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To: All Owners / Managers / Operators / Agents / Deputy Registrars /Recognized organizations certifying vessels on behalf of the Togolese Administration

SUBJECT : The necessity to implement specific measures to prevent occurrence of grounding/losing control during Typhoons.

APPLICABLE TO: Masters and Management companies of Togo flagged vessels that visit Japanese ports.

All Togolese vessels which intend calling Japanese ports must comply with the following instructions and precaution arrangements:

- (1) ***For the use of mooring ropes:*** masters must appropriately conduct maintenance inspections, must not use ropes that have lost strength from degradation, and must not use ropes of different diameters together. Additionally, regarding the berth mooring method in heavy weather, masters must appropriately add mooring ropes by, for example, adding tension so that load is distributed evenly.
- (2) ***When heavy weather attributable to a typhoon or other phenomenon is predicted, masters must:***
 - (a) Strive to accurately ascertain and predict weather and sea conditions;
 - (b) Accurately ascertain port specifications such as depth, dock's dimensions and protection such as breakwater..etc.; and
 - (c) Based on a) and b) above, quickly execute necessary heavy-weather countermeasures, including considering evacuation.

In doing so, ***masters must be wary against becoming overconfident*** in their own abilities and experience and easily taking an optimistic view based on assumptions resulting from habit, even in ports in which they have plentiful experience entering and leaving.

- (3) ***Management companies must fully provide notification*** concerning the points mentioned in (1) and (2) above to masters and crew members on the ships they manage, using examples of past accidents occurred in Japan area.

Management companies must provide proper training that addresses how to avoid inappropriate mooring methods—namely, mooring with slack mooring ropes, in order to avoid further incidents.



(4) Additionally, *when foreign-flagged vessels stop at ports, the personnel concerned from the management company should bear in mind the following two points*, particularly when heavy weather is predicted and to take necessary actions with local authorities, and agents to be fully aware about the weather and evacuation methods at these ports;

(a) Bear in mind that the *masters of vessels entering port may not have sufficient experience* in evacuating from typhoons, awareness of the dangers of typhoons, or ability to obtain information concerning typhoon courses and sea areas of refuge or to predict them, *even if they have plentiful experience entering and leaving the port.*

(b) Based on (a) above, rigorously *maintain a system for the smooth and precise sharing of information on the weather and other matters*, for actively providing information to concerned masters and vessels, and for executing evacuations.

Your kind compliance for the above will be highly appreciated

Sincerely,

For The International Ship Registry of Togo


Vera N. Medawar
Ship Registrar

