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Sailing Directions for Northwest Coast of Honshu

Supplement No.4

28 February 2025

Japan Coast Guard

Explanatory Notes

Sailing Directions for Northwest Coast of Honshu - Supplement No.4 is issued to correct the outdated information in Publication No.302 Sailing Directions for Northwest Coast of Honshu which was published in March 2023.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 9 December 2024.

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

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

28 February 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.

Supplement No.4
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109	Otomari Hana to Ikuji Hana {Toyama Wan}	
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121	Naoetsu Ko	The said page of supplement No.1 is cancelled.
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A large number of gill net fisheries, domesticated fisheries and artificial bank fisheries, pursuant to common fishery rights, are in operation within the sea area at a depth of about 27m (15m in Okinawa) or less around the coasts. They are not displayed on MSIL, nor reported by Notices to Mariners and Regional Coast Guard Headquarters Notices to Mariners because of the position inaccuracy. Therefore, extra care is necessary.

URL　https://www.msil.go.jp

Fish havens. A large number of fish havens lie along the coasts. Basically, they are charted in the nautical charts. The information of the uncharted fish havens will be not charted are promulgated through Notice to Mariners or Regional Coast Guard Headquarters Notices to Mariners in cases that they may hinder navigation.

Fishery Chart. Following information is contained in Fisheries Charts:

- The lines based on the *Law relating to the Enforcement of Sovereign Rights for Fisheries in the Exclusive Economic Zones*.
- The lines of fisheries agreement of Japan and the Republic of Korea (Article 3, issued on 22 January 1999)
- The lines of fisheries agreement of Japan and the People's Republic of China (Article 2, issued on 1 June 2000), except for Charts FW162 and FW196.

The Fishery Charts are shown as follows:

Chart No.	Title	Scale
FW162	WESTERN PART OF JAPAN SEA	1/1,200,000
FW196	KANMON KAIKYO TO BUSAN HANG	1/250,000
~~FW210~~	~~NAGASAKI TO XIAMEN~~	~~1/1,500,000~~
FW1009	NIPPON AND THE ADJACENT SEAS	1/5,000,000

Chapter 8　PREVENTION OF MARINE ACCIDENTS

Overview of marine accidents

The traffic volume in NW coast of Honshu is smaller than that of Pacific Coast and larger than that of the coast of Hokkaido. In the area in NW coast of Honshu, most marine accidents have occurred in and vicinity of major ports and the waters within 3M offshore.

A large number of fishing boats operate in this area as there are many rich fishing ground, typified by the middle part of the coast of the Japan Sea, where is about between N of Oki Shoto and Yamato Tai. The number of accidents involving fishing vessels accounts for a large percentage of the total number of marine accidents in this area, furthermore, it is ranked second highest rate in the nation, while that of the coast of Hokkaido ranked highest.

During winter, vessels navigating along the coast of the Japan Sea or in Tsugaru Kaikyo should obtain weather information through weather reports, the marine forecasts and warnings. Following actions are recommended when rough weather is predicted: postpone departure and wait for better weather, steer for sheltered anchorage as early as possible if a vessel is at sea.

Most of the marine accidents have been caused by gusty winds in SW part of the Japan Sea during the winter. The gusty winds are produced when air pressure rises after a low pressure has passed. Visibility may be reduced under such condition. Vessels navigating these areas in winter should take into account those facts and make appropriate decision to avoid dangerous situation.

Extra caution is necessary when navigating Tsugaru Kaikyo. Vessels should take into account following facts: there is a large volume of traffic, ocean currents and tide currents run strongly through the strait, there are countercurrents along the coast, surges and whirlpools are formed near the prominent capes including Tappi Saki and Oma Saki, ship flooding and capcising are commonly caused by strong winds in winter, ship collision is liable to occur when visibility is reduced by dense fogs in summer and snow storms in winter.

Hamada Ko (34° 53.4' N 132° 03.0' E) (Chart W1175) (Port code; JP HMD)

(Photographed in July 2020)

Port classification. Specified port, open port, quarantine port, immigration port, domestic animal quarantine port, plant protection port, important port.

Outline. Hamada Ko is situated about midway between Sakai Ko and Kanmon Ko. The port consists of two sections, port section which occupies the S part, and fishing port section which occupies N part.

A large number of vessels loading timber, cement and container enter the port section. This section has a capacity of accommodating vessels of 50,000t class, but temporarily, is limited to vessels of 30,000t.

The fishing port section is one of the major fishery bases of the W area of the coast of the Japan Sea, and a large number of fishing boats of 300t class enter this section. A group of islets and island including Uma Shima, lies around the N part entrance. When the westerly wind blows, the port section affords good shelter.

To-no-Ura (34° 54.7' N 132° 04.6' E) and Matsubara Ura (34° 54.4' N 132° 04.6' E) are situated in the NE part and Hinashi Ura (34° 52.4' N 132° 01.5' E) lies in the SW part of the port.

Tides. In Hamada Ko, Mean Higher High Water is 0.5m, Mean Lower Low Water is 0.2m, and Mean Sea Level is 0.29m.

Secondary undulation (Seiche). In this port, secondary undulation with a period of 15 to 20 minutes may occur, which sometimes cause a variation of as much as 0.5m.

Tidal streams. At the entrance of Hamada Ko, the flood tidal current sets into the port and the ebb tidal current sets out of the port, both currents are weak.

Landmarks.

Landmark	Position	Remarks
Uma Shima	34° 54.2' N 132° 02.9' E	An island, 52m in height. A lighthouse and a radio tower, 100m in height, painted red and white, are situated near the W end.
Yana Shima	34° 53.9' N 132° 03.1' E	An island, 54m in height.
Takao Yama	34° 54.0' N 132° 04.1' E	A mountain, 77m in height. Two radio towers are situated on the top.
Sankai San	34° 52.4' N 132° 05.0' E	A mountain, 379m in height. Two radio towers, each with a dish aerial, painted gray, with mercury lights, are established on the mountainside, about 480m NNW of the summit. They exhibit mercury lights and serve as a conspicuous mark at night.
O Shima〔Tenjin Shima〕	34° 52.7' N 132° 02.7' E	
Eight Silos	34° 52.8' N 132° 03.4' E	Cement silos.
Radio tower	34° 54.1' N 132° 04.5' E	101m in height, painted red and white.

Nagate Saki to Aka Saki {Iida Wan} (Charts JP1163, W1170)

Outline. Iida Wan (37° 24.1' N 137° 16.9' E) is an open bay located between Nagate Saki and Aka Saki, about 7M SW of Nagate Saki, whose inlet extends NW for 3M. The coastline consists of sandy beaches. Sholas with a depth of less than 5m are scattered within 0.5M offshore.

