

Pub.301 sup.

Sailing Directions for South and East Coasts of Honshu

Supplement No.9

31 October 2025



Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.9 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.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 26 September 2025.

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.

31 October 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.

Page	Updated parts (title, port name, etc.)	Remarks
After 'CAUTION' / Withdrawal of Nautical Chart		The said page of supplement No.7 is cancelled.
14	Aids to Navigation	The said page of supplement No.6 is cancelled.
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42	Symbol showing the destination port of AIS (An extract)	
104	Sendai-Shiogama Ko	
106	Sendai-Shiogama Ko	The said page of supplement No.8 is cancelled.
117	Hitachi Ko	
119	Hitachinaka Ko	The said page of supplement No.2 is cancelled.
122	Kashima Ko	The said page of supplement No.2 is cancelled.
159	Chiba Ko	
219	Shimizu Ko	The said page of supplement No.6 is cancelled.
225	OMAE SAKI ~ IRAGO MISAKI	The said page of supplement No.8 is cancelled.
235	IRAGO SUIDO	
236	IRAGO SUIDO	
238	MIKAWA WAN	
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245	Mikawa Ko	The said page of supplement No.1 is cancelled.
249	Kinuura Ko	The said page of supplement No.5 is cancelled.
251	ISE WAN	
263	Nagoya Ko	The said page of supplement No.7 is cancelled.
272	Nagoya Ko	The said page of supplement No.7 is cancelled.
281	Yokkaichi Ko	The said page of supplement No.1 is cancelled.
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327	O Shima ~ Zeni Su	
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360	INDEX-GAZETTEER	

The nautical charts in English (JP charts) on the left-hand side of the following table have been withdrawn. These chart numbers in Publication No.301 Sailing Directions for South and East Coasts of Honshu (including any Supplement) should be replaced by chart numbers with “W” instead of chart numbers with “JP”.

Withdrawn Nautical Charts		Substitute
No.	Title	No.
JP63	ONAHAMA KO	W63
JP64A	SENDAI-SHIOGAMA KO SHIOGAMA	W64A
JP64B	SENDAI-SHIOGAMA KO SENDAI	W64B
JP65	HACHINOHE KO	W65
JP66	KEIHIN KO YOKOHAMA	W66
JP67	KEIHIN KO KAWASAKI	W67
JP79	ISHINOMAKI WAN	W79
JP89	SHIMIZU KO	W89
JP91	YOKOSUKA KO URAGA AND KURIHAMA	W91
JP94	YOKKAICHI KO	W94
JP95	NORTHERN PART OF ISE WAN	W95
JP1049	KASHIMA KO	W1049
JP1052	MIKAWA WAN AND APPROACHES	W1052
JP1053	IRAGO SUIDO AND APPROACHES	W1053
JP1055A	NORTHERN PART OF NAGOYA KO	W1055A
JP1055B	SOUTHERN PART OF NAGOYA KO	W1055B
JP1056	KINUURA KO	W1056
JP1057A	NORTHERN PART OF MIKAWA KO	W1057A
JP1057B	SOUTHERN PART OF MIKAWA KO	W1057B
JP1061	NORTHERN PART OF TOKYO WAN	W1061
JP1062	MIDDLE PART OF TOKYO WAN	W1062
JP1064	IRAGO SUIDO	W1064
JP1065	KEIHIN KO TOKYO	W1065
JP1067	KISARAZU KO	W1067
JP1081	URAGA SUIDO	W1081
JP1083	YOKOSUKA KO YOKOSUKA	W1083
JP1085	KEIHIN KO NEGISHI	W1085
JP1086	MIDDLE PART OF CHIBA KO	W1086
JP1087	SOUTHERN PART OF CHIBA KO	W1087
JP1088	CHIBA KO KATSUNAN	W1088
JP1100	ISHINOMAKI KO	W1100

AIS Signal Station Ship-ridden receivers of AIS (Automatic Identification System) or radars Capable of displaying on AIS multiple display or ECDIS (Electronic Chart Display and Information System) indicating the facilities for emitting radio waves on their display screens in order to show symbol marks and such to be the Aid to Navigation to navigating vessels. The classification can be divided into Real and Virtual. A Real in which AIS Signal Station are juxtaposed to an Aid to Navigation, and a Virtual in which an Aid to Navigation that does not actually exist is displayed on a radar, etc.

In the vicinity of area depicted this Sailing Directions, there are 25 AIS signal stations.

AIS Signal Station Name	Position	Classification	Remarks
Tokyo Wan Entrance Virtual AIS aid to navigation No 1	35° 05.8' N, 139° 44.5' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo Wan Entrance Virtual AIS aid to navigation No 2	35° 08.1' N, 139° 45.2' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo Wan Entrance Virtual AIS aid to navigation No 3	35° 10.4' N, 139° 45.9' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo W Passage No.6	35° 34.8' N, 139° 48.1' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Keihin Kawasaki Sea-Berth	35° 28.0' N, 139° 46.1' E	Real	
Uraga Suido Traffic Route Center No.1	35° 12.7' N, 139° 46.6' E	Real	Fitted with Uraga Suido Traffic Route Center No.1 Light Buoy
N end of recommended route off the W coast of Izu O Shima	34° 48.0' N, 139° 17.0' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
S end of recommended route off the W coast of Izu O Shima	34° 42.2' N, 139° 10.0' E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
E end of N entrance of Irigo Suido Traffic Route	34° 34.8' N, 136° 59.4' E	Virtual	Controlled by Ise Wan Vessel Traffic Service Center.
SE of Irigo Suido Traffic Route	34° 32.4' N, 137° 01.8' E	Real	Fitted with Ise Wan No.2 light buoy
Nakayama Suido Development and Conservation Route No.1	34° 37.7' N, 136° 58.6' E	Real	Fitted with Nakayama Suido Development and Conservation Route No.1 Light Beacon
Yokkaichi Ko Showayokkaichi Oil Sea-Berth	34° 55.8' N, 136° 42.2' E	Real	
Kantorisaki SE Floating Fish Haven facilities	33° 30.7' N, 136° 05.7' E	Real	Fitted with the Kantorisaki SE Floating Fish Haven Facility Light
Kashinosaki E Floating Fish Haven facilities	33° 27.9' N, 135° 57.6' E	Real	Fitted with the Kashinosaki E Floating Fish Haven Facility Light

E end of recommended route Off the coast of Shio-no-Misaki	33°25.9'N, 135°52.5'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
W end of recommended route Off the coast of Shio-no-Misaki	33°24.3'N, 135°45.3'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
S of recommended route Off the coast of Shio-no-Misaki	33°22.7'N, 135°45.3'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
Wabukasaki SW Floating Fish Haven Facilities	33°25.5'N, 135°27.3'E	Real	Fitted with the Wabukasaki SW Floating Fish Haven Facility Light
Ichiesaki SW Floating Fish Haven Facilities	33°26.3'N, 135°18.3'E	Real	Fitted with the Ichiesaki SW Floating Fish Haven Facility Light
Migusasaki SW Floating Fish Haven Facilities	33°27.5'N, 135°07.7'E	Real	Fitted with the Migusasaki SW Floating Fish Haven Facility Light
Setosaki SW Floating Fish Haven Facilities	33°30.3'N, 135°05.3'E	Real	Fitted with the Setosaki SW Floating Fish Haven Facility Light
Tosa-kuroshio Marine Farm No.10 Facilities	33°01.2'N, 134°07.2'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.10 Facility Light
Tosa-kuroshio Marine Farm No.18 Facilities	33°29.1'N, 133°12.1'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.18 Facility Light
Tosa-kuroshio Marine Farm No.20 Facilities	33°01.0'N, 133°35.0'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.20 Facility Light
Tosa-kuroshio Marine Farm No.21 Facilities	32°23.2'N, 132°28.9'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.21 Facility Light

Symbol showing the destination port of AIS (An extract)

Port Name Prefecture Name	Code	Port Name Prefecture Name	Code	Port Name Prefecture Name	Code
AJIRO SHIZUOKA	AJR	ASAKAWA TOKUSHIMA	ASW	ATAMI SHIZUOKA	AMI
AYUKAWA MIYAGI	AYU	CHIBA 4KU CHIBA	ANE	CHIBA CHIBA	CHB
CHIBA KATSUNANKU CHIBA	FNB	CHIYOZAKI MIE	CYZ	CHOSHI IBARAKI / CHIBA	CHO
ENA FUKUSHIMA	ENA	FUKAURA EHIME	FKR	FUKUE AICHI	FKE
GOKASYO MIE	GKS	HABU TOKYO	HAU	HACHINOHE AOMORI	HHE
HAIBARA SHIZUOKA	HBA	HAMAJIMA MIE	HJM	HAMANA SHIZUOKA	HMN
HEDA SHIZUOKA	HAD	HIDAKA WAKAYAMA	HDK	HIGASHIHAZU AICHI	HGH
HIKI WAKAYAMA	HIK	HIKIMOTO MIE	HMT	HIRAKATA IBARAKI	HRK
HIROTA IWATE	HTA	HITACHI IBARAKI	HTC	HITACHINAKA IBARAKI	HIC
HIWASA TOKUSHIMA	HWS	INATORI SHIZUOKA	INR	IRAGO AICHI	IRK
ISHINOMAKI MIYAGI	ISM	ISSIKI AICHI	IKJ	ITOH SHIZUOKA	ITJ
IZUMI AICHI	IZM	KAMAISHI IWATE	KIS	KAMIKAWAGUCHI KOCHI	KMW
KAMINATO TOKYO	KMM	KAMINOKAE KOCHI	KMK	KANNOURA KOCHI	KRA
KASHIMA IBARAKI	KSM	KATSUURA CHIBA	KUR	KATSUURA WAKAYAMA	KAT
KEIHIN KAWASAKIKU TOKYO / KANAGAWA	KWS	KEIHIN TOKYOKU TOKYO / KANAGAWA	TYO	KEIHIN YOKOHAMAKU TOKYO / KANAGAWA	YOK
KESENNUMA MIYAGI	KSN	KINOMOTO MIE	KNT	KINUURA AICHI	KNU
KISARAZU CHIBA	KZU	KOCHI KOCHI	KCZ	KOZANISHIMUKAI WAKAYAMA	KOB
KUJI IWATE	KJI	KURE KOCHI	KUE	KUSHIMOTO WAKAYAMA	KUJ
KUWANA MIE	KNA	MANAZURU KANAGAWA	MNA	MATSUZAKA MIE	MSA
MATSUZAKI SHIZUOKA	MTZ	MIKAWA AICHI	MKW	MISAKI KANAGAWA	MIK
MIYAKO IWATE	MYK	MOROZAKI AICHI	MRZ	MOTOMACHI TOKYO	MOT
MUGI TOKUSHIMA	MUG	MUROTOZAKI KOCHI	MRJ	MUROTOZAKI KOCHI	MUX
MUTSUOGAWARA AOMORI	MUT	NAGASHIMA MIE	NSA	NAGOYA AICHI	NGO
NAHARI KOCHI	NHI	NAKAMINATO IBARAKI	NMT	NAKANOSAKU FUKUSHIMA	NKX
NAKIRI MIE	NKR	NIIJIMA TOKYO	NIJ	NUMAZU SHIZUOKA	NUM
OARAI IBARAKI	OAR	OFUNATO IWATE	OFT	OGINOHAMA MIYAGI	OGH
OIGAWA SHIZUOKA	OIG	OKATA TOKYO	OAA	OKUBO TOKYO	OKB

divided into 4 sections, No.1 to 4. There is a prescribed passage from Section 2 to 4. This port is one of the leading fishing bases in Japan and, at the same time, is a principal port in the Sendai- Shiogama industrial zone.

