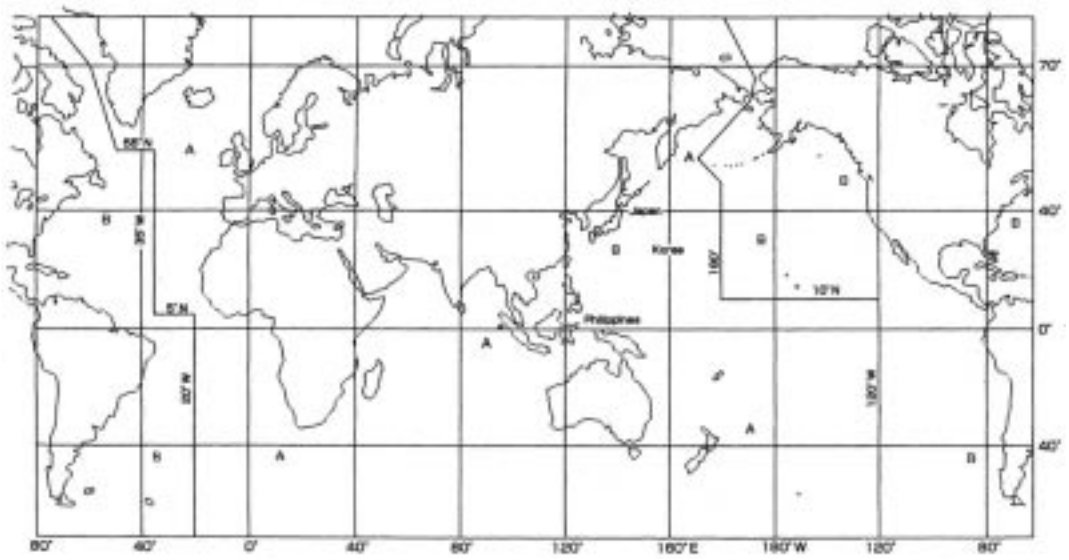
Chapter 6　Uniform System of Buoyage along the Coast of Japan

The system of buoyage used in Japan is the B-system. Explanations are given here on the B-system. Caution is to be exercised so that navigating officers not to confuse it with the A-system.

For reference, the systems of buoyage throughout the world are given in Fig. 3-6.

Fig. 3-8　System of Buoyage throughout the world

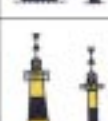
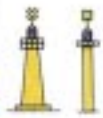
Region	Type of marks		Color		Light Color	Main nations
			Top mark	Body		
A	Side buoyage	Port mark	Red	Red	Red	Germany, UK, France, Spain, South Africa, Saudi-Arabia, India, Indonesia, Australia, Republic of China, Russia
		Starboard mark	Green	Green	Green	
B		Port mark	Green	Green	Green	Canada, USA, Mexico, Cuba, Peru, Brazil, Argentina, Chile, Japan, ROK, Republic of the Philippines
		Starboard mark	Red	Red	Red	



Type		Objective
Side mark	Port mark	Indicates the edge of the left side (left side as facing the water source) of the route or navigable waters.
	Starboard mark	Indicates the edge of the right side (right side as facing the water source) of the route or navigable waters.
	Left route priority mark	When the navigation priority is clear at a place where the route is branched, this is installed at the branch point. It indicates that the priority route exists on the left side of the mark.
	Right route priority mark	This has the same objective as above and indicates that the priority route exists on the right side of the mark.
Special mark		This indicates a work area, earth/sand dumping place, and pipeline and it is also used for a particular objective such as marine data collecting buoy.
Direction mark	North direction mark East direction mark South direction mark West direction mark	This indicates the presence of navigable waters, entry/exit of route, bend (curve), or branch point in the direction of the name attached to the mark, and the presence of the rocks, shoal, or sunken ship in the opposite direction.
Isolated danger mark		Indicates a small obstacle. Usually a ship can pass around it, but going too close to it will be dangerous.
Safe waters mark		It indicates an important point such as route center or entrance of a port in waters without obstacle.

1. The System of Buoyage in Japan

Table 3-18　The System of Buoyage in Japan

Type		Body	Top mark		Illustration				Characteristic phases	
		Colour	Colour	Shape	Light buoy	Buoy	Light beacon	Beacon	Colour of light	Characteristic lighting
Side buoyage	Port hand mark	Green	Green	Gylindrical, 1 pc.					Green	Single flashing (intervals: 3, 4 and 5 seconds) Group flashing (2 Flashes per 6 seconds)
	Starboard hand mark	Red	Red	Cone, 1 pc.					Red	Morse code light (A, B, C and D; intervals: optional) Quick flashing
	Mark for preferred channel to port	One green horizontal belt on red back ground	Red	Cone, 1 pc.					Red	Fixed and group flashing light (two flashes and on flash per 7 seconds)
	Mark for preferred channel to starboard	One red horizontal belt on green back ground	Green	Gylindrical, 1 pc.					Green	
Azimuth buoyage	North cardinal mark	Black top half and red bottom half	Black	Cone, two in verrical tanden (both pointing up)					White	Quick flashing
	East Cardinal mark	One Yellow horizontal belt on black ground	Black	Cone, two in verrical tanden (with face-to-face bottoms)					White	Group quick flashing light (three flashes per 10 seconds)
	South Cardinal mark	Yellow top helf and black	Black	Cone, two in vertical tandem (both tops pointing down)					White	Group quick flashing (six flashes and one long flash per 15 seconds)
	West Cardinal mark	One black horizontal belt in yellow background	Black	Cone, two in verrical tanden (both pointing oppesite)					White	Group quick flashing (nine flashes per 15 seconds)
Isolated danger mark		One to mote red horizontal belts on black background	Black	Diamond, two in vertical tandem					White	Group quick flashing (six flashes and one long flash per 15 seconds)
Safe water mark		Vertical stripes, red and white	Red	Diamond, 1 pc.					White	Occulting light (2 second each) Group flashing (five flashes per 20 seconds) Morse code flashing (A per 8 seconds)
Special mark		Yellow	Yellow	X-shape, 1 pc.					Yellow	Single flash Group flashing (five flashes per 20 seconds) Morse code flashing (excluding A and U, intervals optional)

Notes: 1. In addition to the above, there are several special buoyage.

