Pub.301 sup.

Sailing Directions for South and East Coasts of Honshu

Supplement No. 11

30 October 2026

Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.11 is issued to correct outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.

This supplement contains information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 24 April 2026. However, regarding amendments to port regulations, information obtained up to 1 June 2026 has been incorporated.

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 deleted, 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.

30 October 2026

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 (JCG), please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the 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

Supplement No.11
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JP79	ISHINOMAKI WAN	W79
JP80	NOJIMA SAKI TO OMAE SAKI	W80
JP87	TOKYO WAN TO INUBO SAKI	W87
JP89	SHIMIZU KO	W89
JP90	TOKYO WAN	W90
JP91	YOKOSUKA KO URAGA AND KURIHAMA	W91
JP93	DAIO SAKI TO SHIO-NO-MISAKI PLAN:APPROACHES TO KINOMOTO KO	W93
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JP108	MUROTO SAKI TO ASHIZURI MISAKI PLAN:KAMI-KAWAGUCHI KO	W108
JP151	BUNGO SUIDO	W151
JP1049	KASHIMA KO	W1049
JP1051	ISE WAN	W1051
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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

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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 AM radio broadcasts (in Japanese) and facsimile transmission by Kyodo News.

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 2nd 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 3rd 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 information offices. Weather information offices of the JMA for the areas covered by this volume are as follows:

Headquarters (Phone number)		Remarks
Sendai Regional Headquarters	(+81-22-290-5320)	Automated voice guidance (in Japanese)
JMA Headquarters	(+81-3-5422-1018)	
Osaka Regional Headquarters	(+81-6-6949-1300)	

3. How to report and where to contact

Reports can be submitted by using the following methods: VHF radiotelephone (International VHF) to the coast radio stations of JCG, E-mail to the Operations Center of JCG Headquarters, or telephone or written submission to the nearest local JCG office.

E-mail: jasrep@jcgcomm.jp

~~Telex: 72 222 5193 JMSAHQ J~~

4. Reference

The details of report forms and others are publishing on the following web page.

URL: https://www.kaiho.mlit.go.jp/mission/kainan/jasrep.html (in Japanese)

Automatic Identification of vessels by AIS

AIS (Automatic Identification System) is a tracking system that uses the VHF band for exchanging automatically data with other nearby vessels, between ship stations and aids to navigation at on shore stations, etc. These data include static information such as unique identification, type of vessel, name of vessel, length and width, etc. Also included is dynamic information such as position, course, speed and heading direction, etc., and navigation information such as destination port and scheduled arrival time, etc.

Port Communications

Vessels are able to communicate with the Captain of the Port concerning the following matters.

1. Matters concerning notification of entry into the port;

(1) Name of vessel

(2) Gross tonnage and maximum draught of vessel at entry into port

(3) Port of departure and date of departure

(4) ETA (date and time of reaching near the port limit)

(5) Purpose of the entry

(6) Other matters required especially for port entry

2. Matters concerning report on entering into or departing from port due to unavoidable reasons such as shelter or an accident of vessel;

3. Designation of anchorage;

4. Matters concerning report on shift due to unavoidable reasons such as avoidance of marine accident;

5. Matters concerning control of traffic at sea;

6. Matters concerning directions given to vessel carrying dangerous cargo;

7. Matters concerning report on measures to prevent danger caused by an accident taken place within the port or in the vicinity of the harbour limit;

8. Matters concerning report on sighting of obstacles to navigation and anything unusual in aids to navigation;

9. Matters concerning notification required under Article 6 of the Quarantine Law, and notification of inspections, etc. under Article 8 of the Plant Protection Law, and Article 40 and 41 of the Domestic Animal Infectious Diseases Control Law;

Traffic of fishing vessels is heavy and the large vessels dose port the inward-bound and the outward-bound, too.

Inside the port, there is a fishing port and Desaki Wharf in (Kuwagasaki) Section. In recent years, Fujiwara Section has become a port of call for large passenger ships, with many foreign ships as well as Japanese ships calling at the port.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami etc., Miyako Ko Tsunami and Typhoon etc., Abnormal Weather Vessels 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: Miyako Coast Guard Station).

Weather. NE to NNE winds prevail in summer while WSW winds are dominant in other seasons. Fog is most frequent in Jun. and Jul.; it occurs for about 10 days in each month.

The largest vessel to enter the port. On 4 August 2023, the passenger vessel “MSC BELLISSIMA” (171,598t, draught 8.7m) berthed alongside with - 10 m Quay, Fujiwara No.2 Wharf.

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

Landmarks.

Landmark	Position	Remarks
~~Radio towers group~~	~~39° 38.8' N, 141° 58.0' E~~	~~2 radio towers (each 66 m, 67 m high), an observation tower (white, 59 m high) , and a chimney (59 m high).~~
A radio mast	39° 38.1' N, 141° 57.5' E	~~Red and white,~~ 127 m high.
A conspicuous house	39° 37.7' N, 141° 57.8' E	City Culture Center (white, triangular).

Directions. Approaching from N, steer for Heisaki Light (39° 39.3' N, 142° 01.5' E), bearing 190° at a position ENE about 7 M from Rikuchubentensaki Light (39° 56.8' N, 141° 57.6' E); at a position E 2 M from Ane-ga-Saki (39° 41.3' N, 141° 59.3' E), steer 216° with Miyako Ko Fujiwara Breakwater Light (39° 37.7' N, 141° 58.6' E) ahead, and proceed to the entrance properly after passing Tate-ga-Saki (39° 38.8' N, 141° 59.0' E).

Approaching from S, course to 320° with Rikuchumasaki Light (39° 45.1' N, 142° 00.0' E) ahead; at a position NE about 2.7 M from Hei Saki Light, steer 250° for the S extremity of Hide Shima (39° 40.1' N, 141° 59.3' E) ahead; at a position N 1.4 M from same lighthouse, steer 216° with Miyako Ko Fujiwara Breakwater Light ahead, and proceed to the entrance after passing Tate-ga-Saki. Caution should be paid for the following in approaching the port.

Precaution for entering the port. The precautions below are necessary after the Great East Japan Earthquake.

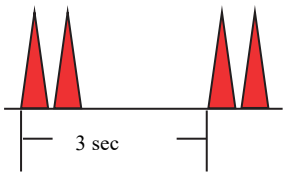
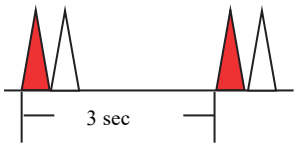
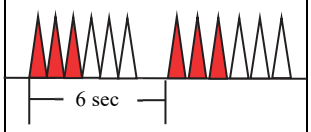
1. Care is necessary against foul substances scattered in the port.
2. Construction of a sluice gate is underway at the mouth of the Hei Kawa river.

Caution: Many stationary nets are laid along both coasts of Miyako Wan throughout year. A caution with the stationary nets and aquaculture facilities laid within about 800 m offshore on the coast between SW about 1.2 M from Heisaki Light and W about 0.6 M from same lighthouse is particularly necessary.

The water S of Desaki Wharf around the estuary of Hei Kawa, depths between 1 m to 3 m, waves sometimes break over it in strong winds. The streams in this area become to be strong after heavy rain, with which caution should be also exercised.

Wave meter. A wave meter is installed in an undersea of a position E about 0.2 M from Ryujinzaki Breakwater.

Anchorage. Large vessels usually use the area near to the quarantine anchorage (39° 38.0' N, 141° 59.1' E) E of Fujiwara Breakwater. The mouth of Miyako Wan other than near the quarantine anchorage area is deep, and there are stationary nets and other aquaculture facilities. Therefore care should be taken when anchoring.

Outward signal (Section 1 and Section 2)	One black square, above One red square flag 	Two red flashes every three seconds 	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 Beacon 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.
Prohibition inward and outward signal	Two black cones (points together) 	One red flash and one white flash every three seconds 	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 Beacon and the peak of Kenashi Shima, keeping out of the ways of outward-bound vessels navigating in the passage. Outward-bound vessels of 500 G/T or more shall not leave the port from Sendai Thermal Power Plant or Section 1 and Section 2. Vessels of less than 500 G/T may enter or leave the port.
Prohibition inward and outward signal excluding vessels of permitted by the Captain of the Port	The combination of two black cones (points together) and One red flag 	Three red flashes and three white flashes within six seconds 	All traffic prohibited except vessels permitted by the Captain of the Port.

Landmarks.

	Landmark	Position	Remarks
Shiogama Ku	Ha Shima	38° 19.0' N, 141° 11.1' E	A flat islet, 26 m high; a lighthouse stands on the SW end.
	A beacon	38° 19.0' N, 141° 09.7' E	A pole of harbour limit, white, stands on the SE end of Karato Shima.
	Tomi Yama	38° 23.8' N, 141° 06.5' E	124 m high.
	Funairi Shima	38° 19.2' N, 141° 07.2' E	An island located on the N side of the E entrance to the passage.
	Karakai Shima	38° 19.0' N, 141° 07.3' E	An island located on the N side of the E entrance to the passage. 18 m high.
	Mizu Shima	38° 19.3' N, 141° 06.1' E	22 m high.
	Jizo Shima	38° 19.4' N, 141° 04.3' E	An islet surmounted by a lighthouse. The N groin which submerges in HW lies between Mahanashi Shima.
	Yo-ga-Saki	38° 19.3' N, 141° 03.9' E	Tamon San lies on top of the cape.
	Hanabuchi Saki	38° 18.0' N, 141° 05.4' E	A cape appearing black with pine trees on it and conspicuous from a distance. A white pole, 25 m high, stands on the end. Hanabuchi Light is located in Ho-ga-Saki about 850 m to the SW.
	A chimney	38° 20.2' N, 141° 02.7' E	67 m high, grey.
Sendai Ku	~~A chimney~~	~~38° 16.5' N, 141° 02.3' E~~	~~183 m high, grey, located in the yard of Shin-Sendai Thermal Power Station. Refinery Tanks in the yard are also conspicuous.~~
	Sendaiko silo	38° 16.3' N, 141° 01.2' E	Grey, prominent.

