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Sailing Directions for South and East Coasts of Honshu

Supplement No.8

14 March 2025

Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.8 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 22 November 2024.

The instructions for amending, deleting or adding of the previous issues are indicated in this supplement. This supplement also contains an index to be referred to the pages on which they are mentioned. The index is listed in numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on grey background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be delated, replaced or added are instructed in [square brackets].

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

14 March 2025

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

Especially for updated information concerning the safety of navigation instructed by Japan Coast Guard, please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the Japan Coast Guard (JCG) publicises information that could affect the safety of navigation and environmental protection by issuing Notices to Mariners (NTMs) and Navigational Warnings (NWs), and publishing such information on the JCG charts and in other nautical publications, based on laws, regulations, proclamations, charts, NTMs, NWs issued by countries concerned as well as reports made by ships.

Sailing Directions published by JCG are intended solely for the purpose of providing information for safe navigation. The contents included in the Sailing Directions do not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

Sailing Directions for South and East Coasts of Honshu

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Local maritime forecasts and warnings. Forecasts and warnings related to the area covered by this volume and the vicinity that issued by the observatory are provided by Japan Coast Guard (JCG) coast radio station through radiotelephone services, NAVTEX system and marine radio meteorological report at any time and regularly. (Refer to Chapter 8 Marine casualties “Communication Services of Japan Coast Guard”.

Weather charts, etc. Weather charts and the like prepared by the Japan Meteorological Agency are transmitted by the JMA radio facsimile broadcast (JMH).

Call sign	Emission	Frequency (kHz)
JMH	F 3 C	3622.5
JMH2		7795
JMH4		13988.5

In addition, various types of weather information are available through No.2 radio broadcast by NHK (Nippon Hoso Kyokai) and facsimile transmission by Kyodo News Service.

Marine Weather information for ships. Local meteorological and oceanographic condition such as wind direction and speed, atmospheric pressure and wave height have been observed at 132 major navigation sites all over the nation. The most updated information obtained at those sites is available via phone and also posted on the internet for ensuring the safety of the navigation and marine leisure, e.g., pleasure boating and fishing, in the coastal area. The list of the observation sites and reference of traffic signs can be referred in Vol. 1 List of Aids to Navigation in Publication No.411.

Fog information.

Providing office	Call sign	Frequency	Enforcement standard	Sea area	Report time
The 2th Regional Coast Guard Headquarters	SHIOGAMA COAST GUARD RADIO	156.8 MHz (ch16) 156.6 MHz (ch12)	Visibility less than 1,000m	SANRIKU OKI	The fix time Japanese and English
The 3th Regional Coast Guard Headquarters	YOKOHAMA COAST GUARD RADIO		Visibility 2,000m or less	URAGA SUIDOU	At any time Japanese and English
The 4th Regional Coast Guard Headquarters	NAGOYA COAST GUARD RADIO		Visibility 2M or less	IRAGO SUIDO	At any time Japanese and English

Weather offices. Weather offices for the areas covered by this volume are as follows:

District meteorological observatory (telephone)	Local meteorological observatory (telephone)
Sendai (+81-22-297-8100)	Aomori (+81-17-741-7412) *
	Morioka (+81-19-622-7869)
	Fukushima (+81-24-534-6724)
Tokyo (+81-42-497-7182)	Mito (+81-29-224-1107)
	Choshi (+81-479-22-0374)
	Yokohama (+81-45-621-1563)
	Shizuoka (+81-54-286-6919)
	Nagoya (+81-52-751-5577)
	Tsu (+81-59-228-4745)
Osaka (+81-6-6949-6300) *	Kochi (+81-88-822-8883)
	Wakayama (+81-73-422-1328) *
	Tokushima (+81-88-622-2265) *

*: This mark is located outside the mention area, but show the Weather office having jurisdiction over the same area.

Pilot Associations

Pilot associations and pilotage areas are summarized as below.

Name of association and contact information	Boarding point	Remarks
Hachinohe Pilot Association TEL: +81-178-28-9421 FAX: +81-178-28-4975	1. General cargo vessel. (40° 34.9′ N, 141° 33.1′ E) 2. Large LNG carrier (40° 35.5′ N, 141° 33.8′ E)	1. In the case that small vessels anchor near a quarantine anchorage, that for quarantine purposes etc, pilot may board the vessel at that location. 2. The pilot ladder should be provided on the side that the swells can be blocked. The lowest step should be adjusted at height of 3 m above the water. 3. In the case of a combination ladder, the height of the gangway steps should be adjusted at height of 6 to 7 m above the water. 4. When taking a pilot, the vessel should reduce her speed to 5 kn or less.
Kamaishi Pilot Association TEL: +81-193-55-4810 FAX: +81-193-55-4811	1. Near a position about 1 M NNE of Rikuchu-Osaki Light 2. For vessels at anchor, near the quarantine anchorage.	
Sendaiwan Pilot Association TEL +81-22-781-7246 FAX +81-22-362-5519	1. Shiogama Ku in Sendai-Shiogama Ko: Near a position 38° 17.7′ N, 141° 10.3′ E. 2. Sendai-Ku in Sendai-Shiogama Ko: Anchorage in the SE sector enclosed by lines drawn from Sendai Oki Light Buoy (38° 13.4′ N, 141° 08.0′ E) to the near a position 090° and near a position 170° for 3 M. 3. Ishinomaki Ko: Near a position 38° 21.7′ N, 141° 15.8′ E.	1. The pilot ladder should be taken down to the opposite side of swells and be adjusted at height of 2 m above the water. In the case of a combination ladder, it should be adjusted at height of 5 m above the water. 2. Shiogama Ku: When swells from the S are high and the pilot boat is difficult to go outside the port, there is a case where the pilot boat stands by in the vicinity of Takashimane Light Buoy after making communications with the vessel and the pilot boards the vessel approaching there. 3. Caution is required for a large number of fishery nets such as sea weed nets and gill nets often established in the vicinities of all boarding points for Shiogama Ku, Sendai Ku, and Ishinomaki Ko.
Onahama Pilot Association TEL +81-246-54-6653 FAX +81-246-53-3273	1. For general vessel: Near a position 160°, 1 M from Oki Breakwater W Light. (36° 53.7′ N, 140° 53.4′ E) 2. For large tankers: Near a position 160°, 2 M from the same Light. (36° 52.6′ N, 140° 53.9′ E)	1. Vessels will embark a pilot, use the pilot ladder without using the gangway ladder throughout the year. 2. The pilot ladder should be provided on the opposite side of swells so that the swells can be blocked. However, if the wind waves are higher than the swells, vessels should provide the pilot ladder on the side of the swells. The lowest step should be adjusted at height of 1 m above the water. 3. When taking a pilot, the vessel should reduce her speed to 3 kn or less. 4. If southerly winds are strong, and waves and swells are high, there is a risk of the vessel being drifted towards the breakwater. In such a case, the vessel should avoid approaching the port entrance unnecessarily and stay S of the normal boarding point.
Kashima Pilot Association TEL +81-299-82-5515 FAX +81-299-82-6205	The surface within the circle with 1.5 M radius centered on the 3.8 M point within 040° from the Kashima Ko S Breakwater Light.	1. Inbound vessels should keep watch on VHF ch16 1 hour before taking a pilot. The same is applicable when a vessel is going to shift after entering the port. 2. The pilot ladder should be provided on the leeward of the opposite side of swells and be adjusted at height of 2 m above the water, and then stanchions should be set on the bulwark.

		3. A tugboat plays the role of a pilot boat with an "H" flag hanging on its mast. 4. In every season, if the pilot boat can not be dispatched due to high wind waves, vessels will be informed to that effect through the port radio or their agents. 5. If the tugboat can not get alongside the vessel or can not embark a pilot to the vessel, occasionally the pilot leads the vessel from the tugboat hanging flags U and H, and then the pilot boards the vessel in the port, which is subject to the consent of the captain. 6. Super large vessels are advised not to approach within 3 M from No.1 and No.2 Light Buoys since unnecessary approach creates difficulty in subsequent ship handling. 7. Every vessel should give accurate draught without fail when requesting pilotage. 8. When entering or leaving the port, vessels are required to pay attention to the set-net fishery operated from May to the end of Sep. every year. 9. This port is adopting traffic control signals. Vessels entering or leaving the port should follow the signals of the Kashima Signal Station. 10. Every vessel at anchor berth should inform the port radio through VHF of her exact time of arrival and position (bearing and distance from the S Breakwater Light).
Tokyo Bay Licensed Pilot Association Head Office TEL +81-45-650-3180 FAX +81-45-663-4811 Operation Department Manning Group (Harbour) TEL +81-45-681-4081 FAX +81-45-662-1260 (Bay) TEL +81-45-681-4091 FAX +81-45-681-4090 ~~Tokyo Office~~ ~~TEL +81-3-3453-1691~~ ~~FAX +81-3-3453-4025~~ ~~Chiba Office~~ ~~TEL +81-43-242-6391~~ ~~FAX +81-43-248-2553~~ ~~Kisarazu Office~~ ~~TEL +81-438-36-0700~~ ~~FAX +81-438-36-4696~~ Yokosuka Office TEL +81-45-650-3183 FAX +81-45-662-1260	1. Uraga Suido: Near a position 178°, 2.2 M from Uraga Suido Traffic Route No. 1 Center Light Buoy. 2. Vessels entering each of the harbour berths in Tokyo Bay, and a transit location in case a transit is necessary. (1) Keihin Ko Tokyo Ku: The surface within the circle with 1.5 M radius centered on the 1M point (Pilot Station) within 000° from Tokyo off Light Buoy. (2) Keihin Ko Kawasaki Ku Kawasaki passage and Ogi Shima E Fairway gateway: The surface within the circle of 1 M radius centered on the 1M point within 125° from No.1 Light Beacon. However, for big ships, it is the surface within the circle with 1 M radius centered on the 2.5 M point within 170° from No. 1 Light Beacon. (3) Keihin Ko Kawasaki Ku Ogishima W Fairway: The surface within the circle with 1 M radius centered on the 1 M point within 125° from No. 1 Light Beacon. (4) Keihin Ko Yokohama Ku Tsurumi passage: The surface	1. Time limit of the application for pilotage. ~~Those who are seeking pilotage, have to apply within 24 hours before the scheduled start time. However, regarding harbour operations of the Keihin Ko Tokyo harbour business district,~~ The application for pilotage has to be made by noon of the preceding day before the scheduled start time. If the vessels are in a special condition, the necessary information has to be informed no later than three days in advance regardless of the above. 2. Procedure of the application for pilotage. Those who are seeking pilotage, have to apply in writing or by phone or in another direct way, to the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department. However, regarding where to apply for the below mentioned operations, it shall be as follows: (1) Keihin Ko Yokohama Ku: To the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department through the Yokohama City Port Authority. ~~(2)~~Keihin Ko Kawasaki Ku: To the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department through the Kawasaki City Port Authority. Kisarazu Ko: To the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department throug the Nippon Steel Logistics Kimitsu Co., Ltd Port. (2)When making the application under the preceding paragraph, the vessel name, call sign, tonnage, length, draught, the presence of appropriate multi deck boats, the name and address of the ship owner (Article 3 of the Pilotage Act), the presence of appropriate export

