

Notification Regarding Temporary Relocation and Restoration of Lighted Buoy in the Nanto Sealane Area of the Kanmon Passage

Temporary relocation and restoration work will be carried out for the second lighted buoy in the Nanto Sealane area of the Kanmon Passage as follows. We ask that vessels take extra care when passing through the area and cooperate with operations.

1. Positions and periods for temporary relocation of lighted buoy (the following may change slightly due to weather conditions)

Name of Buoy	Category	Boat Type	Boats	Period	Work Hours	Position	Notes
Lighted buoy 2, Shimonoseki Nanto sealane	Relocation	Crane-equipped vessel Diver boat Guard boats	1 1 2	Early-Mar.,2018	Sunrise to Sunset	N 33° 55' 28.3" E 131° 05' 13.7"	500 m towards lighted buoy 3 along the recommended passage line from its standard position
	Restoration	Crane-equipped vessel Diver boat Guard boats	1 1 2	Early-Jun.,2018	Sunrise to Sunset	N 33° 55' 37.7" E 131° 04' 57.8"	Same as standard position

*Notification of schedule details and changes will be provided on the Kanmon Passage Office Website. (<http://www.pa.qsr.mlit.go.jp/kanmon/>)

2. Location(s) for temporary relocation and restoration of lighted buoy: Nanto sealane (refer to Fig. 1)

3. Overview of procedures and safety measures for temporary relation and restoration of lighted buoy

[Overview of Procedures]

- 1) The lighted buoy sinker will be slung by professional divers, pulled up by crane-equipped vessels, and temporarily stored onboard. (Refer to Fig. 2)
- 2) The lighted buoy will be temporarily placed or suspended on crane-equipped vessels and transported to the relocation site where they will be set up. (Refer to Fig. 2)

[Safety Measures]

- 1) Crane-equipped vessels will display the day shapes required for the prevention of collision at sea (black: ball, diamond, ball) and round buoys will be placed at the four corners of the work area. (Refer to Fig. 3, 4)
- 2) Diver boats will raise a signal board with the international maritime signal flag (code A) for the prevention of collision at sea to make it clear that work is taking place. (Refer to Fig. 5)
- 3) While work is taking place, two guard boats flying warning signals (green, yellow, and green streamers) will be placed near the work vessels, one of which will be equipped with international marine VHF radio. (Refer to Fig. 6)
- 4) Work will be discontinued when East- or West-bound vessels of 10,000 GT or larger pass through.
- 5) Work will be discontinued if it is determined to be dangerous due to local weather conditions (visibility of less than 2000 m, wave height of 0.7 m or more, or wind speeds of 10.0 m/sec or more).

4. Further Information

Information about surveys can be obtained from:
3-7-38 Asano, Kokurakita-ku, Kitakyushu-shi, 802-0001
Department of Marine Environment Conservation and Disaster Prevention,
Kanmon Passage Office, Kyushu Regional Development Bureau,
Ministry of Land, Infrastructure, Transport and Tourism
TEL: 093-512-8099 FAX: 093-512-8106

