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Sailing Directions for Northwest Coast of Honshu

Supplement No.5

31 October 2025



Japan Coast Guard

Explanatory Notes

Sailing Directions for Northwest Coast of Honshu - Supplement No.5 is issued to correct the outdated information in Publication No.302 Sailing Directions for Northwest Coast of Honshu which was published in March 2023.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 25 April 2025.

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

31 October 2025

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

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

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

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

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

Page	Updated parts (title, port name, etc.)	Remarks
After 'CAUTION' / Withdrawal of Nautical Chart		The said page of supplement No.3 is cancelled.
12	Aids to Navigation	
13	Pilot Associations	The said page of supplement No.3 is cancelled.
55	Senzaki Wan	
63	Hamada Ko	The said page of supplement No.3 is cancelled.
65	Uppurui Wan	
78	Tottori Ko	
89	Maizuru Ko	
97	Tsuruga Ko,Echizen Misaki to Anto Misaki	
101	Kanazawa Ko	The said page of supplement No.3 is cancelled.
102	Taki Saki to Saruyama Misaki	
107	Nanao Ko	The said page of supplement No.4 is cancelled.
115	Shinminato Ku and Approaches	The said page of supplement No.4 is cancelled.
117	Ikuji Hana to Naoetsu Ko	The said page of supplement No.2 is cancelled.
141	Akita-Funagawa Ko Akita Ku	The said page of supplement No.3 is cancelled.
151	Aomori Ko	

The nautical charts in English (JP charts) on the left-hand side of the following table have been withdrawn. These chart numbers in Publication No.302 Sailing Directions for Northwest Coast of Honshu (including any Supplement) should be replaced by chart numbers with “W” instead of chart numbers with “JP”.

Withdrawn Nautical Charts		Substitute
No.	Title	No.
JP148	AKITA-FUNAGAWA KO AKITA	W148
JP201	KURARA SETO TSUNO SHIMA	W201
JP1155A	WESTERN PART OF NIIGATA KO	W1155A
JP1155B	EASTERN PART OF NIIGATA KO	W1155B
JP1162A	FUSHIKI-TOYAMA KO FUSHIKI, FUSHIKI-TOYAMA KO TOYAMA FUSHIKI-TOYAMA KO FUSHIKI FUSHIKI-TOYAMA KO TOYAMA	W1162A
JP1162B	FUSHIKI-TOYAMA KO SHINMINATO	W1162B
JP1192	OGA HANTO	W1192
JP1197	APPROACHES TO NIIGATA KO	W1197
JP1266	KANMON KO SHIRA SHIMA AND APPROACHES	W1266

general vessels.

Passages prescribed by the Port Regulations Law. These passages are used by vessels entering or leaving the ports applied Port Regulations Law, namely, Sakai Ko, Maizuru Ko, Fushiki-Toyama Ko and Aomori Ko.

Signals

Traffic control signals. In Nishi Ku within Niigata Ko, traffic control based on the provision of Port Regulation Law are in force. Traffic control signals are situated for the vessels subject to comply with it.

Aids to Navigation

Outline. Aids to navigation may be temporally installed, moved or removed in order to maintain or repair the facilities of ports and passages. Mariners should obtain the latest information through the publications including Notices to Mariners, Navigational Warnings and Safety information.

Caution must be exercised as the lighted aids to navigation situated in the ports, harbours or off the coasts may be hardly distinguished due to the lights in the background or fishing lights.

Buoyage System. Japan is included Region B of the buoyage system prescribed by International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).

Conventional direction of buoyage. Conventional direction of buoyage plays a role in determining port and starboard. Harbour is designated as upstream in open sea adjacent to harbour. The site where vessels staying for cargo loading is designated as upstream inside the harbours.

AIS aids to navigation. AIS aids to navigation transmit radio signals to show the symbols of aids to navigation, which serves as navigation marks, on vessel's display of AIS receiver or radar capable of multi-layered display or Electronic Chart Display and Information System (ECDIS). There are two types of AIS aid to navigation: real aid to navigation which is fitted with the existing aid to navigation and virtual aid to navigation which is shown on the display, but does not exist.

In the areas covered by this volume, there is an AIS aid to navigation as follows:

Name of AIS aid to Navigation	Position	Type	Remarks
Yurihonjo Offing Oceanographic Observatory Facility	39°25.6'N 139°44.4'E	Real	Fitted with Yurihonjo Offing Oceanographic Observatory Facility Mark Light.

Chapter 6 PILOTAGE

Pilotage Areas

Pilotage area is prescribed in Article 33 of the Pilotage Law. The names and the waters included in each pilotage area are prescribed in Article 3 of Cabinet Order for Enforcement of the Pilotage Law.