2. The shapes of buoy bodies are as illustrated.

3. Characteristic phases:

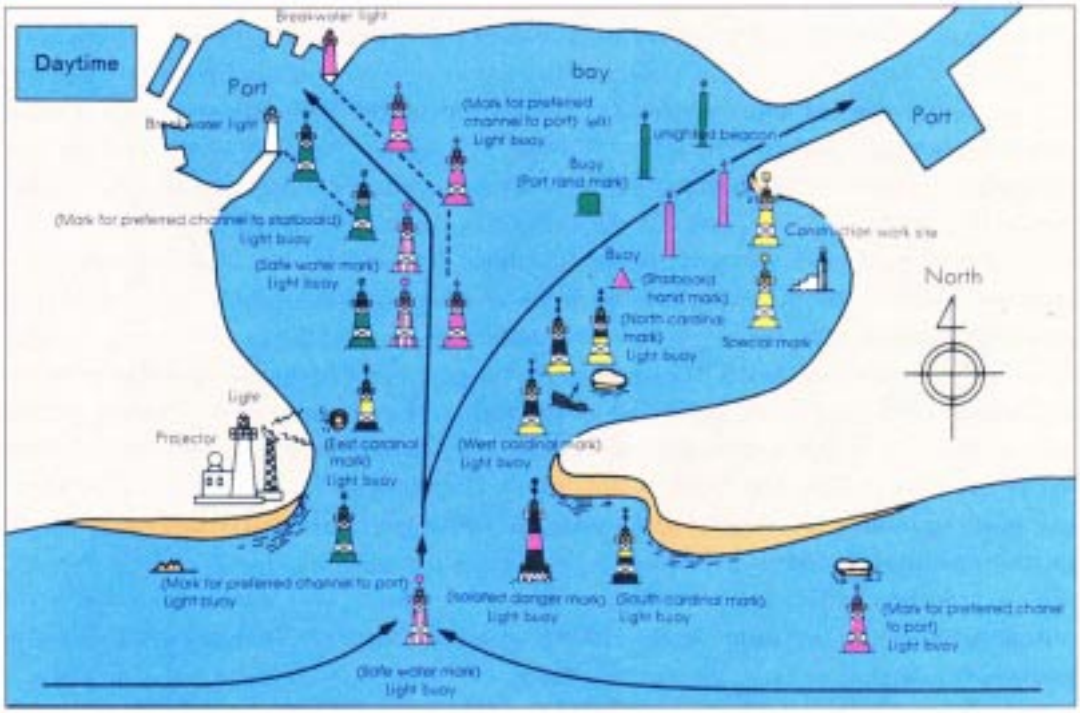
(1) Quick flashing shown in the column of lighting characteristics means quick flashes at a rate of 50 flashes per minute.

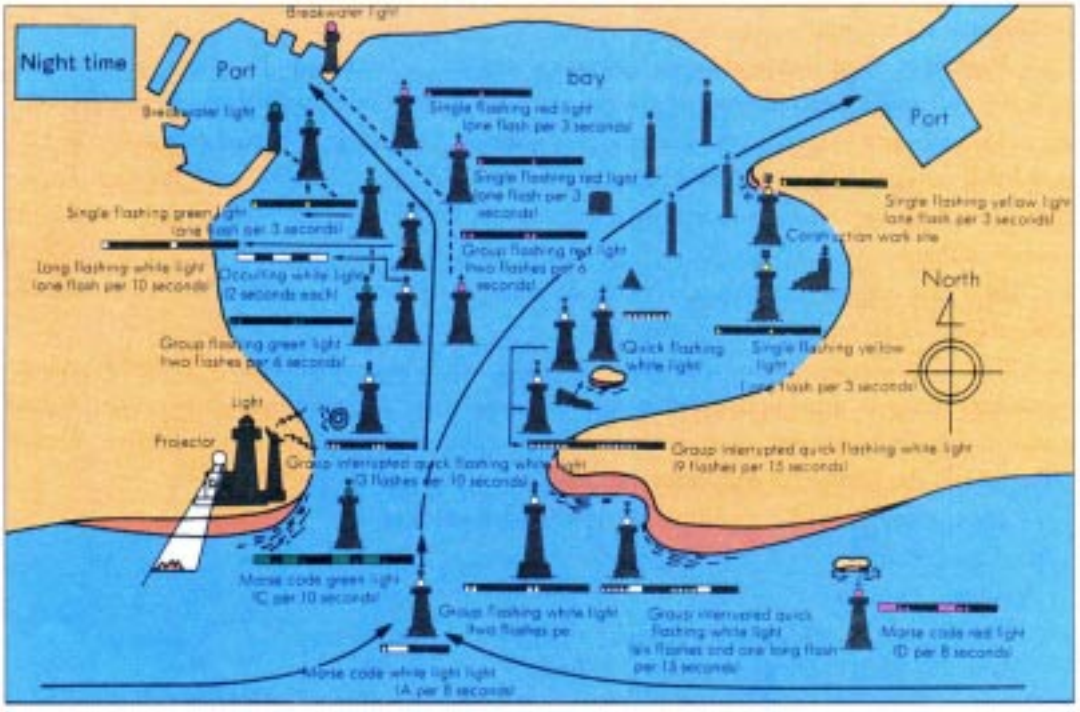
(2) Long flash means a flash lasting two seconds.

Table 3-4 Purpose of Buoyage

Classification		Purpose
Side buoyage	Port hand mark	The term port hand means that side of the channel which will be on the left hand of the navigator when he is going with the traffic route or navigable water (left hand when he faces the source of water).
	Starboard hand mark	The terms stbd hand means that side of the channel which will be on the right hand of the navigator when he is going with the traffic route or navigable water (right hand when he faces the source off water).
	Mark for preferred channel to port	When a channel is branched and priority is clear according to the rule of the road, this buoy is installed at the junction. This shows that the priority channel is on the left side of the buoy.
	Mark for preferred channel to starboard	Under the same principle as that above, this shows that the priority channel is on the right side of the buoy.
Special mark		This is used to mark positions of construction work, dredging or reclaiming areas, pipelines, or such other special purposes to indicate the position of an oceanographic data collection buoy.
Azimuth buoyage	North cardinal mark	This marks that there are navigable water, entrance or exit of a channel, bends or junctions in the direction indicated by the respective buoyage. This also indicates that rocks, shoals, wrecks or other obstructions exist in the opposite direction.
	East cardinal mark	
	South cardinal mark	
	West cardinal mark	
Isolated danger buoy		This marks small obstructions. Although the peripheral waters are generally navigable, careless access is dangerous.
Safe water buoyage		This marks particularly important points such as mid-channel, inlet of a port or bay, where there is no danger.