Shiogama Gyoko (38° 19.4' N, 141° 02.8' E) is located in the Section 1 of Shiogama Ku. Sendai Ku was constructed by means of dredging the area about 1 M SW of Kouga Saki (Goten Zaki) for the purpose of developing the local industrialization.

Shiogama Ku Sections 1 and 2 (collectively called as 'inner port') are well sheltered and safe.

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

Tides. In Sendai-Shiogama Ko, mean higher high water is 1.4 m, mean lower low water is 0.3 m, and mean sea level is 0.92 m.

Tidal currents. In Yogasaki Suido (passage), flood (ebb) stream flows WNW (ESE) at the rate of 1.8 (2.6) kn.

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 SHIOGAMA COAST GUARD RADIO~~

Call name	Frequency	Hours of Operation	Contact	Remarks
SHIOGAMA COAST GUARD RADIO	16 / 12ch	24 hours	Miyagi Coast Guard Office	

With the Port Authority.

Port communications by a VHF radiotelephone system between a vessel and the Port Authority are available.

Call name	Frequency	Hours of Operation	Contact	Remarks
SENDAI PORT RADIO	16 / 11, 12, 14ch	24 hours	TEL: +81-22-357-0701	Sendai Port Area VTIS Center

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

Signals. Traffic control signals on fairway are indicate by Miyagi Coast Guard Office Shiogama Signal Station (38° 19.4' N, 141° 04 .2' E) on Mahanashi Shima.

The certain vessels, when entering or leaving this fairway, should navigate subjected to the corresponding traffic control signals on Miyagi Coast Guard Office Shiogama Signal Station. (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.

Designation	Methods for displaying signals		Meanings of signals
	By flashing light	By shapes and flags	
Inward signal	1 white flashing every 2 seconds.	1 black cone shape (point up).	Inward-bound vessels may enter the port. Outward-bound vessels of 500 G/T or more shall stop navigating and stand by. Vessels of less than 500 G/T may leave the port.
Outward signal (Section 1 and Section 2)	1 red flashing every 2 seconds.	1 black square shape.	Outward-bound vessels may leave the port, provided that vessels of 500 G/T or more departing from Section 1 and Section 2 shall stop navigating and stand by. Inward-bound vessels of 500 G/T or more shall wait outside the passage and E of a line joining the Hanabuchi Saki Harbour Limit Post and the peak of Kenashi Shima, keeping out of the ways of outward-bound vessels navigating in the passage. Vessels of less than 500 G/T may enter the port.
Outward signal (Sendai Thermal Power Station)	2 red flashings every 3 seconds.	1 black square, above 1 red square flag.	Outward-bound vessels may leave the port, provided that vessels of 500 G/T or more departing from Sendai Thermal Power Station quay shall stop navigating and stand by. Inward-bound vessels of 500 G/T or more shall wait outside the passage and E of a line joining the Hanabuchi Saki Harbour Limit Post and the peak of Kenashi Shima, keeping out of the ways of outward-bound vessels navigating in the passage.

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.

3. Any vessels (except steam launches, etc.) intending to use Sendai Ku must submit a pre-entry notification to the Sendai Port Area VTIS Center at least three hours prior to entering the port.

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	Teizan Wharf	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	

It is required that such tankers show a sign "Loaded flammable dangerous substance" which is discernible by night while berthing or anchoring in the port.

Anchorage. The quarantine anchorage is located within NE at the S end (36° 28.9' N, 140° 38.0' E) of East Breakwater.

- 5 **Anchoring prohibited.** It is the area between East Breakwater and No.1 Wharf and the area where it is prohibited in it with the area spreading to the S along the W side of East Breakwater from the area prohibited from laying anchor.

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks
No.1 Wharf	A Dolphin	36° 29.9' N, 140° 37.6' E	120	3.5	1,000 × 1	The depth that surveyed after the Great East Japan Earthquake
	B Quay	36° 29.8' N, 140° 37.7' E	121	6.5	5,000 × 1	
	C Quay	36° 29.8' N, 140° 37.7' E	130	7	5,000 × 1	
	D Quay	36° 29.8' N, 140° 37.6' E	185	10	15,000 × 1	
No.2 Wharf	B Quay	36° 29.7' N, 140° 37.5' E	165	8	10,000 × 1	
No.3 Wharf	B Quay	36° 29.5' N, 140° 37.5' E	260	12	26,000 × 1	
No.4 Wharf	A Quay	36° 29.5' N, 140° 37.1' E	70	3	1,000 × 1	
	B Quay	36° 29.4' N, 140° 37.1' E	70	5	1,000 × 1	
	C Quay	36° 29.4' N, 140° 37.2' E	130	7	5,000 × 1	
	D Quay	36° 29.3' N, 140° 37.2' E	185	9	15,000 × 1	
	E Quay	36° 29.2' N, 140° 37.2' E	240	9.5	30,000 × 1	
No.5 Wharf	A Quay	36° 29.1' N, 140° 36.9' E	130	6 ~ 9.5	5,000 × 1	
	B Quay	36° 29.1' N, 140° 37.1' E	185	9	15,000 × 1	
	C Quay	36° 29.1' N, 140° 37.1' E	185	9.5	15,000 × 1	
	D Quay	36° 29.0' N, 140° 37.2' E	240	10 ~ 11.5	30,000 × 1	

Supply. Fresh water is available.

- 10 **Maritime authorities and facilities.**

Name	Telephone
Hitachi Branch of Ibaraki Coast Guard Office (Acting Captain of the port)	+81-294-29-0118
Hitachi Sub-branch of Kashima Branch Customs	+81-294-52-2128
Ibaraki Branch of Kanto District Transport Bureau (Located in Mito City)	+81-29-247-5348
Hitachi Detached Office of Tokyo Quarantine Station (To be contacted to Ibaraki Airport Detached Office Station)	(+81-299-54-0032)
Hitachi Sub-branch, Tokyo Branch of Yokohama Plant Protection Station (To be contacted to Tokyo Branch of Yokohama Plant Protection Station)	(+81-3-3599-1137)
Mito Branch Office of Tokyo Immigration Bureau (Located in Mito City)	+81-29-300-3601
Ibaraki Prefectural Ibaraki Port / Hitachi District Office	+81-294-52-4000

Tugboats. Available.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
North Wharf	A Quay	36° 25.9' N, 140° 37.5' E	290	14.5	50,000 × 1	Aseismatic quay, crane
	B Quay	36° 25.9' N, 140° 37.3' E	230	12.5	30,000 × 1	Crane
	C Quay	36° 25.9' N, 140° 37.2' E	170	9.5 ~ 10	10,000 × 1	Crane
	D Quay	36° 25.9' N, 140° 37.0' E	130	7.5	5,000 × 1	
	E Quay	36° 25.9' N, 140° 36.9' E	130	7.5	5,000 × 1	
	F Quay	36° 25.9' N, 140° 36.8' E	130	7.5	5,000 × 1	
	G Quay	36° 25.9' N, 140° 36.7' E	100	5	2,000 × 1	
	H Quay	36° 25.9' N, 140° 36.6' E	100	5	2,000 × 1	
	I Quay	36° 25.9' N, 140° 36.6' E	100	5	2,000 × 1	
	J Quay	36° 25.8' N, 140° 36.6' E	100	5.5	2,000 × 1	
	K Quay	36° 25.7' N, 140° 36.6' E	100	6.5 ~ 7	2,000 × 1	
Center Wharf A Quay		36° 25.6' N, 140° 36.6' E	130	6 ~ 7	5,000 × 1	Aseismatic quay
Center Wharf B Quay		36° 25.6' N, 140° 36.7' E	250	8.5 ~ 9	6,500 × 1	
Center Wharf C Quay		36° 25.6' N, 140° 36.9' E	300	12	30,000 × 1	Aseismatic quay
Center Wharf D Quay		36° 25.6' N, 140° 37.2' E	300	12	70,000 × 1	
South Wharf A Quay		36° 24.3' N, 140° 36.6' E	180	4	2,000 × 1	
South Wharf B Quay		36° 24.3' N, 140° 36.7' E	180	4	2,000 × 1	
South Wharf C Quay		36° 24.3' N, 140° 36.8' E	260	6 ~ 6.5	5,000 × 1	

Apart from the above table, a basin (36° 24.6' N, 140° 36.7' E) is situated respectively on the N side of the inshore part of S Wharf.

5 **Supply.** Fresh water is available.

Maritime authorities and facilities.

Name	Telephone
Hitachi Sub-branch of Kashima Branch Customs (Located in Hitachi City)	+81-294-52-2128
Ibaraki Branch of Kanto District Transport Bureau (Located in Mito City)	+81-29-247-5348
Ibaraki Prefectural Ibaraki Port Office	+81-29-265-1260

Tugboats. Available.

10 **Iso Saki ~ Inubo Saki** (Charts W62, JP1097, W1050)

General information. Except in areas in the vicinities of Iso Saki and Inubo Saki, the coast, about 42 M in length, consists of a chain of sandy beaches washed by surf all the time backed by a range of wooded hills. The inland is a wide area of plains, where Naka Kawa in the N Part and Tone Kawa in the S part flow into the Pacific. Other than Tsukuba San (36° 14' N, 140° 06' E; 876 m high), there are no noticeable peaks in this area.