Pilotage areas within the area covered by this volume are listed below.

Pilotage Areas	Descriptions
Sakai	Sakai Ko
Maizuru	Maizuru Ko
Nanao	Nanao Ko and the approaches
Fushiki	The area S of a line drawn joining Ao Hana (N part of Himi Ko) and Uozu Ko Kita Ku N Breakwater Light.
Niigata	Niigata Ko
Sakata	Sakata Ko
Akita-Funagawa	Akita-Funagawa Ko

Pilot Associations

Pilot associations and the pilotage areas are summarised as below.

Name of associations Telephone and facsimile numbers	Boarding point	Remarks
Sakai Pilot Association Phone. +81-859-30-2124 Fax. +81-859-30-2128	For large passenger ship and large ship carrier, position about Position about 35° 33.0' N 133° 19.0' E For other ships, position about 35° 32.5' N 133° 18.6' E	· Pilot ladders will be requested from the agency on a case-by-case basis. · The quarantine anchorage is not suitable for large vessels. The recommended anchorage for large vessels is position about 35° 32.5' N 133° 18.6' E. · Many ships use Miho Wan as an evacuation site, and the pilot boarding area for general ships is often occupied, so it is important to secure an anchorage early. Caution is necessary for the aquaculture rafts in the vicinity of 2M being 143° from the Sakai Ko Breakwater Light.
Maizuru Pilot Association Phone. +81-773-77-5587 Fax: +81-773-77-5587	Position about 35° 33.1' N 135° 19.4' E.	The pilot ladder should be on the lee side of the vessel.
Nanao Pilot Association Phone. +81-767-53-1192 Fax. +81-767-53-1193	There are two boarding points on a line bearing 258.8° toward Notoshima Directional Light on Arakami Hana: · For vessels of less than 30,000t, position about 37° 07.4' N 137° 05.6' E. · For vessels of 30,000t or more, position about 37° 07.6' N 137° 07.0' E.	· VHF radio contact is available when entering the port. · Vessels approaching the port entrance at night should navigate with directional lights from at least 3M offshore. Care must be taken for the fishing nets set on the both side of the fairway. · There are many fishing facilities during all seasons in the port and around the entrance.
Fushiki Pilot Association Phone. +81-766-44-0173 Fax. +81-766-44-3391	· For vessels entering Fushiki Ku or Shinminato Ku, position about 36° 49.9' N 137° 5.5' E, 2.5M from Fushiki Ko W Breakwater Light (36° 47.7' N 137° 04.1' E) on a line bearing 029°. · For vessels entering Toyama Ku, position about 36° 46.8' N 137° 14.0' E, distant between 0.8 and 1.0M from Toyama Ko E Breakwater Light (36° 45.9' N 137° 13.7' E), on a line bearing between 015° and 020°.	· The charted quarantine anchorage in Toyama Ku is not suitable for large vessels as the depth is insufficient and swells occur suddenly with N winds. · Extra care must be taken for the large number of stationary nets laid in Toyama Wan when approaching closer than 3M offshore.
Niigata Pilot Association Phone. +81-25-244-2320 Fax. +81-25-244-9551	For vessels entering Nishi Ku within Niigata Ko: - Position around the quarantine anchorage 1.5M from Niigata Ko Nishi Ku W Jetty Light (37° 57.5' N 139° 04.1' E), on a line bearing 303°. - Position around the anchorage for large vessels carrying	· Throughout the year, boarding and disembarking should be done using a pilot ladder or combination ladder, not a gangway. · The pilot ladder or combination ladder should be prepared on the side that is shielded from wind, waves and swells. In addition, before boarding, the pilot may ask the vessel to increase or decrease the boat speed and steer in order to create a calm water surface.

- A stationary net extending about 0.8M is laid from Benten Saki ($34^{\circ} 35.0' \text{ N } 131^{\circ} 33.2' \text{ E}$) in a NW direction.
- A stationary net extending about 0.5M is laid from the coast about 1M E of Koyama Misaki in a NE direction.

Fukawa Wan ($34^{\circ} 23.6' \text{ N } 131^{\circ} 09.8' \text{ E}$) (Chart W136)

Outline. Fukawa Wan is a bay opened to the N, entered between Ima Misaki, which is located 8M ESE of Kawajiri Misaki, and NW point of Omi Shima. The inlet extends SE for about 3M, with an entrance of 2M in width. The water depth is about 40m at the bay entrance and gradually shallowing towards the head of the bay. The bottom is sand and gravel. The head of the bay is pebble beach.