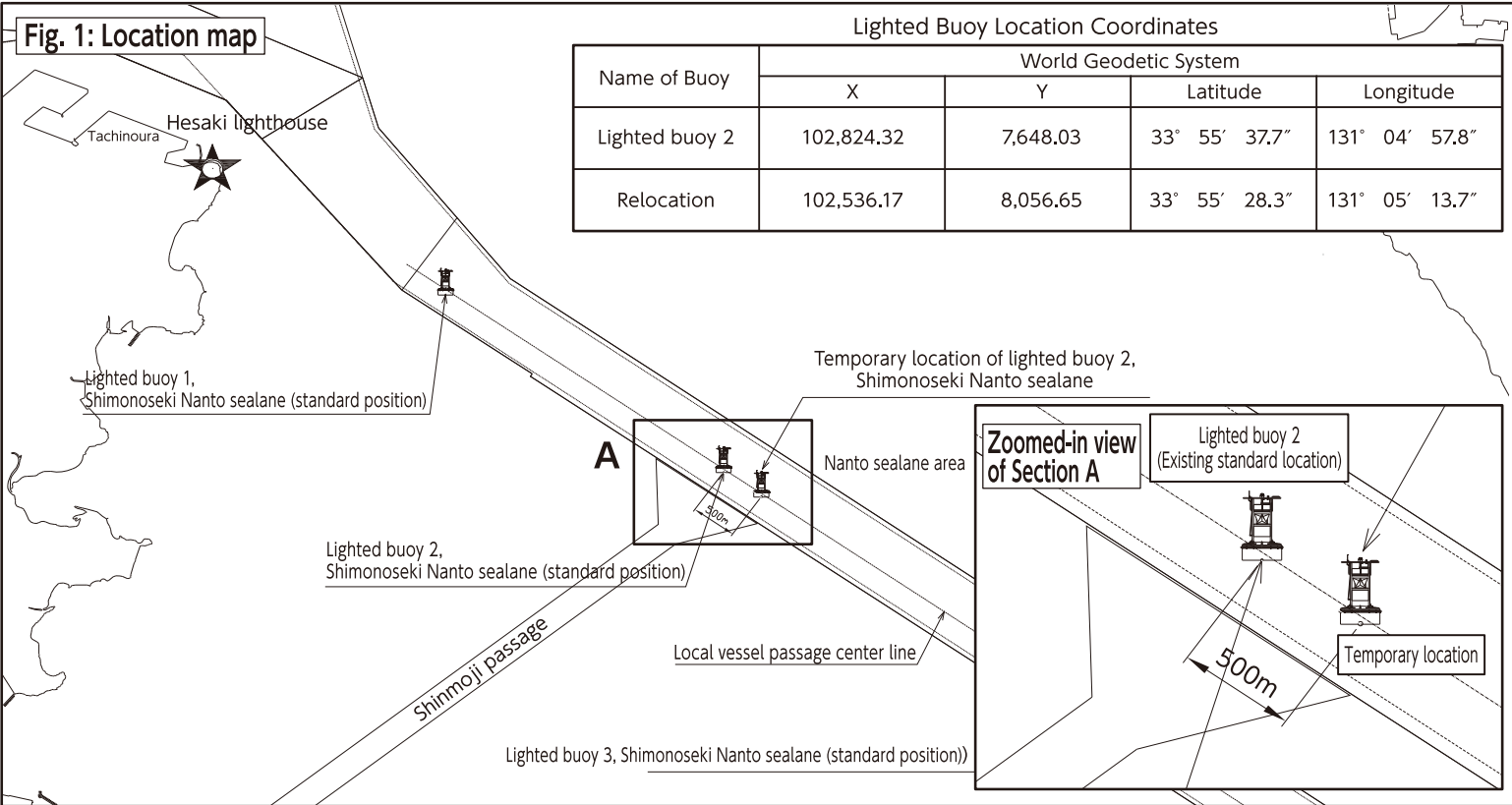


Figure 2: Process for relocating and restoring lighted buoy

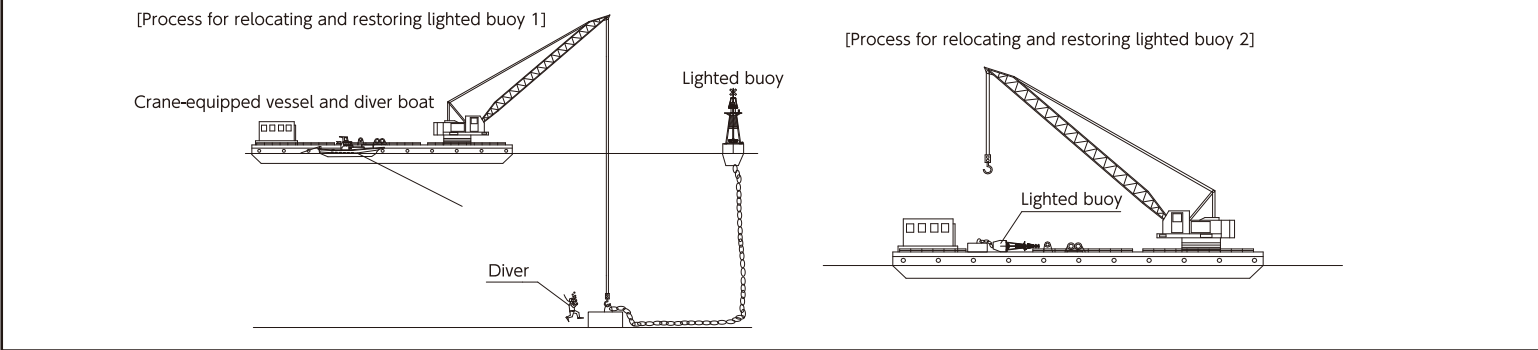


Figure 3: Lighted buoy relocation and restoration plan

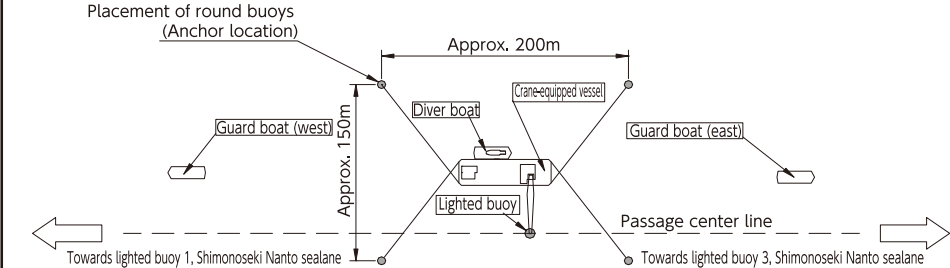


Figure 4: Day shapes on work vessel

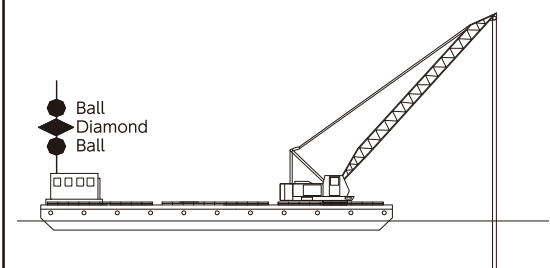


Figure 5: Signal on the diver boat

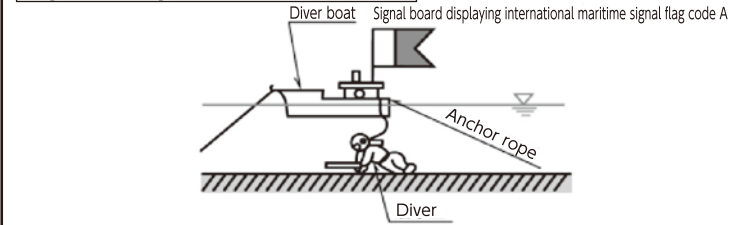


Figure 6: Signals on the guard boats