15 The 10 m depth contour lies within 0.5 ~ 1 M offshore and no dangerous reefs exist along the coast except O Ne (35° 49' N, 140° 54' E, the depth 17.5 m) lying N of Inubo Saki.

Oarai Ko (36° 18' N, 140° 35' E) lies on the W of Oarai Misaki and Isozaki Gyoko (36° 21' N, 140° 37' E) near Hira Iso is for use of only local fishing vessels.

20 The coastal water off the coast between Nakaminato Ko (36° 20' N, 140° 36' E; Chart W47) and Oarai Ko, numerous small fishing boats operate in early morning, and many pleasure boats come out on holidays.

There are many recreational fishing boats in the offing of Kashima Ko.

Landmarks.

Landmark	Position	Remarks
3 chimneys	35° 55.1' N, 140° 42.0' E	Chimney stacks, each about 205 meters high, about 205 meters high, 234 meters high in turn from the E; red and white. All of those are located in a thermal power station.
A tower	35° 54.8' N, 140° 40.3' E	An observatory, 58 m high, located in a park, lighted at night.
A chimney	35° 54.6' N, 140° 41.3' E	A chimney stack, 126 m high, red and white.
Wind turbine	35° 55.4' N, 140° 42.0' E	
Wind turbine	35° 55.1' N, 140° 42.5' E	

Port regulations.

Restriction on anchoring etc. (Article 23 of Regulations for the Enforcement of the Port Regulations Law)	No vessel may anchor or loose a vessel or any other object in tow in the sea area (hereafter referred to as “Kashima Fairway” in the following Article and Annex Table No.4) enclosed by the following lines: The line drawn from a position (hereafter referred to as “Point A” in this Article) 247° 430 m from the NE extremity (35° 55' 33" N, 140° 42' 00" E) of Fukushima Public Quay to a position 55° 900 m, the line drawn thence to a position 35° 870 m, the line drawn thence to a position 3.5° 2,670 m, the line drawn thence to a position 273.5° 480 m, the line drawn thence to a position 183.5° 2,510 m, the line drawn thence to a position 215° 940 m, the line drawn thence to a position 235° 560 m, and the line drawn thence to Point A; except in the following cases: 1) the vessel intends to avoid marine disasters; 2) the vessel is not under command; 3) the vessel is engaged in rescue of human life or in imminent danger; 4) the vessel is engaged in a construction or works under the permission of the Captain of the Port in accordance with Article 31 of the Port Regulations Law.
Navigational precautions (Article 23-2 of Regulations for the Enforcement of the Port Regulations Law)	1. Vessels with a length of 190 m or more (tankers of 1,000 G/T or more which is loaded with crude oil, liquefied petroleum gas or any other liquid with a ignition point of below 23°C by closed up ignition-point-meter or in which it has not been confirmed by the captain, after unloading materials generating flammable or explosive vapor, and conducting gas check, that there is no danger of fire or explosion; this clause is applied hereinafter correspondingly) should report the matters described in each Item of Article 38 Paragraph 2 of the Port Regulations Law when proceeding to Kashima Ko by Kashima Fairway or when taking departure from Kashima Ko through the fairway (the matters in Item 3 mean the estimated time of arrival near the entrance to Kashima 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 departing, respectively. 2. Vessels making reports of estimated time as described in the preceding Paragraph, should report to the Captain of the Port immediately when the change has been made on said items. Consultation; the matters described in each Item of 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.

Indication of Course and Destination etc.

Indication of Course and Destination (Japan Coast Guard Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
	2nd Substitute, D	D	Proceeding to mooring facilities N of the line joining the SE extremity of Central Wharf in Chiba Ku Section 1 and the SW extremity of Dezu Wharf.
	2nd Substitute, C	C	Proceeding to the S of Central Wharf within the mooring facilities in Chiba Ku Section 3.
	2nd Substitute, S	S	Proceeding to the mooring facilities in Chiba Ku Section 3 excluding the S of Central Wharf.
	2nd Substitute, F, S	F S	Proceeding from Funabashi Central Wharf South Quay and Funabashi Central Wharf North E Quay to M Quay.
	2nd Substitute, F, N	F N	Proceeding to mooring facilities W of the line joining the NE extremity of Funabashi Central Wharf North Quay and Hinode Lock in Katsunan Ku.
	2nd Substitute, I, W	I W	Proceeding to mooring facilities W of the line-joining the point at 341° 580m from the point at 334.5° 420 m from the Shiohama triangulation point (35° 40' 10" N, 139° 56' 49" E).
	2nd Substitute, I, E	I E	Proceeding to mooring facilities N of the line-joining the point at 72.5° 510m from the point at 66.5° 610m from the Shiohama triangulation point (35° 40' 10" N, 139° 56' 49" E).

Restrictions to the navigational traffic and others (Article 38 of the Port Regulations Law, Article 20-2 of the Regulations for the Enforcement of the Port Regulations Law).

- 5 The Captain of the Port shall instruct the necessary measures concerning operation of the concerned vessels in Chiba Passage and Ichihara Passage when there is a fear of causing danger in vessel navigation and instruct to alter its expected time of navigating in the concerned passage when necessary to arrange another ship to be watchful of the course of the concerned principal vessel.

- 10 **Information provided by the Captain of the Port shall be listened to** (Article 41 of the Port Regulations Law, Article 20-3 of the Regulations for the Enforcement of the Port Regulations Law).

Through the VHF wireless phones in attention to ships net tonnage 500 G/T and over, the Captain of the Port shall provide information about the sunken ships, other pieces of information about detrimental things to navigation and necessary information, which designated vessels are supposed to listen (Refer to Fig.33 and Fig.28) for safe navigation in the concerned routes.

- 15 The designated ships shall listen to information provided by the Captain of the Port while navigating in the applicable waters pursuant to the Port Regulations Law (Refer to Fig.33 and Fig.28).

Advices for Adherence to the navigation rules and the prevention of dangers (Article 42 of the Port Regulations Law, Article 20-5 of the Regulations for the Enforcement of the Port Regulations Law).

- 20 The Captain of the Port shall advise the concerned vessels measures regarding adherence to the navigation rules, course change and others to prevent dangers over the VHF wireless phones.

Pilotage. Pilotage is available on request through the Shimizu Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1).

Landmarks.

Landmark	Position	Remarks
A conspicuous house	35° 03.5' N, 138° 26.9' E	A radio relay station, located on halfway up the Taka Yama, 446 m high, square shaped, white.
A temple	35° 02.9' N, 138° 30.8' E	Kiyomi temple.

5 **Passage.** A passage, about 2.7 M long, about 200 ~ 300 m wide and 12 ~ 25 m deep, is provided from the entrance of the port to the entrance of Section 1. Alignment of Shimizu Ko Leading Lights (front light: 34° 59.7' N, 138° 29.9' E; rear light: 34° 59.6' N, 138° 29.9' E; bearing 181.4° of two lights in line), leads to the center of the passage.

Precautions for entering the port. At weekends, there are many windsurfers, sailing boats, ferryboats etc. in the passage in the vicinity of Ma Saki.

10 Shimizu Ko Miho Breakwater N Light (35° 01.4' N, 138° 31.5' E) and Shimizu Ko Outer Harbour Breakwater S Light (35° 01.7' N, 138° 31.2' E) are reportedly difficult to be distinguished from the lights in the background at night.

Entry restricted. In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by the Captain of the Port.

15 **Mooring buoy.** There are two mooring buoys in Section 1.

Anchorage. The quarantine anchorage is located in the vicinity of the position (35° 02.0' N, 138° 31.5' E) which is E of the Outer Harbour Breakwater. During rough weather, the quarantine services are offered in the area SSW of Ma Saki. Anchorage for vessels carrying dangerous substance is designated within Section 3.

Facilities.

Name			Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Shin-Okitsu	Shin-Okitsu Wharf	No. 1, 2 Quays	35° 02.4' N, 138° 31.1' E	700	15	60,000 × 2	Container Aseismatic quay
		Okitsu	Okitsu No. 1 Wharf	No. 1 ~ 3 Quays	35° 02.4' N, 138° 30.8' E	556	9.5 ~ 10
No. 4, 5 Quays	35° 02.6' N, 138° 30.7' E			181	3.5 ~ 6	2,000 × 2	Metals
Okitsu No. 2 Wharf	No. 6 ~ 9 Quays		35° 02.4' N, 138° 30.7' E	740	7 ~ 9.5	15,000 × 4	Aquatic products
	No. 10 Quay		35° 02.2' N, 138° 30.7' E	168	6.5 ~ 7.5	5,000 × 1	
	No. 11, 12 Quays		35° 02.3' N, 138° 30.6' E	440	11.5 ~ 12	30,000 × 2	Aseismatic quay Pulp
	No. 13, 14 Quays		35° 02.5' N, 138° 30.5' E	370	9.5 ~ 10	15,000 × 2	Aseismatic quay Plywood
Sodeshi	Sodeshi No. 1 Wharf	No. 1 ~ 4 Quays	35° 02.6' N, 138° 30.4' E	240	3.5 ~ 4	700 × 4	Recyclable materials
		No. 5 Quay	35° 02.4' N, 138° 30.4' E	135	7	5,000 × 1	
		No. 6 ~ 8 Quays	35° 02.2' N, 138° 30.4' E	720	11 ~ 12	30,000 × 3	Container Chassis
		No. 9, 10 Quays	35° 01.9' N, 138° 30.4' E	350	9	10,000 × 2	
		No. 11 Quay	35° 02.0' N, 138° 30.3' E	240	12	30,000 × 1	Coal products, Timber
		No. 12 ~ 15 Quays	35° 02.1' N, 138° 30.2' E	520	6 ~ 7	5,000 × 4	Metals
	Sodeshi No. 2 Wharf	No. 16 Quay	35° 02.0' N, 138° 30.1' E	330	9.5 ~ 12	30,000 × 1	Recyclable materials
		No. 17 Quay	35° 01.8' N, 138° 30.0' E	165	9	10,000 × 1	Petroleum products
		No. 18 Quay	35° 01.9' N, 138° 29.9' E	72	1.5 ~ 7.5	1,000 × 1	LPG
Ejiri	Ejiri Wharf	No. 1 ~ 5 Quays	35° 01.1' N, 138° 29.6' E	497	5 ~ 5.5	3,000 × 5	Aquatic products
		No. 6, 7 Quays	35° 01.2' N, 138° 29.5' E	149	2 ~ 4	700 × 2	
		No. 8 ~ 12 Quays	35° 01.3' N, 138° 29.4' E	340	3 ~ 4	700 × 5	Ferry, Heavy oil
		No. 13 ~ 16 Quays	35° 01.3' N, 138° 29.7' E	262	3.5 ~ 4.5	700 × 4	
		No. 17, 18 Quays	35° 01.2' N, 138° 29.7' E	185	3.5 ~ 5.5	3,000 × 2	Aquatic products
		Shimizu Wharf No. 1 ~ 5 Quays	35° 00.7' N, 138° 29.7' E	323	3.5 ~ 4	700 × 5	Feeding stuffs and fertilisers
Hinode	Hinode Wharf	No. 1 Quay	35° 00.3' N, 138° 29.9' E	410	5 ~ 12	Cruise ship 15,000 × 1 Cruise ship 30,000 × 1	When piers 1 and 2 are used continuously, 230,000t cruise ships can be used.
		No. 2, 3 Quay	35° 00.5' N, 138° 29.9' E	410	8 ~ 12	Cruise ship 15,000 × 2	
		No. 4, 5 Quays	35° 00.5' N, 138° 29.8' E	480	12	30,000 × 2	Ferry-Passenger ship, Pulp Aseismatic quay
		Tomoe Sagan Quay	35° 00.2' N, 138° 29.8' E	100	3 ~ 4.5	1,000 × 1	