	within the circle with 1 M radius centered on the 2 M point within 120° from the Yokohama Daikoku Breakwater E Light. (5) Keihin Ko Yokohama Ku Yokohama passage and Nissan Honmoku wharf direction berths: The surface within the circle with 1 M radius centered on the 1.5 M point within 145° from No. 1 Light Beacon. (6) Keihin Ko Yokohama Ku Negishi Fairway and Section No. 5: The surface within the circle with 1 M radius centered on the 1 M point within 125° from No. 1 Light Buoy. (7) Chiba Ko Chiba, Ichihara, Anesaki, Shiizu passages: The surface within the circle with 1 M radius centered on Entrance No. 1 Light Beacon. (8) Chiba Ko Funabashi Fairway: The surface within the circle with 1 M radius centered on the 1 M point within 220° from No. 1 Light Buoy. (9) Chiba Ko, Kitasode, Minamisode Fairways and Tokyo Gas LNG Berth. The surface within the circle with 1 M radius centered on the 1.5 M point within 250° from the SW end of Keiyo Sea-Berth. (10) Chiba Ko Keiyo Sea-Berth: The surface within the circle with 1M radius centered on the 2M point within 250° from the SW end of Keiyo Sea-Berth. (11) Kisarazu Ko Kisarazu passage and Kimitsu Fairway: The surface within the circle with 1 M radius centered on Entrance No. 2 Light Beacon, excluding the Nakanose passage and the Kisarazu passage. (12) Kisarazu Ko Futtsu passage: The surface within the circle with 1M radius centered on Nakanose traffic route No. 6 Light Beacon, excluding the Nakanose passage. 3. Yokosuka Ko: Near a position 100°, 1.5 M from	exemption (consumption tax), speed, type of cargo, scheduled pilotage start date, pilot period, necessity of quarantine, and other required items have to be related. However, in terms of vessels, which do not display the two sets of tonnage in the tonnage certificate and vessels from countries, which have not concluded each confirmation item above regarding the type and amount of vessels, the tonnage certificate displays one set of tonnage, and regarding vessels, whose shipper or owner changes the tonnage shown in that case, a larger gross tonnage, as prescribed by the Pilotage Act, will be assumed. 3. Changes or cancellation of the application for pilotage. Those who wish to apply for change or cancellation of pilotage, must notify the Operations Department at least 2 hours before the estimated time of commencement of the pilotage service for operations inside the confines of a port area, and at least 3 hours before the estimated time of commencement of the pilotage service for a passage in Tokyo Bay. 4. Safety measures of embarking and disembarking. (1) When a pilot embarks or disembarks, the captain shall heed the safety of the pilot and pilot boat, by ensuring a lee side, and by reducing the vessel's speed to a proper one or stopping the engine. (2) The captain shall ensure that the pilot ladder and other related items of conforming to the requirements of Regulation 23, Chapter V of the International Convention for the Safety of Life at Sea, 1974. The captain shall provide a pilot ladder regulating the suitable height so that its lowest step will reach the pilot boat, but not become awash with sea water because of its excessive length.

	Yokosuka Ko E-N Breakwater E Light. 4. Kurihama: Near a position 015°, 0.5 M from Ashika Shima Light. 5. The above standards of boarding point may change depending on such matters as berthed vessels in the vicinity of passages and fairways, head-on situation of other vessels, size of the hull and the draught, or weather conditions.	
Tagonoura Pilot Association TEL +81-545-33-0734 FAX +81-545-32-1260	Near a position 200°, 2 M from Tago-no-Ura Ko W Breakwater Light.	1. The pilot ladder should be provided on the lee side so that waves and swells can be blocked, and it should be set at height of 2 m above the water. It becomes the port side by a geographic characteristic through the year in most cases. 2. In rough weather, availability of pilotage should be checked in advance with the agent or the Tago-no-Ura Port Radio (call sign :Tagonoura Port Radio, call-out on VHF ch16 or 11). However, by arrangement with the agent, if a vessel proceeds into the inner port clearing the breakwater, pilot will board there. 3. A vessel approaching the pilot boarding point and the pilot can communicate through the VHF Radio. 4. A tugboat takes a roll of pilot boat (on its mast flying a flag "H" by daytime, exhibiting lights, white and red, at night). 5. The sea floor of the outer port of Tagonoura is steep-to allowing no safe anchorages. Consequently, vessels waiting the port entry should stay at anchor off Shimizu Ko. 6. A signal station (Toyo-Shingo-Tsushin-Sha) is situated near the port entrance for controlling entry into and departure from the port by VHF Radio (Tagonoura Port) or through communications by telephone or transceiver.
Shimizu Pilot Association TEL +81-54-352-2191 FAX +81-54-351-0527	Near a position 022°, 2,300 m from Shimizu Light (35° 00.6′ N, 138° 31.8′ E).	1. When wind wave is strong, vessels should afford lee to the pilot to facilitate his boarding. ~~The pilot ladder should be provided at 1 ~ 1.5 m above the water.~~ 2. When crossing the line drawn from Iro Saki Light to Omae Saki, Vessels proceeding to Shimizu Ko should contact Shimizu Port Service Coast Station to give required information (VHF call sign; Shimizu Port Radio; Call-out on ch16; Communications on ch20). If the arrival time is delayed one hour or more due to bad weather or others, the notification should be renewed.
Ise-Mikawa Wan Pilot Association Joint Office ~~(Handa Office)~~ TEL +81-52-651-9111 FAX +81-52-651-2287 E-mail: operator@isemikawapilot.jp	Depending on vessel's draught, ship type, route and destination, boarding and disembarkation points are as follows. 1. Off Irago Suido (1) For vessels with 14 m or more in draught : A circular area 3.5 M in radius with the center being 090°, 3.5 M from Yoroi Saki Light. (2) Liquefied gas carriers	1. Those, who are seeking pilotage, have to apply within 24 hours before the scheduled start time. Those, who intend to apply for change or cancellation of pilotage, must notify of that no later than 12 hours before the predetermined scheduled pilotage start time. To change after that, the time, which has to be changed in that case, has to be informed to the Pilot Association Office by E-mail or VHF, etc. In the case of "E-mail", use the cable address (in the left column), and if VHF is used, use the call sign "IRAGO PILOT").