Passages. A passage, 130 m wide, runs in Shiogama-Ku from a position S about 0.6 M of Funairi Shima to N of Teizan Wharf by Yogasaki Suido. In addition, there is a fairway that W of a line joining the peak of Mizu Shima and the peak of Futatsu Shima (38° 18.4' N, 141° 06.1' E; 20 m high) is under traffic control.

Directions. Heading for Shiogama-Ku, from a position S about 2M of Namishima outside the port, then steer 302° from same light buoy, and enter the passage.

It is necessary to exercise caution because there are dangerous reefs on both sides of the route.

Standby instructions off the passages. When visibility is 500 m or less and vessels of 500 G/T or more are navigating passages in Sendai-Shiogama Ko, Captain of the Port of Sendai-Shiogama Ko may give instructions to stand

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	7 ~ 7.5	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	

Kaneda Wan. (35° 11' N, 139° 41' E) This is an open bay entered between Ame Saki and Ashika Shima.

The water within 0.7 M offshore is mostly 10 m deep or less; entire NW coast is fringed with many dangerous reefs. Stationary nets (being set throughout the year) lie in the central part of the bay near Kakari Ne and Horoku Ne, so it is not suitable for anchorage.

Tateyama Wan (35° 00' N, 139° 49' E) (Chart W55)

General information. Tateyama Wan, an open bay, is entered to the E between Su-no-Saki and Daibusa Misaki about 4.5 M NE of Su-no-Saki. The depth at the central part of the entrance is more or less 300 m, but it shallows steeply as going inward. The E half of the bay, mostly 30 m deep or less, muddy bottom which gives good holding ground, affords a good shelter in E ~ S winds; but it should be noted that there are many stationary nets and buoys for fishing nets in the bay.

The shores are mostly sandy, on which many pine trees grow.

Measures at the time of emergency disasters (Articles 44 & 45 of the Port Regulations Law, Article 20-7 of the Regulations for the Enforcement of the Port Regulations Law).

A Tateyama Ko in Tateyama Wan is designated by the concerned Act, the measures of emergency disaster breakouts (Refer to **Navigation Rules.** 10. Measures when an emergency breaks out on page 143.) to give the widest possible publicity, when the emergency disaster shall occur, and the notification measures stipulated in the Maritime Traffic Safety Act shall be applied, the Commandant of the Japan Coast Guard shall take the notification measures (designated port emergency disaster notification measures).

The Commandant of the Japan Coast Guard shall provide information needed for listening to information and authorization in regard to emergency disaster occurrence and the restriction on the navigational traffic through VHF wireless phone to secure the navigational safety for vessels in the designated port waters (applied to ships 50m and over in length in the designated port).

Vessels in the designated waters shall listen to information provided by the Commandant of the Japan Coast Guard when the emergency disaster occurrence notification measures are taken till cancelled.

When the emergency disaster measures taken in position, the restrictions of entry and navigation, exit order(s) in and out of Tokyo Wan to the extent to prevent navigational dangers(s) may be taken.

Landmarks.

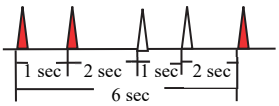
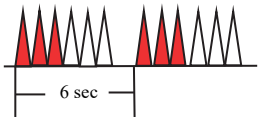
Landmark	Position	Remarks
Oki-no-Shima	34° 59.5' N, 139° 49.5' E	A thickly wooded islet, 13 m high. It is abutted on the shore in the SE.
Shiro Yama	34° 58.9' N, 139° 51.3' E	An isolated mountain, 68 m high, thickly covered with pine trees. It is seen black and conical shape from NW. At the top there is a lookout and museum in the shape of a castle, and is lit up at night.
A conspicuous building	34° 59.8' N, 139° 51.6' E	An apartment, a white 9-storied building.
A conspicuous house	35° 01.5' N, 139° 51.5' E	A temple called Nago Kannondo. It is located halfway up a mountain of Nago Yama (83 m high).
Suzume Shima	35° 01.7' N, 139° 49.2' E	13 m high.
A conspicuous building	35° 02.2' N, 139° 49.0' E	A white hotel.

Approaches to Daini Kaiho (Chart JP1081)

General information. Daini Kaiho (35° 18.7' N, 139° 44.5' E) is the ruins of a fort, and there are a lighthouse at present. Between Daiichi Kaiho (35° 18.9' N, 139° 46.1' E) and Daini Kaiho a shallow water lies, which is indicated by the red sector of Daini Kaiho Light; this area is not suitable for navigation except small crafts. Extreme caution is necessary in navigating in the vicinity of Daini Kaiho as the traffic in this area is considerably heavy.

Naka-no-Se. This shoal, about 1.5 M wide, extends to the N about 4 M from a position N about 2 M of Daini Kaiho; many shoals with a depth of 15 m or less are scattered inside the 20 m depth contour; the minimum depth 12.1 m, lies at the N extremity. There is a shallow of 13.1 m deep at the SW extremity.

Tokyo Wan Naka-no-Se Light Beacons A, B, C and D are installed along the W side of this shoal~~; the Light Beacon D is a large sized beacon with a radar~~.

	Flashing letter "X"	Two red flashes and two white flashes every six seconds 	Inward-bound and outward-bound vessels navigating in the passage may proceed to and take departure through the passage. Inward-bound and outward-bound vessels out of the passage shall avoid the course of other inward-bound and outward-bound vessels on the passage and stand by out of the passage. The lighting letter signal will change to lighting letter "X", and the flashing light signal will change to 3 red flashes and 3 white flashes every 6 seconds soon.
Prohibition signal	Lighting letter "X"	Three red flashes and three white flashes every six seconds 	All traffic prohibited except the vessels instructed by the Captain of the Port.

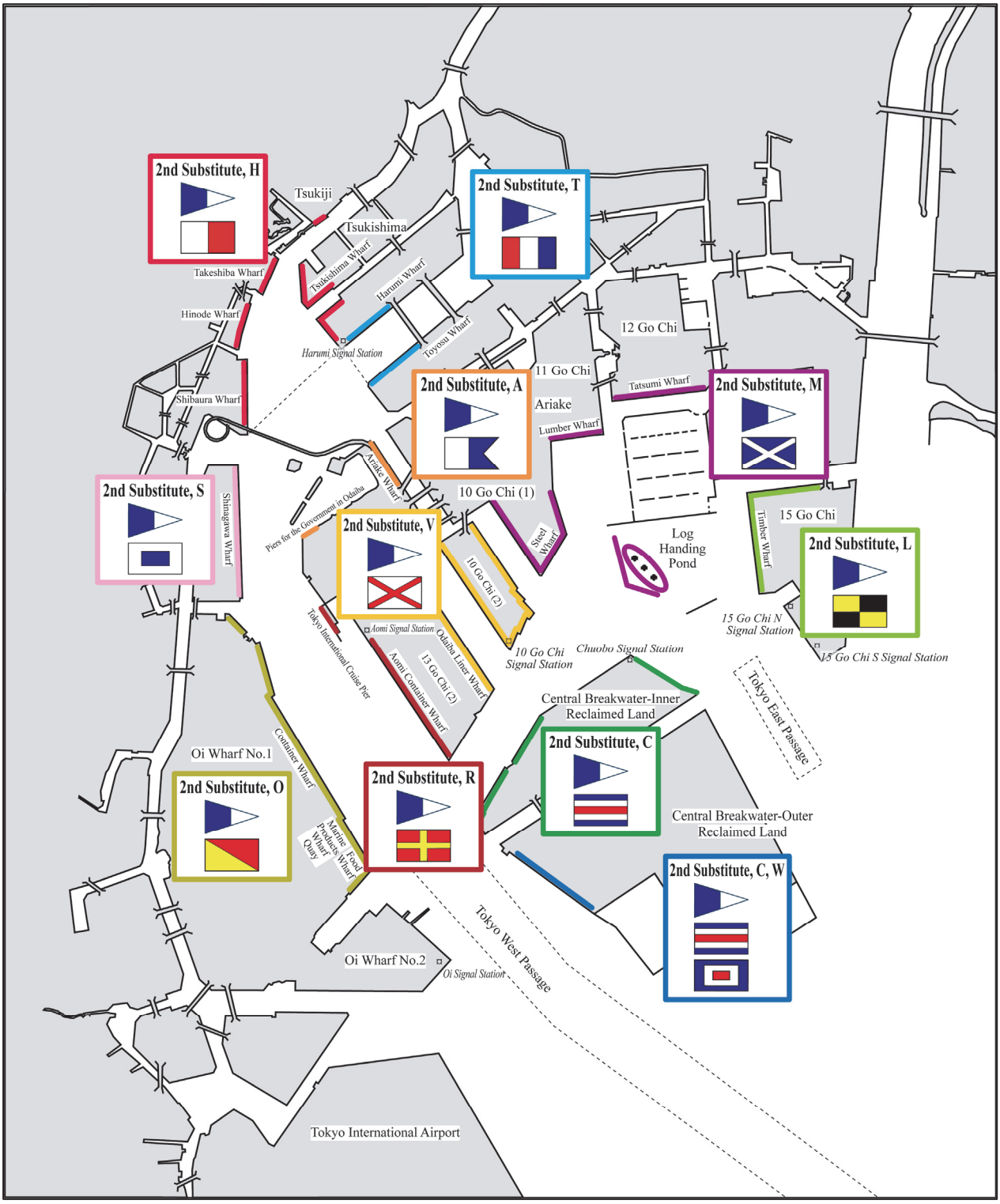
Landmarks.