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 Irigo 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 Irigo 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° 36' 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 Irigo 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 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 Irigo Suido. Irigo Suido Traffic Route is set in the central part of Irigo Suido under provisions of this law.

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

At the central part between Irigo 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 Irigo Suido Traffic Route and nearby sea areas (Refer to Chapter 6 "PILOTAGE" of Part 1).

3. Restriction on entry time into the traffic route.

Vessels of 50,000 G/T or more carrying dangerous cargo, and vessels of 25,000 G/T or more carrying liquefied gas should enter the traffic route from 1 hour before sunrise till sunset.

However, vessels of 25,000 G/T or more loading dangerous liquefaction gas which have both a boat with firefighting equipment and an escort boat, which are equipped with a night vision binoculars etc., can enter the traffic route at a period of time from 19:00 JST (In case of the sunset time after 19:00 JST, the time is at sunset.) to 03:00 JST of the next day.

~~4. Restriction in overtaking.~~

~~A vessel should avoid overtaking another vessel, as far as practicable, in the traffic route, and in the vicinity of the entrance and positions where vessels change the courses.~~

4. Change of notification and confirmation.

(1) The following items should be also reported when the vessel reports the “Notification of Traffic Route”.

a. Port of departure

b. Whether a pilot while navigating the traffic route has been arranged or not

(2) Vessels already reported the “Notification of Traffic Route” should report the Change of Notification at each change, when the estimated time of entering the traffic route is changed five minutes or more during duration from three hours before the estimated time of entering the traffic route and position report described in “7 Position Report”.

5. Confirmation of traffic control.

(1) A vessel navigating in the traffic route should pay sufficient attention to the signals at the Irako Suido Traffic Control Signal Station. Traffic Control Signal Station and make sure to ascertain controlling conditions.

(2) A vessel of 130 m or more in length should contact the traffic control officer by VHF ch16 to confirm the conditions of traffic control before approaching the traffic route unless such signals as described in the preceding paragraph has been confirmed.

6. Position Report etc. (Refer to Fig. 50)

Vessels with a length of 50 m or more and “Vessels Towing Object etc.” having a length of 100 m or more, (excluding vessels which is equipped with Automatic Identification System and is transmitting information appropriately), are required to notify “Position Report” to Ise Wan Vessel Traffic Service Center when they reach the first Position Report Line.

Note: “Vessels Towing Object etc.” means that vessels navigating while pushing or towing vessels, rafts or other objects and with a distance of 100 m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects.

(1) Reporting items.

a. Name of the vessel

b. Present position or an abbreviation of the Position Report Line that has been passed and the time of passing the line (Japan standard time, 24 hour clock)

(2) Position reporting lines.

Name of position reporting line	Abbreviation	Position
Ise Wan Entrance South	IS line	The line drawn from Ijika Light to the point 90° 20.5 km from Ijika Light.
Ise Wan Entrance East	IE line	The line drawn from Oyama Triangulation Point to the point 180° 17.7 km from Oyama Triangulation.
Nakayama Suido East	NE line	The line drawn from Tatsumasaki Light to the S end of Saku Shima.
Morozaki Suido South	MS line	The line drawn from the S end of Saku Shima to Hazu Misaki.
Ise Wan Entrance North	IN line	The line drawn from the Toyohama Ko Nakazu Off Breakwater W Light to the point 217° 11.1 km from Toyohama Ko Nakazu Off Breakwater W Light.

Ise Wan Entrance West	IW line	The line drawn from the W end of Toshi Shima to the point 0° 13.3 km from the W end of Toshi Shima.
Sugashima Suido East	SE line	The line drawn from the E end of Suga Shima to the SE end of Toshi Shima.

7. Staying in touch with Ise Wan Vessel Traffic Service Center.

Vessels with a VHF radiotelephone system (ch16, 156.8 MHz) shall stay in touch with Ise Wan Vessel Traffic Service Center in case of information etc. provided pertaining to the safety of navigation while in the traffic route, in main tracks to the traffic route and in sea areas around the traffic route.

Furthermore, vessels with ch13 shall keep watch on it as well as ch16 since Ise Wan Vessel Traffic Service Center may make a call by ch13 when ch16 is congested.

8. Waiting place under restriction on entry into the traffic route.

A vessel prohibited to enter the traffic route under limited visibility and other case.

(1) A northbound vessel

A northbound vessel should wait in the area which does not reach Ise Wan No. 1 Light Buoy (34° 31.0' N 137° 03.6' E), keeping out of the ways of other vessels.

(2) A southbound vessel

A southbound vessel should adjust the time of departure as far as practicable but a southbound vessel under way should wait in the area which does not reach Ise Wan No. 3 Light buoy, keeping out of the ways of other vessels.

9. Preparation of emergency fire wires. (Refer to Fig. 30)

A vessel carrying dangerous cargo (except tankers equipped with SUNKENBITT having ample strength) prescribed by the Maritime Traffic Safety Law should prepare emergency fire wires at the bow and the stern for immediate use in case of emergency.

10. Preparation of charts.

Vessels navigating in Ise Wan and Mikawa Wan should prepare at least the following charts issued by Hydrographic and Oceanographic Department of Japan Coast Guard and obtain the latest information of port in advance.

Chart No.	Title	Chart No.	Title
JP1051	Ise Wan	JP1064	Irago Suido
JP1053	Irago Suido and Approaches		

Paragraph 5 MIKAWA WAN

(Charts JP70, JP1052, JP1053)

General information. Mikawa Wan is a large bay lying on the E of Ise Wan and enclosed by Atsumi Hanto and Chita Hanto. The area W of the line joining Tatsuma Saki Light, the S extremity of Saku Shima and Hazu Misaki, the S extremity of Chita Hanto is called Ise Wan; Mikawa Wan is the area E ~ N of it (See the 1st article of the Cabinet order for the Enforcement of the Maritime Traffic Safety Law.).

Mikawa Wan is divided into two branch bays by the line joining Hazu Misaki (34° 42' N, 136° 58' E) and Ikuta Hana (34° 47' N, 137° 02' E), the E side of which is Atsumi Wan and the N side is Chita Wan. Mikawa Wan, depths are regular, not more than 20 m deep except in the vicinity of the entrance, muddy and sandy bottom giving a good holding ground, is better shelter than Ise Wan in northerly or easterly winds. However, caution is necessary for dredging anchor at the time of the strong wind from the W.

Nakayama Suido and Morozaki Suido at the entrance are described in the next section, “Approaches to Mikawa Wan”.

Pilotage. Pilotage is available on request through the Ise-Mikawa Wan Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1).

~~**Navigational information.**—4th Regional Coast Guard Headquarters compiled information which help vessels to navigate in Ise Wan, Mikawa Wan, or cardinal ports of those bays, and published in the following web page as “Marine Traffic Guidebook in Ise Wan and Mikawa Wan.”~~

~~URL: <https://www.kaiho.mlit.go.jp/04kanku/safety/rule/000002.html>~~

Precaution for navigation. At Mikawa Wan, trawlnet fishery and boat seine fishery are performed actively almost throughout the whole year. It is necessary to exercise caution to boat seine fishery in particular, because 2 fishing boats are pulling a fishing net reaching up to a maximum length of 500 m together as a pair. In addition, the feature of boat seine fishery is that there are buoys on the surface of the water owing to pulling at a fishing net in the surface layer or the middle layer. When mariners found these fishing boats, vessels should navigate at a distance sufficient to avoid them and should not approach the operational area of them. (Refer to the section “Fishery” of Chapter 7 “NAVIGATIONAL PRECAUTIONS” of Part 1).

Furthermore, at coastal waters of between No Shima and Tatsuma Saki, dive fishery is performed actively almost throughout the whole year. Generally, small fishing boats engaged in dive fishery anchor and hoist a international flag “A”.

Approaches to Mikawa Wan (Charts JP1052, JP1053, W1054)

General information. No Shima, Shino Shima, Tsukumi Shima and Himaka Shima lie in N-S direction in the vicinity of the entrance of Mikawa Wan. Saku Shima is situated separately from these islands. These islands are low lying with a height 50 m or less. Shinoshima Ko (Port Code: JP SNJ) lies on the N coast of Shino Shima; the water is calm in winds from every direction.

Nakayama Suido lies between No Shima and Atsumi Hanto, and Morozaki Suido separates Himaka Shima from Chita Hanto. Both passages N and S of Saku Shima can be used when navigating between Atsumi Wan and Chita Wan, but it is recommended not to take the N passage as shoals, 5 m deep or less, lie on the N side of Saku Shima extending from Ikuta Hana on the northward opposite shore.

Vessels navigating between Himaka Shima and Saku Shima should exercise caution with aquaculture facilities laid within about 0.4 ~ 1 M offshore of the both island, which extremely narrow the channel.