Fig. 3-9　Examples of Buoyage System





Chapter 7　Japanese Ship Reporting System (JASREP)

A large number of ships including ore and oil carriers and fishing vessels are constantly navigation through the peripheral waters of Japan, and marine casualties cauese by these ships are hardly exterminated whereby many of precious human lives and sizable amounts of wealth are lost every year.

To develop effective search and rescue operations in a possible event of unfortunate marine casualty, it is highly instrumental that the authorities responsible for such activities are fully provided with information on the movements of ships.

In this connection, the AMVER System, a ship reporting system,has been implemented in the United States since 1958, and many ships in distress were successfully rescued through positive utilization of this system. In the provisions of the International Convention on Maritime Search and Rescue, 1979 (SAR Convention), which came into effect on June 22, 1985 with a purpose of establishing an international search and rescue system, it was prescribed that a ship reporting system should be established.

In order to respond to such an international move, Japan Coast Guard commenced a ship position reporting system form October 1,1985 under the name of "Japanese Ship Reporting System (JASREP)."

The JASREP System is almost compatible with the AMVER System of USA where the information including sailing plan, positional data, etc., reported from each ship is processed in the computer of the JASSREP System for enabling Japan Coast Guard to recognize the ongoing movement of such a ship.

Participation in this system is not compulsory but is voluntary. No charge whatsoever is applied to all radiotelephonic reports which pass through coastal radio stations designated by Japan Coast Guard. All informations of ship's position and others reported to the Japan Coast Guard will be strictly kept confidential and protected and will never be used for any purposes other than those for search and rescue operations in the event of marine casualty and for the prevention thereof.

In a vast expanse of the sea, it is seldom to have other ships in sight although a number of ships are, in fact, making their respective ways.

The effectiveness of the JASREP System serving to develop most reliable search and rescue operations in a possible event of marine casualty by the close linkage between the Japan Coast Guard and participating ships through the computer system will be much more enhanced by increase of the number of participating ships.

Japan Coast Guard is awaiting for reports form many ships.

1. Outline

(1) Name

Japanese Ship Reporting System (JASREP)

(2) Purpose

The JASREP System provides up-to-date information on the movements of vessels in order,

in the event of a distress incident:

① to reduce the interval between the loss contact with a vessel and the initiation of search and rescue operations in cases where no distress signal has been received;

② to permit rapid determination of vessels which may be called upon to provide assistance;

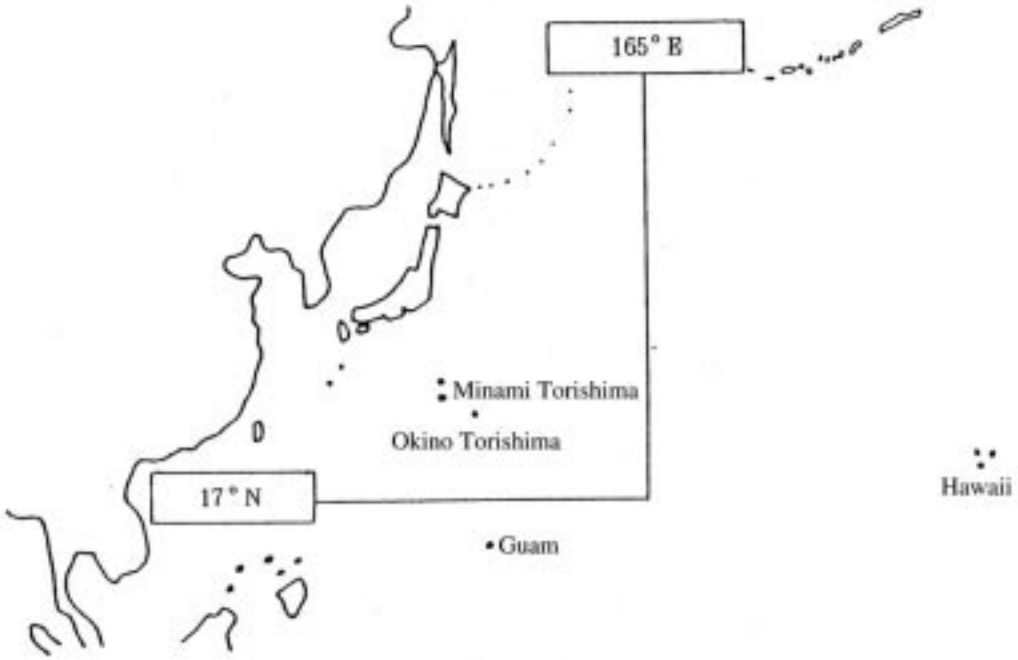
③ to permit delineation of a search area of a limited size in case the position of a vessel in distress is unknown or uncertain; and

④ to facilitate the provision of urgent medical assistance or advice to vessels not carrying a doctor.

(3) Service area

The approximate service area covered by the JASREP System is the sea enclosed by the parallel of latitude 17° N and the meridian of longitude 165° E.

Fig. 3-10



(4) Participating ships

Any ship regardless of tonnage, flag or type is welcome in the JASREP System as far as she is within the service area of the system. Participation is voluntary.

(5) Types of reports and timing

There are four types of JASREP Reports: Sailing Plan, Position Report, Deviation Report and Final Report.

① Sailing Plan

Sailing Plan is the basic information to estimate ship's position, and it should be sent at the time when a ship participates in this system. Reports should therefore be made when the

ship departs from a port within the service area or when the ship enters the area.

Note: When Sailing Plan is sent after departure from a port or after entering the service area, it should be made as soon as practicable. When Sailing Plan is to be sent before departure from a port, such a report may be sent as a written document.

② Position Report

Position Report is the information to verify if ship's position input according to the Sailing Plan is correct. The 1st report should the refore be sent within 24 hours of departure from a port or entering the service area, and then the reports should be sent subsequently no less frequently than every 24 hours until the Final Report.

Note 1: In case where delayed reporting is anticipated due to change of radio operator's duty hours or for other reasons, reports should be sent earlier than the scheduled time of reporting as far as practicable.

Note 2: Reports should be sent more frequently than the above schedule, when the ship is in heavy weather or under other adverse conditions.

Note 3: In the JASREP service area, no coordination with weather reporting service is made.