Landmark	Position	Remarks
A bridge building	35° 38.2' N, 139° 45.8' E	Rainbow Bridge, a suspension bridge structure with 2 gate-type piers, white. The vertical bridge clearance is about 50 m high.
A ferris wheel	35° 37.6' N, 139° 46.9' E	About 123 m high, located in Tokyo 13 Gochi (1).
A bridge building	35° 36.6' N, 139° 49.6' E	Tokyo Gate Bridge, a truss bridge structure with box girders, white. The vertical bridge clearance is about 52 m high.

Indication of Course and Destination, etc. (Refer to Fig. 35)

	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
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)	2nd substitute, L	L	Proceeding to mooring facilities on the W side of 15 Go Chi or N side of 15 Go Chi.
	2nd substitute, M	M	Proceeding to 10 Go Chi (1), 11 Go Chi Lumber Wharf, Tatsumi Wharf, M1, M2 dolphin berths or 12 Go Chi Log Handling Pond mooring buoy berths.
	2nd substitute, V	V	Proceeding to 10 Go Chi (2) or Odaiba Liner Wharf .
	2nd substitute, H	H	Proceeding to mooring facilities N of the line joining Harumi Signal Station and the S extremity of Shibaura Wharf.
	2nd substitute, T	T	Proceeding to mooring facilities E of the line joining Harumi Signal Station and the NW extremity of Toyosu Wharf.
	2nd substitute, A	A	Proceeding to Ariake Wharf or piers for the Government in Odaiba.
	2nd substitute, S	S	Proceeding to Shinagawa Wharf.
	2nd substitute, R	R	Proceeding to Tokyo International Cruise Pier or Aomi Container Wharf .
	2nd substitute, O	O	Proceeding to ~~JERA Co. Oi Thermal Power Station Pier,~~ Oi Container Wharf, Oi Marine Products Wharf Quay, Oi Food Wharf or mooring facilities W of the line joining the S extremity of Oi Food Wharf and the N extremity of Oi Wharf No.2.
	2nd substitute, C	C	Proceeding to mooring facilities in the Central Breakwater-inner Reclaimed land.
	2nd substitute, C・W	C・W	Proceeding to mooring facilities in the Central Breakwater-outer Reclaimed land the West side.

Fig. 35 Flag signals to indicate the course and destination in Tokyo Ku [Replaced with the new figure]

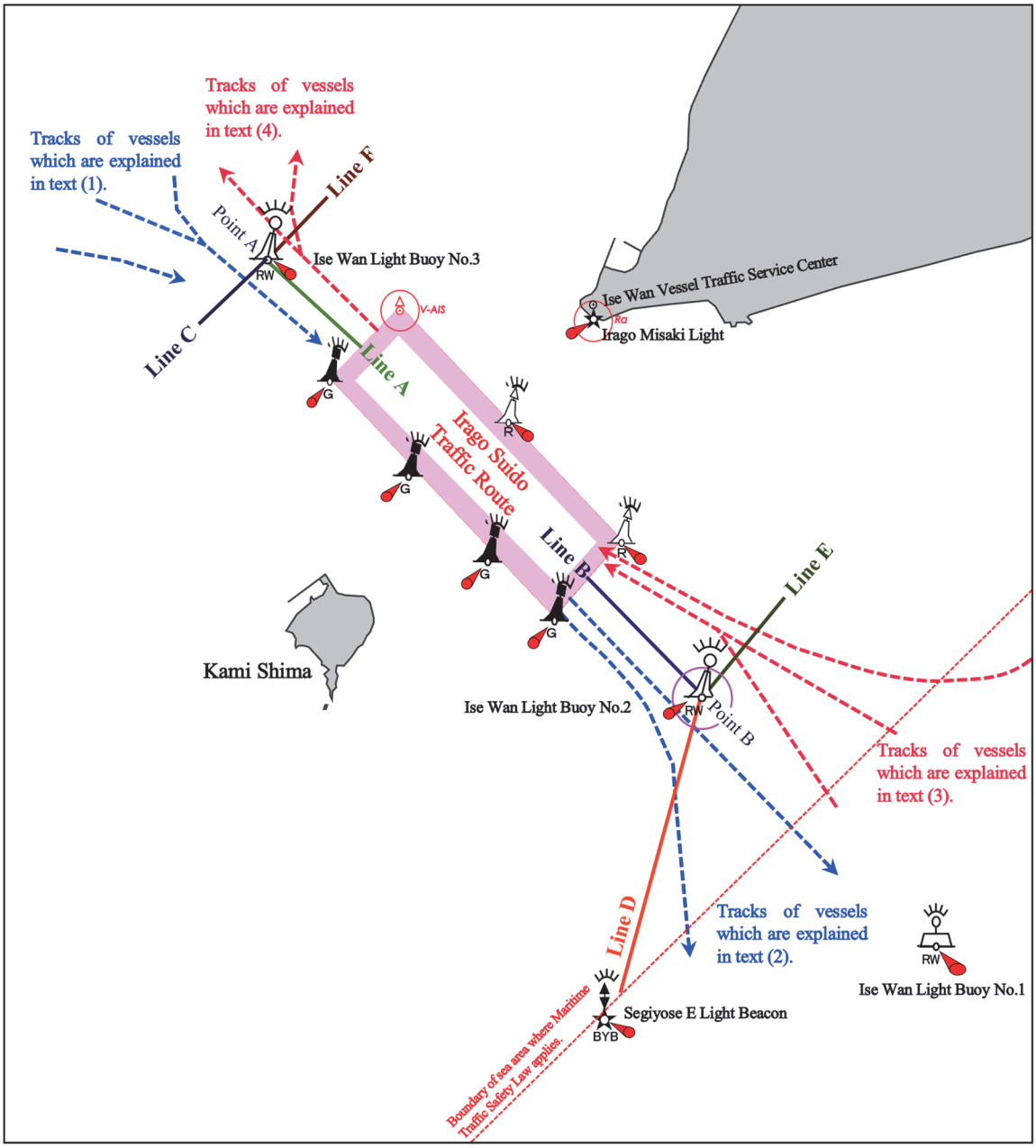


Passages. Tokyo W Passage, about 3.8 M long, 600 ~ 700 m wide and 16 m deep, runs NW of Tokyo Offing Light Buoy (35° 32.5' N, 139° 51.4' E); and Chubo North Fairway, 12 m deep, bifurcates at near center of the above passage and leads northeastward; Tokyo E Passage, about 0.8 M long, about 300 m wide and 12 m deep, lies N of the aforesaid Light Buoy.

Precaution for navigation etc. (Refer to Fig. 23)

Fig. 48 Tracks in the sea areas near the entrance/exit of Irago SuidoTraffic Route

[Replaced with the new figure]



5. Observation of Information Provided by Japan Coast Guard Commandant (Article 30 of the Maritime Traffic Safety Law, Article 23-2 and Article 23-3 of the Regulations for the Enforcement of the Maritime Traffic Safety Law).

Ise Wan Vessel Traffic Service Center provides the following information to specified vessels (vessels navigating the sea areas shown in Fig. 49 with a length of 50 m or more) by the VHF radiotelephone system. Specified vessels should observe the information provided by Ise Wan Vessel Traffic Service Center while navigating the sea areas shown in Fig. 49.

(1) Information pertaining to traffic rules when there is a possibility of specified vessels navigating traffic routes and the sea areas surrounding the traffic routes (Refer to Fig. 49) against the traffic rules applying to the areas.

(2) Information pertaining to the occurrence of sinking vessels, failure of aids to navigation and problems of other vessel traffic that are likely to hinder considerably the safety of the navigation of specified vessels.

(3) Information pertaining to the sea areas under construction and other work, sea areas which are extremely shallow and other sea areas difficult to navigate safely for the specified vessels when the specified vessels are found to be at risk

measures to specified vessels by the VHF radiotelephone system or other appropriate methods when it is found necessary to comply with navigation or to prevent danger.

7. Providing information etc. by Ise Wan Vessel Traffic Service Center.

Ise Wan Vessel Vessel Traffic Service Center provides information etc. by VHF radiotelephone system etc. with the following codes to start, depending on the contents. Refer to "Notice of Information Provisional Methods etc. (provided by Iragomisaki Vessel Navigation Signal Station operated by Ise Wan Vessel Traffic Service Center and by the Center") (Japan Coast Guard Notice No. 166, 2010) for more details:

(1) INFORMATION: Providing information (providing information pursuant to provision of Article 30 of the Maritime Traffic Safety Law).