Several stationary nets with a length of 0.3 to 1.5M extending in NW and SE directions are laid from the vicinity of Nagate Saki to Tenpo Guri, which is located about 5M SW off the coast.

Several seaweed aquaculture facilities are established within about 0.8M off the W coast of the bay from October through May. Caution must be paid to the large stationary nets installed around the centre of the bay.

The bay is sheltered from winds blowing from between W and N. When a low pressure system passes E over the Japan Sea in winter, strong winds S through SW may blow continuously for half a day inside Iida wan, while NW winds blow over the N part of Noto Hanto.

Takojima Gyoko (37° 26.3' N 137° 18.3' E) and Iida Ko (37° 25.8' N 137° 16.1' E, Port code; JP IDA) lie in the N and NW part of the bay, respectively. Matsunami Gyoko (37° 21' N 137° 15' E) is situated in the S of Iida Ko.

Landmarks.

Landmark	Position	Remarks
Mitsuke Shima	37° 23.8' N 137° 14.8' E	An island, 28m in height. Commonly called Gunkan Shima.
Aka Saki	37° 21.5' N 137° 16.0' E	A cape with a lighthouse.

Anchorage. A good anchorage, with sufficient depths and mud bottom, can be obtained in the vicinity of the area about 1M N of Aka Saki. Care must be taken to avoid a number of gillnets laid in this area when anchoring.

Aka Saki to Okinami Hana (Chart JP1163)

Outline. Kawajiri Wan (37° 20.5' N 137° 15.6' E), Ogi Ko (including Tsukumo Wan) (37° 17.9' N 137° 14.2' E, Port code; JP OII), Takakura Gyoko (37° 17.7' N 137° 13.0' E), Ushitsu Ko (37° 18.2' N 137° 09.2'E, Port code; JP UST) and other harbours lie between Aka Saki and Okinami Hana, the N end of O Kuchi {the entrance of Nanao Hoku Wan} which lies about 15 M SW of Aka Saki. Many stationary nets are laid within about 2M off the coast between Ogi Ko and Okinami Hana.

Tidal streams. It is reported that the flood current sets N and ebb sets S in the offshore of Tsukumo Wan.

Landmark.

Landmark	Position	Remarks
Aka Saki	37° 21.5' N 137° 16.0' E	A cape with a lighthouse.

Nanao Wan (Chart W121)

Outline. Nanao Wan is a bay with a unique topography, located in the middle of the E coast of Noto Hanto, affords good anchorages for vessels of all sizes. The bay is divided into three sections: Hoku Wan, Nan Wan and Sei Wan, by Noto Shima, lying in the middle of the bay.

Anamizu Ko (37° 13.1' N 136° 55.2' E, Port code; JP ANM) is situated in Hoku Wan, and Nanao Ko is situated in Nan Wan, respectively. Hoku Wan and Nan Wan are connected by Mitsugakuchi Seto (37° 08.3' N 136° 54.1' E), and Nan Wan and Sei Wan are connected by Byobu Seto (37° 05.2' N 136° 56.7' E).

O Kuchi forms the entrance to Nanao Hoku Wan, and Ko Guchi forms the entrance to Nanao Nan Wan. A number of reefs and stationary nets are scattered in the vicinity of these entrances.

Okinami Hana to Bagaura Saki {Nanao Hoku Wan} (Chart W121)

Outline. Nanao Hoku Wan {the N bay} is entered from O Kuchi, extending W, about 7M inward, has a maximum width of 4.5M. The water depth in the middle of the bay is 20 to 35m. Shoals extend inward from the bay entrance.

O Kuchi, the mouth of the bay between Hiuchi Saki (37° 11.3' N 137° 01.5' E) and Bagaura Saki (37° 10.1' N 137° 02.1' E) has a navigable width of 1M, with a depth of more than 10m. Shoals are scattered in the vicinity of O Kuchi, has a navigable width of 0.5M, with a depth of more than 10m. Stationary nets are laid in Mae-no-Se, Naka-no-Se, and Oki-no-Se, located in the

keeping clear of Sohama Dashi and Shichiko Guri. Then, alter course to 233° at a position abeam of W extremity of Shin Saki, bearing 200° (see the recommended track shown on Chart W158).

· Vessels approaching W of No.1 Wharf, should alter course to 258°at the point the summit of Tera Shima bearing 336°, and steer for Ishizaki Byobu. Then, pass midway between Asa Guri and Kamiya Dashi, and proceed to N of Ose Asa. Then, pass the W side of Ose Light buoy (37° 05.2' N 136° 58.3' E) and the W side of Nanao Ko Waka Dashi W Light Buoy. Then, alter course as necessary for the berth.

· Vessels approaching E of No.2 Wharf, should follow the directions for vessels approaching W of No.1 Wharf, until Ishizaki Byobu. Then, pass midway between Asa Guri and Sakida Dashi, steering for the Nanao Ko No. 13 Light Buoy and Meshima Light. Then, pass the E side of Me Shima and head for an appropriate berth, keeping clear of reefs including Kanomo (37° 03.7' N 136° 59.1' E), Matsu Dashi (37° 03.5' N 136° 58.9' E) and Yokomo (37° 03.4' N 136° 58.8' E).

Precautions for entering the port. Caution must be exercised to avoid the shoals extending in the port.

Pilotage. Pilotage is available upon request. (Inquiries: Nanao Pilot Association. See *Chapter 6 PILOTAGE* of Part 1 for the details.)

Entry restriction. In order to prevent accidents due to ignition, general vessels are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, mooring in the harbour. Tanker carrying dangerous inflammable materials displays a banner visible at night, reading *Dangerous Inflammable Cargo Aboard*, when moored in the harbour.

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Ota Wharf	Ota Special ~~Wharf~~ Quay by materials	37° 03.5' N 136° 59.5' E	185	Unsurveyed	~~12,000 × 1~~	Collapsed quay
	Ota No.2 Quay	37° 03.5' N 136° 59.6' E	185	9.5 to 10	15,000 × 1	
	Ota No.3 Quay	37° 03.5' N 136° 59.4' E	260	11.5	18,000 × 1	
Ota Mooring Post		37° 03.6' N 136° 59.8' E	200	10	12,000 × 1	
No.2 Wharf E Side Quay		37° 03.1' N 136° 58.8' E	165	9	10,000 × 1	
No.1 Wharf	E Side Pier	37° 03.1' N 136° 58.6' E	180	Unsurveyed	~~2,000 × 2~~	Partially Destroyed
	W Side Pier	37° 03.1' N 136° 58.5' E	220	7.5	Passenger 15,000 × 1 Cargo 6,000 × 1	Aseismic quay

In addition to the above, ENEOS Globe Gas Terminal Pier (capacity; 60,000 D/W × 1) is located about 0.5M SSE of Koizumi Saki and a In addition to the above, ENEOS Globe Gas Terminal Pier (capacity; 60,000 D/W × 1) is located about 0.5M SSE of Koizumi Saki and Hokuriku Electric Power private pier for Nanao-Ota Thermal Power Station (capacity; 2,000 to 60,000 D/W × 3) is located about 0.5M ESE of Me Shima.

private pier for Nanao-Ota Thermal Power Station (capacity; 60,000 D/W × 1) is located about 0.5M ESE of Me Shima.