Nakayama Suido. This channel is an important place for maritime traffic where it lies between W shore of Chita Hanto and No Shima. There is Tono Se (34° 38.2' N, 137° 01.2' E; 4.1 m deep, with a light buoy on the N side) near the middle part of this channel, and a shallow point (10 m deep or less, about 1 M long in N-S direction) near SW 1.5 M of Tono Se. Furthermore, there is Nakayama Suido Passage (A development and preservation passage, 4 light beacons are installed in there) at the N of the shallow point. (Refer to Fig. 51)

Morozaki Suido. (34° 41' N, 136° 59' E) The central part is 30 m deep or more but on its both sides numerous dangerous reefs lie and depth contours of 5 ~ 20 m run very closely each other, nearly lying on top of the other. In the

result, the passage width with depths of 20 m or more comes to merely about 500 m. This channel is fishing grounds and many fishing vessels operate all the time, especially on holidays, numerous fishing boats and recreational fishing boats gather in the channel, which makes it difficult for general vessels to pass through the channel.

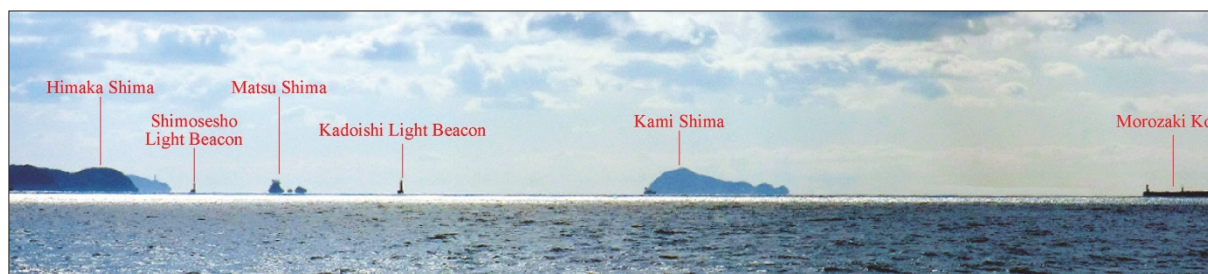
It should be noted that there are aquaculture facilities of seaweeds on the both side of Morozaki Suido and along the shores of islands in the vicinity.

Tidal currents. Refer to Figs. 45 and 46.

Landmarks.

Landmark	Position	Remarks
Tatsuma Saki	34° 39.6' N, 137° 04.2' E	A low cape surmounted by a lighthouse which is clearly visible after going round Irado Misaki.
5 wind turbines	34° 38.4' N, 137° 03.2' E	About 101 m high.
Chimney	34° 39.2' N, 137° 03.9' E	152 m and 203 m high respectively, red and white, located in the yard of Atsumi thermal power station. These are conspicuous together with TV towers and tanks in the vicinity.
No Shima	34° 39.5' N, 137° 00.5' E	An island, standing at the S extremity of the group of islands around the entrance. A lighthouse stands at the S side.
Shino Shima	34° 40.6' N, 137° 00.2' E	Higashi Yama (41 m high) at the NE end is conspicuous with thinly grown old pine trees.
Tsukumi Shima	34° 41.5' N, 137° 00.5' E	44 m high, thickly covered with bush and weeds. The slope on the N side collapses from the peak, which is conspicuous.
Hazu Misaki	34° 41.8' N, 136° 58.4' E	A cape of which S side forms reddish cliffs. It is easily identified with an observatory (38 m high) at the end. Byobu Iwa (2.9 m high), a conspicuous mark, stands close S of the end of this cape.
Saku Shima	34° 43.7' N, 137° 02.6' E	An island with the peak on the E part, 38 m high.

Approaches to Morozaki Suido



The vicinity of Morozaki Suido seen from the N



The vicinity of Morozaki Suido seen from the S

Weather. W ~ NW wind prevails throughout the year.

Port communications. Port communications by a VHF radiotelephone system between a vessel and the Port Authority are available.

Call name	Frequency	Hours of Operation	Contact	Remarks
MIKAWAWAN PORT RADIO	ch16 / 11, 12	24 hours	TEL: +81- 532-34-7850	
MIKAWAWAN PORT RADIO NO. 2				

5 **Pilotage.** Pilotage is available on request through the Ise-Mikawa Wan Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1).

Landmarks.

	Landmark	Position	Remarks
Tahara	2 chimneys	34° 42.3' N, 137° 16.0' E	There are silos close to the W.
	Kasa Yama	34° 42.4' N, 137° 16.7' E	A conical mountain, 79 m high.
	Zao San	34° 41.1' N, 137° 15.7' E	A mountain, 250 m high; located in the S interior of the port.
Toyohashi	Wind turbines Group	34° 43.6' N, 137° 17.5' E	8 wind turbines, 110-112 m in height.
	3 portal cranes	34° 43.4' N, 137° 18.6' E	Red and white, located in the shipyard.
	A chimney	34° 43.4' N, 137° 19.0' E	83 m high, red and white; located in the yard of Toyohashi Power Station, Akemi Electric Power, Ltd.
Gamagori	Take Shima	34° 48.6' N, 137° 13.9' E	An island where trees grow thickly; surmounted by a shrine on the top of there.
	Omae Saki	34° 46.0' N, 137° 10.6' E	A cape where trees grow thickly; surmounted by a shrine on the point of there.

10 **Navigation Rules.** In the sea area (self-imposed restraint waters) of about 2 M from the fairway between Jinno N Breakwater and Jinno S Breakwater to the inside of Mikawa Port Toyohashi district, a self-imposed restraint rule is established to prevent overtaking or head-on situation for vessels with a length of 100 meters or more.

The details are shown in the following web page.

URL: <https://www.kaiho.mlit.go.jp/04kanku/safety/rule/000002.html>

15 **Entry restricted.** In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by the Captain of the Port.

It is required that such tankers show a sign "Loaded flammable dangerous substance" which is discernible by night while berthing or anchoring in the port.

20 **Overhead cable.** An overhead cable (34° 42.8' N, 137° 18.3' E; 54 m high) spans between the N side of Akemi Wharf No.6 Quay (Toyohashi district) and the westward opposite shore.

Anchorage.

Toyohashi district. A water about 2 M WSW of the estuary of Toyo Kawa, about 7 m deep, affords anchorage. The quarantine anchorage (34° 44.1' N, 137° 13.2' E) is located in the vicinity of position NW about 2 M of Hime Shima. It tends to drag in W wind in these anchorages.

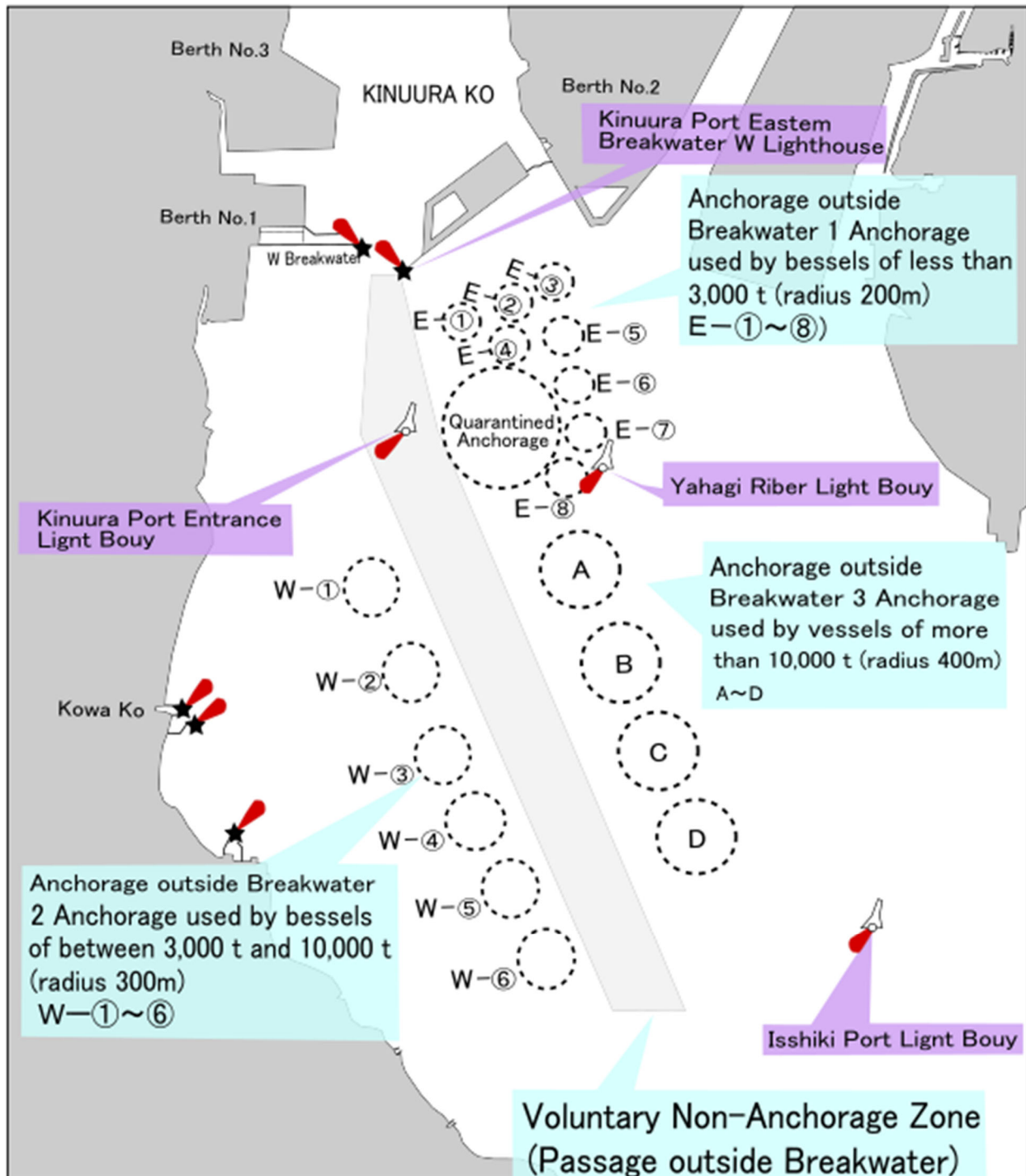
25 Gamagori district. A water, about 6 m deep, W of the area about halfway between Take Shima (34° 48.6' N, 137° 13.9' E) and O Shima (34° 47.3' N, 137° 14.0' E) outside the breakwater is a good anchorage.