The bay is sheltered from all winds except those from northerly direction when northerly winds are blowing. Vessels can take anchorage in deep water, but reportedly, the bay affords poor holding ground with a thick growth of seaweed. Senzaki Seto is on the E coast of Fukawa Wan and continues to Senzaki Ko.

Senzaki Wan ($34^{\circ} 24.5' \text{ N } 131^{\circ} 14.5' \text{ E}$) (Chart W1177)

Outline. Senzaki Wan, located S of Omi Shima, is a bay opened to the E, entered between Sasa Shima and its S opposite shore. The inlet extends for about 4M, with a width of 1 to 2M.

The depth of the water is between 20 and 35m. The bottom is sand and mud. The S and N of the bay afford good anchorages depending on the wind direction.

The W coast of Senzaki Wan, off Ohibi, with a depth of 10 to 20m, is sheltered from the winds blowing from between W and N and affords a good holding ground for vessels of 2,000t or less.

Care must be taken in the following vicinity. There is an aquaculture facility about 400m SW of Ko Shima, and also there are fish preserve and associated seven lighted spar buoys about 1,000m to 2,500m offshore SW of Kayoi, on the SE coast of Omi Shima on the northern side of Senzaki Bay.

Hodome-no-Seto ($34^{\circ} 25.0' \text{ N } 131^{\circ} 15.8' \text{ E}$) is used by vessels of 1,000t or less.

Directions. Lighted marks are provided insufficiently, and that makes entering harbour at night difficult. Vessels should navigate one of the following passages when approaching the anchorages at night: between Nonokakari Guri, NE of O Shima, and Kabe Iwa; between Saoso, with a light buoy on its E side, and Kuro Shima; between Ka-no-Shima and Mitsugo Iwa.

Omi Shima

E part of Omi Shima, seen from the N



Overhead bridge. There is an overhead bridge called Hamada Marine Bridge (34° 53.8' N 132° 03.7' E, about 18m in vertical clearance) spanning the Gyoko Wharf and Seto-ga-Shima.

Cautions for entering the port. Vessels should keep clear of dangerous reefs including Tsurushima Guri and a submerged jetty lying in the passage between Uma Shima and Seto-ga-Shima.

Uma Shima Breakwater, which extends NE from the NE coast of Uma Shima, has a considerable height. Vessels should watch out for other vessels coming up behind Uma Shima Breakwater when entering and leaving the fishing port section.

In winter, high waves occur at the port entrance and render navigation difficult. A large number of fishing boats and ferryboats transporting fishing customers to the breakwater operate there when the weather is calm.

At night, Ko-Ise Shima (34° 54.0' N 132° 02.2' E, 1.5m in height) is illuminated from a spotlight of Umashima Light. However, it is not clearly distinguished when approaching from the N and E.

At the harbour entrance, other vessels entering or leaving the harbour are difficult to see due to the city lights in the background when approaching from the W.

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 display a banner visible at night, reading *Dangerous Flammable Cargo Aboard*, when moored in the harbour.

Pilotage. As the Pilotage Law is not applied to Hamadai Ko, pilotage is not compulsory. Private pilots are available upon request. (Inquiries: Hamada Koun Co., Ltd. Phone number: +81-855-27-0072). Private pilots board the vessel anchored near 304° 0.5M from the Hamada Ko Shakkuri Light Beacon or 270° 0.6M from the same light beacon.

Facilities. The Nagahama Wharf and the Fukui Wharf are situated on the W side and the E side of the port section respectively.

The Gyoko Wharf is situated in the middle of the fishing port section.

Facilities of the port section

Name		Position	Length (approx. m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
Nagahama Wharf	No.1 Quay	34° 52.6' N 132° 02.7' E	185	9 to 9.5	15,000 × 1	
	No.2 Quay	34° 52.6' N 132° 02.6' E	130	6.5 to 7	5,000 × 1	
	No.3 Quay	34° 52.6' N 132° 02.8' E	70	5 to 7	1,000 × 1	
	No.4 Quay	34° 52.7' N 132° 02.6' E	90	6	2,000 × 1	
	No1 – 3 material landing quays	34° 52.5' N 132° 02.5' E	Total 330	3 to 4.5	500 × 3	
Nagahama Pier		34° 52.5' N 132° 02.6' E	120	N side 3 to 7.5 S side 3 to 7.5		
Fukui Wharf	No.1 Quay	34° 52.7' N 132° 03.4' E	130	7 to 7.5	5,000 × 1	Two light buoys indicating a shallow area are established.
	No.2 Quay	34° 52.7' N 132° 03.5' E	90	5 to 7.5	2,000 × 1	
	No.3 Quay	34° 52.9' N 132° 03.3' E	280	11 to 14	55,000 × 1	A crane.
	No.4 Quay	34° 52.8' N 132° 03.3' E	130	8	5,000 × 1	A gantry crane.

