### Port and Ship Information

<table>
<thead>
<tr>
<th>Port</th>
<th>Berthing direction: Inbound / Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berth / Quay</td>
<td>Quay: Seismic design / Non-seismic design</td>
</tr>
<tr>
<td>Ship name</td>
<td>Gross Tonnage:</td>
</tr>
<tr>
<td>Ship type</td>
<td>Crew:</td>
</tr>
<tr>
<td></td>
<td>Cargo:</td>
</tr>
</tbody>
</table>

### Basic Information

- Safe water area: From ( ), ( ) Degree ( ) m
- Water depth: m
- Location: Latitude: Longitude: Distance from berth to safe water area: nm
- Time to arrive safe water area: minutes
- Place of evacuation area on land: Handling support: Tug (Yes • No)

### Contact Point

<table>
<thead>
<tr>
<th>Agent</th>
<th>Operating company:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stevedore</td>
<td>Harbor Master:</td>
</tr>
<tr>
<td>Liner</td>
<td>Japan Coast Guard:</td>
</tr>
<tr>
<td>Tug Company</td>
<td>Other:</td>
</tr>
</tbody>
</table>

### Confirming before port entry in advance

- Confirm Tsunami information in advance, if possible.
- The assumed maximum Tsunami height: m (time of arrival: )

### Response against Tsunami (Basic Policy)

<table>
<thead>
<tr>
<th>Warning level</th>
<th>Tsunami height</th>
<th>On berthing Within ~minutes</th>
<th>More than ~minutes</th>
<th>On anchoring Within ~minutes</th>
<th>More than ~minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Tsunami warning</td>
<td>More than 3m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tsunami warning</td>
<td>1~3m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tsunami advisory</td>
<td>Less than 1m</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Earthquake Information (Date - )

<table>
<thead>
<tr>
<th>Time</th>
<th>Scale</th>
<th>Place</th>
<th>Seismic Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>Major Tsunami warning</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>Tsunami warning</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>Tsunami advisory</td>
<td></td>
</tr>
</tbody>
</table>

Tsunami Information

- Time to arrival of Tsunami m
- Anticipated height m

### Captain Judgement

- Emergency departure
- Stay alongside
- Evacuation to the land
Basic Response List

Keep monitoring the latest information of Tsunami. (from TV, Radio or VHF)

Confirm Tsunami occurrence indication from Port master, Harbor administrator, etc...

**Emergency departure**

- □ ① Interruption of cargo work
- □ ② Crew readiness
- □ ③ Standby for departure (Engine and Thruster if provided)
- □ ④ Consider support Tug, handler and Mooring crew are necessary or not
- □ ⑤ Confirm store landing facilities (Crane, Loading Arm, Bellows Chute, etc...) available
- □ ⑥ Check the suitability of the departure route (Proximity of hazards and other vessels in way of departure route)
- □ ⑦ Unmooring or cutting lines
- □ ⑧ Give notice to the shore (relevant departments or the operating company), after departure

**Staying alongside**

- □ ① Crew readiness
- □ ② Tending mooring lines / Tightening brakes of mooring winches
- □ ③ Standby anchor
- □ ④ Standby engine and thruster if provided (To avoid damaging of lines, Surging)
- □ ⑤ Discuss or instruct for the interruption of Cargo work, etc...
- □ ⑥ Check watertight measures (close all the watertight doors /openings, etc...)
- □ ⑦ Give notice to the shore (relevant departments or the operating company)
- □ ⑧ Check the ways to obtain the latest information.
  - (Preparing vessel on the advice or the indication from Harbor Master/ Harbor administrator, etc...)
  - (Check the safe water area in advance for the emergency departure)
  - (Check the safe area, the evacuation route for evacuation to the land)

**Evacuation to the land**

- □ ① Crew readiness
- □ ② Check the safe area, the evacuation route, the required time to evacuate etc...
- □ ③ Instruct crew to evacuate to land
- □ ④ Carry out the required work on board till Evacuation to the land
  - (Disengaging the connections such as loading facilities between the ship and the land)

**Attention in case of drifting** *(Additional points)*

When the ship drifts from berth, the mooring may break, and cargo handling facilities, such as cranes etc. may collapsed, therefore crew shall evacuate to the safe area.