③ Deviation Report

Deviation Report is the information to be used for necessary correction of pre-reported Sailing Plan when a ship deviates from the intended course due to a change in Sailing Plan Reports should be sent whenever the ship's position deviates 25 miles or more from the original track, or the port of destination is changed, or other changes occur with a resultant change in Sailing Plan.

④ Final Report

Final Report is the information to terminate participation in the system. Accordingly, reports should be sent prior to or on arrival at port, or when a ship has departed from the service area of the system.

Note: When Final Report is intended to be sent after departing from the service area, such a report should be sent as soon as practicable.

If the report is sent after arrival at port, such a report may be sent as a written document.

(6) Special reporting procedure to participate in both the JASREP and AMVER systems

For reporting prcedures, see the "Report Examples."

Any ship desiring to participate in both the JASREP and AMVER systems should, enter JASREP on the system name line and AMVER on the Y line when the ship sends a report to one of the coastal stations designated by Japan Coast Guard, and enter AMVER on the system name line and JASREP on the Y line when the ship sends report to one of the coastal stations designated by the United States Coast Guard. Hereby above, the information will be transferred mutually between Japan Coast Guard and the United States Coast Guard. (If you fail to follow this procedure you have to pay charges.)

(7) Special reporting procedure to link with JASREP and weather report

Any ship which send weather report to Japan Meteorological Agency (JMA) can omit Position Report of JASREP.

If you enter OBS on the X line of Sailing Plan, Japan Coast Guard get your position information from JMA.

(8) How to participate

Participation in this system is initiated when a ship sends her Sailing Plan and terminates when the ship sends her Final Report to the Japan Maritime Safety Agency.

Note: If any non-participating ship on departure from a port or on entering the JASREP service area wants to participate halfway, it is possible to join the JASREP System by sending the Sailing Plan whenever the decision is made.

If, conversely, any ship wants to terminate participation in the system, it is possible to terminate simply by sending the Final Report at any time.

If no Position Report or Final Report is received from a participant in no less than 24 hours subsequent to the previous report, Japan Coast Guard will verify the safety and whereabouts of the ship through radiotelegraphic calls and inquiries addressed to the relevant coastal stations, shipowners, agents and ships proceeding in the vicinity.

Depending on circumstances, search and rescue operations will be initiated, therefore, Position Report and Final Report must be sent without fail.

2. Reporting procedure

(1) Reporting format

1) Sailing Plan

Sailing Plan						(Notes)
(Required date items)						
System name		Type of report				(1)
JASREP /		SP //				
	Ship name	Identification Signal				
A/	/	//				
	Time of departure					(2)
B/	//					
	Port of departure	Latitude	Longitude			(3)
G/	/	/	//			
	Port of destination	Latitude	Longitude	Estimated time of arrival		
I/	/	/	/	//		
	Route information					
	Navigation method	Average speed	Latitude	Longitude	Estimated time of arrival	Name of landmark or sea area	(4)
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
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L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
L/	/	/	/	/	/	//	
	Onboard medical resources					(5)
V/	//					
	AMVER					(6)
Y/	//					
(Optional date items)						
	Current course					(7)
E/	//					
	Estimated average speed					
F/	//					
	Current coastal radio station	Next coastal radio station, if any				
M/	/	//				
	Up to 65 characters of amplifying comments					(8)
X/	//					

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter SP on the type of report line.

(2) Date/time

All time must be expressed as a six-digit group giving date of month (first two digits), hours and minutes (last four digits). Only Universal Coordinated Time (i. e., Greenwich Mean Time)

is to be used. The six-digit date-time-group is to be followed by Z.

Example: 201200Z for 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes, and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes, and suffixed with "E" for east or "W" for west.

Example: 3538N for lat. 35Aa 38Aff N, and 13950E for long. 139Aa 50Af E

(4) Route information

Express route information between the turnpoints along the intended route in accordance with the following explanations:

And L lines are needed at least three points, twelve point sat maximum. When a ship enters the service area, express latitude and longitude of the point of entrance and the date on the first line without fail.

(Navigation method)

Use GC for great circle, and RL for rhumb line.

(Average speed)

Express estimated average speed up to the intended turnpoint in three-digit group in knots and tenths of knots.

Example: 150 for a speed of 15.0 knots

(Latitude, longitude and estimated time of arrival)

Express latitude, longitude and estimated time of arrival by referring to examples shown in (2) and (3) above.

(Name of landmark or sea area)

Give well-known names of landmark or sea area. Although reporting of these names is not essential, it is requested to provide as far as practicable.

(5) On-board medical resources

Select as appropriate from the following:

MD (physician) PA (Physician's assistant or health supervisor)

NURSE NONE

(6) AMVER

In case where a dual participation in the JASREP and AMVER system is desired, enter "AMVER" on this line.

If no participation in the AMVER System is desired, no entry on this line is required.

(7) Optional data items

These optional data items are useful, but are not necessarily required to report.

When a report is made, express current course on the line E in three-digit group, and estimated average speed for the entire passage on the F line in three-digit group in knots and tenths of knots.

Example: E/234//for a course of 234°

F/153//for a speed of 15.3 knots

(8) Line X (Reference data item)

Although these are optional, it is requested to provide estimated time of next reporting, type of cargo, No. of INMARSAT, ID No. of DSC etc.

Example: X/OBS/251500Z/LNG/SAT 1234567//for the request of OBS, the estimated time of next reporting at 1500 hours on the 25th, type of cargo LNG and INMARSAT phone No. 1234567

2) Position Report

Position Report				(Notes)
(Required date items)				
System name		Type of report		(1)
JASREP /		PR //		
	Ship name	Identification Signal		
A/	/	//		
	Date/time at specific position			(2)
B/	//			
	Latitude	Longitude		(3)
C/	/	//		
	AMVER			(4)
Y/	//			
(Optional date items)				
	Current course			(5)
E/	//			
	Intended average speed			
F/	//			
	Current coastal radio station	Next coastal radio station, if any		
M/	/	//		
	Up to 65 characters of amplifying comments			(6)
X/			//	

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter PR on the type of report line.

(2) Date/time

All times must be expressed as a six-digit group giving date of month (first two digits), hours and minutes (last four digits). Only Universal Coordinated Time (i.e., Greenwich Mean Time) is to be used. The six-digit date-time-group is to be followed by Z.

Example: B/201200Z for 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes, and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes, and suffixed with "E" for east or "W" for west.