When strong W winds blow in winter, the E side of O Shima is relatively suitable for the anchorage. Paying attention to nearby aquaculture facilities is needed.

30 The quarantine anchorage (34° 44.9' N, 137° 12.0' E) is located in the vicinity of position SE about 2 M of Hashida Hana.

Fig. 52 The Voluntary No-Anchoring Area in Chita Wan
[Replaced by the new image]

These anchorages are not suitable for mooring to avoid typhoons



Weather.

Monsoon in winter. NW winds blow approximately from October to next April with the peak season from December to early next March. Nagoya/Yokkaichi area and Irigo Misaki area often experience these winds in much different wind speed, and sometimes strong winds of 20 m/s or more on a typhoon scale blow around Irigo Misaki.

This phenomenon is caused by the land shape on the wind route. NW winds which had traveled over the Sea of Japan converge at Wakasa Wan, and then blow through the lower part of Suzuka Mountains to become fall winds on the way to Ise Wan. Then these winds, going S, re-converge at the bay entrance and blow through the bay entrance gaining force. (Ise wan is a pouch in shape with a narrow entrance and a wide mid-bay). These strong winds are reported to reach 50 ~ 70 M off Irigo Misaki.

These strong winds often appear when the pressure distribution is high to the W and low to the E with isobars run parallel over Ise Wan in a N/S direction.

They also appear when a powerful high pressure hangs over the Sea of Japan right after a developed extratropical cyclone has traveled along the S coast of Honshu.

The winds in the latter case are often gusty ones.

Monsoon in summer. Approximately between May and September, winds from between SE and SSE are frequent, and the daytime wind speed is usually about 4 ~ 6 m/s.

Fog. Fog occurs from early March to late July with occasional dense fog at the entrance of Ise Wan and the vicinity. Mainly N ~ NW wind carries fog. Particularly when such wind is accompanied by a light rain, it then becomes dense fog.

Tidal currents. Refer to Figs. 45 and 46.

Pilotage. Pilotage is available on request through the Ise-Mikawa Wan Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1).

Navigation Rules. 4th Regional Coast Guard Headquarters instructs vessels of 500 G/T or more which will navigate in Ise Wan to observe the following navigation rules. (Refer to Fig. 53)

1. Vessels which will navigate for S or N between Nagoya Ko and Irigo Suido, shall navigate as continuing to watch Ise Wan Light Beacon No.4, Ise Wan Light Buoys No.5 and 6 on the port side.

2. Vessels which will navigate for S or N between Yokkaichi Ko and Irigo Suido, shall navigate as continuing to watch Ise Wan Light Beacon No.4 and Ise Wan Light Buoy No.5 on the port side.

~~**Navigation information.**—4th Regional Coast Guard Headquarters compiled information which help vessels to navigate in Ise Wan, Mikawa Wan, or cardinal ports of those bays, and published in the following web page as “Marine Traffic Guidebook in Ise Wan and Mikawa Wan.”~~

~~URL: <https://www.kaiho.mlit.go.jp/04kanku/safety/rule/000002.html>~~

Precaution for navigation. At Ise Wan, trawlnet fishery and boat seine fishery are performed actively almost throughout the whole year. It is necessary to exercise caution to boat seine fishery in particular, because 2 fishing boats are pulling a fishing net reaching up to a maximum length of 500 m together as a pair. In addition, the feature of boat seine fishery is that there are buoys on the surface of the water owing to pulling at a fishing net in the surface layer or the middle layer. When mariners found these fishing boats, vessels should navigate at a distance sufficient to avoid them and should not approach the operational area of them. (Refer to the section “Fisheries” of Chapter 7 “NAVIGATIONAL PRECAUTIONS” of Part 1).

Furthermore, deep-draught vessels should exercise caution with Oki-no-Se (34° 37.5' N, 136° 56.6' E; 11.3 m deep, a light buoy is installed) and a submerged wreck in W about 1.5 M of the shallows.

Indication of Course and Destination etc. (Refer to Fig. 54)

Indication of Course and Destination (Japan Coast Guard Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
	1st substitute and E	—	Proceeding in E Passage to take departure.
	1st substitute and W	—	Proceeding in W Passage to take departure.
	2nd substitute, E and 1	E 1	Proceeding to mooring facilities on the W side of Kitahama Wharf (from J2 to G1 Piers) or the anchorage for vessels carrying dangerous substance located in the area within a radius of 300 m from the position 089° 1,270 m from Nagoya Ko Storm Tide Breakwater E Signal Station.
	2nd substitute, E and 2	E 2	Proceeding to mooring facilities on the S side of Tokaimotohama Wharf, on the N side of Kitahama Wharf (from G6 to G4 Piers) or Yokosuka Wharf.
	2nd substitute, E and 3	E 3	Proceeding to mooring facilities on the W side of Tokaimotohama Wharf.
	2nd substitute, E and 4	E 4	Proceeding to mooring facilities on the N side of Tokaimotohama Wharf.
	2nd substitute, E and 5	E 5	Proceeding to mooring facilities in Shinpo Wharf.
	2nd substitute, B and 1	B 1	Proceeding to mooring facilities on the S side of Shiomi Wharf (BL and BK Piers) or the anchorage for vessels carrying dangerous substance located in the area enclosed by the line drawn from the SW extremity of Shiomi Wharf to the position 180° 400 m, the line drawn thence to the position 083° 430 m, the line drawn thence at 000°, and the shore line.
	2nd substitute, B and 2	B 2	Proceeding to mooring facilities on the E side of Shiomi Wharf (from BH2 to BY Piers).
	2nd substitute, B and 3	B 3	Proceeding to mooring facilities on the N side of Shiomi Wharf (from Q1 to B3 Piers).
	2nd substitute, B and 4	B 4	Proceeding to mooring facilities on the W side of Shiomi Wharf (from B4 to BJ Piers).
	2nd substitute, N and 1	N 1	Proceeding to mooring facilities in Showa Wharf or Funami Wharf.
	2nd substitute, N and 2	N 2	Proceeding to mooring facilities in Garden Wharf, Ote Wharf, Tsukiji E Wharf or Oe Wharf.
	2nd substitute, N and 3	N 3	Proceeding to piers in Isshu Cho, or mooring facilities in Inaei Wharf or Shionagi Wharf.
	2nd substitute, N and 4	N 4	Proceeding to mooring facilities on the E side of Sorami Wharf.
	2nd substitute, K and 1	K 1	Proceeding to Kinjo Wharf from No.52 to No.57 Quays.
	2nd substitute, K and 2	K 2	Proceeding to Kinjo Wharf from No. 58 to No. 62Wharfs.
	2nd substitute, K and 3	K 3	Proceeding to Kinjo Wharf from No. 76 to No. 85 Quays.
	2nd substitute, W and 1	W 1	Proceeding to Kinjo Wharf from No. 71 to No. 75 Quays, or mooring facilities on the W side of Sorami Wharf or on the E side of Kibakanaoka Wharf.
	2nd substitute, W and 2	W 2	Proceeding to mooring facilities on the E side of Tobishima Wharf.
	2nd substitute, W and 3	W 3	Proceeding to mooring facilities on the S side of Tobishima Wharf.
	2nd substitute, W and 4	W 4	Proceeding to mooring facilities on the W side of Tobishima Wharf or on the E side of Yatomi Wharf, or mooring buoys in Section 4.

Oe Wharf	No. 38 Quay	35° 05.3' N, 136° 53.4' E	185	10	10,000 × 1	Miscellaneous goods and Heavy objects, etc. (Aseismatic quay.)
	No. 39 Quay	35° 05.2' N, 136° 53.4' E	213	9	10,000 × 1	Miscellaneous goods and Heavy objects, etc.
Showa Wharf No. 40, 41 Quays		35° 04.7' N, 136° 53.4' E	240	7.5	3,000 × 2	Fertilizers and Chemicals.
Funami Wharf	No. 43 ~ 45 Quays	35° 04.4' N, 136° 53.2' E	420	5 ~ 6	450 × 1 1,500 × 4	Silica sand, Soil stones.
	No. 46 ~ 48 Quays	35° 04.4' N, 136° 53.1' E	571	5 ~ 5.5	450 × 1 15,000 × 5	Silica sand. Soil stones.
Inaei Wharf	No. 17, 18 Quays	35° 04.8' N, 136° 52.1' E	320	9	10,000 × 2	Cotton, Wool, Grains, etc.
	No. 22 ~ 24 Quays	35° 04.6' N, 136° 51.9' E	540	10	10,000 × 3	Miscellaneous goods and Automobiles.
	No. 25 Quay	35° 04.5' N, 136° 51.8' E	200	10	10,000 × 1	Miscellaneous goods and Automobiles.
Shionagi Wharf	No. 27 ~ 29 Quay	35° 04.4' N, 136° 51.7' E	405	5.5 ~ 10	1,500 × 1 3,500 × 1 10,000 × 1	Coal. (No.28, 29 Aseismatic quay)
	No. 31 Quay	35° 04.3' N, 136° 51.6' E	60	3 ~ 6.5	500 × 1	Coal and Mineral products.
	No. 32 Quay	35° 04.3' N, 136° 51.7' E	130	6.5 ~ 7.5	3,500 × 1	Coal and Mineral products.
	No. 33 Quay	35° 04.2' N, 136° 51.7' E	185	10	10,000 × 1	Coal and Mineral products.
Sorami Wharf	No. 50 Quay	35° 03.4' N, 136° 51.3' E	180	10	10,000 × 1	Miscellaneous goods.
	No. 51 Quay	35° 03.4' N, 136° 51.3' E	120	4 or less	500 × 2	Miscellaneous goods.
	No. 70 Quay	35° 03.7' N, 136° 50.6' E	360	5.5	1,500 × 4	Miscellaneous goods.
	No. 95 ~ 97 Quays	35° 04.2' N, 136° 51.5' E	540	5 ~ 5.5	500 × 1 1,000 × 1 1,500 × 4	Steel.
	No. 98 ~ 100 Quays	35° 04.2' N, 136° 51.5' E	540	5 ~ 5.5	500 × 1 1,000 × 1 1,500 × 4	Steel.
Kirijo Wharf	No. 52, 53 Quays	35° 03.2' N, 136° 51.2' E	497	8.5 ~ 12	25,000 × 2	Automobiles.
	No. 54 ~ 57 Quays	35° 02.8' N, 136° 51.2' E	800	10	10,000 × 4	Automobiles.
	No. 58 ~ 62 Quay	35° 02.6' N, 136° 50.9' E	1,000	10	10,000 × 5	General merchandise and Automobiles.
	No. 71 Quay	35° 03.4' N, 136° 50.5' E	450	-	1,500 × 5	General merchandise.
	No. 72 ~ 75 Quay	35° 03.2' N, 136° 50.3' E	520	7.5	3,500 × 4	General merchandise.
	No. 76, 77 Quays	35° 03.0' N, 136° 50.3' E	400	10 ~ 10.5	10,000 × 2	Automobiles.
	No. 78, 79 Quays	35° 02.8' N, 136° 50.4' E	400	9 ~ 10.5	10,000 × 2	Automobiles.
	No. 80, 81 Quays	35° 02.6' N, 136° 50.5' E	400	9 ~ 10	10,000 × 2	
	No. 82 ~ 84 Quays	35° 02.3' N, 136° 50.6' E	600	9 ~ 12	10,000 × 3	
Yatomi Wharf	No. 85 Quay	35° 02.1' N, 136° 50.7' E	280	11.5 ~ 12	25,000 × 1	
	No. 6 Quay	35° 01.8' N, 136° 47.9' E	270	12	25,000 × 1	General merchandise and Automobiles.
	No. 7 Quay	35° 01.8' N, 136° 47.8' E	240	12	25,000 × 1	General merchandise and Automobiles.
Nabeta Wharf	No. 88, 89 Quays	35° 02.2' N, 136° 48.0' E	260	7.5	3,500 × 2	Wood and Miscellaneous goods.
	T1, T2 Quay	35° 01.5' N, 136° 47.6' E	700	13 ~ 14	50,000 × 2	Container. (Aseismatic quay) Gantry crane.
	T3 Quay	35° 01.6' N, 136° 47.4' E	285	12	30,000 × 1	Container. Gantry crane.