(2) WARNING: Warnings (providing information to make notice of any dangerous situation that may impede safe navigation of vessels).

(3) ADVICE: Advice (advice pursuant to the provision of Article 31 of the Maritime Traffic Safety Law).

(4) INSTRUCTION: Instructions (instructions pursuant to the provisions of Article 10-2 and Article 23 of the Maritime Traffic Safety Law).

Note: Providing information etc. by Ise Wan Vessel Traffic Service Center does not give instructions for maneuvering.

Ise Wan Vessel Traffic Service Center provides the "Ise Wan Martis User Manual" on the web page:

URL: https://www6.kaiho.mlit.go.jp/isewan/

Traffic control signals. Traffic control signals indicated by Ise Wan Vessel Traffic Service Center (Irago Misaki Vessel Trafic Signal Station) are as follows.

Signals	Meanings of signals
Flashing letter "N"	All the vessels (except huge vessel) with the length of 130 m or more going SE direction through the Irago Suido Traffic Route should wait outside the route.
Flashing letter "S"	All the vessels (except huge vessel) with the length of 130 m or more going NW direction through the Irago Suido Traffic Route should wait outside the route.
Alternating flashing letter "N" and "S"	All the vessels (except huge vessel) with the length of 130 m or more going through the Irago Suido Traffic Route in any direction should wait outside the route.

~~**Information signals.** Information on huge vessels are provided as follows by an electrical signal board at Ise Wan Vessel Traffic Service Center (Ko Yama Signal Station).~~

~~Signals~~	~~Meanings of signals~~
~~"➡" 1 flashing every 4 seconds~~	~~A huge vessel enters into the traffic route heading southward within an hour.~~
~~"➡" 1 flashing every 2 seconds~~	~~A huge vessel enters into the traffic route heading southward within 15 min.~~
~~"⬅" 1 flashing every 4 seconds~~	~~A huge vessel enters into the traffic route heading northward within an hour.~~
~~"⬅" 1 flashing every 2 seconds~~	~~A huge vessel enters into the traffic route heading northward within 15 min.~~
~~"➡ ➡ ⬅" Sequentially flashing every 8 seconds~~	~~A huge vessel enters into the traffic route heading southward (leaving the bay) within 15 minutes, and after its passing through the traffic route, another huge vessel will enter into the traffic route heading northward (entering the bay) within 15 minutes.~~
~~"⬅ ⬅ ➡" Sequentially flashing every 8 seconds~~	~~A huge vessel enters into the traffic route heading northward (entering the bay) within 15 minutes, and after its passing through the traffic route, another huge vessel will enter into the traffic route heading southward (leaving the bay) within 15 minutes.~~

Navigation safety instructions. 4th Regional Coast Guard Headquarters instructs vessels which navigate in and around Irago Suido Traffic Route to take the following safety measures.

1. Taking a pilot on board.

The following vessels should take a pilot on board.

(1) A vessel entitled to fly the flag of a foreign country.

(2) A vessel of 130 m or more in length overall, entitled to fly the Japanese flag, and prescribed by the Maritime Traffic Safety Law as a vessel carrying dangerous cargo.

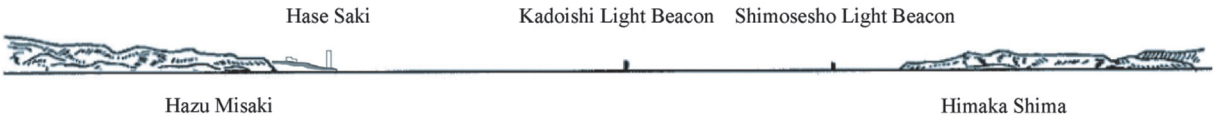
2. Continuous placement of an escort boat.

A vessel under the legal obligation to place an escort boat for guarding the vessel's course should continue to place the escort boat, until safe navigation of the vessel is confirmed, even out off the traffic route.

(1) Morozaki Suido seen from the N



(2) Morozaki Suido seen from the S



Directions. (Refer to Fig. 51)

Nakayama Suido.

1. Alter course to 000° at Ise Wan No.3 Light Buoy (34° 35.3' N, 136° 58.3' E), N entrance of Irago Suido, for Ha Shima Light Beacon (34° 41.6' N, 136° 58.4' E).

2. When Owarino Shima Light (34° 39.5′ N, 137° 00.5′ E) bears 040°, alter course to 054° to follow the Nakayama Suido Passage (A development and preservation passage).

3. When Tatsuma Saki Light (34° 39.6′ N, 137° 04.2′ E) abeam, steer 062° for the outer harbour of Mikawa Ko Gamagori district or 069° for the outer harbour of Mikawa Ko Toyohashi district.

4. Furthermore, an anchoring restraint area has been established in Nakayama Suido Passage (A development and preservation passage) and the 700 wide navigation area connecting the exit/entrance on the E side of the passage and the harbour limit of Mikawa Ko.

Morozaki Suido.

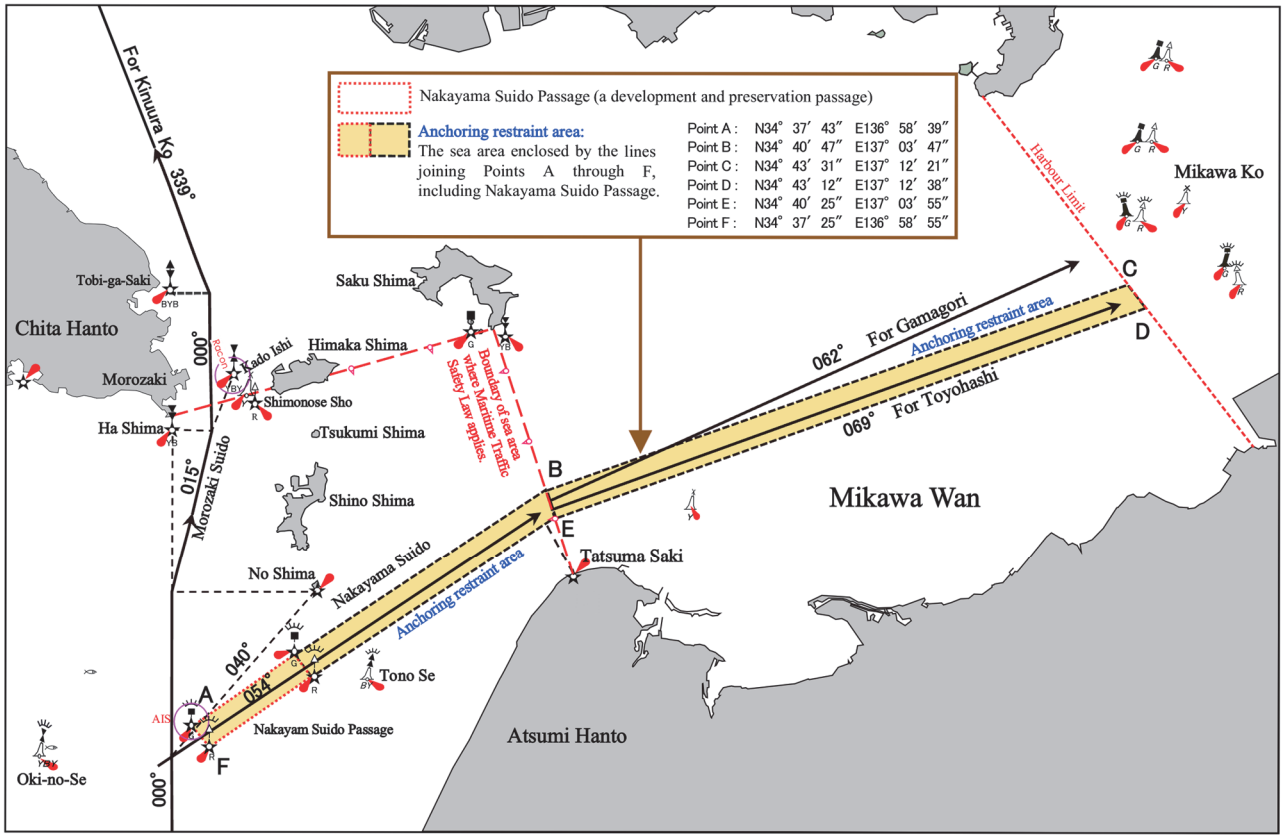
1. Alter course to 000° at Ise Wan No.3 Light Buoy, N entrance of Irago Suido, for Ha Shima Light Beacon.

2. When Owari No Shima Light (34° 39.5’ N, 137° 00.5’ E) abeam, alter course to 015° for Kado Ishi Light Beacon (34° 42.3′ N, 136° 59.3′ E).

3. When Ha Shima Light Beacon abeam, alter course to 000° to pass through Kado Ishi Light Beacon keeping a distance of about 400 m.

4. When Oi Ko Entrance Light Beacon (34° 43.4′ N, 136° 58.3′ E) abeam, alter course to 339° with Kinuura Ko W Breakwater Light (34° 49.3′ N, 136° 56.3′ E) ahead, and proceed to the outer harbour of Kinuura Ko.