Maximum size of vessel handled. Cargo ship *AKATSUKI* (57,036t, with a draught of 14.4m) berthed at the private pier for Nanao-Ota Thermal Power Station (37° 04.2' N 137° 00.2' E) on 11 February 2018.

Anchorages. Anchorage space is limited as the shoals are scattered in the bay. The area near the quarantine anchorage in the Section 2 has a depth of about 17m, sheltered from the NW winds, the bottom is mud, affors anchorage for vessels under 5,000t. The area with a depth of 10m or more, which extend between the Section 2 and 3, are often used by vessels under 1,000t.

Vessels carrying dangerous cargos must use Section 2 or 3 when they anchor.

Precautions for anchoring. The water depth of the port is relatively shallow. The quarantine anchorage has a depth of about 17m, and there is a risk of dragging anchor when strong NW wind blows continuously. The bottom is poor holding ground as sludges are accumulated entire area of the bay. Caution must be exercised when anchoring. Vessels should not anchor within a circle of radius 600m centred on Nanao Ko No.13 Light Buoy (37° 05.3' N 136° 59.7' E) and within a circle of radius 350m centred Ose Light Buoy (37° 05.2' N 136° 58.3' E) as large vessels alter their courses in these areas.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and other abnormal weather Countermeasures Committee of Nanao Ko is established and manages damage prevention countermeasures, such as the communication of information, warnings, and the issuing and cancelling of evacuation advisories for all vessels in the port. (Inquiries: Nanao Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone number
Nanao Coast Guard Office (Captain of the Port)	+81-767-53-7118
Nanao Sub-branch, Kanazawa Branch Customs	+81-767-52-0689
Nanao Port and Harbour Office, Ishikawa Prefectural Government	+81-767-53-0440
Nanao Chosha, Ishikawa Transport Branch Office, Hokuriku-shin'etsu District Transport Bureau	+81-767-53-1120

Tugboats. Tugboats are available.

Supplies. Fresh water and fuel oil can be supplied. Fuel supply barges can be called from Fushiki-Toyama Ko.

Repairs. There are several shipyards which can accommodate vessels of 400t or less.

Oil waste disposition facility.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Daiseki Co., Ltd.	Hokuriku Works Phone: +81-76-275-6585	0900 – 1600	Water ballast, slop oil, collect oil, tank cleaning water, bilge, sludge, and etc.	Water ballast, tank cleaning water, slop oil, sludge, and etc.

Medical facilities.

Name	Telephone number	Remarks
Noto General Hospital	+81-767-52-6611	
Keiju Medical Center	+81-767-52-3211	
National Hospital Organization Nanao Hospital	+81-767-53-1890	

Kannon Saki to Otomari Hana (Charts W121, W1183)

Landmark.

Name	Position	Remarks
Sekido San	36° 57.9' N 136° 58.3' E	A mountain, 564m in height. The highest summit in the W side of the entrance to Toyama Wan and prominent from a distance.

Otomari Hana to Ikuji Hana {Toyama Wan} (Chart W1183)

Outline. Toyama Wan (36° 51.6' N 137° 12.2' E) is a bay opening to the N, entered between Otomari Hana and Ikuji Hana. The entrance of the bay has a width of about 17.5M. The ports including Himi Ko (36° 52.1' N 136° 59.6' E, Port code; JP HMJ), Fushiki-Toyama Ko, Uozu Ko (36° 49.2' N 137° 23.4' E, Port code; JP UOZ), Kyoden Gyoko (36° 51.0' N 137° 24.5' E) are situated on the coast of Toyama Wan. A number of stationary nets are laid within about 2M off the coast.

The coastline E of Sho Kawa consists of sand and gravel beaches, deepening abruptly to depths of 100 to 200m, about 1 to 2M offshore. Several rivers including Sho Kawa, Jinzu Kawa, Joganji Kawa, Kamiichi Kawa, Hayatsuki Kawa and Katakai Kawa flow into the bay rapidly. There are bars of sand and gravel accumulation at the mouths of these rivers, making navigation difficult or impossible. There are deep submarine gullies called *Aigame* in local dialect. The positions of these gullies can be identified by the deep blue colour, except when the rivers are in flood and the sea becomes muddy. The muddy water extends up to 8 miles offshore, making it difficlut to identify the deeps. Both sides of the deep gullies afford good anchorages with sufficient depths.

The coast is backed by cities and villages. Pine tree forests stretch between them. A number of small fishing ports situated on the coast. It appears as a chain of mountain range when seen from the entrance of the bay. Tateyama Mountain Range rises further inland. E part of the bay is a popular squid fishing spot. Mirage may appear over water in winter and spring.

Landmarks.

Landmark	Position	Remarks
Abu-ga-Shima	36° 55.9' N 137° 02.5' E	An island, 7m in height. A good radar target.
Hachibuse Yama	36° 47.8' N 137° 01.4' E	A mountain, about 179m in height. A stupa is established on it. A good landmark for entering Toyama Wan.
Iwasaki-no-Hana	36° 48.8' N 137° 02.7' E	A point. A lighthouse stands 800m SE of it.
Ikuji Hana	36° 53.9' N 137° 24.7' E	A low-lying point with a lighthouse.

Tidal streams. The flood current sets SE and the ebb current sets NW, at a speed of 0.5kn or less at Otomari Hana.

Caution. In some seasons, numerous stationary nets are laid along the coast of Toyama Wan, extending as far as 2 to 3M offshore. Fish traps are installed at the outer ends and marked by floating timbers with no lights. Therefore, it is difficult to distinguish them at night. Vessels are recommended not to enter within 4M off the coast during the night to stay clear of those traps.

Passing port to port directly is impossible in Toyama Wan as fisihing nets are laid between them. Therefore, vessels stopping at several ports in the bay should first proceed out beyond the area of fishing nets and turn toward shore as arriving off the next port.

In spring, water may turn yellowish colour due to thawing snow and make it difficult to distinguish the buoys marking fishing nets.

Yori-Mawari-Nami. A sudden onset of high swell waves is called *Yori-Mawari-Nami* in local dialect. *Yori-Mawari-Nami* usually appear in winter,1 day or half a day after a low pressure system has passed over Toyama Wan. It occurs when the sea is no longer rough. The phenomenon is affected by the aftermath in the form of high waves in the N part of the Japan Sea.