	With tonnage exceeding 70,000 t: A circular area 1 M in radius with the center being 180°, 6 M from Ise Wan No. 1 Light Buoy. (3) For vessels with less than 14 m in draught: a. Vessels from E: A circular area 1.5 M in radius with the center being 090°, 2.5 M from Ise Wan No. 1 Light Buoy. b. Vessels from W (or S): A circular area 1.5 M in radius with the center being 180°, 2.5 M from Ise Wan No. 1 Light Buoy.	2. An accurate ETA at the pilot boarding point should be given by VHF 3 hours before the ETA. Further, careful watch should be kept on VHF ch16 for any call from the pilot office. 3. During the embarkation and disembarkation of the pilot station, lee side should be afforded to such operations, and if wind waves are severe, special care should be exercised for the safety of the pilot. When the pilot is going to disembark, effective man-ropes should be installed in the same position where the pilot ladder is fitted. 4. When the embarkation or disembarkation is impracticable pilot station due to rough weather, appropriate information is to be given to the vessel by the pilot office through VHF or other means of communications.
~~Nagoya Office~~ ~~TEL +81-52-654-1281~~ ~~FAX +81-52-652-4501~~ ~~E-mail : user@isemikawapilot.jp~~ ~~Yokkaichi Branch Office~~ ~~TEL +81-59-352-6818~~ ~~FAX +81-59-352-5739~~	2. Ports in Mikawa Wan (1) Kinuura Ko: A circular area 0.5 M in radius with the center being 150°, 1 M from Kinuura Ko E Breakwater W Light. (2) Mikawa Ko (Toyohashi and Tahara waters): A circular area 0.5 M in radius with the center being 130°, 3 M from Hashida Hana Light. (3) Mikawa Ko (Gamagori waters): A circular area 0.5 M in radius with the center being 130°, 2 M from Hashida Hana Light. 3. Ports in Ise Wan (1) Nagoya Ko E Passage and W Passage: A circular area 0.8 M in radius centered at Ise Wan No.6 Light Buoy. In the case of huge vessels and deep draught vessels, a circular area 0.3 M in radius with the center being 180°, 1.5 M from the same Light buoy. (2) Ise Wan Sea-Berth: A circular area 1 M in radius with the center being 180°, 4 M from the Sea-Berth Light . (3) Yokkaichi No.1, No.2, and No.3 Passages: A circular area 0.5 M in radius with the center being 300°, 1 M from the Ise Wan Sea-Berth Light. (4) Yokkaichi Ko Showa Yokkaichi Oil No. 1 and No. 2 Sea-Berths, Yokkaichi Ko COSMO Sekiyu Sea-Berth, Kasumi No.9 Pier, and Kawagoe Thermal Power Station LNG Pier (E-1): A circular area 0.5 M in radius with the center being 200°, 3 M from the Ise Wan Sea-	~~1. Gangway should not be used in taking a pilot on board, and pilot ladder should be provided on the lee side.~~ ~~2. Basically tankers are prohibited from entering or leaving the port in accordance with the local agreement.~~ 1. Gangway should not be used in taking a pilot on board, and pilot ladder should be provided on the lee side. 2. Basically tankers are prohibited from entering or leaving the port in accordance with the local agreement.

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (DW×vessel)	Remarks
Public Wharf	- 11 m Quay	39°16.0′ N, 141°53.8′ E	190	10～11	18,000 × 1	With a gantry crane
	- 7.5 m Aseismatic Quay	39°15.9′ N, 141°53.8′ E	130	7～8	5,000 × 1	
	- 7.5 m Quay	39°16.1′ N, 141°53.5′ E	130	6.5 ～7	5,000 × 1	Foul bottoms are lying scattered in the sea area of a front face of the quay.
	- 4.5 m Quay	39°16.0′ N, 141°53.6′ E	120	4 ～4.5	1,000 × 1	

Apart from the above table, there are piers and landing places for private use.

Supply. Fresh water, ice and fuel oil are available. There is an oil supply boat.

Repair. Repairs can be arranged.

Maritime authorities and facilities.

Name	Telephone
Kamaishi Coast Guard Office (Captain of the Port)	+81-193-22-3830
Kamaishi sub-branch Custom of Hakodate Customs Headquarters	+81-193-22-3010
Kamaishi Detached Office of Sendai Quarantine Station (To be contacted to Sendai Quarantine Station)	(+81-22-367-8100)
Public Works Department, Wide-area Coastal Promotion Bureau of Iwate Prefecture	+81-193-25-2708

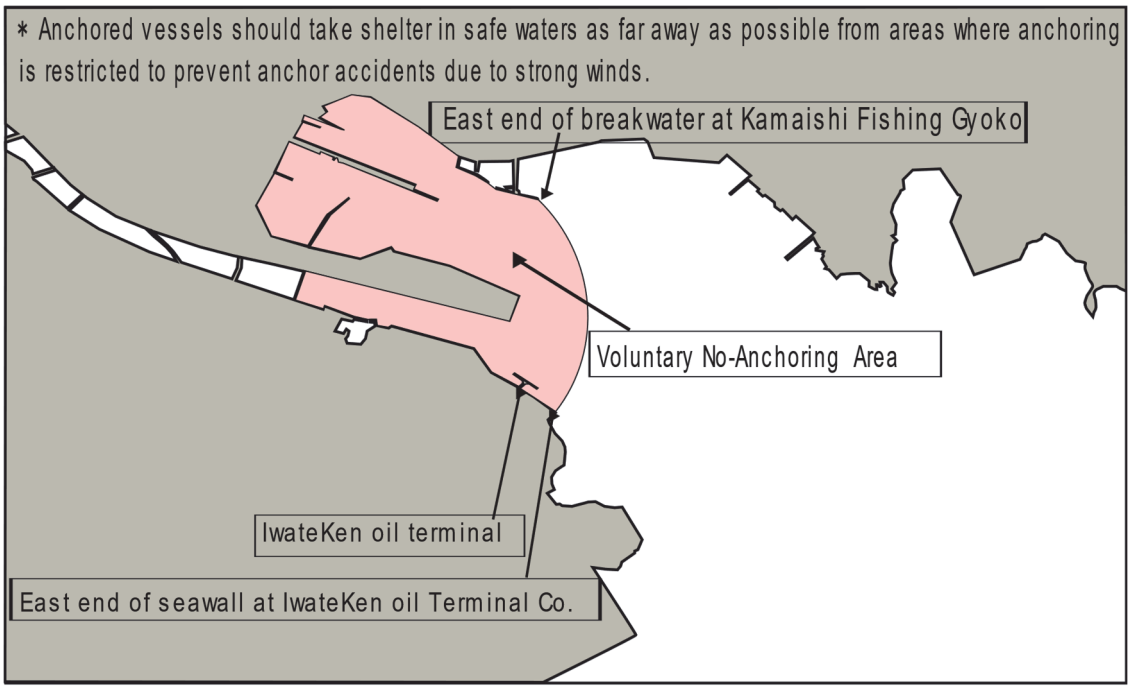
Tugboats. available.

Medical facilities.

Name	Telephone	Remarks
Iwate Prefectural Kamaishi Hospital	+81-193-25-2011	

A Voluntary No-Anchoring Area in stormy weather is designated around the public wharf (see to Fig. 18-1). (inquiries : Kamaishi Coast Guard Office.)

Fig. 18-1 The Voluntary No-Anchoring Area in Kamaishi Ko



lying off Izu Shima, which are in line with Oiso Saki, bearing 295°.

In the case of proceeding to Ogatsu Ko, steer for Aka Saki Light (38° 30.0' N, 141° 29.8' E), bearing 315°when O-Nabakari Ne (38° 28.4' N, 141° 31.4' E; rock of 7 m high) is abeam on the left; after passing Chona Saki (38° 29.6' N, 141° 30.9' E) is abeam, keep in the middle of the fairway, and proceed to the anchorage.

In the case of proceeding to Onmae Wan, take a suitable course to the anchorage after passing O-Nabakari Ne.

Izushima Suido. (38° 27' N, 141° 31' E) (Chart W1095) This channel runs between Izu Shima and the mainland leading to Onagawa Wan. The width of the narrowest part is about 200 m, but the width of 10 m or more in depth is only 100 m or less. This channel is not a suitable passage for vessels as there are many aquaculture facilities of shellfish and seaweed.

Overhead cables. Power transmission cables (38° 27.1' N, 141° 30.8' E) with the vertical clearance of 19 m span the central part of Izushima Suido.

Overhead bridge. The Izushima O-hashi Bridge (about 34m high) spans over the Izushima Suido between Oura, Onagawa-Cho and Izu Sima.

Izu Shima ~ Kinkasan (Charts JP54, JP79)

General information. The coast between Izu Shima and Kinkasan is rugged and bays are open to the E. Ogatsu Wan mentioned above, Onagawa Wan and Samenoura Wan are entered along this coast. Hayasaki Suido and Kinkasan Seto separate the mainland from Enoshima Retto and Kinkasan respectively.

Onagawa Wan (38° 25' N, 141° 32' E) is entered between Shigo-no-Saki at the S extremity of Izu Shima and Haya Saki; Onagawa Ko lies at its head.

Samenoura Wan (38° 23' N, 141° 31' E) is open to the E and exposed to swells.

It should be noted that there are stationary nets and aquaculture facilities of seaweeds in Onagawa Wan and Samenoura Wan.

Enoshima Retto (38° 24' N, 141° 35' E) comprises Futamata Shima, Hira Shima, E-no-Shima and Ashi Shima running eastward from Haya Saki in the above order. Another island, Kasagai Shima lies N separately from these islands. Between E-no-Shima and Ashi Shima runs a deep water channel, but it is encumbered with stationary nets at the W entrance and along the N coast of E-no-Shima. Each island is fringed with numerous rocky reefs.

Landmarks.

Landmark	Position	Remarks
Kasagai Shima	38° 25' N, 141° 36' E	A rocky islet with a round shaped peak, 30 m high. It is seen pointed from E or W.
E-no-Shima	38° 24' N, 141° 36' E	75 m high. There is a lighthouse on the top.
Ashi Shima	38° 23' N, 141° 36' E	A white and rocky islet. Pine tees grow on the top.
Azumanomori Yama	38° 24' N, 141° 32' E	A mountain, 152 m high. It is very prominent having pine trees on the top.
A chimney	38° 24' N, 141° 30' E	174 m high, gray.
Oshika Hanto	38° 19' N, 141° 32' E	The mountains such as Hikari San (443 m high) and Koma-ga-Mine (322 m high with a radio tower (366 m high) on the top) in the southern part are ranging to the N and S.
Kinkasan	38° 18' N, 141° 34' E	A conical shaped island, 444 m high. It is a landfall of vessels approaching from the E. On Awabiara Saki at the SE end lies a lighthouse.