Fig. 51 Directions for Nakayama Suido and Morozaki Suido [Replaced with the new figure]



Atsumi Wan (Chart JP1052)

General information. The S shore of Atsumi Wan consists of beaches of sand and pebbles, and both ends are low-lying lands. Mountains, about 200 m high, including Kinugasa Yama (34° 40.5' N, 137° 14.4' E; 278 m high), ranging close to the central part of the shore.

Mikawa Ko (Gamagori district, Toyohashi district, and Tahara district) is located in the E.

On the N coast projects a peninsula on the central part with Hashida Hana at its SW extremity. Kuramai Ko (34° 46' N, 137° 10' E) lies on the N side of the peninsula and Higashi-Hazu Ko (34° 47' N, 137° 08' E; Port Code: JP HGH) is located on the NW side. The Port Regulations Law is applied to Higashi-Hazu Ko.

The water is 20 m deep or less with sandy and muddy bottom, every place in which affords anchorage.

Along W half of the S coast, the 10 m depth contour generally lies close to the shore, 0.8 M or less offshore. Neither island nor dangerous reef exists in the area. Along the N coast W of Hashida Hana, the 10 m depth contour lies 1.5 ~ 2 M offshore, inside of which islands and dangerous reefs are scattered.

The water between Hashida Hana and Hime Shima (34° 43' N, 137° 15' E) is about 10 m deep; further inside of the bay is shallow to a good distance from the shore where the 5 m depth contour lies 0.5 ~ 1.5 M offshore.

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 MIKAWAWAN PORT RADIO NO. 2	ch16 / 11, 12	24 hours	TEL: +81- 532-34-7850	

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.

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.

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.

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.

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.

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.

Facilities.

Name			Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Tahara	Tahara Wharf	No. 1 Quay	34° 41.9' N, 137° 15.7' E	120	4.5	700 × 2	The S interior is shallow.
		No. 2 Quay	34° 42.0' N, 137° 15.8' E	400	5.5 ~ 7.5	2,000 × 4	A part is aseismatic quay.
Toyohashi	Jinno E Wharf	No. 1 Quay	34° 43.8' N, 137° 20.6' E	360	1 ~ 4.5	700 × 6	With A landing place on the E
		No. 2 Quay	34° 43.7' N, 137° 20.4' E	270	2.5 ~ 4.5	2,000 × 3	
		No. 3 Quay	34° 43.8' N, 137° 20.0' E	910	5 ~ 7.5	5,000 × 7	
		No. 4 Quay	34° 43.9' N, 137° 19.5' E	740	10	15,000 × 4	
	Jinno W Wharf	No. 7 Quay	34° 44.0' N, 137° 19.0' E	720	12	30,000 × 4	
		No. 8 Quay	34° 44.3' N, 137° 18.5' E	240	12	30,000 × 1	
	Funato Wharf	No. 1 Quay	34° 43.6' N, 137° 20.7' E	500	1.5 ~ 2.5	500 × 6	
		No. 2 Quay	34° 43.6' N, 137° 20.4' E	450	5.5	2,000 × 5	
		No. 3 Quay	34° 43.4' N, 137° 20.3' E	360	4.5	2,000 × 6	Aseismatic quay
Mito	Mito Wharf	No. 1 Quay	34° 47.9' N, 137° 18.4' E	200	5.5	2,000 × 2	Steel
Gamagori	Hama-Cho Wharf	No. 1 Quay	34° 48.5' N, 137° 12.2' E	185	10	15,000 × 1	Log
		No. 2 Quay	34° 48.5' N, 137° 12.1' E	130	6.5 ~ 7.5	5,000 × 1	Log
	Gamagori Wharf	No. 1 Quay	34° 49.2' N, 137° 13.1' E	600	2.5 ~ 4	700 × 10	Scrap
		No. 2 Quay	34° 49.0' N, 137° 13.3' E	180	6	2,000 × 2	Gravel and Stone
		No. 3 Quay	34° 49.0' N, 137° 13.3' E	90	5 or less	2,000 × 1	
		No. 4 Quay	34° 48.9' N, 137° 13.2' E	185	9 ~ 9.5	15,000 × 1	Log and Steel
		No. 5 Quay	34° 49.0' N, 137° 13.1' E	390	7.5 ~ 8	5,000 × 3	Log
		No. 6 Quay	34° 49.0' N, 137° 13.0' E	90	5.5	2,000 × 1	Log
		No. 7 Quay	34° 48.9' N, 137° 12.9' E	90	6	2,000 × 1	Log
		No. 8 Quay	34° 48.8' N, 137° 13.0' E	390	7.5	5,000 × 3	Transportation Machinery
		No. 9 Quay	34° 48.7' N, 137° 13.1' E	185	10 ~ 10.5	15,000 × 1	Transportation Machinery
		No. 10 Quay	34° 49.0' N, 137° 12.9' E	250	3.5 ~ 4	700 t class	
		No.11 Quay	34° 48.2' N, 137° 12.9' E	250	11	18,000 × 1	
	Take Shima Wharf	No. 1 Quay	34° 49.1' N, 137° 13.5' E	96	3.5 ~ 4	3,000 × 1	
		No. 2 Quay		131	4.5 ~ 6	5,000 × 1	
		No. 3 Quay		134	4 ~ 6		Ferry

There is a log pond (34° 41.9' N, 137° 19.2' E) at the estuary of Kamida Kawa.

Supplies. Fresh water is available at Jinno E Wharf and Jinno W Wharf in Toyohashi district, and at Gamagori Wharf and Hama-Cho Wharf in Gamagori district.

Repairs. Vessels of less than 500 t are available in Gamagori district.

Maritime authorities and facilities.

Name		Telephone
Toyohashi	Mikawa Coast Guard Station (Captain of the Port)	+81- 532-34-0118
	Toyohashi Branch Customs	+81- 532-32-6566
	Mikawa Fukue Detached Office of Nagoya Quarantine Station (To be contacted to Nagoya Quarantine Station)	(+81- 52-661-4131)
	Nagoya Plant Protection	+81- 52-651-0112
	Toyohashi Port Branch Ofiice of Nagoya Regional Immigration Bureau	+81- 532-32-6567
	Aichi Prefectural Mikawa Port and Harbor Management Office	+81- 532-31-4156
Gamagori	Gamagori Sub-branch of Toyohashi Branch Customs	+81- 533-68-6008

countermeasures to be taken including relevant warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Kinuura Coast Guard Station).

The largest vessel to enter the port. The cargo vessel "SHIN YAHAGI MARU" (59,842t, draught 11.8m) berthed at Raised Coal Pier at JERA Thermal Power Station.

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 MIKAWAWAN PORT RADIO NO. 2	ch16 / 11, 12	24 hours	TEL: +81-532-34-7850	

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
A chimney	34° 52.2' N, 136° 56.2' E	74 m high, red and white. There are many other chimneys.

Signals. JERA Hekinan Thermal Power Station provides information by signal mast for vessels which are berthing or intending to berth at mooring facilities.

Entry restricted. In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m, or 20 m in case in the canal or river, 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.

Overhead cable. An overhead cable (34° 50.9' N, 136° 55.8' E; Height 42 m) spans from the NE extremity of 3 Go Chi to its northeastward opposite shore.

Anchorage. In the entire port, holding ground is good with muddy bottom; tidal currents are weak. The quarantine anchorage is located near the center (34° 48.3' N, 136° 57.2' E) of the harbour limit.

It is advisable for the large vessels to anchor near the quarantine anchorage; for small vessels, E of 5 Go Chi is recommended.

A voluntary no-anchoring area and self-regulated anchor berths are set up within the port area of Kinuura Ko and in the waters up to about 4 nautical miles SSE from the entrance of Kinuura Ko. (Refer to Fig. 52 and Fig. 52-1 in the next page).

Fig. 52 The Self-Regulated Anchor Berths Inside the Breakwaters of Kinuura Ko
[Addition of a new figure]