Fushiki-Toyama Ko has been devastated by the high swell waves which had occurred from 23 through 24 Feburary 2008. Those waves caused structual damages to the breakwater, 57 houses were collapsed, 161 houses were submerged and 18 people died or injured in Toyama Prefecture. (See Fig. 13)

occurred in the vicinity of the entrance of Kokubu Ku. Maritime authority requires vessels entering Kokubu Ku to maintain minimum under keel clearance of {draught × 1/10 + wave height × 2/3}.

Facilities.

Name	Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Kokubu No.1 Quay	36° 48.1' N 137° 03.5' E	95	4.5	2,000 × 1	For the petro-products.
Kokubu No.2 Quay	36° 48.1' N 137° 03.4' E	65	3 to 4.5	1,000 × 1	For the petro-products.
Kokubu No.3 Quay		140	3 to 4	1,000 × 2	

Supply. Fresh water can be supplied.

Approaches to Iwasaki-no-Hana

Seen from the NE

Fushiki Ku and Approaches (Chart JP1162[A])

(Photographed in August 2020)

Outline. Fushiki Ku lies in the mouth of Oyabe Kawa and has been one of the major trading ports since old times. The coast is backed by an industrial zone. The main products handled here are timbers and petroleum products. Water may turn yellowish colour when snow thaws in spring and rivers are in flood and the buoys marking fishing nets may not be easily distinguished. Abnormal waves may be caused by the influence of winds and river flow.

Passage. Fushiki Passage, with a length of 2.2M and a width of 350 to 550m, is established from the harbour limit to Fushiki Ku. The channel has some bends, which are marked by light buoys. The Navigable passage is illuminated by Fushiki Directional Light (with a width of 5°, centred on a line bearing of 227.9°).

Overhead bridge. There is a bridge called Fushiki Man-yo O-hashi Bridge (36° 47.3' N 137° 03.5' E, About 9m in

vertical clearance) near the mouth of Oyabe Kawa.

Precautions for entering the port. Large stationary nets are established on both sides of the Fushiki Passage. Therefore, navigable area for large vessel is limited. A directional light indicates the navigable width. Vessels transiting the passage should not deviate from the area illuminated by a directional light. Care must be taken not to confuse Oyabe Kawa with Sho Kawa which is located E of Oyabe Kawa. Water tends to be shallower due to drifting sand from Oyabe Kawa.

Facilities.

Name	Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Left Bank No.1 – 2 Quays	36° 47.6' N 137° 03.8' E	310	5 to 8	10,000 × 2	
Left Bank No.3 – 4 Quays	36° 47.5' N 137° 03.6' E	370	2.5 to 4.5	15,000 × 2	
Left Bank No.5 Quay	36° 47.4' N 137° 03.5' E	90	2	1,000 × 1	
Right Bank No.1 – 2 Quays	36° 47.5' N 137° 04.0' E	440	3 to 5	5,000 × 4	
Right Bank No.3 – 4 Quays	36° 47.5' N 137° 03.8' E	370	3 to 4.5	15,000 × 2	Crane× 1
Right Bank No.5 Quay	36° 47.4' N 137° 03.7' E	130	2 to 2.5	5,000 × 1	
Man-yo No.1 Quay	36° 48.1' N 137° 04.0' E	170	7 to 9.5	5,000 × 1	
Man-yo No.2 Quay		150	9.5 to 10	10,000 × 1	
Man-yo No.3 Quay	36° 48.2' N 137° 03.9' E	280	12 to 12.5	30,000 × 1	Gantry crane. Aseismic quay.

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at the Man-yo No.3 Quay on 6 July 2023.

Maritime authorities and facilities.

Name	Telephone number
Fushiki Coast Guard Office (Captain of the Port)	+81-766-44-0196
Fushiki Branch Customs	+81-766-44-6173
Toyama Transport Branch Office, Hokuriku-shin'etsu District Transport Bureau	+81-766-44-1367
Fushiki Toyama Detached Office, Niigata Quarantine Station	+81-76-428-4160 (Toyama Airport detached office)
Fushiki Toyama Sub-station, Nagoya Head Office, Plant Protection Station	+81-766-44-0954
Fushiki Port and Harbour Office, Toyama Prefectural Government	+81-766-44-0277

Ferryboats. Ferryboats are available.

Supplies. Fresh water can be supplied. Water supply barges and fuel oil supply barges are available.

Repairs. Small shipyard is available.

Oil waste disposition facility.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Daiseki Co., Ltd.	Hokuriku Works Phone number: +81-76-275-6585	0900 – 1600	Water ballast, slop oil, collect oil, tank cleaning water, bilge, sludge, and etc.	Water ballast, tank cleaning water, slop oil, sludge, and etc.

Medical facilities.

Name	Telephone number	Remarks
Takaoka City Hospital	+81-766-23-0204	
Takaoka Fushiki Hospital	+81-766-44-1181	

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Public Wharf	No.1 Quay	36° 46.1' N 137° 06.6' E	280	14	55,000 × 1	Crane
	No.2 Quay	36° 46.1' N 137° 06.5' E	280	9.5 to 10	55,000 × 1	Crane
	No.3 Quay	36° 46.1' N 137° 06.4' E	275	9.5 to 10	15,000 ×1	Crane
	No.5 Quay	36° 46.2' N 137° 06.1' E	130	7.5	5,000 × 1	
	No.6 Quay	36° 46.2' N 137° 06.1' E	130	7.5	5,000 × 1	
	No.7 Quay	36° 46.2' N 137° 06.0' E	60	4	700 × 1	
	No.8 Quay	36° 46.2' N 137° 05.9' E	60	Unsurveyed	700 × 1	
N No.1 Quay		36° 46.4' N 137° 06.3' E	280	12 to 13	30,000 × 1	Gantry crane. Aseismic quay (East side 280m).
N No.2 Quay		36° 46.4' N 137° 06.1' E	185	7 to 10	15,000 × 1	
N No.3 Quay		36° 46.4' N 137° 06.0' E	60	5 to 5.5	700 × 1	
N No.4 Quay		36° 46.4' N 137° 06.5' E	128	12	30,000 × 1	Gantry crane.
S Suiro Pier		36° 46.0' N 137° 06.7' E	36	6	3,000 × 1	
E No.1 Quay		36° 45.4' N 137° 07.8' E	185	8 to 9.5	15,000 × 1	
E No.2 Quay		36° 45.5' N 137° 07.7' E	185	6 to 8.5	15,000 × 1	
Kaio Quay		36° 46.7' N 137° 06.6'E	220	7	15,000t × 1	

Maximum size of vessel handled. LNG carrier *SERI ALAM* (95,729t, with a draught of 12.43m) berthed at the LNG Berth in the Toyamashinko Thermal Power Station on 4 October 2018.