Example: C/2511N/1250E//for lat. 25° 11' N and long. 125° 50' E

(4) AMVER

In case of a ship with dual participation in the JASREP and AMVER systems, express "AMVER" on this line.

If not, no entry on this line is required.

(5) Optional data items

These optional data items are useful, but are not necessarily required to report.

When a report is made, express the current course on the E line in three-digit group, and estimated average speed for the entire passage on the F line in three-digit group in knots and tenths of knots.

Example: E/234//for a course of 234°
F/153//for a speed of 15.3 knots

(6) Line X (Reference data item)

These are optional, but when reported, provide estimated time of next reporting.

Example: X/251500Z//for the estimated time of next reporting at 1500 hours on the 25th (GMT)

3) Deviation Report

Deviation Report					(Notes)
(Required date items)					
System name		Type of report			(1)
JASREP /		DR //			
	Ship name	Identification Signal			
A/	/	//			
	AMVER				(2)
Y/	//				
(One or more from the following optional date items)					
	Time of departure				(3)
B/	//				
	Current course				
E/	//				
	Intended average speed				
F/	//				
	Port of departure	Latitude	Longitude		
G/	/	/	//		
	Port of destination	Latitude	Longitude	Estimated time of arrival	
I/	/	/	/	//	
	Route information				
	Navigation method	Average speed	Latitude	Longitude	Estimated time of arrival	Name of landmark or sea area
L/	/	/	/	/	/	//
L/	/	/	/	/	/	//
	Current coastal radio station	Next coastal radio station, if any			
M/	/	//			
	Onboard medical resources				
V/	//				
	Up to 65 characters of amplifying comments				(4)
X/				//	

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter DR on the type of report line.

(2) AMVER

In case of ship with dual participation in the JASREP and AMVER systems, express "AMVER" on this line.

If not, no entry on this line is required.

(3) Deviation items

Specify changes of sailing plan and others.

Example: I/LOSANGELES/3345N/11816W/201055Z//for a case where the port of destination is changed from Vancouver to Los Angels.

(4) OBS

In case of a ship with OBS system (linking with weather report), express Example: X/OBS//"OBS" on this line.

4) Final Report

Final Report					(Notes)
(Required date items)					
System name		Type of report			(1)
JASREP /		FR //			
	Ship name	Identification Signal			
A/	/	//			
	Port of arrival	Latitude	Longitude	Time of arrival	(2)(3)
I/	/	/	/	//	
	AMVER				(4)
Y/	//				
(Optional date items)					
	Up to 65 characters of amplifying comments				(5)
X/				//	

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter FR on the type of report line.

(2) Date/time

All times must be expressed as a six-digit group giving data of month (first two digits), hours and minutes (last four digits). Only Universal Coordinated Time (i.e., Greenwich Mean Time) is to be used. The six-digit date-time-group is to be followed by Z.

Example: 201200Z for 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes, and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes,and suffixed with "E" for east or "W" for west.

Example: 3538N for lat. 35° 38' N, and 13950E for long. 139° 50' E

(4) AMVER

In case of a ship with a dual participation in the JASREP and AMVER systems, express "AMVER" on this line.

However, in case of departing from the service area of the JASREP System and continued participation in the AMVER System is desired, no entry on this line is required.

(5) OBS

In case of a ship with OBS system (linking with weather report), express "OBS" on this line.

Example: X/OBS//

(2) Reporting instructions

As far as practicable, report should be sent by shortwave radiotelegraphy to the shortwave coastal radio station designated by Japan Coast Guard in (①). (In an unavoidable case, report may be received by any of those coastal stations listed in (②)). Reporting will be charged free.

JASREP REPORTS may be sent by other means of communication such as telex addressed to Japan Coast Guard, submission of documents or reporting by telegram or telephone (including cases where reporting is made via shipowners, agencies, etc.) to 11th Regional Coast Guard Headquarters, a coast guard office or station, or district communication center.

Note, howerer - however, that expenses incurred by these other means of communication are to be borne by the participants concerned.

Designated Coastal Radio Station

① Shortwave coastal radio station

(i) Shortwave radio telegram (Narrow-Band Direct-Printing)

Identification signals	Receiving frequency (kHz)	Transmitting frequency (kHz)
2400 004310001	F1B 4179 6269.5 8379.5 12487.5 16688.5 18874 22320	F1B 4216.5 6320.5 8419.5 12590 16812 19684.5 22412

(ii) NBDP or Shortwave radio telephone after DSC calling

Identification signals	Receiving frequency (kHz)	Transmitting frequency (kHz)
004310001 Tokyo Sea Patrol Radio	F1B 4208 6312.5 8415 12577.5 16805 18898.5 2237.5(DSC)	F1B 4219.5 6331 8436.5 12657 16903 19703.5 22444(DSC)
	F1B 4197 6269.5 8379.5 12487.5 16688.5 18874 22320(NBDP)	F1B 4216.5 632.5 8419.5 12590 16812 19684.5 22412(NBDP)
	J3E 4354 6218 8707 8710 12326 12332 16513 16519 18789 18792 22126 22129	J3E 4354 6579 8707 8710 13173 13179 17395 17401 19764 19767 22822 22825

② MF and VHF coastal radio stations

Identification signals	Receiving frequency (kHz)	Transmitting frequency (kHz)
Otaru Sea Patrol Radio 004310-101 JNL	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Kushiro Sea Patrol Radio 004310102 JNX	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Shiogama Sea Patrol Radio 004310201 JNN	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Yokohama Sea Patrol Radio 004310301 JGC	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Nagoya Sea Patrol Radio 004310401 JNT	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.45 MHz 156.6 MHz FIB 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Kobe Sea Patrol Radio 004310501 JGD	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.45 MHz 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Hiroshima Sea Patrol Radio 004310601 JNE	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Moji Sea Patrol Radio 004310701 JNR	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Sasebo Sea Patrol Radio 004310702 JNK	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Maizuru Sea Patrol Radio 004310801 JNC	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Niigata Sea Patrol Radio 004310901 JNV	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Kagoshima Sea Patrol Radio 004311001 JNJ	F3E 156.6MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Naha Sea Patrol Radio 004311101 JNB	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz FIB 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5
Ishigaki Sea Patrol Radio 004311102 JNG	F3E 156.6 MHz 156.8 MHz F1B 2189.5(DSC)	F3E 156.6 MHz F1B 2177(DSC) 2417.5(NBDP) J3E 2150 2394.5

3. Communication from Japan Coast Guard

For the purpose of verifying the safety and whereabouts of a ship due to her delayed reporting or to address request to ship for rescue operations of the ship in distress, Japan Coast Guard call through its radio coastal station on the following frequencies.