Facilities of the fishing port section

Name		Position	Length (approx. m)	Depth (approx. m)	Remarks
Gyoko Wharf	- 5m Quays	34° 53.5' N 132° 03.9' E	230	4 to 5	A wholesale market is located.
		34° 53.6' N 132° 03.8' E	420	4 to 5.5	The W side of Gyoko Wharf.
	- 4m Quay	34° 53.7' N 132° 03.9' E	380	3 to 3.5	The E side of Gyoko Wharf.
	- 6m Quay	34° 53.4' N 132° 03.6' E	570	5.5 to 6.5	

autumn, traps with a bundle of bamboos for Dorado are placed 10 to 55M offshore along the coast, caution is required.

Landmarks.

Landmark	Position	Remarks
Aka Hana	34° 57.2' N 132° 06.8' E	Cliffy point, red clay colour.
Osaki Hana	34° 58.6' N 132° 09.1' E	A point, A lighthouse is on it. In its vicinity, two beacons, painted orange, are established to indicate the landing point of submarine cables.
Shimanohoshi Yama	34° 59.1' N 132° 14.3' E	A mountain, 470m in height. A radio relay tower (with dish aerial) is on the summit.
Murogami Yama	35° 01.6' N 132° 15.8' E	A mountain, 246m in height, conical shape.
Taka Yama	35° 06.8' N 132° 24.2' E	A mountain, 499m in height. A radio tower (with lights and dish aerial) is on the mountain.
Osaki-ga-Hana	35° 11.3' N 132° 25.1' E	A point, a lighthouse on it.
Mi Sen	35° 24.3' N 132° 42.2' E	A mountain with a pointed peak, 496m in height. Prominent when viewed from SW – W.
Hi-no-Misaki	35° 26.0' N 132° 37.8' E	A cape with a lighthouse. A place of scenic beauty with rocks of various sizes in the vicinity of the cape.

Hi-no-Misaki to Tako Hana (Charts W133, JP1172)

Tidal streams. At the entrance of Etomo Ko (35° 31' N 132° 58' E, Port code; JP ETM), a flood current flows SE, with a maximum speed of 0.5kn or less, and the ebb current flows NW, with a maximum speed of 0.5kn. In the area about 3.8M NW of the port entrance, a flood current current flows W, with a maximum speed of 0.5kn or less, and the ebb current flows E, with a maximum speed of 0.5kn or less.

Fishery. Vessels should stay clear of the fishing traps for Dorado made of bamboo bundles which may be set up from 6 to 50M offshore along the coast from spring to autumn, and drift nets for flying fish which may be set up from 5M to 13M offshore along the coast from spring to summer, caution is required.

Landmarks.

Landmark	Position	Remarks
Uppurui Hana	35° 28.2' N 132° 43.7' E	A lighthouse stands on the sharp edge of the cape.
Nagao Hana	35° 30.2' N 132° 49.9' E	A point with a lighthouse.
Inubori Hana	35° 32.6' N 132° 58.1' E	A point, with a lighthouse on its W side.
Shishi-ga-Hana	35° 34.7' N 133° 02.9' E	A point with a lighthouse.
Tako Hana	35° 36.1' N, 133° 05.1' E	A cliffy point. A lighthouse is situated about 600m E of it. Mochi Shima (25m in height) lies close W off it.

Uppurui Wan (35° 27.5' N 132° 43.2' E) (Chart W1176^B)

Outline. Uppurui Wan is situated about 4M ENE of Hi-no-Misaki and is open to the W. The inlet extends for about 2M. The entrance of the bay has a width of about 2M. The depth of water is around 40m at the entrance, about 8m in the area facing Uppurui Gyoko.

Uppurui Gyoko is situated in the N, and Kawashimo Ko is situated in the S side of the head of the bay, respectively.

The bottom of the bay is sand or mud, good holding ground. The harbour affords an anchorage for small vessels except when the winds blow from between the W and N.

Caution. A stationary net extending for about 700m is laid from Uppurui Hana towards SW.

Directions. Vessels bound for Kawashimo Ko should steer for Uppurui Ko N No.2 Breakwater Light (35° 27.4' N 132° 44.9' E), from the position about 800m SW of Uppuruihana Light (35° 28.2' N 132° 43.7' E), keeping clear of above-mentioned stationary net. **When entering the port, be careful of Shin Oki Breakwater.**

request. (Inquiries: Sakai Pilots Association. See *Chapter 6 PILOTAGE* in Part 1 for details.)