Anchorage. On E side of Shinminato Passage, there is an anchorage surrounded by six light buoys including Shinminato Offing Vessel Anchorage East A – C Light Buoys (36° 47.3′ N 137° 8.7′ E) and Shinminato Offing Vessel Anchorage West A – C Light Buoys (36° 47.4′ N 137° 08.3′ E). Anchoring is prohibited from sunset to sunrise. Vessels should stay clear of the stationary nets laid in the E and W of the anchorage area.

Maritime authority and facility.

Name	Telephone number
Toyama-Shinko Administration Office, Toyama Prefectural Government	+81-766-84-8292

Medical facility.

Name	Telephone number	Remarks
Imizu Municipal Hospital	+81-766-82-8100	

Maritime traffic. Ferryboats (commonly known as Koshinogata Ferry) (44t and 46t) ply frequently, across the fairway located S of the Shinminato O-hashi Bridge.

Toyama Ku and Approaches (Chart JP1162[A])

(Photographed in September 2020)

Outline. An inner harbour situated E of Jinzu Kawa. There are the bases for petroleum and timber products. The bay is regularly used by container ships bound to and from Hokuriku and Hokkaido.

A canal called Fugan Unga (36° 45.0' N 137° 13.2' E) extends about 5km S from the head of the harbour ~~is utilized as a timber pond~~. Iwase Unga (36° 45.6' N 137° 14.0' E), extends about 1km E from the E shore of the inner harbour and is used as mooring facilities for pleasure boats. Fugan Unga and Iwase Unga have a depth of around 2m, respectively.

Tides. The tidal rise in this port is 0.3m at Mean Higher High Water and 0.1m at Mean Lower Low Water. The mean sea level is 0.22m.

Landmark.

Landmark	Position	Remarks
Chimney	36° 45.5' N 137° 12.8' E	About 160m in height, painted white and blue. It stands inside the site of the thermal power station.

Passage. Toyama Passage, about 1.2M in length and 300m in width, extends from the N harbour limit to Toyama Ku.

Precautions for entering the port. Caution must be exercised when transitting the mouth of Jinzu Kawa as the depth and current direction are liable to change.

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Public Quay	No.1 Quay	36° 45.6' N 137° 13.7' E	185	8.5 to 9.5	15,000 × 1	
	No.2 Quay	36° 45.5' N 137° 13.6' E	185	Unsurveyed	15,000 × 1	Aseismic quay, under construction.
	No.3 Quay	36° 45.4' N 137° 13.6' E	185	8.5 to 9	15,000 × 1	For container ships.
	No.4 Quay	36° 45.3' N 137° 13.6' E	160	8.5 to 9	10,000 × 1	
	No.5 Quay	36° 45.3' N 137° 13.6' E	180	5.5 to 7	5,000 × 1	
	No.6 Quay	36° 45.3' N 137° 13.4' E	90	2.5 to 5	3,000 × 1	
	No.7 Quay		130	6.5 to 7	5,000 × 1	
	No.8 Quay	36° 45.4' N 137° 13.4' E	185	8 to 9	15,000 × 1	
	No.9 Quay	36° 45.5' N 137° 13.4' E	70	4	1,000 × 1	
	No.10 Quay	36° 45.8' N 137° 13.7' E	130	7.5	5,000 × 1	
No.1 Dolphin		36° 45.5' N 137° 13.4' E	21	4	1,000 × 1	
No.2 Dolphin		36° 45.6' N 137° 13.5' E	12	5	3,000 × 1	
No.3 Dolphin		36° 45.7' N 137° 13.5' E	21	4	1,000 × 1	

Sea berth. A sea berth (36° 47.2' N 137° 12.4' E) (Toyama Nihonkai Oil Sea Berth Lights, Morse code white light U(· · —) every 8 seconds, fog signal) is established about 1.6M NW of the Toyama W Breakwater Light. A floating hose is ~~temporarily~~ installed within a 285m radius of the sea berth.

Maximum size of vessel handled. Oil tanker *KAIMON II* (160,079t, with a draught of 22.0m) berthed at the sea berth of Nihonkai Oil Co., Ltd. on 23 September 2005.

Precautions for anchoring. Attention must be paid to *Aigame* (See Outline of *Otomari Hana to Ikuji Hana*) when anchoring. The vicinity of the quarantine anchorage (36°46.3′N 137°14.0′E) is not suitable for anchoring as there is a risk of dragging anchor when NE winds are blowing continuously.

Maritime authorities and facilities.

Name	Telephone number
Toyama Detachment, Fushiki Coast Guard Office	+81-76-426-2118
Toyama Sub-branch, Fushiki Branch Customs	+81-76-437-9895
Toyama Port and Harbour Office, Toyama Prefectural Government	+81-76-437-7131

Himekawa Ko (37° 03.0' N 137° 51.2' E) (Chart W1027) (Port code; JP HMK)

(Photographed in April 2020)

Port classification. Port designated by Port Regulation Law, open port, plant protection port.

Outline. Himekawa Ko is an artificial inner port which lies about 22M E of Ikuji Hana. It is a distribution base of the Itoigawa region handling comodities such as cement and coal. The port is divided into E Wharf section (Fishing port section), Central Wharf section, S Wharf section and W Wharf section. W Wharf section is currently under construction.

Landmark.

Landmark	Position	Remarks
Silo	37° 02.3' N 137° 50.3' E	~~Four~~ Cement silo.

Pilotage. As the Pilotage Law is not applied to Himekawa Ko, pilotage is not complusory, but pilots are available upon request. (Inquiries: Niigata Pilot Association. See *Chapter 6 PILOTAGE* of Part 1 for details.)

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
East Wharf Quay		37° 02.5' N 137° 50.6' E	60	3	700 × 1	
South Wharf Quay		37° 02.3' N 137° 50.5' E	90	5 to 5.5	2,000 × 1	
Central Wharf	No.1 Quay	37° 02.4' N 137° 50.3' E	130	7.5	5,000 × 1	For cement carriers.
	No.2 Quay	37° 02.3' N 137° 50.4' E	130	7 to 7.5	5,000 × 1	
	No.3 Quay		130	7	5,000 × 1	
	No.4 Quay	37° 02.3' N 137° 50.5' E	130	7	5,000 × 1	
	No.5 Quay	37° 02.4' N 137° 50.5' E	165	9	10,000 × 1	For cement carriers. Movable crane.
West Wharf	No.1 Quay	37° 02.4' N 137° 50.3' E	170	8 to 10	10,000 × 1	Aseismic quay. For cement carriers.
	No.3 Quay	37° 02.5' N 137° 50.2' E	170	9.5	19,000 × 1	
Dangerous Materials Handling Quay		37° 02.4' N 137° 50.2' E	100	9 to 9.5	2,000 × 1	For chemical ships.

