

Notice of diving survey and dredging in the Nanto Channel of the Kanmon Passage

Diving survey work and dredging are scheduled in the Kanmon Passage (Nanto Channel) as follows. Vessels navigating in nearby areas are requested to take due care.

1. Work Period (may vary with weather, etc.)

District name	Type	Type of work boat	Number of boats	Areas	Scheduled periods	Work time	Patrol boats
Nanto Channel	Diving survey	Diver support boat	16 max.	3 and 6	Early Aug. to late Sept. 2018	Sunrise to sunset	4
				18	Early Aug. to late Sept. 2018		
	Dredging	Drag suction dredge	1	3 and 6	Early Oct. to early Dec. 2018	Day and night	—
				18	Early Dec. 2018 to early March 2019		

* Details on scheduling and information on revisions will be announced on the Kanmon Passage Office website, at <http://www.pa.qsr.mlit.go.jp/kanmon/>

2. Work Area: Nanto Channel (see Fig. 1)

3. Outline of Work and Safety Issues

3-1 Diving survey

- 1) Up to 16 diver support boats will be positioned parallel to the passage (Fig. 2).
- 2) Each diver support boat will support one diver.
- 3) On the diver support boats, international signal flag A will be flown to clearly show that divers are in the water (Fig. 3).
- 4) During diving survey work, four patrol boats showing warning signs (green-yellow-green streamers) will mark the area, one with international VHF radio (Figs. 2, 4).
- 5) During diving survey work barrel buoys will be placed at the four corners of the work area, and at the midpoint if the length of the work area exceeds 300 meters (Figs. 2, 5).
- 6) When diving is under way north of the passage centerline, divers and support boats will move outside the passage when a westbound vessel of 10,000 GT or more passes. When diving is under way south of the passage centerline, divers and support boats will move outside the passage when an eastbound vessel of 10,000 GT or more passes. In both cases, barrel buoys will also be removed out of the passage.
- 7) Work may be halted when local weather conditions are deemed dangerous (visibility under 2000 meters, wave height 0.7 meters or more, wind speed 10.0 m/s or higher).

3-2 Dredging

- 1) The nationally owned drag suction dredge Kaishomaru will handle dredging in parallel with the passage (Figs. 6, 7).
- 2) When dredging is under way, lights and shapes will be displayed on the dredge as per the Act on Preventing Collision at Sea (Fig. 8).

4. Provision of information

Work information is available as indicated below.