Therefore all ships are requested to watch these frequencies as far as practicable.

F1B (DSC)	2,177 kHz, 4,219.5 kHz, 6,331 kHz, 8,436.5 kHz 12,657 kHz, 16,903 kHz, 14,703.5 kHz, 22,444 kHz
F3E	156.8 MHz

Chapter 8　Communication for Maritime Disasters

Japan Coast Guard (JCG) monitors the distress frequency corresponding to GMDSS on a 24-hour basis with the coastal stations and patrol vessels in action and maintain a system of taking prompt actions all times to ensure quick and appropriate maritime rescues.

Along with introduction of the GMDSS, we operate the land facilities of the COSPAS/SARSAT system.

Moreover, JCG will commence operation of the 3-digit telephone number, "118", from May 1,2000. This is the emergency number to report incidents and accidents at sea.

Since this number can be accessed using private and public telephones, shipboard phones and cellular phones, please dial "118" wherever you are when you encounter a marine accident or emergency or observe a ship behaving suspiciously.

* "Umi no hyaku-to-ban (dial Marine 110)," connecting shipboard phones to JCG, will be discontinued with the commencement of "118".

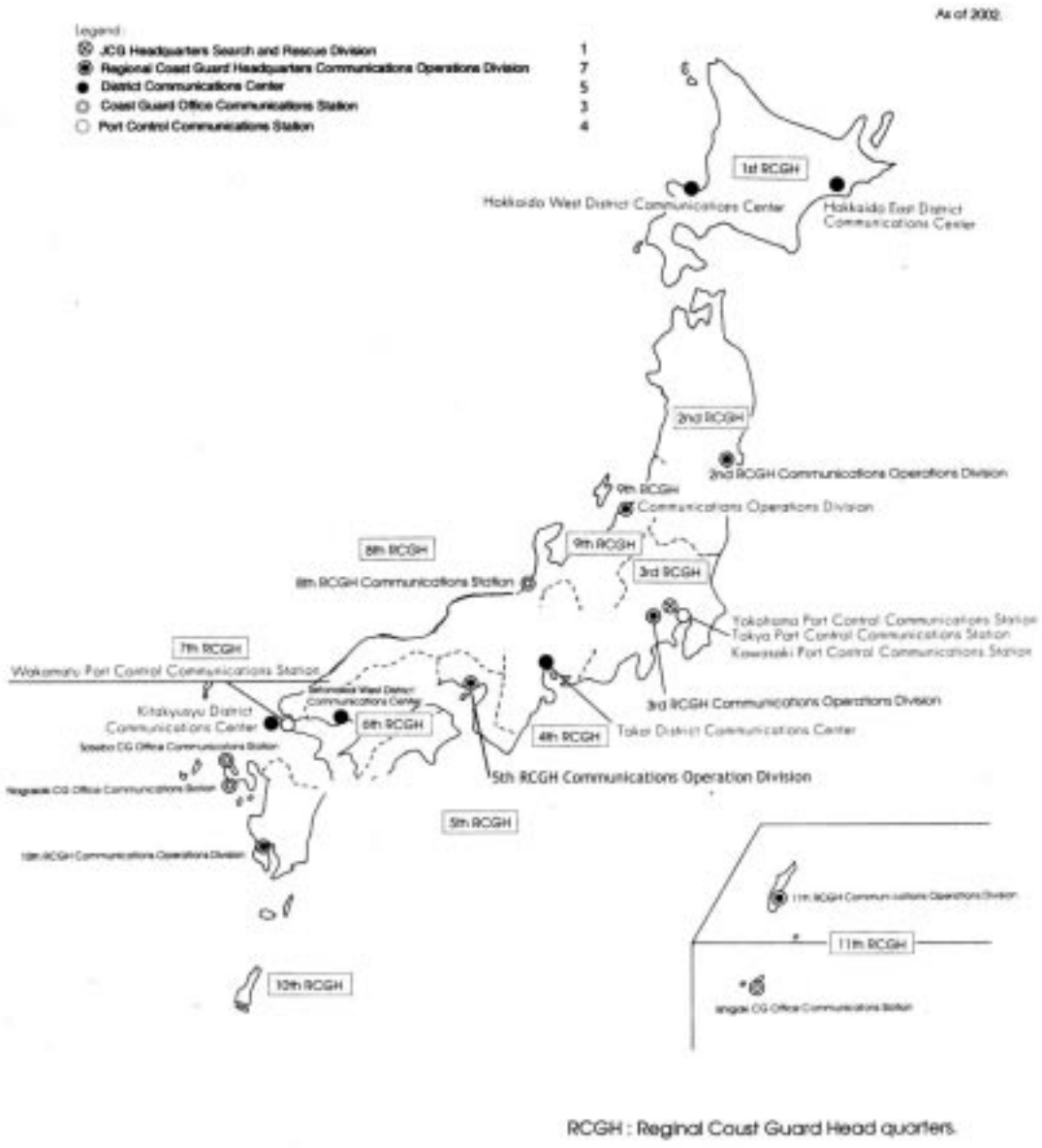
1. Distress Communication

In the event that a marine casualty occurs, notice should be directed immediately to the nearest Coast Guard Office Station.

Liaison should be made correctly for the following items as far as practicable.

(1) Position
(2) Name of ship
(3) State of the casualty
(4) Number of persons (crew and passengers, if any) carried on board the ship
(5) Information on persons dead or missing
(6) Tonnage of the ship
(7) Availability of power for communication
(8) Type of ship
(9) Type of cargo carried
(10) The sea and weather conditions of the scene of marine casualty
(11) Call sign of the distress message transmitter

Fig. 3-11　Number of JCG Communications Stations



RCGH : Reginal Coust Guard Head quarters.

2. Coast Guard Offices

Coast Guard Offices are located throughout Japan, as shown in Fig. 3-12.

It is advisable to use this chart for safe navigation of marine vessels. Incidentally, the corresponding telephone numbers are given in Table 3-5.