Maximum size of vessel handled. Cargo ship *HELIOS* (13,060t, with a draught of 8.85m) berthed at Central Wharf No. 5 Quay on 8 June 2020.

Maritime authority and facility.

Name	Telephone number
Regional Construction Division, Itoigawa Regional Promotion Bureau, Niigata Prefectural Government	+81-25-553-1976

Tugboats. Tugboats can be brought from Naoetsu Ko.

Supplies. Fresh water can be supplied. The Fisheries Cooperative has a refueling facility at the E wharf.

Medical facility.

Name	Telephone number	Remarks
Itoigawa Sogo Hospital	+81-25-552-0280	

Naoetsu Ko (37° 12.6' N 138° 15.8' E) (Chart W1182) (Port code; JP NAO)

(Photographed in September 2016)

Port classification. Specified port, open port, quarantine port, immigration port, domestic animal quarantine port, plant protection port, important port.

Outline. Naoetsu Ko is located at the mouth of Seki Kawa, extending E, for about 7.5M, forming an industrial area along the coast. There are LNG berths and a LNG thermal power station.

Marine disasters. There has been a stranding on W breakwater resulted from a dragging anchor caused by strong NW wind.

Landmarks.

Landmark	Position	Remarks
Chimney	37° 12.4' N 138° 16.8' E	156m in height (painted silver).
Tanks	37° 11.6' N 138° 15.7' E	A number of tanks painted light green.

Obstruction. There are sunken concrete blocks (5m in depth) in an area about 300m S (37° 11.8' N 138° 16.0' E) of the N end of a groin.

Pilotage. As the Pilotage Law is not applied to Naoetsu Ko, pilotage is not compulsory, but pilots are available upon request. (Inquiries: Nanao Pilot Association. See *Chapter 6 PILOTAGE* of Part 1 for details)

Entry restriction. In order to prevent accidents due to ignition, general vessels are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, mooring in the harbour. Tanker carrying dangerous inflammable materials should display a banner visible at night, reading *Dangerous Inflammable Cargo Aboard*, when moored in the harbour.

Anchorages. As a general rule, large vessels anchoring in the outer area of the breakwaters. The area around the quarantine anchorage (37° 11.9' N 138° 13.8' E), about 2,300m NW of the mouth of Seki Kawa, affords good anchorage, with a depth of about 20m, sand and mud bottom.

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
East Wharf	Dangerous Cargo No.1 Quay	37° 11.7' N 138° 15.5' E	90	6 to10	5,000 × 1	
	Dangerous Cargo No.2 Quay	37° 11.7' N 138° 15.6' E	130	5.5	5,000 × 1	
	Dangerous Cargo No.3 Quay	37° 11.8' N 138° 15.8' E	130	5.5 to 7.5	5,000 × 1	
	No.1 Quay	37° 11.4' N 138° 15.4' E	130	9.5	5,000 × 1	
	No.2 Quay		240	8 to 10.5	15,000 × 1	
	No.3 Quay	37° 11.5' N 138°15.4' E	185	8 to 10	15,000 × 1	
	No.4 Quay	37° 11.6' N 138° 15.5' E	170	10	12,000 × 1	Gantry crane. Aseismic quay.
	No.5 Quay	37° 11.7' N 138° 15.7' E	130	6	5,000 × 1	For dangerous cargo.
	Fishing port Quay	37° 11.8' N 138° 16.0' E	385	4.5 to 7	256t × 1	
Central Wharf	No.1 Quay	37° 11.1' N 138° 15.1' E	130	4 to 5	5,000 × 1	
	No.2 Quay	37° 11.2' N 138° 15.0' E	185	8 to 8.5	15,000 × 1	
	Mineral Quay	37° 11.4' N 138° 15.2' E	270	11.5 to 13	50,000 × 1	
	Lumber Quay	37° 11.3' N 138° 15.3' E	185	8 to 10	15,000 × 1	
Uchibo Wharf N Quay	No.2	37° 11.1' N 138° 15.2' E	60	3.5 to 4.5	700 × 1	
	No.3	37° 11.1' N 138° 15.3' E	120	2.5 to 4	700 × 1	
Uchibo Wharf S Quay	No.1	37° 11.0' N 138° 15.1' E	200	7.5 to 9.5	6,000t × 1	For hydrofoil. Aseismic quay.
	No.3	37° 11.0' N 138° 15.2' E	75	4.5	700 × 1	
	No.4	37° 11.0' N 138° 15.2' E	120	4 to 4.5	700 × 1	
	No.5	37° 11.0' N 138° 15.3' E	60	3	700 × 1	
West Wharf	No.1 Quay	37° 11.0' N 138° 14.9' E	174	7 to 8.5	15,000 × 1	Unloader × 1
	No.2 Quay	37° 11.1' N 138° 14.9' E	185	7.5 to 8.5	15,000 × 1	

Maximum size of vessel handled. LNG carrier BUSHU MARU (149,367t, with a draught of 11.5m) berthed at the LNG pier in the Joetsu Thermal Power Station of the JERA in ~~31 October~~ 2022.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and other abnormal weather Countermeasures Committee of Naoetsu Ko is established and manages damage prevention countermeasures, such as the communication of information, warnings, and the issuing and cancelling of evacuation advisories for all vessels in the port. (Inquiries: Joetsu Coast Guard Station)

Maritime authorities and facilities.

Name	Telephone number
Joetsu Coast Guard Station (Captain of the Port)	+81-25-543-4118
Naoetsu Sub-branch, Niigata Branch Customs	+81-25-543-2388

Naoetsu Detached Office, Niigata Quarantine Station	+81-25-275-4615 (Niigata Airport Sub-branch)
Naoetsu Sub-branch, Niigata Branch, Yokohama Plant Protection Station	+81-25-543-0648
Naoetsu Port and Harbour Office, Niigata Prefectural Government	+81-25-543-4167

Tugboats. Tugboats are available.

Supplies. Fresh water and fuel oil can be supplied.

Repairs. There are repair facilities, but they are not equipped with lifts.

Medical facilities.

Name	Telephone number	Remarks
Joetsu General Hospital	+81-25-524-3000	
Niigata Rosai Hospital	+81-25-543-3123	

Maritime traffic. There are services of car ferries (2,483t) between Naoetsu Ko and Ogi Ko {Sado Shima}. Operation period: from spring through autumn.

Naoetsu Ko to Niigata Ko (Chart JP1180)

Outline. The coast between Naoetsu Ko and Yoneyama Saki, extending for about 12M, consists of sandy beach backed by dunes, with height of about 30m. The NE part of the dunes is wooded with trees, and the SW part is covered with grasses, with a clump of pine trees.