Facilities.

Name		Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Sendai	No.1 Quay	35° 32.5' N 134° 11.2' E	185	9.5	10,000 × 1	
	No.2 Quay	35° 32.5' N 134° 11.4' E	260	7	5,000 × 2	
	No.3 Quay	35° 32.4' N 134° 11.2' E	130	6.5 to 7	5,000 × 1	
	No.4 Quay	35° 32.3' N 134° 11.3' E	180	5.5 to 6	2,000 × 2	
	No.5 Quay	35° 32.3' N 134° 11.4' E	300	2.5 to 4.5	700 × 5	
	No.6 Quay	35° 32.2' N 134° 11.5' E	120	3.5 to 5	700 × 2	
	No.7 Quay	35° 32.1' N 134° 11.7' E	180	2.5 to 3.5	700 × 3	
	No.8 Quay	35° 32.5' N 134° 11.5' E	70	5	1,000 × 1	For dangerous cargo.
	No.9 Quay		60	4.5	700 × 1	For dangerous cargo.
Karo	No.1 Quay	35° 32.3' N 134° 11.2' E	90	3 to 5		For fishing boats.
	No.2 Quay	35° 32.2' N 134° 11.3' E	180	4		For fishing boats.
Nishihama	-4.5m Quay	35° 32.3' N 134° 10.8'E	560	3.5 to 5	400 × 6	For fishing boats.

Anchorage. The bottom is sandy, good holding ground, except where rocky bottom stretches between W breakwater, located S of Iso Shima (35° 32.5' N 134° 11.0' E), and Sendai No.3 Quay.

Cautions for anchoring. This port is narrow and not suitable for the anchorage of large vessels.

Maritime authorities and facilities.

Name	Telephone number
Tottori Coast Guard Station	+81-857-32-0118
Tottori Guard Post, Sakai Branch, Kobe Customs	+81-857-25-1115
Tottori Port and Harbour Office, Tottori Prefectural government	+81-857-28-2432

Supplies. Freshwater can be supplied. Fuel (type-A heavy oil) supply barges are available.

Medical facility.

Name	Telephone number	Remarks
Tottori Prefectural Central Hospital	+81-857-26-2271	

Ajiro Saki to Amarube Saki (Chart JP139)

Outline. The coast between Ajiro Saki and Amarube Saki has a distance of 13M, backed by cliffs with a height of 100m and more. There are several inlets of sandy beach between the stretches of cliffs.

The water depth around the shoreline deepen abruptly, and the shore is fringed with rocks. The coast, between Hamasaka Ko (35° 38.0' N 134° 26.8' E, Port code; JP HKJ) and Kasumi Ko (35° 39' N 134° 38' E) with Amarube Saki in the centre of them, is abundant in spectacular rocks and caves. There are sightseeing cruises departing from Hamasaka Ko and Kasumi Ko.

From W to E: Tajiri Ko (35° 36' N 134° 19' E, Port code; JP TJR), Igumi Gyoko (35° 37' N 134° 23' E), Moroyose Gyoko (35° 37' N 134° 26' E), and Hamasaka Ko lie E of Ajiro Ko.

These ports are marked by lighthouses, but they may be difficult to distinguish.

Landmarks.

Landmark	Position	Remarks
Shiro Yama	35° 35.2' N 134° 18.8' E	A mountain, 203m in height.
O Shima	35° 39.7' N 134° 30.2' E	An island, 69m in height, fully covered with bare columnar rocks. A lighthouse and a small shrine are situated.
Amarube Saki	35° 40.2' N 134° 32.4' E	A densely-forested cape. The promontory is precipitous and prominent. The water around the cape deepens abruptly. There are two lighthouses, one at the head and the other on a hillside.

Maritime authorities and facilities.

Name	Telephone number
8th Regional Coast Guard Headquarters	+81-773-76-4100
Maizuru Coast Guard Office (Captain of the Port)	+81-773-76-4120
Maizuru Branch Customs, Osaka Customs	+81-773-75-9116
Maizuru Chosha, Kyoto Transport Branch Office, Kinki District Transport Bureau	+81-773-75-0616
Maizuru Detached Office, Osaka Quarantine Station	(Contact to Osaka Quarantine Station) +81-6-6571-4312
Maizuru Port Branch Office, Osaka Regional Immigration Bureau	+81-773-75-1149
Kyoto Prefectural Port and Harbour Bureau, Kyoto Prefectural Government	+81-773-75-0192

Tugboats. Tugboats (3,600PS etc.) are available.