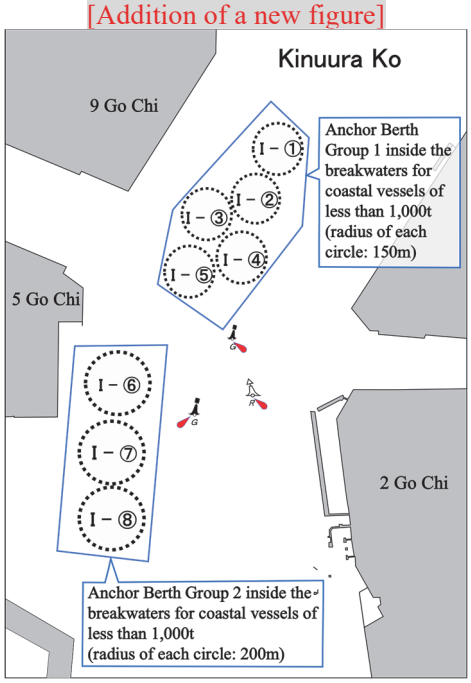
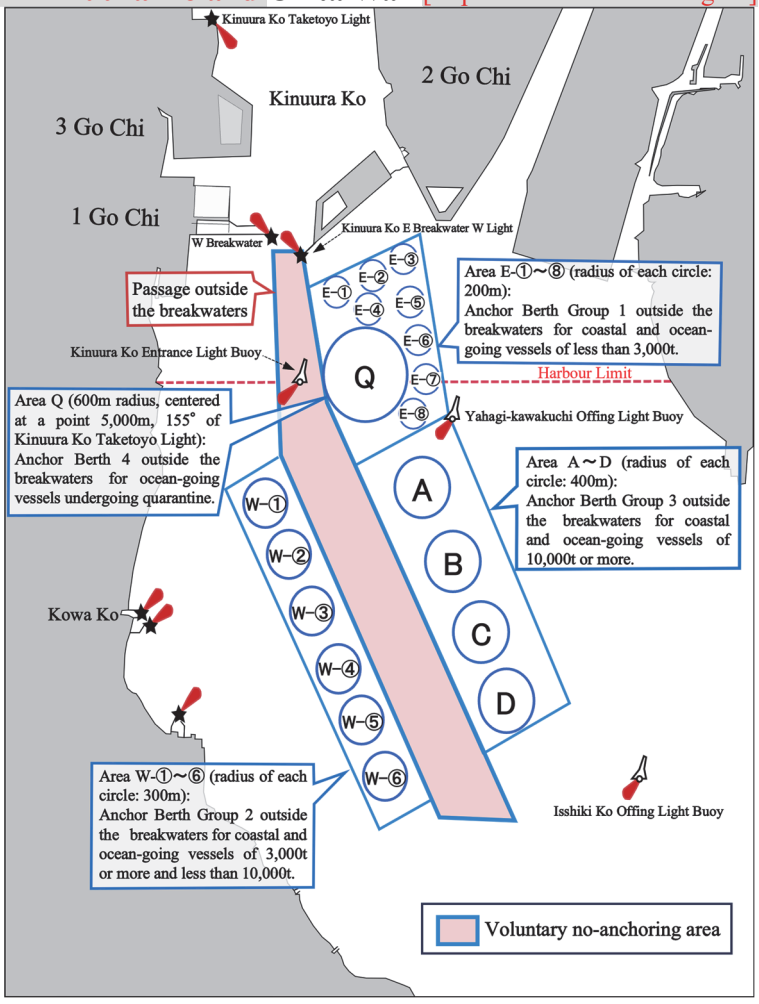


Fig. 52-1 The Voluntary No-Anchoring Area and the Self-Regulated Anchor Berths in Kinuura Ko and Chita Wan [Replaced with the new figure]

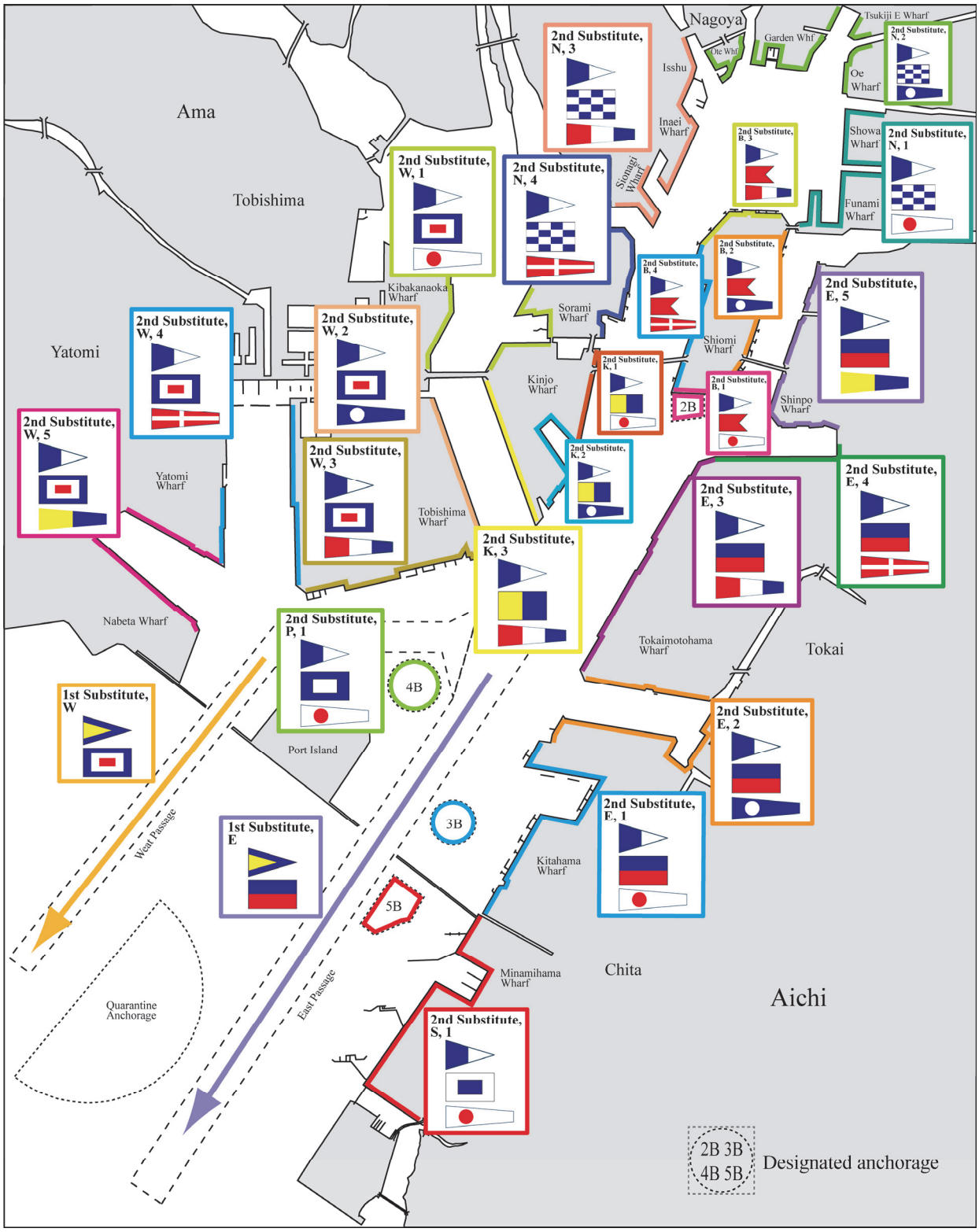


	Flashing letter "W"	Inward-bound vessels with a length of 175 m or more (tankers of 5,000 G/T or more) shall avoid the course of other outward-bound vessels and stand by out of the fairway. Outward-bound vessels with a length of 175 m or more (tankers of 5,000 G/T or more) shall stop navigating and stand by. Inward-bound and outward-bound vessels with a length of less than 175 m (tankers less than 5,000 G/T) may proceed to and take departure through the fairway. However, outward-bound vessels intending to navigate through E Fairway shall stop navigating and stand by. But they may departure when instructed by the Captain of the Port.
Switching notice signal	Alternating flashing of letters "X" and "I" (or "O", or "F", or "E")	Inward-bound and outward-bound vessels navigating in the fairway may proceed to and take departure through the fairway. Inward-bound and outward-bound vessels out of the fairway with a length of 50 m or more (excluding vessels less than 500 G/T) shall avoid the course of other inward-bound and outward-bound vessels on the fairway and stand by out of the fairway. Inward-bound and outward-bound vessels out of the fairway with a length of less than 50 m or less than 500 G/T may proceed to and take departure through the fairway. The signal will change to flashing "I" (or "O", or "F", or "E") soon.
	Alternating flashing of letters "X" and "W"	Inward-bound and outward-bound vessels navigating in the fairway may proceed to and take departure through the fairway. Inward-bound and outward-bound vessels out of the fairway with a length of 50 m or more (excluding vessels less than 500 G/T) shall avoid the course of other inward-bound and outward-bound vessels on the fairway and stand by out of the fairway. However, outward-bound vessels may take departure when instructed by the Captain of the Port. Inward-bound and outward-bound vessels out of the fairway with a length of less than 50 m or less than 500 G/T may proceed to and take departure through the fairway. The signal will change to flashing "W" soon.
	Flashing letter "X"	Inward-bound and outward-bound vessels navigating in the fairway may proceed to and take departure through the fairway. Inward-bound and outward-bound vessels out of the fairway shall avoid the course of other inward-bound and outward-bound vessels on the fairway and stand by out of the fairway. The signal will change to lighting "X" soon.
Prohibition signal	Lighting letter "X"	All traffic prohibited except the vessels instructed by the Captain of the Port.

Landmarks.

Landmark	Position	Remarks
A chimney	34° 58.6' N, 136° 49.8' E	156 m high, ~~red and~~ white, located in the yard of Aichi Refiner, Idemitsu Kosan Co., Ltd.
A chimney	34° 59.2' N, 136° 50.6' E	Chimney stacks; ~~one is about 224 m high, green; the other is~~ about 205 m high, green. They stand at the yard of JERA Chita Thermal Power Station.
A chimney	35° 00.4' N, 136° 51.7' E	204 m high, light blue. Located in the yard of JERA Chita No. 2 Thermal Power Station.
A conspicuous building	35° 02.1' N, 136° 50.8' E	Nagoya Ko Vessel Traffic Service Center; it serves as the Kinjo Signal Station, and signal boards are attached on the top of the tower (76 m high).
A chimney	35° 02.3' N, 136° 52.4' E	204 m high, red and white.
A conspicuous building	35° 05.4' N, 136° 52.8' E	Nagoya Port-Building; 62 m high, white. It serves as the Nagoya N Signal Station, and a signal board is attached.
A ferris wheel	35° 05.6' N, 136° 52.7' E	89 m high (with neon sign).