Self-imposed restraint waters of anchoring.

Name	Areas or places
Y-1	The extended waters from the E entrance of Passage 1 to offing 300 m wide and 1,500 m long.
Y-2	The extended waters from the E entrance of Passage 2 to offing 400 m wide and 1,500 m long.
Y-3	The waters enclosed by the line drawn at 130° from Yokkaichi Ko Passage 3 Light Beacon No. 2, the line drawn from Yokkaichi Ko Passage 3 Light Beacon No. 2 to Yokkaichi Ko Passage 3 Light Beacon No. 1, the line drawn at 146° from Yokkaichi Ko Passage 3 Light Beacon No. 1, and the boundary line between Y-4 waters.
Y-4	The circular area within a radius of 0.4 M (740.8 m) centred at Yokkaichi Ko Passage 3 Offing Light Buoy.
Y-5	The waters of 500 m wide on the line which are connected between the position 270° 1,250 m from the N extremity of Isewan Sea-Berth and Yokkaichi Ko Passage 3 Offing Light Buoy.
Y-6	The circular area within the radius of 1,000 m centred at Cosmo Sea-Berth. (Limited to cases where there are berthing vessels.)
Y-7	The circular area within the radius of 1,000 m centred at Showayokkaichi Sea-Berth. (Limited to cases where there are berthing vessels.)

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Coal Wharf No. 7	34° 56.9' N, 136° 38.0' E	125	4.5 ~ 7	5,000 × 1	
No.1 Wharf	No. 1 Quay	100	5.5	2,000 × 1	
	South base	60			
	No. 2, 3 Quays	245	6 ~ 8.5	10,000 × 1	
	No. 4, 5 Quays	215	5.5 ~ 9.5	10,000 × 1	
	No. 6 Quay	179	2 ~ 2.5	300 × 3	
No.2 Wharf	No. 8 Quay	190	9.5	15,000 × 1	
	No. 9 Quay	200	10	15,000 × 1	
	No. 10 Quay	200	4.5 ~ 5	2,000 × 2	
	No. 11 Quay	200	10 ~ 11	15,000 × 1	
	No. 12 Quay	140	5 ~ 5.5	1,000 × 2	
	No. 19 Quay	110	5	1,000 × 1	
No.3 Wharf	No. 13 Quay	245	12	30,000 × 1	
	No. 14 Quay	220	10	15,000 × 1	
	No. 15 Quay	245	10	12,000 × 1	
	No. 16 Quay	114	6.5	5,000 × 1	
	No. 17, 18 Quays	163	5.5	2,000 × 2	
Kasumi W No.1 Pier	34° 59.4' N, 136° 39.1' E	450	4	700 t class	
Kasumigaura S Wharf	No. 22 Quay	280	14	60,000 × 1	With 2 unloader cranes.
	No. 23 Quay	240	12	40,000 × 1	With 1 gantry crane.
	No. 24, 25 Quays	240 × 2	12	40,000 × 2	
	No. 26 Quay	300	13.2	30,000 × 1	With 2 gantry cranes.
	No. 27 Quay	240	12	25,000 × 1	With 1 gantry crane.
	No. 30 ~ 36 Quays	420	4.5	700 × 7	
	No. 37 ~ 41, 43, 44 Quays	630	5.5	2,000 × 7	
	No. 60 ~ 62 Quays	390	7.5	5,000 × 3	
	No. 70 ~ 73 Quays	300	4.5	700 × 4	
	No. 74, 75 Quays	130 × 2	7.5	5,000 × 2	
Kasumigaura N Wharf No. 80 Quay	34° 59.8' N, 136° 40.2' E	330	14	50,000 × 1	With 2 gantry cranes.
Hamazono Wharf No. 50 ~ 59 Quays	34° 59.7' N, 136° 39.2' E	600	4.5	700 × 10	
Fuso Wharf	No. 1, 2 Quays	123	4.5	750 × 2	
	No. 3 Quay	85	4.5	1,500 × 1	
	No. 4, 5 Quays	125 × 2	7.5	5,000 × 2	
	No. 6 Quay	170	7.5	5,000 × 1	

Apart from the above table, there are many private mooring facilities in the S part of Section 1, in Umaokoshi in Section 3 and Kasumi-ga-Ura.

There are mooring facilities for large liquefied gas tankers in the Kasumigaura and Kawagoe districts.

Supplies. Fresh water and fuel oil are available.

Anchorage. A water, around 1 M offshore of the estuary of Iwata Kawa, about 12 m deep, muddy bottom, gives good holding ground and affords anchorage even in the NW wind in winter. However, special caution is required against the strong SE wind which suddenly blows around September.

Precautions for anchoring. Attention must be paid to the three mooring chains (with sinkers at their ends) extending about 200 ~ 300 m offshore from Quays No.1 and No.2 of Japan Marine United Corporation (34° 40.7' N, 136° 32.5' E).

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Igurazu Wharf	34° 40.5' N, 136° 33.1' E	90	4	1,000 × 1	Gravel, Sand, Stone, etc.
- 5.5 m Quay - 4.5 m Quay		60	2 ~ 3	1,000 × 1	Gravel, Sand, Stone, etc.

Apart from the above table, there are private mooring facilities in Igurazu area.

Supplies. Limited amount of fresh water, fuel oil and ice can be supplied.

Repairs. Available.

Maritime authorities and facilities.

Name	Telephone
Tsu Sub-branch of Yokkaichi Branch Customs	+81-59-225-2030
Mie Prefectural Matsuzaka Construction Office (Located in Matsuzaka City)	+81-59-223-5203

Maritime traffic. There is a high speed passenger liner (124 t class) services to Tokoname Ko (Centrair Airport Pier on the east coast of Chubu Centrair International Airport (Centrair island)) from Niezaki area.

Paragraph 7 KO SAKI ~ HANSU HANA ~ DAIO SAKI

(Chart JP1051)

General information. This paragraph describes the coasts and islands in the area from Momotori Suido, Sugashima Suido and Kaburako Suido to Daio Saki by Hansu Hana.

Momotori Suido ~ Kaburako Suido ~ Hansu Hana (Charts JP1053, W73)

General information. Momotori Suido and Kaburako Suido (34° 28.7' N, 136° 52.6' E) are channels running in the W part of the entrance of Ise Wan, and connect Ise Wan and the open sea together with Sugashima Suido mentioned below. These channels are general routes of relatively small vessels. Vessels entering Ise Wan from the direction of Daio Saki generally take the route passing a narrow channel (34° 27.0' N, 136° 55.4' E) between Ijika Shima and Hansu Hana, Kaburako Suido and Momotori Suido.

Along this route, winds and waves ease through the year, and inlets including Toba Ko are located where vessels are able to seek shelter, take supplies or make communications easily. Consequently many vessels use this route. In navigating these channels, however, careful ship handlings and sharp lookouts are requested because all of these channels are narrow, bend and with small view, many aquaculture facilities such as the laver in addition to other dangerous factors such as complicated tidal currents, many ferry boats and fishing vessels.

Weather. Southwesterly winds are frequent in summer, westerly or northwesterly winds prevail in other seasons.

Momotori Suido and Islands (Charts JP1053, W73)

Momotori Suido. (34° 30.5' N, 136° 50.0' E) This channel separates Toshi Shima, Uki Shima, Tobi Shima and Hinata Shima from the mainland to the SW. It is a good route for small vessels and crafts entering or departing from Ise Wan because of the sufficient depths and many marks despite its largely curved passage.

The narrowest part (34° 30.4' N, 136° 50.5' E) of this channel is situated the interior entrance (between Toshi Shima and Hinata Shima) where the width with the depth of 10 m or more is about 450 m.

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. ~~Construction of breakwaters and extension repair work of existing breakwaters are being carried out from the port entrance to the vicinity of Kochi Fairway (Katsurahama area, Tanezaki area, E of No.7 Wharf, S Breakwater, etc.).~~

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

5 **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. An overhead cable (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.

10 **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	5 ~ 7.5	5,000 × 1	Aseismatic quay
	No. 6 Quay	33° 32.5' N, 133° 33.6' E	260	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	110	2.5	300 × 1	
	No. 3 Quay	33° 32.6' N, 133° 33.8' E	140	2.5 ~ 3.5	300 t × 1	There is rough ground ahead.
	No. 4 Quay		55	3	750 t × 2	There is rough ground ahead.
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	6 ~ 6.5	5,000 × 1	There is rough ground marked on charts.
	No. 2 Quay	33° 31.3' N, 133° 33.9' E	140	4 ~ 4.5	1,000 × 2	There is rough ground marked on charts.
	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.