Enoshima Retto

Seen from SW about 3.5 M of Ashi Shima

Hibarino North Wharf		38° 24.5′N, 141° 16.9′E	170	5 ~ 10.5	12,000 × 1	
Ishinomaki Gyoko	-7 m Quay	38° 24.7' N, 141° 20.0'E	1,481	5.5 ~ 8	—	Fishing market on it.
	-6 m Quay	38° 24.7' N, 141° 19.2' E	1,157	4.5 ~ 6	—	
	-7 m Pier	38° 24.6' N, 141° 19.9' E	716	5.5 ~ 7	—	

Apart from the above table, landing piers, depths 4.5 m or less lies in the inner harbour and a private mooring facility is located in the industrial port.

The largest vessel to enter the port. On 3 August 2023, the passenger vessel “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed alongside with Hibarino Central Wharf.

Repair. Available.

Maritime authorities and facilities.

Name	Telephone
Ishinomaki Coast Guard Station (Captain of the Port)	+81-225-22-8088
Ishinomaki Sub-branch of Sendai-Shiogama Branch Customs	+81-225-22-4649
Ishinomaki Maritime Branch of Tohoku District Transport Bureau	+81-225-95-1228
Ishinomaki Detached Office of Sendai Quarantine Station To be contacted to Sendai Quarantine Station)	(+81-22-367-8100)
Ishinomaki Sub-branch, Shiogama Branch of Yokohama Plant Protection Station	+81-225-95-0261
Miyagi Prefectural Ishinomaki Port and Harbour Office	+81-225-95-6271
Miyagi Prefectural Eastern Regional Development Office Fisheries fishing port part	+81-225-95-7318

Tugboats. Tugboats are available.

Ferryboats. Available.

Medical facilities.

Name	Telephone	Remarks
Ishinomaki Municipal Hospital	+81-225-25-5555	
Ishinomaki Japanese Red Cross Hospital	+81-225-21-7220	

Maritime traffic. Liner services are available to Aji Shima by Tashiro Shima, Aji Shima from Inner harbour.

Approaches to Sendai-Shiogama Ko (Chart W79)

Entrance of Sendai-Shiogama Ko (Shiogama Ku)

General information. Matsushima Wan is entered between Kayano Saki (38° 19' N, 141° 11' E) at the SE extremity of Miyato Shima and Hanabuchi Saki (38° 18' N, 141° 05' E) situated about 4.5 M WSW of Kayano Saki. The water is shallow and interspersed with many islands and rocks; there are many dangerous reefs inside and outside the bay.

The islands in the bay are called Matsushima Shoto. Miyato Shima, Sabusawa Shima, Nono Shima, Katsura Shima and Mahanashi Shima of Matsushima Shoto lie in a line in E-W direction and collectively form the N side of outer harbour of Sendai-Shiogama Ko. There are channels such as Wanigafuchi Suido, Sabusawa Suido, Ishihama Suido and

Precaution for entering the port. In the case of vessels intending to enter to Shiogama Ku, should be kept enough distance from O Ne Light Buoy (38° 15′ 56.2″ N, 141° 09′ 51.5″ E, Morse code A (・—), Green light, every 8s) and Oki-no-Taka Ne Light Bouy (38° 17′ 26.8″ N, 141° 09′ 18.5″ E, Morse code B (—・・・), Green light, every 8s) and Navigating the west side is very dangerous because there are several shallows in the vicinity.

1. Public quays (water depths of 4.5 m or greater) may be tentatively used; however, before entering port, detailed information related to port facilities, etc., must be acquired from the port authority, etc.
2. Care is necessary against foul substances scattered in the port.

The waters south of Sendai Ku have been designated as a fishing ground where aquaculture facilities are planned to be installed, and it is extremely dangerous to enter and leave the port between the eastern end of the Sendai South Breakwater and the southwestern end of the Sendai Offing Breakwater.

There have been several accidents where ships attempting to enter port from this area have run aground on aquaculture facilities.

Overhead cables. An overhead cable (38° 20.0' N, 141° 06.3' E; 24 m high) spans between the NE coast of Katsura Shima and the W coast of Nono Shima, and another one (38° 20.3' N, 141° 07.0' E; 25 m high) between the E coast of Nono Shima and the W coast of Sabusawa Shima. Besides that it is also in between the E coast of Sabusawa Shima and Miyato Shima (38° 20.3' N, 141° 07.9' E, 15m high).

Anchorage. The anchorage in the outer harbour of Sendai-Shiogama Ko is protected on the E side by the reefs around Funairi Shima and Karakai Shima and on the S side by reefs extending to the NE from Hanabuchi Saki; it is suitable for vessels, 6 m or less in draughts, but the holding ground is not very good with sandy bottom. In the vicinity of the anchorage E of Karakai Shima, waves may suddenly rise in strong E to SE winds due to the shape of the sea bed, so care is necessary to prevent dragging anchor and

shifting cargoes. It should be noted that aquaculture facilities of seaweed are laid N of a line joining Mizu Shima and the N extremity of Funairi Shima, and the N side of the anchorage situated E of Karakai Shima.

A quarantine anchorage (38° 18.5' N, 141° 08.5' E) is provided at the entrance of Shiogama Ku, and another one in position (38° 13.2' N, 141° 06.5' E) SE of Sendai Ku. The designated anchorages for vessels carrying dangerous substance are provided in Shiogama Ku Sections 3 and 4, and in Sendai Ku.

Facilities.

Name			Position	Length (m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
Shiogama Ku	TeizanWharf	No.1 Quay	38° 19.1' N, 141° 02.6' E	160	5.5 ~ 6	15,000 × 1	There is a pier at NE end and rough ground ahead.
		No.2 Quay	38° 19.1' N, 141° 02.7' E	213	5.5 ~ 8	10,000 × 1	
		No.3, 4 Piers	38° 18.9' N, 141° 02.6 ' E	130 each	6 ~ 8.5	7,500 × 2	
	E Wharf No.1 ~ 3 Quays		38° 19.1' N, 141° 02.5' E	320	6 ~ 7	4,500 × 3	Fronted by foul ground
	Naka Wharf	No.4 ~ 6 Quays	38° 19.1' N, 141° 02.4' E	258	3.5 ~ 9	7,500 × 1 1,500 × 2	
		No.7, 8 Quays	38° 19.1' N, 141° 02.2' E	157	3 ~ 5.5	700 × 2	
		Front Pier	38° 19.2' N, 141° 02.3' E	168	3 ~ 5.5	3,000 × 2	
	West Wharf Pier		38° 19.2' N, 141° 02.0' E	320	3 ~ 4.5	1,500 × 2 2,000 × 2	
	Togu Wharf Pier		38° 18.7' N, 141° 02.9' E	180	4.5	3,000 × 2	
Sendai Ku	Takamatsu WharfQuay		38° 16.5' N, 141° 01.5' E	240	12	30,000 × 1	
	Takamatsu Wharf No.2 Quay		38° 16.3' N, 141° 01.4' E	280	13.5	55,000 × 1	
	Takasago Wharf No.1 Quay		38° 16.1' N, 141° 01.2' E	270	11.5 ~ 12.5	30,000 × 1	Container crane
	Takasago Wharf No.2 Quay		38° 16.1' N, 141° 01.4' E	330	13.5	50,000 × 1	Container crane
	Koyo Wharf No.1 Quay		38° 16.0' N, 141° 01.9' E	240	10 ~ 12	30,000 × 1	

Nakano Wharf	No.1 Quay	38° 16.3' N, 141° 01.2' E	240	11 ~ 11.5	40,000 × 1	Crane
	No. 2 ~ 6 Quays	38° 16.3' N, 141° 00.9' E	925	7.5 ~ 10	15,000 × 5	
Raijin Wharf No.1, 2 Quays		38° 16.4' N, 141° 00.1' E	440	8.5 ~ 9	10,000 × 2	

Apart from the above table, there are private berths in Shiogama Ku and Sendai Ku.

Supplies. Fresh water, ice and fuel oil are available.
Repair. Available.

Maritime authorities and facilities.

Name	Telephone
2nd Regional Coast Guard Headquarters	+81-22-363-0111
Miyagi Coast Guard Office (Captain of the Port)	+81-22-367-3917
Shiogama Office of Sendai-Shiogama Branch Customs	+81-22-259-4306
Tohoku District Transport Bureau	+81-22-299-8851
Sendai Quarantine Station	+81-22-367-8100
Shiogama Branch of Yokohama Plant Protection Station	+81-22-362-6916
Sendai Regional Immigration Bureau	+81-570-02-2259
Miyagi Prefectural Sendai-Shiogama Port and Harbour Office	+81-22-254-3132～3133

Tugboats and ferryboats. Tugboats and ferryboats are available.
Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Asahi kosan	+81-22-362-1510	0830 ~ 1730	Bilge, Sludge etc.	Sludge etc.

Apart from the above table, there are several facilities that can process oil waste.

Medical facilities.

Name	Telephone	Remarks
Shiogama City Hospital	+81-22-364-5521	
Saka General Hospital	+81-22-365-5175	

Maritime traffic. There are car ferry services (15,795 G/T etc.) between Nagoya or Tomakomai. In addition, between Shiogama Ku and each island within Matsushima Wan is served by passenger boats.

Hanabuchi Saki ~ Unoo Saki (Chart JP1098)

General information. The coast extending about 31 M between Hanabuchi Saki and Unoo Saki forms a bow-shaped line and consists of sandy beaches. The inland is generally low with few landmarks.

Yuriage Gyoko lies at the estuary of Natori Kawa and Arahama Gyoko is situated at the estuary of Abukuma Kawa.