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

Repairs.

Name	Telephone number	Remarks
Maizuru Shipyard, Japan Marine United Corporation	+81-773-62-8700	

Medical facility.

Name	Telephone number	Remarks
Maizuru Medical Center, National Hospital Organization	+81-773-62-2680	

Maritime traffic. There are car ferry (16,897t) services between Higashi Ko {East Harbour} and Otaru ko.

Maritime traffic. There are services of car ferries (18,229t) bound for Tomakomai Ko via Niigata Ko, Akita-Funagawa Ko (Akita Ku). The ferry terminal is situated in Mariyama North D Quay. Also, there are small passenger ship services between Kawasaki Pier of Tsuruga Ko, the W side of the mouth of Kyu-Sho-no-Kawa, and Urasoko from July through August.

Kawasaki Pier (the left side in entrance of Kyu-Sho-no-Kawa) is used for this service.

Oka Saki to Echizen Misaki (Chart W1164)

Outline. The coast between Oka Saki and Echizen Misaki has a distance of 16M. The coastline is almost entirely precipitous cliff, fringed with rocky reefs.

Echizen Gyoko (35° 56.0' N 135° 59.5' E) is situated about 3.2M N of Karei Saki.

Landmarks.

Landmark	Position	Remarks
Amagoze Yama	35° 48.5' N 136° 05.2' E	A mountain, 400m in height.
Karei Saki	35° 53.3' N 135° 59.7' E	A cape with a lighthouse.
Jo San	35° 55.6' N 136° 01.1' E	A mountain, 513m in height.
Echizen Misaki	35° 58.9' N 135° 57.5' E	A cliffy cape which forms the E corner of Wakasa Wan. A lighthouse is situated on it.

Paragraph 5 Echizen Misaki to Rokko Saki (Chart W159)

Echizen Misaki to Anto Misaki (Chart JP139)

Outline. The coast from Echizen Misaki to Anto Misaki is about 18M in length. The N half of the coast is composed of sandy beaches. Fukui Ko is lying near the mouth of Kuzuryu Kawa situated at the N end of the sandy beaches. Takasu Ko (36° 08' N 136° 03' E) lies midway between these capes.

Landmarks.

Landmark	Position	Remarks
O Saki	36° 05.7' N 136° 01.8' E	A wooded cape.
Kame Shima	36° 07.5' N 136° 03.1' E	A flat-topped island, 45m in height.
Anto Misaki	36° 15.1' N 136° 07.1' E	A cape projecting to the W. A bridge connects this cape with O Shima (42m in vertical clearance height, with a lighthouse) lying to the W of this cape. This cape is prominent from all directions.

Fukui Ko (36° 12.5' N 136° 06.9' E) (Chart W1184) (Port code; JP FKJ)



(Photographed in August 2020)

Facilities.

Name	Position	Length (Approx. m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Ohama Wharf	36° 37.6' N 136° 36.4' E	400	12 to 13	30,000 × 1	Multipurpose international container terminal.
Sekiyu Quay	36° 37.1' N 136° 36.6' E	600	5 to 7	5,000 × 6	
Gorajima Wharf	36° 36.9' N 136° 37.0' E	240	2.5 to 6	10,000 × 1	
Gokuden Wharf	36° 36.6' N 136° 37.3' E	540	7 to 10.5	12,000 × 3	Two gantry cranes.
Tomizu Wharf	36° 36.5' N 136° 37.1' E	370	7.5 to 8.5	12,000 × 2	
Muryoji Wharf	No.1	70	2.5 to 3.5	2,000 × 1	Kanazawa port cruise terminal.
	No.2, No.3	320	4 to 10	100,000 × 1	
Muryoji Jetty	36° 36.6' N 136° 36.6' E	270	2.5 to 5.5	2,000 × 3	
Ono Quay	36° 36.8' N 136° 36.5' E	180	3.5 to 4.5	1,000 × 3	

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at Ohama Wharf on 25 April 2025.

Anchorage. The bottom is fine sand in the area around 0.7 to 1M NW from N of the former Kanaiwa Ko (36° 36.2' N 136° 35.4' E), with a depth of 11 to 16m, slopes gently to seaward. A number of fishing facilities are set out. Care must be exercised when anchoring. A quarantine anchorage is situated about 1.4M NW of Ono Light.

Cautions for anchoring. The port is not suitable for anchorage because there is a risk of dragging anchor when strong NW winter monsoon is blowing.