Chapter 5 NANPO SHOTO AND OTHERS

This chapter describes Izu Shoto, Nanpo Shoto (Ogasawara Gunto, Nishi-no-Shima and Kazan Retto) and other islands (Oki-no-Tori Shima and Minami-Tori Shima).

Paragraph 1 IZU SHOTO

(Charts W81, W83)

General information. Izu Shoto extends about 300 M from O Shima at the N extremity to Sofu Gan at the S extremity. In this area lie islands such as Miyake Shima, Mikura Shima, Hachijo Shima, Ao-ga-Shima and Tori Shima and uncovered rocks on a nearly straight line in a N-S direction. In addition, To Shima, Nii Shima, Kozu Shima and Zeni Su lies in the area extending to the SSW about 60 M from O Shima.

These islands are mainly 400 ~ 850 m high and covered with trees but do not suit farming due to the volcanic sterile soil.

The coasts have less inlets and bends, most of which consist of cliffs of volcanic rocks. Even sandy beaches lying in places are subject to high waves, and many times it is difficult to take refuge and berth along side.

Along the coast of the islands, depths change very sharply and bottoms are foul. Strict caution is required when anchoring at night, as the coast may appear closer than it is.

O Shima ~ Zeni Su (Chart W51)

General information. Between O Shima and Zeni Su lie To Shima, Udone Shima, Nii Shima, Shikine Shima and Kozu Shima.

These islands are fringed with many rocky reefs; depths along coasts are mostly deep but irregular. Islets and rocky reefs are scattered particularly in the waters around Nii Shima and Kozu Shima.

Landmarks. All the islands are prominent. Peaks and lighthouses in the E part of S coast of Honshu and Miyake Shima are also good landmarks.

Caution: Banks are scattered in places in this area. Omuro Dashi (34° 34' N, 139° 29' E; a rocky reef, minimum depth 28 m) on the E side of the water between O Shima and To Shima gathers many fishing vessels in the season.

According to reports of liner vessels, waves on Hyotan Se (34° 21' N, 139° 03' E) of W about 7 M from Shikine Shima grow particularly high in winds of 15 m/s or more; many fishing vessels gather around this reef in calm weather. So caution should be exercised.

O Shima. (34° 45' N, 139° 24' E) (Chart W1066) A island at the N extremity of Izu Shoto, known also as Izu-O Shima. It is the largest active volcano on Izu Shoto. Mihara Yama near the center of O Shima always emits steam.

The N and E sides of O Shima are bordered with steep cliffy or rocky beaches washed by breakers all the time. The S and W sides are mostly rocky beaches apart from some sandy beaches.

In areas N and S of O Shima, vessels run to and from Hanshin and Kyushu; the northern route is rather busier with domestic vessels. In the vicinity of O Shima, bottoms are mostly steep-to and there are no dangerous reefs.

The water W of the breakwater in **Okata** Ko (34° 47' N, 139° 23' E), about 8 m deep, gives a good holding ground and afford shelter to small vessels in southerly wind.

There are no other shelters except Habu Ko (34° 41' N, 139° 26' E).

Stationary nets are laid in places along the coast.

Weather. In O Shima, NE wind prevails in February, March and in autumn; SW wind is dominant in other seasons.

Average atmospheric temperature is 6°C or more in winter, it is rather cool in summer due to developing sea and land breezes.

The most precipitation appears in the rainy season and the time of typhoons. The average monthly precipitation in September reaches about 430 mm.

Landmarks.

Landmark	Position	Remarks
Mihara Yama	34° 44' N, 139° 24' E	758 m high, Miscellaneous trees from the middle to the bottom is overgrown. Some volcanic plum is always observed.
Chi-ga-Saki	34° 47.9' N, 139° 21.6' E	95 m high. It forms a steep cliff and looks like a remote island when viewed from the NE and SW.
Kazehaya Saki	34° 47.9' N, 139° 22.3' E	A cape of black, high and steep cliffs surmounted by Izu-O Shima Light. It is rather more pointed than Chi-ga-Saki is.
A conspicuous house	34° 47.3' N, 139° 23.3' E	A 2-storied clubhouse with red roof on a hill (131 m high) behind Okata Ko.
Futago Yama	34° 43' N, 139° 25' E	A mountain consisting of two peaks standing in E-W direction, 619 m high.
Take-no-Hira	34° 42' N, 139° 25' E	A mountain, 231 m high. The E side is excavated. It is seen conical and conspicuous from the E and SE.
Senba Saki	34° 42' N, 139° 22' E	A cape at the SW end of O Shima. It is the most conspicuous mark in the vicinity. A small hill covered with pine trees lies on it. A rock protrudes at the end.

To Shima ~ Kozu Shima (Charts W51, JP80)

General information. A group of islands, comprising To Shima, Udone Shima, Nii Shima, Shikine Shima and Kozu Shima, lies in an area of about 20 M, which extends to the SSW from a position SSW about 12 M of O Shima. Onbase Shima lies off W of Kozu Shima.

The islands consist mostly of mountains and are bordered with mostly steep cliffs or rocky beaches except Shikine Shima, which is flat and low. Many rocky reefs lie close off the coasts of these islands but waters outside 1 M offshore are deep with no dangerous reefs except Onbase Shima.

Caution: When a strong wind blows continuous from the W or NW, it is necessary to exercise caution to navigation because the waves get rough in the sea area from the vicinity of Hyotan Se to Shikine Shima ~ Kozu Shima.

To Shima. (34° 31' N, 139° 17' E) (Chart W1425) This is a volcanic island with a rather conical shaped peak, 508 m high.

The soil is volcanic rocks, of which surface has been weathered composing fertile black soil. Much vegetation especially for camellias grows all over the island. The island is bordered with steep cliffs and there are many huge piles of volcanic rocks everywhere on the beaches. Toshima Ko lies on the N coast.

Udone Shima. (34° 28' N, 139° 18' E) This is an uninhabited island thickly covered with trees, 209 m high; the view from the N and S is of a round shaped peak and conical shaped from E and W. This island is bordered with steep cliffs and fringed with many rocky islets.

Nii Shima. (34° 23' N, 139° 16' E) This island is long in a N-S direction, about 11 km long. It appears as two separated islands from a distance E and W due to the land shape with a mountain on each N and S, and low and flat area in the center.

There is Habushi Ura on the E side and Nijima Ko lie on the W side. The both side are sandy coasts. Most of other parts of the coast are steep cliffs; the S part is prominent with a white cliffs. When a strong wind blows from westerly, vessels for refuge may stay in Habushi Ura.

Landmarks.

Landmark	Position	Remarks
Nebu Misaki	34° 26' N, 139° 17' E	A cape of rocky cliffs at the N end of Nii Shima, 175 m high.
Miyazuka Yama	34° 24' N, 139° 16' E	432 m high.
Kando Hana	34° 20.0' N, 139° 16.3' E	A point of a terrace, about 90 m high, at the S end of Nii Shima. Nii Shima Light stands on it. The shore, NNE about 0.5 M of the point, is prominent for a white cliff.
Jinai Shima	34° 22' N, 139° 14' E	77 m high. An island mostly bordered with rocky cliffs, covered with weeds.
Haya Shima	34° 20' N, 139° 17' E	90 m high. An island with a flat peak. It is bordered with rocky cliffs.

Nishi Ura {Kowaura Wan}	294
Nishi Ura {Haha Shima}	343
Nishi Yama	61,332
Nishiki Gyoko	294
Nishiki Wan	294
Nishi-no-Shima	61,345
Nishiura Byochi	242
No Shima {Hirota Wan}	89
No Shima {Mikawa Wan}	239
No Shima {Offing Nojima Saki}	80
No Shima {Shizugawa Wan}	93
Nobiru Wan	99
Noda Wan	73
Nojima Saki	47,127,150
Nokogiri Yama	152
Noma Saki	253
Nomi Hanto	318
Nomi Wan	318
Nono Shima	102
Noroshi Saki	212
Noroshi Yama	302
Numa Kawa	217
Nuno Saki	323
Nuno Shima	312
Nyudo-ga-Saki	127

O

O Kawa	91
O Mori	308
O Ne {Entrance of Kesennuma Wan}	90
O Ne {Kashima Nada}	111
O Ne {Offing Ogatsu Wan}	93
O Ne {Offing Siritaya Saki}	66
O Ne {S offing Todo-ga-Saki}	73
O Saki {Kamaishi Wan}	80
O Saki {Ofunato Ko}	88
O Shima {Atsumi Wan}	242
O Shima {E offing Kushimoto Ko}	306
O Shima {Funakoshi Wan}	80
O Shima {Fuseda Suido}	292
O Shima {Izu Shoto}	52,327
O Shima {Kesennuma Wan}	90
O Shima {S offing Nagashima Ko}	295
O Shima {SE offing Mugi Ko}	312
O Shima {Shio-no-Misaki}	52,306
O Shima {Shitsukari Oki Hakuchi}	66
O Yama {Irago Misaki}	225
O Yama {Kii Hanto}	308
O Yama {Mera Hana}	150
O Yama {Mikura Shima}	331
O Yama {Miyake Shima}	331
O Yama {Suga Shima}	287
O Yama {Su-no-Saki}	150
Oarai Ko	119
Oarai Misaki	119
Obama Hana	113
O-Berashi	302
Oda Wan	78
Ofunado Wan	330
Ofunato Ko	87
Ogasawara Gunto	338
Ogatsu Ko	93
Ogatsu Wan	93
Oginohama Wan	99
Ogoshi-ga-Hana	332
Oguchi Wan	284
Ohaka Dashi	127
Ohako Saki	80
Ohara Gyoko	126
Ohara Wan	99
Ohora Yama	323
Oi Kawa	220
Oinega Shima	126
Oishi	295
Oiso Saki	93
Oiso Shima	89
Oji Yama	302
Ojime Hana	324
Okata Ko	327
Okage Yama	312
Oki-no-Kayama Ne	152
Oki-no-Kuro Shima	308
Oki-no-Nagamo Se	290
Oki-no-Shima {Atsumi Wan}	242
Oki-no-Shima {Sukumo Wan}	53,323
Oki-no-Shima {Tateyama Wan}	153
Oki-no-Shirakusa	127
Oki-no-So	325
Oki-no-Tori Shima	349
Oki-no-Yama	151
Oki-no-Yashima	303
Okitsu Ko	126
Okitsu Saki	314
Okkirai Wan	84