Soma Ko lies at the S extremity of this area; Matsukawaura Gyoko is located at the entrance of Matsukawa Ura in the SE part of Soma Ko, which is used by small vessels.

The 10 m depth contour runs mostly within 0.5 M offshore except about 7 M of the coast in the S part, where the contour lies within about 1 M offshore.

It should be noted that there are aquaculture facilities of seaweeds along this coast.

Landmarks.

Landmark	Position	Remarks
Unoo Saki	37° 49' N, 140° 59' E	A cape formed of cliffs of red clay, is at the E end of an isthmus separating Matsukawa Ura from the open sea. Pine trees grow on the cape, and there is a lighthouse on the top.

Anchorage. The quarantine anchorage is designated in the vicinity of a position (36° 54.3' N, 140° 53.5' E) SE of Onahama Ko Offing Breakwater W Light.

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
No.1 Wharf	No.1, 2 Quays	36° 56.7' N, 140° 54.4' E	213	7	300 × 4	Fishing port areas
	No.3 Quay	36° 56.6' N, 140° 54.4' E	150	8	300 × 3	
No.2 Wharf	No.3, 4 Quays	36° 56.6' N, 140° 54.0' E	Each 130	6.5 ～ 8.5	5,000 × 2	
	No.5, 6 Quays	36° 56.6' N, 140° 53.9' E	Each 73	4 ～ 6	700 × 2	
No.3 Wharf	No.1 ~ 4 Quays	36° 56.5' N, 140° 53.8' E	Each 175	9 ～ 10	10,000 × 4	
	No.5, 6 Quays	36° 56.5' N, 140° 53.7' E	Each 73	4 ～ 4.5	700 × 2	
	No.7 Quay	36° 56.5' N, 140° 53.6' E	74	3.5～4	700 × 1	
No.4 Wharf	No.1 Quay		90	4 ～ 4.5	700 × 1	
	No.2, 3 Quays	36° 56.4' N, 140° 53.5' E	Each 200	8.5 ～9.5	10,000 × 2	
	No.4 ~ 6 Quays	36° 56.3' N, 140° 53.4' E	Each 100	4.5～6	3,000 × 3	
No.5 Wharf No.1 Quay		36° 56.1' N, 140° 53.2' E	240	11～12	30,000 × 1	
No.6 Wharf	No.1 Quay	36° 56.0' N, 140° 53.0' E	280	13～14.5	50,000 × 1	Fronted by foul ground
	No.2, 3 Quays	36° 56.0' N, 140° 52.8' E	Each 130	6～8.5	5,000 × 2	
No.7 Wharf	No.1, 2 Quays	36° 55.9' N, 140° 52.8' E	Each 270	12～13	40,000 × 2	Fronted by foul ground
	No.3, 4 Quays	36° 55.8' N, 140° 52.7' E	Each 185	7～10.5	10,000 × 2	
	No.5 Quay	36° 55.9' N, 140° 52.6' E	130	6.5～7	5,000 × 1	
Fujiwara Wharf	No.1 Quay	36° 55.8' N, 140° 52.4' E	185	9.5～10.5	10,000 × 1	The vicinity of NE end is shallow.
	No.2 Quay	36° 55.7' N, 140° 52.4' E	241	10.5～12	30,000 × 1	
	No.3 Quay	36° 55.7' N, 140° 52.3' E	185	6.5～9	10,000 × 1	
	No.4 Quay	36° 55.7' N, 140° 52.3' E	130	6～7	5,000 × 1	
Otsurugi Wharf	No.1, 2 Quays	36° 55.6' N, 140° 52.2' E	Each 130	4.5～7	5,000 × 2	
	No.3, 4 Quays	36° 55.5' N, 140° 52.3' E	Each 185	8.5～9	10,000 × 2	Crane
	No.5 ~ 8 Quays	36° 55.4' N, 140° 52.2' E	Each 130	6.5～9.5	5,000 × 4	
Higashi Ko	No.1 Quay	36° 55.8' N, 140° 53.6' E	370	18	120,000 × 1	Crane
	No.2 Quay	36° 56.0' N, 140° 53.7' E	222	17～17.5	90,000 × 1	

Apart from the above table, there are private mooring facilities for an oil compare located at the SE end and the SW side of Otsurugi Wharf.

Supply. Fresh water, ice and fuel oil are available.
Repair. Repairs can be arranged.

Maritime authorities and facilities.

Name	Telephone
Fukushima Coast Guard Office (Captain of the Port, Onahama and Soma)	+81-246-54-3450
Onahama Branch Customs	+81-246-92-5151

Call name	Frequency	Hours of Operation	Contact	Remarks
KAWASAKI PORT RADIO YOKOHAMA PORT RADIO	ch16 / 07, 11, 12, 14, 18, 19, 20, 64	24 hours	TEL: +81-45-510-2345	

Pilotage. Pilotage is available on request through Licensed Pilots' Association, Tokyo Bay Pilotage District (Refer to Chapter 6 "PILOTAGE" of Part 1).

Signals. Traffic control signals on Kawasaki Passage are indicated by Kawasaki signal station (35° 30.6' N, 139° 46.6' E), those on Tsurumi Passage are indicated by Tsurumi (35° 28.7' N, 139° 42.1' E) and Tsurumi No.2 (35° 27.9' N, 139° 42.8' E), and those on Yokohama Passage are indicated by Honmoku (35° 26.4' N, 139° 41.4' E), Inner Harbour 35° 27.1' N, 139° 38.5' E) and Daikoku (35° 28.4' N, 139° 40.1' E). In addition, traffic control signal on Keihin Unga are indicated by Tsurumi, Tanabe (35° 29.4' N, 139° 43.3' E), Ikegami (35° 29.7' N, 139° 44.1' E), Shiohama (35° 30.6' N, 139° 45.2' E), Mizue (35° 30.9' N, 139° 44.8' E), Kawasaki and Daishi (35° 31.6' N, 139° 45.5' E).

The certain vessels, when entering or leaving each passage and the canal, shall navigate subjected to the corresponding traffic control signals on those signal stations. (Refer to Article 20-2, Appended table 4 of the Regulations for the Enforcement of the Port Regulations Law).

The traffic control signals are as follows.

	Lumber Berth No. 1	35° 25.6' N, 139° 41.0' E	185	10	12,500 × 1	Bldg. material berth
	Lumber Berth No. 2		145	9	5,000 × 1	Bldg. material berth
S Honmoku Wharf	MC1	35° 24.2' N, 139° 40.8' E	350	16	105,000 × 1	Container terminal Gantry cranes
	MC2	35° 24.1' N, 139° 40.7' E	350	16	105,000 × 1	
	MC3	35° 24.0' N, 139° 41.0' E	400	18	158,000 × 1	
	MC4	35° 23.9' N, 139° 40.8' E	500	18	158,000 × 1	
Kanazawa timber Wharf Quay		35° 22.4' N, 139° 39.2' E	187	12	15,000 × 1	Conventional ship berth Aseismatic quay

Apart from the above table, there are many private berths in Kawasaki Ku and Yokohama Ku.

Areas designated for the reinforcement for preventing dragging anchor. (Refer to Fig. 42.) In Keihin Ko (consists of Yokohama Ku and Kawasaki Ku) and its vicinity, dragging anchor have frequently occurred due to the poor holding ground. The recommendations on the reinforcement for preveneting dragging anchor has been established and vessels are ordered to comply with it in the event of the abnormal weather such as typhoons is expected to approach the area 2M radius of Tokyo Gas Ogishima LNG Berth, the JERA Ogishima LNG Berth and Minami-Honmoku Hama-doro Bridge Pire Light P4. Following actions shall be taken to detect dragging anchor and eliminate the risk at early stage: Maintain a continuous listening watch on VHF channel 16. Assign more personnel on bridge watchkeeping duties. Maintain AIS in operation. For the vessels with high freeboard and the vessels loading cargos less than 10 % of their capacity, recommendation on refraining from anchoring shall be issued.

The reinforcement for preveneting dragging anchor is applied to the following areas.

1 S of the line joining five points listed in the following table within a circle 2M radius of Tokyo Gas Ogishima LNG Berth Light (35° 27' 43″N 139° 43' 08″E) and the JERA Ogishima LNG Berth Light (35° 28' 15″ N 139° 44' 20″E). Excluding the Yokohama Passage, Tsurumi Passage and the area where anchoring is prohibited by the Captain of the Port of Keihin-Ko.

①	35° 29′ 25″ N, 139° 46′ 19″ E (Higashi Ogishima Breakwater)
②	35° 27′ 52″ N, 139° 42′ 46″ E (JFE Steel Corporation East Japan Works Ogishima Revetment)
③	Yokohama Daikoku Breakwater East Light (35°27′24″N, 139°42′25″E)
④	35° 27′ 16″ N, 139° 42′ 02″ E (Daikoku Wharf Tip Green Area)
⑤	35° 26′ 29″ N, 139° 41′ 14″ E (Honmoku Wharf Breakwater)

2 Within a circle of a radius of 2M centered on Minami Honmoku Hama-doro Bridge Pier Light P4 (35° 24' 39″ N 139°40' 57″E) , a sector between a line drawn 090° between the Minami Honmoku Wharf East Point (35°24' 27″ N 139°41' 43″E) and the arc of the circle, and a line drawn 000° between the Honmoku Wharf Jetty-D North Point (35°26' 31″N 139°41' 07″E) and the arc of the circle. Excluding Yokohama Passage and the area where anchoring is prohibited by the Captain of the Port of Keihin-Ko.