Fig. 3-12　Regional Offices and Stations as of April, 2002

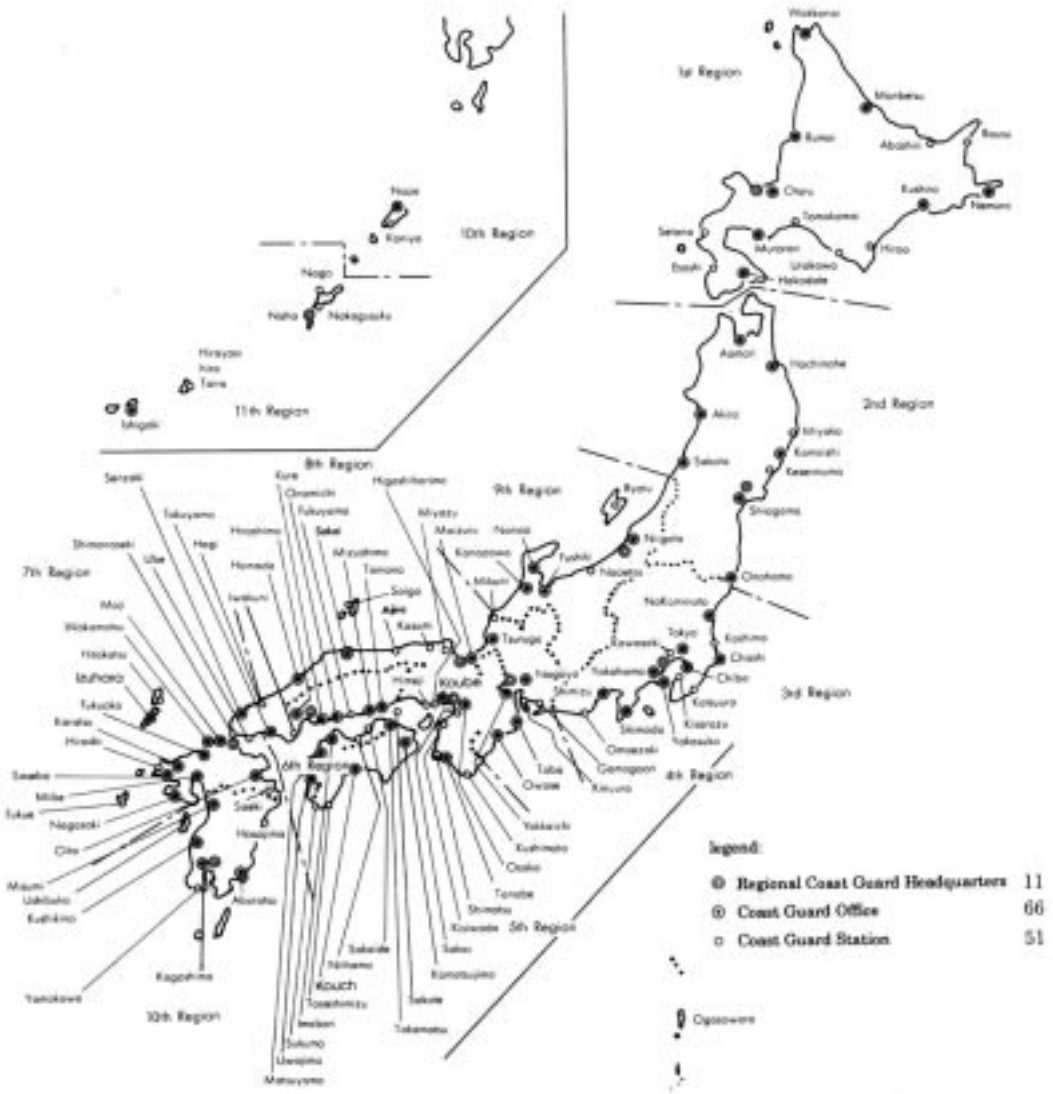


Table 3-5 Telephone Number

JCG Offices & Stations	Phone No.
1st Regional Coast Guard Headquarters	0134(27)0118
Hakodate Coast Guard Office	0138(42)1118
Esashi Coast Guard Station	01395(2)5118
Setana Coast Guard Station	01378(7)2634
Otaru Coast Guard Office	0134(27)6118
Muroran Coast Guard Office	0143(23)0118
Tomakomai Coast Guard Station	0144(33)0118
Urakawa Coast Guard Station	01462(2)9118
Kushiro Coast Guard Office	0154(22)0118
Rumoi Coast Guard Office	0164(42)9118
Hiroo Coast Guard Station	01558(2)0118
Wakkanai Coast Guard Office	0162(22)0118
Monbetsu Coast Guard Office	01582(3)0118
Abashiri Coast Guard Station	0152(44)9118
Nemuro Coast Guard Office	01532(4)3118
Rausu Coast Guard Station	01538(7)2274
2nd Regional Coast Guard Headquarters	022(363)0111
Aomori Coast Guard Office	0177(34)2421 0177(34)4999
Hachinohe Coast Guard Office	0178(33)1221 0178(33)4999
Kamaishi Coast Guard Office	0193(22)3820 0193(22)4999
Miyako Coast Guard Station	0193(62)6560 0193(62)4999
Shiogama Coast Guard Office	022(363)0114 022(362)4999
Ishinomaki Coast Guard Station	0225(22)8088
Kesennuma Coast Guard Station	0226(22)7084 0226(22)4999
Akita Coast Guard Station	018(845)1621 018(845)4999
Sakata Coast Guard Station	0234(22)1830 0234(23)4999
Onahama Coast Guard Office	0246(53)2887 0246(53)775
3rd Regional Coast Guard Headquarters	045(211)0771
Nakaminato Coast Guard Office	029(262)3804 029(263)4999
Kashima Coast Guard Station	0299(92)2601
Chiba Coast Guard Office	043(242)7329 043(242)4999
Kisarazu Coast Guard Station	0438(36)4711 0438(37)4999
Choshi Coast Guard Office	0479(22)1359 0479(23)4999