The coast between Yoneyama Saki and Kashiwazaki Ko, extending for about 5M, consists of reddish-coloured high cliffs rising precipitously.

The coast between Kashiwazaki Ko and Shiiya Hana, extending for about 8M, consists of sand and gravel beaches backed by hills with pine trees, with heights of 120 to 150m.

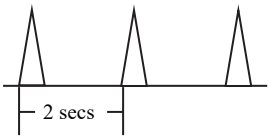
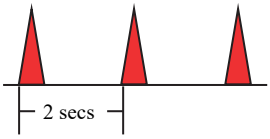
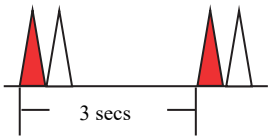
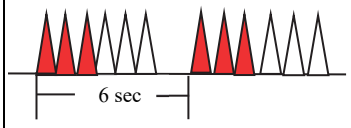
The coast between Shiiya Hana and Teradomari Ko (37° 39' N 138° 46' E, Port code; JP TRD), extending about 12M, consists of sand and gravel beaches.

The coast between the Okouzu Bunsuiro (a flood bypass flow into the N of Teradomari Ko) and Kakuda Misaki, extending for about 8M, consists of low land backed by mountain range. The coast between Kakuda Misaki and Niigata Ko, extending for about 15M, consists of sandy beaches backed by hills, with height of about 30m. The mouth of Shin Kawa is situated in the middle of the coast.

Shinano Kawa flows into Niigata Ko and is the longest river in Japan. Agano Kawa is the second longest river in the NW side of Honshu, followed by Shinano Kawa, and whose mouth is located 3M E of the mouth of Shinano Kawa.

Landmarks.

Landmark	Position	Remarks
Yoneyama Saki	37° 19.4' N 138° 26.2' E	A cape of a blackish cliff. Another blackish cliff is located E of it. Both are prominent and are good radar targets.
Yone Yama	37° 17.4' N 138° 29.0' E	A mountain, 993m in height. The highest peak near the shore along the coast between Naoetsu Ko and Niigata Ko.
Shiiya Hana	37° 29.0' N 138° 37.1' E	A round-shaped, wooded cape, faced with reddish-brown cliff. A lighthouse stands on it.
Yahiko Yama	37° 42.3' N 138° 48.5' E	A mountain, 634m in height. There are radio towers near the summit and an observation tower in the N side of the summit.
Kakuda Misaki	37° 47.6' N 138° 49.2' E	A lighthouse is situated at the foot of Kakuda Yama (482m in height). A pylon, painted red and white, located about 4km S of the lighthouse.

Designation	Signal		Meaning of signal
	Unlighted marks (Day signals)	Lighted marks (Day and Night signals)	
Entering signal	One black cone (point up). 	One white flash every 2 seconds. 	Inbound vessels may enter. Outbound vessels of 500t or more (in the case of oil tankers, 300t or more) shall not leave but wait. Outbound vessels less than 500t (in the case of oil tankers, less than 300t) can leave.
Leaving signal	One black square. 	One red flash every 2 seconds. 	Outbound vessels may leave. Inbound vessels of 500t or more (in the case of oil tankers, 300t or more) shall wait out the fairway. Inbound vessels less than 500t (in the case of oil tankers, less than 300t) can enter.
Free signal	Two black cones (points together). 	One red flash and one white flash every 3 seconds. 	Inbound vessels of 500t or more (in the case of oil tankers, 300t or more) shall wait out the fairway. Outbound vessels of 500t or more (in the case of oil tankers, 300t or more) shall not leave but wait. Vessels less than 500t (in the case of oil tankers, less than 300t) can enter or leave.
Prohibition signal	The combination of two black cones (points together) and one red flag. 	Three red flashes and three white flashes every 6 seconds. 	The traffic is prohibited except for vessels permitted by the Captain of the Port.

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Yamanoshita Wharf	N Side Quay	37° 56.5' N 139° 04.0' E	330	6.5 to 8.5	10,000 × 2	Both N and S ends of the quay are shallow.
	S Side Quay	37° 56.3' N 139° 04.1' E	260	6.5 to 8.5	5,000 × 2	For car ferries. Aseismic quay (Bay entrance side 130m)
Tsusen Kawa Right Bank Quay		37° 56.2' N 139° 04.1' E	90	3 to 4	2,000 × 1	
Tsusen Kawa Left Bank Quay		37° 56.2' N 139° 04.1' E	95	3	700 × 1	
North Wharf	No.1 Quay	37° 56.1' N 139° 04.0' E	330	8 to 8.5	10,000 × 2	
	No.2 Quay	37° 56.0' N 139° 04.0' E	97	6	5,000 × 1	
East Wharf		37° 55.9' N 139° 04.0' E	231	5.5 to 6.5	5,000 × 2	
Central Wharf	N Side Quay	37° 55.9' N 139° 03.9' E	294	8 to 8.5	10,000 × 2	
	Face Quay	37° 56.0' N 139° 03.9' E	137	6.5 to 8	5,000 × 1	For car ferries.
	S Side Quay	37° 55.8' N 139° 03.9' E	307	6.5 to 7	5,000 × 2	

South Wharf Quay			37° 55.7' N 139° 03.9' E	288	5.5 to 7	5,000 × 2	
Bandaijima Wharf	Wharf Quay		37° 55.6' N 139° 03.7' E	391	3 to 6	3,000 × 3	
	~~Oil Pier~~		~~37° 55.7' N 139° 03.8' E~~	~~30~~		~~2,000 × 1~~	~~Out of service.~~
	Face Quay		37° 55.8' N 139° 03.8' E	90	4.5 to 5.5	300 × 2	For hydrofoils.
	Right Bank of Shinano Kawa	No.1 Berth Quay	37° 55.8' N 139° 03.7' E	193	4.5 to 6.5	6,000 × 1	For car ferries.
		No.2 Berth Quay	37° 55.7' N 139° 03.6' E	193	4 to 5	6,000 × 1	For car ferries.
		No.3 Berth Quay	37° 55.6' N 139° 03.6' E	136	3 to 5	2,000 × 1	Both ends of N and S of Berth Quay are shallow.

In addition to the above, there is the Rinko Wharf.

Maritime authorities and facilities.

Name	Telephone number
The 9th Regional Coast Guard Headquarters	+81-25-285-0118
Niigata Coast Guard Office (Captain of the Port)	+81-25-244-1008
Hokuriku Shinetsu District Transport Bureau	+81-25-285-9156
Niigata Branch Customs	+81-25-244-9312
Niigata Quarantine Station	+81-25-241-2323
Niigata Sub-station, Yokohama Plant Protection Station	+81-25-244-4401
Niigata Branch Office, Tokyo Regional Immigration Services Bureau	+81-25-275-4735
Niigata Port and Harbour Office, Niigata Prefectural Government	+81-25-247-9131

Supplies. Water supply facilities and fuel oil supply barges are available.