Items shall be reported by vessels of less than 500 GRT. Vessels of less than 500 GRT, taking refuge at an anchorage within Yokohama Ku and Kawasaki Ku of Keihin Ko when a recommendation is issued, shall report following items to the Yokohama Coast Guard:

Vessel's name, vessel's type, gross tonnage, position previously berthed, anchoring position (anchorage name) in latitude and longitude, date and time an anchor has been dropped, vessel's telephone number, all sign or vessel's identification number, total length, maximum draught, equipped with AIS or not, number of anchor shots.

Contact information of the Yokohama Coast Guard: Tel +81-4-201-1671 or 8180, Fax +81-45-211-2405 (24 hours a day, 7 days a week).

The 20 m depth contour lies within 1 M offshore on the E half of this coast, then gradually moves seaward as going W from the entrance of Hamana Ko and reaches about 6.5 M offshore at Irago Misaki. There is no dangerous reef with the depth of 10 m or less outside 1 M offshore except the area extending to W 8 M from Omae Saki.

Hamana Ko (34° 42' N, 137° 35' E) (Chart W1215) lies at the entrance of Hamana Ko (lake), Fukude Gyoko (34° 40' N, 137° 54' E) is located in the estuary of Ota kawa at ENE of the estuary of Tenryu Kawa and Akabane Gyoko (34° 36' N, 137° 11' E) is situated WSW of Takamatsu Saki lying on the S side of Atsumi Hanto. There are also detached breakwaters and submerged jetties near Irago Misaki, W of Akabane Gyoko, and near Takatsuka district coastal area in W of Hamana Ko. There is neither port nor bay affording shelter.

Landmarks.

Landmark	Position	Remarks
A bridge building	34° 41' N, 137° 36' E	Hamana O Hashi, 24 ~ 26 m high. Bridge lights are attached.
Takamatsu Saki	34° 37' N, 137° 13' E	A small projection, 29 m high, thickly covered with pine trees. A detached rock (12 m high) in front of it makes easy to identify this cape.
O Yama	34° 37' N, 137° 09' E	A conspicuous mountain, 328 m high.
A conspicuous building	34° 35' N, 137° 02' E	A hotel, cream 5-storied building, 137 m high. It is located SE of Choppori Yama.

Precaution for navigation. At the southern coastal waters of Atsumi Hanto, trawlnet fishery and boat seine fishery are performed actively.

Paragraph 4 IRAGO SUIDO

(Charts JP1064, JP1053, JP1051)

General information. This channel separates Irago Misaki from Kami Shima at the entrance of Ise Wan, and is the safest route for entering Ise Wan and Mikawa Wan from the open sea. There are detached dangerous reefs on the both sides of the channel and the width of the passage with the depth of 10 m or more is about 1 M.

There are many navigating vessels of various size in this channel, therefore the average daily number of vessels in ~~FY~~ 2019 was about 409 vessels. It is necessary to exercise adequate caution in navigating this channel because of high density of fishing vessels operating in this waters besides.

The Maritime Traffic Safety Law is applied to the water N of the line joining O Yama triangulation point (34° 36' 07″ N, 137° 08' 47″ E) located in the W part of Atsumi Hanto and Ijika Light (34° 26' 40″ N, 136° 55' 25″ E), which includes Ise Wan and the entrance, and Irago Suido. Irago Suido Traffic Route is set in the central part of Irago Suido under provisions of this law.

Tidal currents. (Refer to Figs. 45 and 46)

At the central part between Irago Misaki and Kami Shima, flood (ebb) stream flows toward the NW (SE), with a maximum flow velocity of 2.6kn.

Pilotage. Ise-Mikawa Wan Pilotage Area covers the water of Irago Suido Traffic Route and nearby sea areas (Refer to Chapter 6 “PILOTAGE” of Part 1).

Yokkaichi Ko (34° 57' N, 136° 40' E) (Chart JP94) (Port Code: JP YKK)

(Photographed Apr. 2018)

Port classification. Specified port, Open port, Quarantine port, Immigration port, Domestic animal quarantine port, Plant protection port, International hub port.

General information. The port comprises Sections 1 ~ 3. A land stretching from near Ishihara-Cho in the S part to Kasumi 1-Chome, a reclaimed land, by Umaokoshi forms a coastal industrial area where the heavy chemical industries represented by the oil refinery industry are located.

Isozu Gyoko (34° 55.4' N, 136° 38.6' E) lies about 0.5 M S of the estuary of Suzuka Kawa.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami etc., Yokkaichi Ko Typhoon Safety Measures Committee and Yokkaichi Ko Earthquake Tsunami Disasters Prevention Measures Committee are individually established to issue information on typhoons, earthquakes and tsunamis etc. to vessels and concerned parties in the port, and give countermeasures to be taken including warning arrangements, evacuation orders and instructions, cancellation of them, etc. (Inquiries: Yokkaichi Coast Guard Office).

Weather. SE wind accompanied by typhoon in autumn is so strong that vessels anchoring outer harbour are liable to drag, to which attention must be paid.

Tides. In Yokkaichi Ko, mean higher high water is 2.2 m, mean lower low water is 0.4 m, and mean sea level is 1.30 m.

The largest vessel to enter the port. On April 5, 2016, the oil tanker “KUN LUN SAN” (164,580t, draught 20m) berthed at Cosmo Sea-Berth.

Port communications.

With the Captain of the Port.

Port communications by a VHF radiotelephone system between a vessel and Captain of the Port are available through the NAGOYA COAST GUARD RADIO.

Call name	Frequency	Hours of Operation	Contact	Remarks
NAGOYA COAST GUARD RADIO	ch16 / 12	24 hours	Yokkaichi Coast Guard Office	

Sakate Shima during September to next April or May.

In order to clear away from Oki-no-Nagamo Se (34° 30.5' N, 136° 53.3' E) on the N side, it is recommended to steer slightly to the port when Sugashima Ko N Breakwater Light (34° 30.0' N, 136° 53.8' E) abeam (already passed over Nagamo Se on the S side), then navigate Suga Shima side from the azimuth line described above.

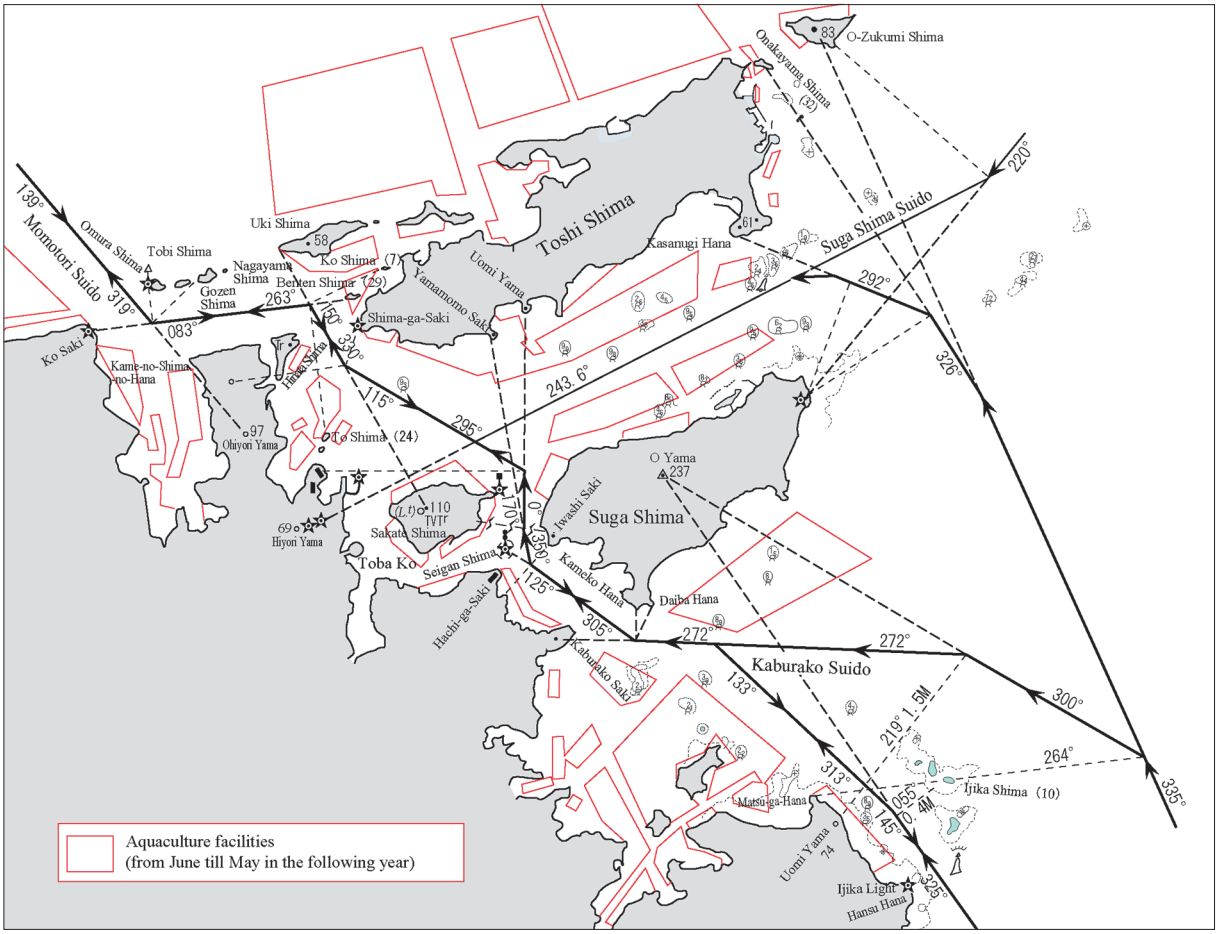
From S into Sugashima Suido.