JCG Offices & Stations	Phone No.
Katsuura Coast Guard Station	0470(73)3999 0470(73)4999
Tokyo Coast Guard Office	03(5564)1118 03(5564)4999
Yokohama Coast Guard Office	045(201)1671 045(641)4999
Kawasaki Coast Guard Station	044(266)1590 044(266)4999
Ogasawara Coast Guard Station	04998(2)2870
Yokosuka Coast Guard Office	0468(61)8365 0468(61)4999
Shounan Coast Guard Station	0466(22)4999
Shimizu Coast Guard Office	0543(52)0155 0543(53)4999
Omaezaki Coast Guard Station	0548(63)5635 0548(63)4999
Shimoda Coast Guard Office	0558(22)0650 0558(22)4999
4th Regional Coast Guard Headquarters	052(661)1611
Nagoya Coast Guard Office	052(661)1615 052(661)4999
Kinuura Coast Guard Station	0569(22)4999
Gamagori Coast Guard Station	0533(68)4999
Yokkaichi Coast Guard Office	0593(51)3161 0593(53)4999
Owase Coast Guard Office	05972(2)0606 05972(2)4999
Toba Coast Guard Office	0599(25)3175 0599(26)4999
5th Regional Coast Guard Headquarters	078(391)6551
Osaka Coast Guard Office	06(6571)0221 06(6572)4999
Sakai Coast Guard Station	0722(44)1771 0722(44)4999
Kishiwada Coast Guard Station	0724(22)3592 0724(22)4999
Kobe Coast Guard Office	078(331)2027 078(331)4999
Himeji Coast Guard Station	0792(34)1016 0792(34)4999
Higashiharima Coast Guard Station	0794(35)0671 0794(35)4999
Tanabe Coast Guard Office	0739(22)2000 0739(24)4999
Shimotsu Coast Guard Station	0734(92)0134 0734(92)4999
Kushimoto Coast Guard Station	0735(62)0226 0735(62)4999

JCG Offices & Stations	Phone No.
Komatsushima Coast Guard Office	0885(33)2244 0885(32)4999
Kochi Coast Guard Office	088(832)7111 088(832)4999
Sukumo Coast Guard Station	0880(65)8117 0880(65)5999
Tosashimizu Coast Guard Station	08808(2)0464 08808(2)4999
Kansai Airport Maritime	0724(55)9020
Guard and Rescue Office	0724(55)4999
6th Regional Coast Guard Headquarters	082(251)5111
Mizushima Coast Guard Office	086(444)9701 086(446)4999
Tamano Coast Guard Office	0863(31)3421 0863(32)4999
Hiroshima Coast Guard Office	082(253)3111 082(251)4999
Yanai Coast Guard Office	0820(23)2250
Iwakuni Coast Guard Station	0827(21)6118 0827(24)4999
Kure Coast Guard Office	0823(21)0110 0823(21)4999
Onomichi Coast Guard Office	0848(22)2108 0848(23)4999
Fukuyama Coast Guard Station	0849(43)5950 0849(43)5999
Tokuyama Coast Guard Office	0834(31)0110 0834(21)4999
Takamatsu Coast Guard Office	087(821)7011 087(823)4999
Sakate Coast Guard Station	0879(82)1279 0879(82)5999
Sakaide Coast Guard Station	0877(46)5999 0877(46)4999
Matsuyama Coast Guard Office	089(951)1196 089(951)4999
Imabari Coast Guard Office	0898(22)0118 0898(32)4999
Niihama Coast Guard Station	0897(33)0118 0897(33)4999
Uwajima Coast Guard Office	0895(22)1256 0895(22)4999
7th Regional Coast Guard Headquarters	093(321)2931
Senzaki Coast Guard Office	0837(26)0241 0837(26)4999
Hagi Coast Guard Station	0838(22)4999
Moji Coast Guard Office	093(321)3215 093(321)4999

JCG Offices & Stations	Phone No.
Shimonoseki Coast Guard Station	0832(67)1711 0832(66)4999
Ube Coast Guard Station	0836(21)2410 0836(22)4999
Wakamatsu Coast Guard Office	093(761)2497 093(761)4999
Fukuoka Coast Guard Office	092(281)5865 092(281)4999
Miike Coast Guard Office	0944(53)0521 0944(53)4999
Karatsu Coast Guard Office	0955(74)4321 0955(73)4999
Nagasaki Coast Guard Office	095(827)5133 095(827)4999
Fukue Coast Guard Station	0959(72)4999
Sasebo Coast Guard Office	0956(31)6003 0956(33)4999
Hirado Coast Guard Station	0950(22)3999
Izuhara Coast Guard Office	09205(2)0640 09205(2)4999
Hidakatsu Coast Guard Station	09208(6)2113 09208(6)4999
Oita Coast Guard Office	097(521)0112 097(521)4999
Saeki Coast Guard Station	0972(22)4999
8th Regional Coast Guard Headquarters	0773(76)4100 0773(75)4999
Tsuruga Coast Guard Office	0770(22)0191 0770(22)4999
Mikuni Coast Guard Station	0776(82)4999
Maizuru Coast Guard Office	0773(76)4120 0773(76)4999
Miyazu Coast Guard Station	0772(22)4999
Kasumi Coast Guard Station	0796(36)4999
Sakai Coast Guard Office	0859(42)2531 0859(42)4999
Tottori Coast Guard Station	0857(73)0999
Saigo Coast Guard Station	08512(2)4999
Hamada Coast Guard Office	0855(27)0770 0855(27)4999
9th Regional Coast Guard Headquarters	025(244)4151
Niigata Coast Guard Office	025(244)1001 025(244)4999
Ryotsu Coast Guard Station	0259(27)2358 0259(27)4999
Naoetsu Coast Guard Station	0255(43)4999 0255(45)5999
Fushiki Coast Guard Office	0766(44)0195 0766(44)4999

JCG Offices & Stations	Phone No.
Kanazawa Coast Guard Office	0762(68)0329 0762(67)4999
Nanao Coast Guard Office	0767(53)2230 0767(52)4999
10th Regional Coast Guard Headquarters	099(250)9800
Misumi Coast Guard Office	0964(52)3103 0964(52)4999
Ushibuka Coast Guard Station	09697(3)3194 09697(3)4999
Aburatsu Coast Guard Office	0987(22)3021 0987(23)4999
Hososhima Coast Guard Station	0982(52)8695 0982(54)4999
Kagoshima Coast Guard Office	099(222)6680 099(223)4999

JCG Offices & Stations	Phone No.
Yamakawa Coast Guard Station	0993(34)1000 0993(34)2999
Kushikino Coast Guard Office	0996(32)2205 0996(32)4999
Naze Coast Guard Office	0997(52)5811 0997(53)4999
Koniya Coast Guard Station	09977(2)2999
11th Regional Coast Guard Headquarters	098(867)0118
Nago Coast Guard Station	0980(53)0118
Nakagusuku Coast Guard Station	098(895)7118
Ishigaki Coast Guard Office	09808(3)0118
Hirara Coast Guard Station	09807(2)0118