Repairs.

Name	Telephone number	Remarks
Niigata Shipyard, Niigata Shipbuilding & Repair. Inc.	+81-25-222-6121	

Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Aoki Environmental Enterprise Co., Ltd.	+81-25-255-3360	0800 – 1700	check in advance.	

Medical facilities.

Name	Telephone number	Remarks
Niigata Rinko Hospital	+81-25-274-5331	
Niigata Bandai Hospital	+81-25-244-4700	

Maritime traffic. There are services of car ferries (5,862t etc.) and hydrofoils between Niigata Ko and Ryotsu Ko

Fog occurs infrequently throughout the year, and usually dissipates within 4 to 5 hours.

Marine Accidents. Strong winds from between W and NW may cause high waves, with heights of 7 to 8m in winter, making entry difficult.

In the past, losses of anchor chains and grounding accidents have been caused in the outside of the port in such circumstances.

Landmarks.

Landmark	Position	Remarks
Chimney	38° 58.0' N 139° 49.9' E	About 184m in height, silver in colour. It stands inside the site of thermal power station.
Lighthouse	38° 56.8' N 139° 49.0' E	Sakata Light, 41m in height, white tower.
Tower	38° 55.1' N 139° 49.7' E	A memorial lighthouse, 28m in height.
Radio tower	38° 54.9' N 139° 50.1' E	Painted red and white, fitted with NTT dish aerials.
Wind turbines	38° 55.7' N 139° 48.9' E	
	~~38° 55.9' N 139° 48.8' E~~	~~100m in height.~~
	38° 56.1' N 139° 48.9' E	
	38° 56.3' N 139° 49.0' E	

Directions. Vessels approaching Section 1 or 2 should pass the midway between No.2 N and S Breakwaters. Then, alter course to 160°and steer for the head of the port after passing along S breakwater.

Vessels approaching North Port district should pass the middle of the port entrance, and proceed along the N breakwater in North Port district, steer for the chimney which is described in *Landmark.* Then, alter course as necessary for the passage, and head to the berth.

Precautions for entering the port. See also the item *Marine Accidents*. Currents flow rapidly, and outflow of muddy water may reach as far as 2M offshore in the vicinity of the port entrance when the river is flooded during the spring thaw in May or the rainy season. Vessels are liable to be set the N under such circumstances.

Strong westerly winter monsoon hinder entry into the North Port district, and vessels are liable to be set shoreward. When entering Section 1 or 2, extra care is needed to maintain course as vessels may be battered by winds and waves from behind, especially when passing the entrance of Section 2 near the N Breakwater Light in the Main Port district.

The entrance of Section 2 is busy with the numerous pleasure-fishing boats and pleasure boats from summer to autumn, vessels must exercise caution to avoid collision.

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Takasago	No.1 Quay	38° 57.1' N 139° 49.0' E	152	13.5	50,000 × 1	Warehouse.
	No.2 Quay	38° 57.0' N 139° 49.2' E	280	14	50,000 × 1	Warehouse.
Kominato Wharf	No.1 Quay	38° 57.2' N 139° 49.7' E	270	13	50,000 × 1	
	No.2 Quay		185	10	15,000 × 1	
	No.3 Quay		185	8.5 to 9.5	15,000 × 1	
Kominato Mooring Pillar		38° 57.3' N 139° 50.0' E		5 to 8	15,000 × 1	Log pond is located S of here.
Miyaumi	No.2 Quay	38° 57.6' N 139° 50.2' E	170	9.5	10,000 × 1	Aseismic quay.
	No.3 Quay		130	6.5	5,000 × 1	Warehouse.
	No.4 Quay		130	6 to 7	5,000 × 1	
	No.5 Quay		130	5 to 6	5,000 × 1	
Ohama Wharf	No.1 Quay	38° 55.6' N 139° 48.9' E	330	6.5 to 8.5	10,000 × 2	Warehouse.
	No.2 Quay	38° 55.6' N 139° 49.0' E	90	4	2,000 × 1	

Nyudo Saki to Henashi Saki (Chart JP1195)

Outline. The line joining Kyudo Saki and Henashi Saki is about 37M in length. The coastline between these two projections is slightly curved inward.

The N part mainly consists of rocky beaches fringed with rocky reefs, and is backed by mountains. Kyuroku Shima lies about 17M to the WSW of Henashi Saki.

The S part is adjacent coast of the N coast of Oga Hanto, has concave coastline consisting of sandy beaches. The water depth 1 to 2M off the coast is about 20m, and the bottom mainly consists of sand. A large number of stationary nets are laid out there. The coast includes Kitaura Ko (39° 57.8' N 139° 47.4' E, Port code; JP KJT), and Noshiro Ko which is situated at the mouth of Yoneshiro Kawa.

A small bay (40° 34.8' N 139° 54.6' E) situated S of Henashi Saki affords best shelter anchorage in this area as it is backed by high terrains, when winds blow from between the N and E.

The bay is exposed to westerly winter monsoon winds which may result in grounding accidents. Akita and Aomori Coast Guard Offices advise vessels to refrain from anchoring in this area under such circumstances.

Landmarks.

Landmark	Position	Remarks
O Shima	40° 22.0' N 140° 00.7' E	An islet, 13m in height. There is no other island in this region.
Chigoki Saki	40° 24.9' N 139° 56.9' E	A cape with a lighthouse.
Henashi Saki	40° 36.8' N 139° 51.8' E	A cape located at the W extremity of Fukaura Hanto, projecting W. Iwasaki Ko lies on the S side of the base of Fukaura Hanto. A lighthouse is established on this cape. Tsubaki Yama, a small hill at the end of the cape, 56m in height, appears as an islet from a distance and is prominent from the N and the S.

Fishery. The vicinity of Teri Ba (40° 22.3' N 139° 41.0' E), with a depth of 42m, about 17M NW of Noshiro Ko, is busy with the fishing boats engaged in pole-and-line and gill net fishing throughout the year.

Noshiro Ko (40° 12.4' N 139° 59.1' E) (Chart W1292) (Port code; JP NSR)

(Photographed in July 2020)

Port classification. Port designated by Port Regulation Law, open port, immigration port, plant protection port, important port.

Outline. Noshiro Ko lies on the S side of the mouth of Yoneshiro Kawa, located about 19M NE of Nyudo Saki. The port has been developed as an artificial inland port to deal with the sediment delivered by the frequent flood of the river. Lumber factories are situated in the port. 20 wind turbines (with yellow lights) have been installed. Submarine power cable have been laid from each turbine to the shoreline at 40°11.3' N 139°59.1' E.