Proceed on the center of the water between reefs extending to the ENE from Shiro Saki at the NE extremity of Suga Shima and Minami-Utsuki Se (34° 30.7' N, 136° 56.1' E), with the peak (34° 32.3' N, 136° 54.2' E) of O-Nakayama Shima in the vicinity of the NE extremity of Toshi Shima in azimuth line with Kazekura Shima (14 m high), SSE of O-Nakayama Shima, bearing 326°; alter course to 292° for Kasanugi Hana (34° 31.1' N, 136° 53.9' E) when Suga Shima Light abeam, and proceed about 0.6 M; when Suga Shima Light abeam again, steer to port and enter the azimuth line (243°) described above.

Alternatively vessels may enter Sugashima Suido from S steering about 340° with the peak of O-Zukumi Shima as a heading mark.

Tidal currents. At the Ainoshichito Light Bouy (34° 30.8' N, 136° 54.2' E) nearby, flood (ebb) stream flows toward the SW (ENE), with a maximum flow velocity of 0.8kn.

Fig. 59 Directions for Momotori Suido, Kaburako Suido and Suga Shima Suido



Hansu Hana ~ Daio Saki (Charts JP1051, JP1053, W78)

General information. The coast of about 10 M between Hansu Hana at the SE of Kaburako Suido and Daio Saki is rugged in shape, on the central part of which Matoya Ko lies. Anori Gyoko is situated on the W side of Anori Saki. Nakiri Ko on the NW side of Daio Saki, a base of both inshore and pelagic fisheries, affords good shelter to fishing vessels. The Port Regulations Law is applied to Nakiri Ko.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Mori Ku	No. 1 Pier	33° 42.9' N, 135° 23.6' E	100	4	1,500 × 1	
	No. 2 Pier	33° 43.0' N, 135° 23.6' E	50	4.5	500 × 1	
Shin-Mori Ku	Isoma No. 1 Quay	33° 43.1' N, 135° 23.0' E	120	3.5	500 × 2	
	Isoma No. 2 Quay	33° 42.9' N, 135° 23.1' E	100	5.5	2,000 × 1	Aseismatic quay

Maritime authorities and facilities.

Name	Telephone
Tanabe Coast Guard Office (Captain of the Port)	+81-739-22-2001
Construction Department, Nishi-Muro Promotion Bureau of Wakayama Prefecture	+81-739-26-7921

Supplies. Fresh water, fuel oil and ice can be supplied at Egawa Hakuchi. Fresh water is available at Shin-Mori Hakuchi.

Medical facilities.

Name	Telephone	Remarks
Kinan Hospital	+81-739-22-5000	
Tanabe Central Hospital	+81-739-24-5333	
Minami Wakayama Medical Center	+81-739-26-7050	

Kirime Saki ~ Hi-no-Misaki (Chart JP77)

General information. Between Kirime Saki and Hi-no-Misaki there is relatively little access, there is only a small indentation at the NW side of Kirime Saki (Inami) and the E side of Hi-no-Misaki. Shingly shore has many beaches between Kirime Saki and Katsuo Shima (4.7 m high) there are many rocky reefs within 0.5M of the shore.

The small bay (33° 53' N, 135° 05' E) ENE about 1M of Hi-no-Misaki can be used for ship refuge when the S wind isn't blowing strongly. Hidaka Ko is in the E portion of the bay. There are many sunken rocks within 100m of the N coast of the bay, so attention is required.

Landmarks.

Landmark	Position	Remarks
~~Matsuma Yama~~	~~33° 53' N, 135° 17' E~~	~~A bare mountain, 523 m high.~~
Hi-no-Misaki	33° 53' N, 135° 04' E	A cape of steep cliffs. Lighthouse stands on the cape. Hino Yama (202 m high) is conspicuous in the vicinity of NE of Hi-no-Misaki.

Take-ga-Shima	33° 32.5' N, 134° 19.2' E	An island showing black color with thick woods, 97 m high. It is visible from the S with a distance of about 20 M. A lighthouse stands in the S part.
Shosoku Toge	33° 28' N, 134° 08' E	A conical shaped mountain, 1,083 m high.
Shijuji San	33° 19' N, 134° 11' E	A conical shaped mountain, 383 m high.
Muroto Saki	33° 14.8' N, 134° 10.6' E	A cape of steep cliffs projecting to the S. A lighthouse stands on it.

Paragraph 2 MUROTO SAKI ~ ASHIZURI MISAKI

(Chart JP108)

General information. The coast between Muroto Saki and Ashizuri Misaki encloses a large bay known as Tosa Wan, is entered about 30 M drawing a nearly semicircular coastline.

The NE part forms rather smooth coastline, the NW part is rugged and Kochi Ko, Ura-no-Uchi Wan and Susaki Wan are entered deeply and on the W side lie bays and inlets of every size.

Flat land can be found only around Kochi, in other part, mountains advance to the sea.

In the water E of Shira-no-Hana at the head of the bay, the 20 m depth contour lies mostly about 1 M offshore except in the vicinity of Muroto Saki; in the water W of Shira-no-Hana, it runs mostly within 0.5 M offshore except where there are small inlets.

No dangerous reefs exist outside 1 M offshore along this coast except Susaki Wan and the vicinity.

Care should be taken of stationary nets laid within about 2 M offshore in the bay. Besides, shelter fishery is active. Fishing gears of the shelter fishery are fixed on the bottom of the sea along the coast and are stood marking flags or natural woods. In addition, it is necessary to exercise caution to navigating in the sea area because there are cases when longline fishery and dragnet fishery are operated around the fishing gears. (Refer to the section “Fisheries” of Chapter 7 “NAVIGATIONAL PRECAUTIONS” of Part 1).

Weather. At Muroto Saki, NE wind prevails throughout the year, which is considerably strong showing that winds of 10 m/s or more have appeared about 250 days a year. At Kochi, W wind prevails throughout the year, which is very calm with the average of 2 m/s or less. Wind directions vary in seasons at Ashizuri Misaki (Shimizu), NNE wind prevails in spring and autumn, W or E wind is dominant in summer and northerly wind in winter.

Shelter. Only Susaki Wan (33° 20' N, 133° 17' E) affords shelter to large vessels on the S coast of Shikoku.

Muroto Saki ~ Shimo-Ryuzu Saki (Chart JP108)

General information. The coast between Muroto Saki and Shimo-Ryuzu Saki is regular in shape. The coast from Muroto Saki to the estuary of Nahari Kawa (33° 25' N, 134° 01' E) consists of rocky or stony beaches and the farther W is a stretch of sandy beaches. Relatively wide plains lie W of Tei Misaki , in other area except estuaries of rivers runs a range of mountains overhanging the sea.

The 10 m depth contour runs close to shores, generally within 500 m offshore, outside of which there are no dangerous reefs except Taka Bae (33° 29.0' N, 133° 53.3' E; a sunken rock, 2.3 m deep) off the estuary of Aki Kawa, and Sanbonmatsu (33° 30.9' N, 133° 36.5' E; a sunken rock, 4.4 m deep) and Taka Bae (33° 30.8' N, 133° 36.5' E; a sunken rock, 4.4 m deep) outside Kochi Ko.

Nahari Ko (Port Code: JP NHI) lies NNW of Hane Saki and Tei Ko is located on the N side of Tei Misaki.

Landmarks.

Landmark	Position	Remarks
Gyoto Saki	33° 18' N, 134° 07' E	A cape of rocks surmounted by black woods.
Kasaki Yama	33° 22' N, 134° 07' E	598 m high.
Hane Saki	33° 22.4' N, 134° 02.3' E	There is a lighthouse.
Asahi-ga-Oka	33° 29' N, 133° 59' E	A mountain, 632 m high.
Tei Misaki	33° 31' N, 133° 45' E	A cape surmounted by a lighthouse.
Akiba Yama	33° 36' N, 133° 46' E	A mountain, 490 m high, with a pointed and forested top.
Shimo-Ryuzu Saki	33° 29.8' N, 133° 34.4' E	A cape surmounted by Kochi Light. Shiro Yama (60m high) in the vicinity is a good mark for vessels entering Kochi Ko.
Eboshi Yama	33° 32' N, 133° 31' E	359 m high. A radio tower stands near the peak.

Shimo-Ryuzu Saki ~ Okitsu Saki (Chart JP108)

General information. The coast between Shimo-Ryuzu Saki and Okitsu Saki is very rugged and contains Ura-no-Uchi Wan and Susaki Wan on the central part and many other small inlets.

The coast of about 7 M from Shimo-Ryuzu Saki to Ogi Misaki forms nearly straight coastline and consists of sandy beaches, other parts are mostly steep cliffy beaches.

In the inland lie many high mountains, with hardly any flat areas.

The water along the coast is generally deep to the shore, but some dangerous reefs are scattered in places around 1 M offshore.

Only Susaki Wan is a good haven along this coast. Ura-no-Uchi Wan is blocked by shoals at the entrance. Other bays merely afford shelters in W or N winds.