Kanmon Passage Office, Kyushu Regional Development Bureau

Diving survey: Work Management Team

Tel: 093-512-8098

Fax: 093-512-8106

Dredging: Marine Environment and Pollution Prevention Section

Tel: 093-512-8099

Fax: 093-512-8106

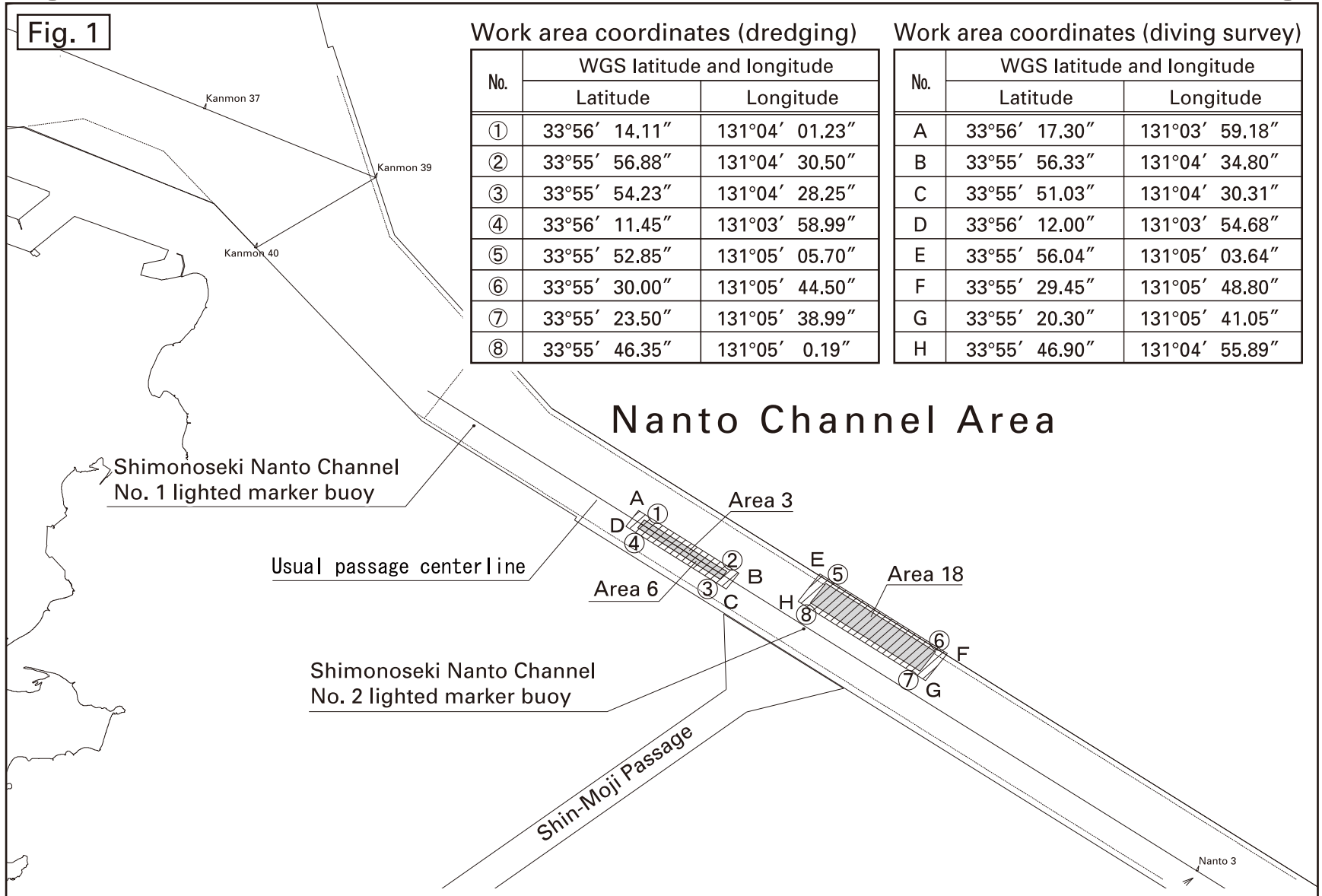


Fig. 2 Boat positioning during diving survey

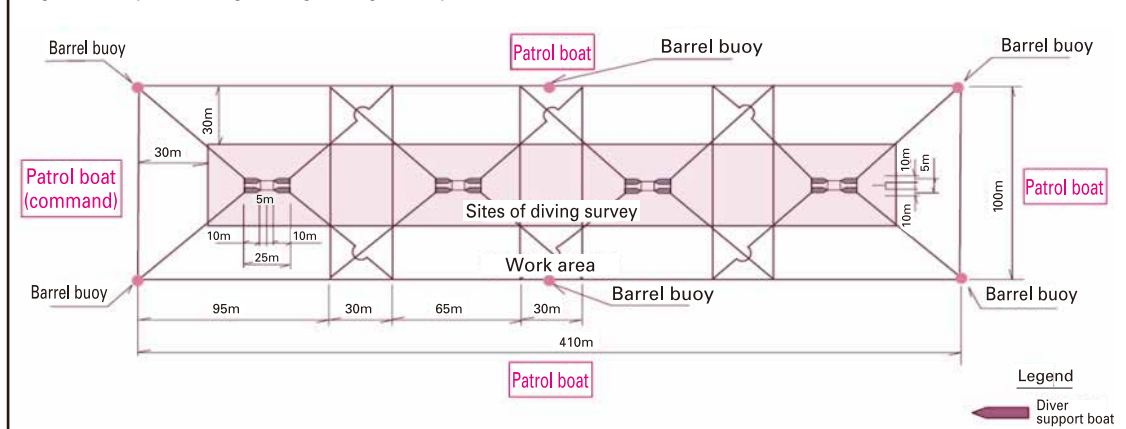


Fig. 3 Diver support boat marking

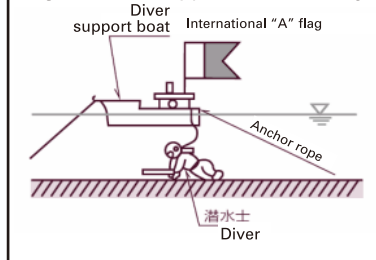


Fig. 4 Patrol boat marking

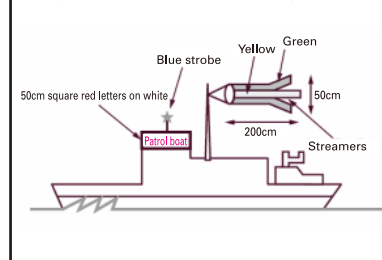


Fig. 5 Barrel buoys

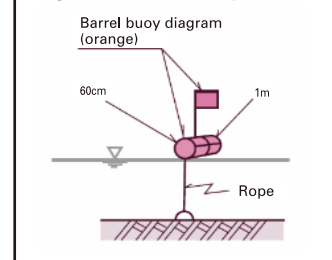


Fig. 6 Work pattern of Kaishomaru dredge (top view)

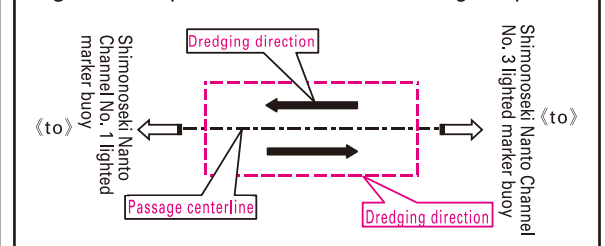


Fig. 7 Work pattern of Kaishomaru dredge (side view)

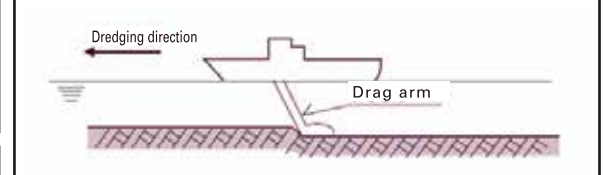


Fig. 8 Kaishomaru lights and shapes