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 Kanazawa Ko is established and manages communication of information for all vessels in the port. Moreover, it should be noted that Captain of the Port may recommend subject to Port Regulation Law concerning actions, such as warnings, and the issuing and cancelling of evacuation advisories. (Inquiries: Kanazawa Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone number
Kanazawa Coast Guard Office (Captain of the Port)	+81-76-267-0511
Kanazawa Branch Customs, Osaka Customs	+81-76-268-9181
Kanazawa-Nanao Detached Office, Niigata Quarantine Station	+81-761-21-3767 (Komatsu Airport Branch Office)
Komatsu Sub-branch, Chubu Airport Branch, Animal Quarantine Station	+81-761-24-1407 (Komatsu Airport)
Komatsu Airport Sub-branch, Fushiki-Toyama Sub-station, Nagoya Plant Protection Station	+81-761-24-1406
Kanazawa Sub-branch, Nagoya Regional Immigration Services Bureau	+81-76-222-2450
Kanazawa Port and Harbour Office, Ishikawa Prefectural Government	+81-76-268-1201

Ferryboats. Ferryboats are available.

Tugboats. Tugboats are available.

Supplies. Fresh water can be supplied. Fuel oil supply barges are available.

Repairs. There is a shipyard that can accommodate vessels of up to 100t.

Oil waste disposition facility.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Daiseiki 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
Ishikawa Prefectural Central Hospital	+81-76-237-8211	
Saiseikai Kanazawa Hospital	+81-76-266-1060	

Taki Saki to Saruyama Misaki (Chart W1161)

Outline. The coast between Taki Saki and Saruyama Misaki forms the W coast of Noto Hanto, about 25M. Ama Saki lies in the middle.

There are several ports including Fukura Ko (37° 05.1' N 136° 43.3' E, Port code; JP FRJ), Togi Gyoko (37° 09' N 136° 42' E) in the S of Ama Saki.

Landmarks.

Landmark	Position	Remarks
Ama Saki	37° 08.8' N 136° 40.2' E	A cape with a lighthouse.
Takatsume Yama	37° 12.4' N 136° 43.5' E	A wooded mountain with a pointed peak, 341m in height. It appears blackish and prominent from a distance even at night.
Saruyama Misaki	37° 19.4' N 136° 43.5' E	A cape, the summit of which is Mt. Saru Yama (332m in height) and is prominent. A lighthouse (Extinguished, temporary lights established) is situated on the cape.

Saruyama Misaki to Rokko Saki (Chart JP120)

Outline. The coast between Saruyama Misaki and Rokko Saki forms N coast of Noto Hanto peninsula, extending ENE, about 32M, with few indentations. The coast mainly consists of rocky beaches. Wajima Ko (37° 24.1' N 136° 54.3' E) lies in the middle. Hegura Shima (37° 51.1' N 136° 55.1' E), Nanatsu Shima (37° 36.0' N 136° 52.4' E), Yome Guri (37° 40.3' N 137° 12.5' E) lie within 27M N of Wajima Ko.

Minazuki Wan (37° 21.1' N 136° 44.7' E), opens to NW, is situated about 2M NE of Saruyama Misaki, extending for about 0.5M inward, the width of the mouth is about 0.8M. The bay is narrow, poor holding ground.

Tidal streams. NW flow attains its greatest velocity at the time of HW, and SE flow attains its greatest velocity at the time of LW, but their speeds are weak.

Landmarks.

Landmark	Position	Remarks
Shira Saki	37° 27.0' N 137° 02.8' E	A cliffy cape projecting northward.
Kura Saki	37° 29.9' N 137° 08.7' E	A cape with a lighthouse.
Rokko Saki	37° 31.7' N 137° 19.6' E	A cape with a lighthouse.

Hegura Shima (37° 51.1' N 136° 55.1' E) (Charts JP120, W1468)

Outline. Hegura Shima is a detached island lies about 27M N of Wajima Ko. The coastline is not fringed with beaches. The top has height of 12m, flat, with few trees. A lighthouse and a water tower in white colour stand in the middle of the island.

The island stretches about 1.5km in a NE-SW direction. Rocky reefs are scattered within 500 to 1,000m off the island. Reefs extending N from the N extremity of the island is prominent.

Information on weather and hydrographic conditions reported from Hegurashima Light is available through phone call (telephone number: +81-767-52-1776).

Hegurajima Gyoko (37° 50.9' N 136° 55.3' E) is situated in the middle part of the SE coast.

keeping clear of Sohamma 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 Quay by materials	37° 03.5' N 136° 59.5' E	185	Unsurveyed		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		Collapsed quay
	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.