Fig. 54 Destination Indication Signals in Nagoya Ko [Replaced with the new figure]



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.
Kinjo 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	8.5 ～ 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	8.5 ～ 12	10,000 × 3	
	No. 85 Quay	35° 02.1' N, 136° 50.7' E	280	11.5 ～ 12	25,000 × 1	
Yatomi Wharf	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.
	No. 88, 89 Quays	35° 02.2' N, 136° 48.0' E	260	7.5	3,500 × 2	Wood and Miscellaneous goods.
Nabeta Wharf	T1~~, T2~~ Quay	35° 01.4' N, 136° 47.7' E	350	13 ~~～ 14~~	50,000 × 1	Container. ~~(Aseismatic quay)~~ Gantry crane.
	T2 Quay	35° 01.5' N, 136° 47.5' E	350	13 ～ 14	50,000 × 1	Container. (Aseismatic quay.) Gantry crane.
	T3 Quay	35° 01.6' N, 136° 47.4' E	285	12	30,000 × 1	Container. (Aseismatic quay.) Gantry crane.

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 December 27, 2025, the oil tanker "ZOURVA" (164,756t, draught 13.6m) berthed at Showayokkaichi 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	

Port regulations.

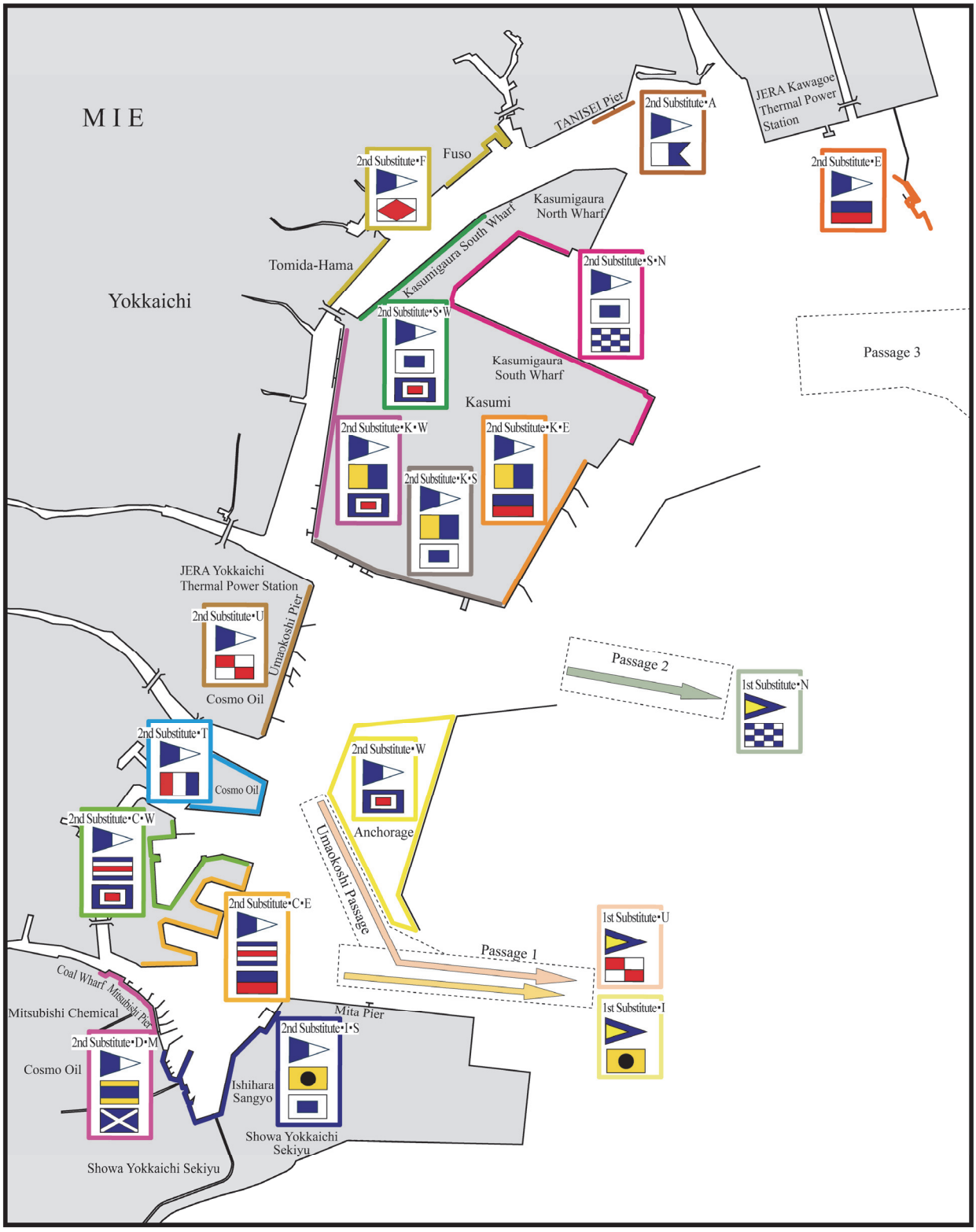
Specific Navigational Rules (Article 29-4 of the Regulations for the Enforcement of the Port Regulations Law)	When a meeting situation is anticipated between a vessel proceeding in Passage 1 and a vessel proceeding in Umaokoshi Passage, the vessel proceeding in Umaokoshi Passage must keep out of the way of the vessel proceeding in Passage 1.
Navigational Precautions (Article 29-5 of the Regulations for the Enforcement of the Port Regulations Law)	1. Vessels of 3,000 G/T or more 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 Passage 1 when proceeding, and the estimated time of departure when taking departure) to the Captain of the Port by noon of the day before, when the vessels intend to proceed to Passage 1 or to take departure through Passage 1 or Umaokoshi Passage respectively. 2. Vessels making reports of the items described in the preceding paragraph, shall report to the Captain of the Port immediately when the change has been made on concerned items. Consultation; the matters described in each Item of the Article 36-3 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 anchors or seeks to anchor.

Indication of Course and Destination etc. (Refer to Fig. 57)

	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
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)	1st substitute and I	—	Proceeding in Passage 1 to take departure.
	1st substitute and U	—	Proceeding in Umaokoshi Passage then Passage 1 to take departure.
	1st substitute and N	—	Proceeding in Passage 2 to take departure.
	2nd substitute, I and S	I S	Proceeding to mooring facilities between Ishihara Sangyo Kaisha, Ltd. and Showa Yokkaichi Sekiyu Co., Ltd.
	2nd substitute, D and M	D M	Proceeding to Cosmo Oil Co. Shiohama Pier, Mitsubishi Chemical Pier No.1 to No.3 or Toho Coal Wharf.
	2nd substitute, C and E	C E	Proceeding to mooring facilities in Chitose Cho No.1, No.2 or No.3 Wharf (from No.1 to No.14 Quays).
	2nd substitute, C and W	C W	Proceeding to mooring facilities in Chitose Cho No.2 or No.3 Wharf (from No.15 Quay to pier for small crafts), of Nippon Sheet Glass Co., Ltd or of Taiheiyo Cement Corp.
	2nd substitute and T	T	Proceeding to Cosmo Oil Co. Yokkaichi Pier.
	2nd substitute and U	U	Proceeding to Cosmo Oil Co. Umaokoshi Pier or mooring facilities of Yokkaichi Thermal Power Station of JERA.
	2nd substitute, K and W	K W	Proceeding to mooring facilities on the W side of Kasumi 1-Chome.
	2nd substitute, K and S	K S	Proceeding to mooring facilities on the S side of Kasumi 1-Chome.
	2nd substitute, K and E	K E	Proceeding to mooring facilities on the E side of Kasumi 1-Chome.
	2nd substitute, S and N	S N	Proceeding to mooring facilities on the N or E side of Kasumigaura S Wharf or the S side of Kasumigaura N Wharf.
	2nd substitute, S and W	S W	Proceeding to mooring facilities on the W side of Kasumigaura S Wharf.
	2nd substitute and F	F	Proceeding to mooring facilities in Fuso 1-Chome, 2-Chome or Tomida-Hama Cho.

	2nd substitute and A	A	Proceeding to TANISEI Pier.
	2nd substitute and E	E	Proceeding to mooring facilities of Kawagoe Thermal Power Station of JERA.
	2nd substitute and W	W	Proceeding to the anchorage located in the area enclosed by the line drawn from Yokkaichi Ko E Breakwater S Light to a position 285° 200 m, the line drawn thence to the position 334° 1,080 m, the line drawn thence to the position 017° 520 m, the line drawn thence to the NW extremity of Yokkaichi Ko E Breakwater, and Yokkaichi Ko E Breakwater.