There are Usa Ko (33° 26' N, 133° 28' E; Port Code: JP USA), Kure Ko (33°20 N, 133°15E; Port Code: JP KUE) and Kaminokae Ko (33° 17' N, 133° 15' E; Port Code: JP KMK) along this coast. Each port is applied to the port regulations law.

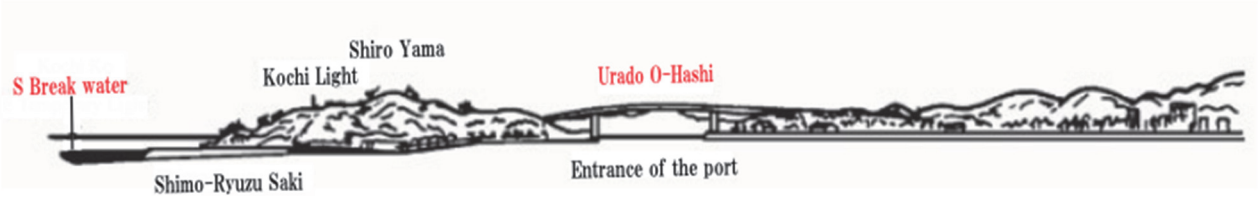
Landmarks.

Landmark	Position	Remarks
Shira-no-Hana	33° 25.8' N, 133° 27.7' E	A point of cliffs surmounted by a lighthouse.
Kokuzo San	33° 28' N, 133° 18' E	A bare mountain, 675 m high.
Banda-ga-Mori	33° 26' N, 133° 16' E	A wooded mountain, 769 m high.
Torigata Yama	33° 30' N, 133° 04' E	A mountain with a pointed peak, 1,342 m high.
Hiuchi-ga-Mori	33° 18' N, 133° 12' E	A conical shaped mountain with a pointed peak, 590 m high.
Shiwa Saki	33° 14' N, 133° 15' E	A cape with pine trees on the top. It can be distinguished from some miles seaward.
Okitsu Saki	33° 09.3' N, 133° 13.1' E	A cape of bluffs located at the E end of a peninsula projecting to the SE. A lighthouse stands on it.
Gozaisho-no-Mine	33° 11' N, 133° 09' E	A thickly wooded mountain with a pointed peak, 658 m high. It is conspicuous from a distance.

Entrance of Kochi Ko

Kochi Ko seen from the E off the port

Kochi Ko seen from the E



Kochi Ko (33° 31' N, 133°34' E) (Chart W110) (Port Code: JP KCZ)

(Photographed May. 2018)

Port classification. Specified port, Open port, Quarantine port, Immigration port, Domestic animal quarantine port, Plant protection port.

General information. The passage (120 ~ 210 m wide) in the vicinity of the entrance is regularly dredged to maintain the planned depth, but it tends to become shallower at times because of the narrow and long features of the passage and sand drifting from Tanezaki Hama in case of storms. Thus the vessels must be cautious when passing the passage.

Depths in the port are generally shallow (depth 8 m or less); the depth water is about 12 m in the vicinity of port entrance.

Extreme weather including typhoon makes the water depth irregular in the area E of the No.7 wharf. Caution should be exercised as groundings have been occurred there. ~~The construction of breakwaters is underway.~~

The reclaimed land on the E side of the port is utilized by enterprises relating to petroleum, limestone, shipbuilding.

A water on the W side, 2 ~ 4 m deep, muddy bottom, is safe against every wind and wave and affords anchorage to vessels of 500 t or less.

Kagami Kawa and Kokubu Kawa running through Kochi City flow into the port at its head.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami etc., Kochi Ko Typhoon, Tsunami etc. Disaster Measures Committee is established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in port and give countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into port, cancellation of them, etc. (Inquiries: Kochi Coast Guard Office).

Weather. W wind prevails throughout the year. Wind speed is very low with annual average about 2 m/s or below.

Tides. In Kochi Ko, mean higher high water is 1.6 m, mean lower low water is 0.3 m, and mean sea level is 1.08 m.

Tidal currents. In a port entrance of Kochi Ko (33° 30.0' N, 133° 33.9' E), flood (ebb) stream flows W (E) at the rate of around 0.6 ~ 0.9 (1.0) kn.

Port communications. Port communications by a VHF radiotelephone system between a vessel and Captain of the Port is available through the KOBE COAST GUARD RADIO.

Call name	Frequency	Hours of Operation	Contact	Remarks
KOBE COAST GUARD RADIO	ch16 / 12	24 hours	Kochi Coast Guard Office	

Pilotage. There is not sea area of pilotage to be established in the Pilotage Law, but pilotage of private qualification

Port regulations.

Navigational Precautions (Article 43 of the Regulations for the Enforcement of the Port Regulations Law)	1. Vessels of 1,000 G/T or more (tankers 500 G/T or more) proceeding and taking departure by navigating the passages (hereinafter referred to as "Kochi Fairway" in this Paragraph and next Paragraph) S of the line drawn from Kochi Ko Mimase Light (33° 30′ 26″ N, 133° 33′ 34″ E), bearing 90°, shall report the items described in each Item of Article 38 Paragraph 2 of the Port Regulations Law (the items in Item 3 mean the estimated time of arrival near the entrance to Kochi Fairway when proceeding, and the estimated time of departure when taking departure) to Captain of the Port by noon of the day before proceeding or taking departure, respectively. 2. Vessels making reports of the items described in the preceding paragraph, shall report to Captain of the Port immediately when the change has been made on said items. Consultation; the matters described in each Item of the Article 38 Paragraph 2 of the Port Regulations Law: 1) Name of the vessel. 2) Gross tonnage and length of the vessel. 3) Estimated time for the vessel to navigate through the fairway. 4) Means of communicating with the vessel. 5) The mooring facility within the specified port where the vessel is anchored or seeks to anchor.

Caution: Caution should be exercise d with southerly swells developed near the entrance when a depression or a typhoon approaches during spring to autumn.

Bridge buildings. Urado O-Hashi (33° 30.0' N, 133° 34.1' E; 39 m high) spans across the passage near the entrance.

Overhead cables. Two overhead cables (33° 31.9' N, 133° 33.8' E; height 50 m and 47 m) span crossing the N part of the passage.

The Largest vessel to enter the port. On 10th Oct. 2024, a cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at No.3 Quay of No.7 Wharf.

Mooring buoys. There are many mooring buoys in front of a shipyard located in Shinchiku district.

Anchorage. The quarantine anchorage is provided in the vicinity of a position (33° 28.8' N, 133° 35.0' E) SSE of Shimo-Ryuzu Saki.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
No. 1 Wharf	No. 2 Quay	33° 32.4' N, 133° 33.2' E	115	3 ~ 6	3,000 × 1	
	No. 4 Quay	33° 32.4' N, 133° 33.4' E	390	2.5 ~ 7	5,000 × 3	There is rough ground ahead.
	No. 5 Quay	33° 32.3' N, 133° 33.6' E	172	7.5	5,000 × 1	Aseismatic quay
	No. 6 Quay	33° 32.5' N, 133° 33.6' E	310	6 ~ 7	5,000 × 2	
	No. 7 Quay	33° 32.6' N, 133° 33.6' E	260	5.5 ~ 7	5,000 × 2	
	No. 8 Quay	33° 32.7' N, 133° 33.6' E	180	3.5 ~ 4	700 × 3	
No. 2 Wharf No.1 Quay		33° 33.2' N, 133° 33.6' E	735	0.5 ~ 3	—	Unsurveyed area at a part
No. 3 Wharf	No. 1 Quay	33° 33.0' N, 133° 33.8' E	242	2 ～3	—	Unsurveyed area at a part
	No. 2 Quay	33° 32.7' N, 133° 33.8' E	446	2.5 ～ 4	300 × 1	
	No. 3 Quay	33° 32.6' N, 133° 33.8' E	110	2.5 ～ 3	300 t × 1	There is notation of the foul ground on chart.
	No. 4 Quay		140	3 ～ 3.5	750 t × 2	
No. 4 Wharf	No. 1 Quay	33° 32.5' N, 133° 34.2' E	167	4.5 ～ 5	3,000 × 1	There is rough ground ahead.
	No. 2 Quay	33° 32.4' N, 133° 34.2' E	180	3.5 ～ 4	300 × 1	
	No. 3 Quay	33° 32.4' N, 133° 34.3' E	90	—	300 × 1	
No. 5 Wharf	No. 1 Quay	33° 31.4' N, 133° 33.9' E	130	5.5 ~ 6	5,000 × 1	
	No. 2 Quay	33° 31.3' N, 133° 33.9' E	140	3.5 ～ 4.5	1,000 × 2	
	No. 3 Quay	33° 31.1' N, 133° 33.9' E	300	2.5 ～ 4	700 × 5	
No. 7 Wharf	No. 1 Quay	33° 30.7' N, 133° 35.1' E	240	7.5 ～ 8	—	Gantry Crane
	No. 2 Quay	33° 30.6' N, 133° 35.1' E	240	12 ～ 12.5	30,000 × 1	Gantry Crane
	No. 3 Quay	33° 30.6' N, 133° 35.4' E	280	12 ～ 12.5	30,000 × 1	There is rough ground ahead.
	No. 4 Quay	33° 30.7' N, 133° 35.5' E	190	11 ～ 11.5	18,000 × 1	Aseismatic quay
	No. 8 Quay	33° 30.8' N, 133° 35.0' E	180	7.5 ~ 8	12,000 t × 1	

Apart from the above table, there are private mooring facilities on each wharf.

Fig. 63 Directions for Susaki Ko [Replaced by new image]