

REGULATIONS

To avoid a disaster in the IRAGO-SUIDO waterway, vessels must follow the International Regulations for the Prevention of Collisions at Sea, except as follows:

Vessels, which enter the waterway, leave the waterway, cross the waterway or do not navigate along the waterway, except for fishing boats and other small vessels, must keep clear when there is risk of collision with another vessel navigating along the waterway.

Fishing boats and other small vessels, which enter the waterway, leave the waterway, cross the waterway or do not navigate along the waterway and vessels that stay in the waterway, must keep clear of large vessels navigating along the waterway when there is the possibility of a collision.

Vessels navigating along the waterway, except for large vessels, must keep clear of large vessels navigating along the waterway when there is danger of collision.

Passing Signals in the IRAGO-SUIDO waterway:

When a vessel with a whistle passes another vessel in the waterway, the overtaking vessel must sound a signal of one (1) dash and one (1) dot in sequence when a vessel passes the starboards side of the other vessel, and one (1) dash and two (2) dot in sequence, when a vessel passes the port side of the other vessel, except for passing in accordance with the International Regulations for Preventing Collisions at Sea.

Means of crossing the IRAGO-SUIDO waterway:

Vessels that cross the waterway must do so speedily at close to 90 degrees crossing angle as possible to the waterway.

Anchoring in the IRAGO-SUIDO Waterway not permitted:

Vessels must not anchor in the waterway.

Navigation in approaches to IRAGO-SUIDO waterway

From the North - Vessels approaching the waterway should make for ISE-WAN No.3 Light buoy passing it on the port side, and turn onto the designated course to pass safely through the waterway.

From the South - Vessels approaching the waterway should make for ISE-WAN No.2 Light buoy passing it on the port side, and then turn onto the designated course to pass safely through the waterway.

Restriction on entry to waterway during low visibility

Large vessels, vessels carrying dangerous cargo of over 50,000GRT (over 25,000GRT for vessels loading LNG), vessels carrying dangerous cargo of over 130m in total length and tug boats towing long objects and so forth, shall not enter to waterway when the visibility reduces to one (1) nautical miles or less.

Standby Location during low visibility

Vessels approaching the waterway from the south shall standby at a safe distance clear of ISE-WAN No.1 Light buoy and avoid impeding other vessels navigating in the waterway.

For vessels approaching the waterway from the north, coordination shall be made for leaving port as far as possible. When it is unavoidable that a vessel shall arrive at the waterway during low visibility, the vessel shall standby at a safe distance clear of ISE-WAN No.3 Light buoy and avoid impeding other vessels navigating in the waterway.

Restriction of transit time:

Vessels of over 50,000GRT carrying dangerous cargo (and vessels of 25,000GRT or more carrying LNG) shall enter the waterway between one (1) hour before sunrise and sunset. However, vessels of over 25,000GRT carrying LNG may enter the waterway between 1900 hours when sunset is on or after 1900 hours, and 0300 hours provided a patrol boat or firefighting boat equipped with an infrared visual aid is in attendance.

Restriction of passing:

A vessel shall not, so far as possible, pass another vessel close to the waterway entrance or turning points.