Fig. 57 Destination Indication Signals in Yokkaichi Ko [Replaced with the new figure]



Passages. Passage 1 (about 1 M long, 300 m wide, 12 m deep) leads from the N of the quarantine anchorage to Section 1. Umaokoshi Passage (about 0.6 M long, about 200 m wide) connects with the above passage and leads NW towards Umaokoshi Pier area. Traffic control is in force over these passages. (Refer to item “Signals”)

In the middle of the port, Passage 2 (about 0.7 M long, about 400 m wide and 14 m deep), runs from the E toward

Safeguards against Typhoon and Tsunami. In order to prevent accidents caused by tsunamis, etc., the Owase Port Typhoon/Tsunami Countermeasures Council has been established to provide guidance to vessels in port regarding disaster prevention measures, such as the dissemination of information, warning systems, evacuation, and the recommendation or lifting of port entry restrictions. (Inquiries: Owase Coast Guard Office).

Weather. E wind prevails from April to September; swells often enter the port in strong wind. W wind is dominant from October to next March, which gives the port little disturbance.

Tides. In Owase Ko, mean higher high water is 1.5 m, mean lower low water is 0.4 m, and mean sea level is 1.04 m.

~~**The largest vessel to enter the port.** On March 20, 1989, the oil tanker "MINOTAVROS" (68,630 t, draught 15.3 m) berthed at Owase Mita construction site Pier.~~

Directions.

1. Large vessels normally pass through between Warigame Shima and Nage Ishi.

(1) From the quarantine anchorage (See item "Anchorage"), steer for Warigame Shima (34° 05.2' N, 136° 14.5' E), bearing 293°.

(2) When Nageishi Light (34° 04.7' N, 136° 14.9' E) abeam, alter course to 258° with Suzume Shima (34° 04.7' N, 136° 13.3' E), a brown rocky islet, 17 m high to the top of trees, ahead, then pass through between Warigame Shima and Nage Ishi.

(3) When the E extremity of Warigame Shima abeam, alter course to 245° and proceed to the appropriate anchorage.

2. Small vessels normally pass through between Nage Ishi and Sabaru Shima (34° 04.3' N, 136° 15.2' E).

(1) Near the quarantine anchorage, steer for the S extremity of Suzume Shima, bearing 274°, then pass through midway between Nage Ishi and Sabaru Shima.

(2) When Owase Ko Hitose Light Buoy (34° 04.5' N, 136° 14.6' E) abeam, alter course to 264° with Owase Ko No.1 Breakwater Light (34° 04.4' N, 136° 12.4' E) ahead, then proceed to anchorage. In taking this route, attention must be paid to the strong influence of tidal currents.

Precautions for entering the port.

1. When entering or leaving the basin protected by breakwaters at the head, attention must be paid to the movements of other vessels, as No.1 and No.2 Breakwaters are so high that they may obstruct the clear view.

2. In the season for pole and line fishery from April to August, traffic of fishing vessels to and from this port is extremely heavy. In the water around the entrance between Sawa Saki and Miki Saki, numbers of fishing vessels with fish lumps may be encountered at night. In such situation, approaching to the quarantine anchorage is dangerous.

3. The crossing situations often develop with the fishing vessels coming from Hikimoto Ko area.

Anchorage. The quarantine anchorage, 60 ~ 67 m deep, is located in the vicinity of a position (34° 04.4' N, 136° 16.5' E), NE of Toga Shima. There are aquaculture facilities near the quarantine anchorage, so it is necessary to be careful.

When anchoring outside the breakwater, it is best to anchor within the waters enclosed by a line joining Owase Ko No. 1 Breakwater Light, a point (34° 04.6' N, 136° 13.4' E) 100 m SE of the S end of Suzume Shima, ~~the W end of Owase Mita Thermal Power Station Pier currently being demolished,~~ a point (34° 04.1' N, 136° 13.1' E) 400 m NNE of the N end of Bezai Shima, and the N end of Kunishishosen-cho (34° 04.2' N, 136° 12.5' E)~~, avoiding the waters within a 500 m radius of the same pier~~. Around the point where the S extremity of Suzume Shima is seen bearing 062°at a distance of 850 m, there is a good anchorage with a depth of 20 m and muddy bottom. However, caution is necessary as foul ground lies around a point 400 m E of the N end of Bezai Shima.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
No.1 Quay	34° 04.5' N, 136° 12.2' E	120	3.5 ~ 4	300 t × 2	
- 5.5 m Quay	34° 04.5' N, 136° 12.2' E	91	5.5	500 t class	
No.2 Quay	34° 04.4' N, 136° 12.1' E	73	2 ~ 3.5	300 t × 2	
No.2 Pier	34° 04.4' N, 136° 12.1' E	114	2.5 ~ 4	700 × 2	
Mooring Quay	34° 04.4' N, 136° 12.1' E	124	1 ~ 1.5		
No.3 Quay	34° 04.3' N, 136° 12.2' E	80	1 ~ 1.5	1,000 t × 1	
No.4 Quay	34° 04.3' N, 136° 12.2' E	161	3.5 ~ 4.5	2,000 t × 2	
Tenma Quay	34° 04.5' N, 136° 12.4' E	120	4		
Tenma S Quay	34° 04.6' N, 136° 12.2' E	110	4		
Tenma Tip Quay	34° 04.6' N, 136° 12.3' E	30	3.5		

Apart from the above table, there are private quays and piers.

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

Maritime authorities and facilities.

Name	Telephone
Owase Coast Guard Office	+81-597-25-0118
Owase Branch Office, Yokkaichi Customs Branch, Nagoya Customs (To be contacted to Yokkaichi Customs Branch, Nagoya Customs)	+81-59-353-6421
Owase Katsuura Detached Office of Nagoya Quarantine Station (To be contacted to Yokkaichi Quarantine Branch Office of Nagoya Quarantine Station)	(+81-59-352-3574)

~~**Tugboats.** Tugboats are arranged from other ports when tankers enter this port.~~

Medical facilities.

Name	Telephone	Remarks
Owase General Hospital	+81-597-22-3111	

waterway lying E of Naka Shima.

4. When Kii-Katsuura Ko Ketano Hana Light (33° 37.2' N, 135° 57.0' E) becoming abeam, turn to the left gradually and proceed to an appropriate anchorage.

From the S.

1. Pass through Kantori Saki (33° 34.9' N, 135° 57.5' E; refer to item "Landmarks" of the subhead "Estuary of Kumano Kawa ~ Kantori Saki") with the course 035°, and proceed keeping the vessel well clear of the stationary nets placed off Tomyo Saki (33° 35.7' N, 135° 57.7' E).

2. When Katsuo Shima abeam, alter course to 352° with Oberashi Light (33° 38.2' N, 135° 58.9' E) ahead.

3. When Katsuo Shima bears 264°, steer 280° with Kii-Katsuura Ko Otsu Shima Light ahead.

4. Thence follow the directions of 1 as above "From the E."

Caution:

1. The fairway lying S of Katsuo Shima is not recommended due to stationary nets of extending from Tomyo Saki to N about 0.2 M and ENE about 0.7 M, and dangerous reefs in close proximity to the route.

2. Precautions must be taken to the fishing vessels and tourist boats which frequent in the port.

Overhead cables. A power transmission cable (33° 36.9' N, 135° 57.1' E; 37 m high) spans between Otsu Shima and Tsuru Shima, and another (33° 37.2' N, 135° 56.7' E; 30 m high) between the W shore of Naka Shima and the opposite shore to the SW.

Anchorage. The water in the port, 3 ~ 13 m deep, muddy bottom giving good holding ground, affords anchorage to vessels of 2,000 t or less. Usually the small vessels ride with both anchors in the central part of the port but the anchorage is so narrow that up to 20 vessels in the case of 200 t class can anchor at a time.

When a typhoon approaches, small fishing vessels gather there from neighboring ports and the capacity of the anchorage for 200 t class vessels reportedly become to be about five.

The quarantine anchorage lies in the vicinity of a position (33° 36.5' N, 135° 57.6' E) SE of Otsu Shima Light.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Remarks
Watanoshima Wharf	- 5 m Quay	33° 37.5' N, 135° 56.9' E	265	4.5	W and S side.
	- 3 m Quay		230	2 ~ 2.5	E side.
- 4 m Quay		33° 37.6' N, 135° 56.8' E	235	4	
Tourist Pier		33° 37.7' N, 135° 56.7' E	70	4	Floating pier.
Tsukiji Wharf	- 5 m Quay	33° 37.6' N, 135° 56.7' E	217	4 ~ 4.5	NE and SE side.
	- 5 m Quay		234	2 ~ 4	SW side.

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

Repairs. Available.

Maritime authorities and facilities.

Name	Telephone
Katsuura Maritime Branch of Kinki District Transport Bureau	+81-735-52-0260

Tugboats and barges. There are some small tugs and lighters for use of a shipyard.

Kantori Saki ~ Shio-no-Misaki (Charts JP93, W46, W99)

General information. Along this coast, Uragami Ko is entered on the NE part, Shionomisaki Hanto projects at the SW extremity enclosing Kushimoto Ko with O Shima (generally called Kii-O Shima) to the E. In other places coastline is regular except small projections in places. The beaches are mostly composed of stone. Mountains inland are relatively low.

Koza-Nishimukai Ko lies at the estuary of Koza Kawa on the northward opposite shore to O Shima.

There are many islets and rocky reefs along this coast, which lie within 1 M offshore except Kami Se (33° 29.7' N, 135° 53.3' E; a sunken rock, 4.1 m deep), NE of Kashino Saki.