Anchorage. 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, affords 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.

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	13 to 14	55,000 × 1	Crane
	No.2 Quay	36° 46.1' N 137° 06.5' E	280	14	55,000 × 1	Crane. Conveyor
	No.3 Quay	36° 46.1' N 137° 06.4' E	275	9 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	12.5 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° 08.7' 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-hashii Bridge.

Toyama Ku and Approaches (Chart JP1162^A)

(Photographed in September 2020)

Toyama Branch Office, Nagoya Regional Immigration Services Bureau (Located in Toyama Airport)	+81-76-495-1580
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Repairs.

Name	Telephone number	Remarks
NHI Industries Co., Ltd.	+81-76-437-9271	

Oil waste disposition facility.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Kiraku Kougyou	Toyama Energy Factory Phone: +81-76-455-3282	0830 – 1730	Water ballast, tank cleaning water, bilge, and etc.	Water ballast, tank cleaning water, and etc.

Medical facilities.

Name	Telephone number	Remarks
Toyama Ken Saiseikai Toyama Hospital	+81-76-437-1111	
Toyama Red Cross Hospital	+81-76-433-2222	

Ikuji Hana to Naoetsu Ko (Chart JP120)

Outline. The coast between Ikuji Hana and Miyazaki Hana, extending about 10M, is an alluvial fan formed by Kurobe Kawa. The coast consists of pebbles and oval stones and is backed by a forest of pine trees. The board plain extends further inland. The coast between Miyazaki Hana and the mouth of Hime Kawa (W side of Himekawa Ko) extending about 13M, is a low land, backed by high ground, which joins the mountain range in the interior. The water deepens abruptly. The coast between Hime Kawa and Naoetsu Ko, extending about 22M, has similar topographic feature, and is indented by Torigakubi Misaki, which is located in the middle. Nou Ko (37° 06.9' N 138° 00.0' E, Port code; JP NOU) lies almost midway between the mouth of Hime Kawa and Torigakubi **Misaki**.

Tidal streams. In the vicinity of the mouth of Kurobe Kawa, the flood current sets NE, and the ebb current sets SW, with a speed of 0.5kn or less. Currents setting E with a speed more than 1kn off Torigakubi Misaki on occasions.

Landmarks.

Landmark	Position	Remarks
Miyazaki Hana	36° 58.3' N 137° 35.2'E	A hilly point which gradually rises to high mountains inland. Lighthouses stand on the head of the bay and the breakwater lying N of the head.
Kurohime Yama	36° 58.6' N 137° 47.4'E	A conical mountain. 1,222m in height.
Torigakubi Misaki	37° 10.3'N 138° 05.8' E	The cape rises steeply to the landward and reaches over 300m. Two wind turbines are established on the ridge. There is a lighthouse on the head.
Wind turbines	36° 57.8'N 137° 30.5' E	A submarine power cable connecting each wind turbine is laid from a shoreline at 36° 57.3' N 137° 29.9' E.
	36° 58.1'N 137° 31.2' E	
	36° 58.0'N 137° 31.5' E	Facility lights are installed at each wind turbines.

A mountain range including Aota-Nanba Yama (949m in height), Myoko San (2,446m in height), Hiuchi Yama (2,462m in height) and Yake Yama (2,400m in height) lies inland of Torigakubi Misaki. It is often covered by fogs and clouds in May and June, and its summit is covered by white clouds in summer. Fogs and clouds may dissipate toward sunset.

Ohama	Ohama - 4.5m No.1 Quay	39° 46.2' N 140° 02.9' E	60	3	700 × 1	
	Ohama - 4.5m No.2 Quay	39° 46.2' N 140° 03.0' E	60	2 to 3	700 × 1	
	Ohama - 10m No.1 Quay	39° 46.4' N 140° 03.0' E	185	9.5 to 10	15,000 × 1	
	Ohama - 10m No.2 Quay	39° 46.2' N 140° 02.9' E	185	9 to 9.5	15,000 × 1	
	Ohama - 10m No.3 Quay	39° 46.0' N 140° 02.9' E	185	9 to 9.5	15,000 × 1	
Honko	Nakashima No.1 Quay	39° 45.3' N 140° 03.5' E	161	8.5 to 9	10,000 × 1	
	Nakashima No.2 Quay	39° 45.4' N 140° 03.4' E	185	9.5	15,000 × 1	
	Nakashima No.3 Quay	39° 45.5' N 140° 03.3' E	185	9 to 9.5	15,000 × 1	
	North Wharf A Quay	39° 45.3' N 140° 03.5' E	122	6 to 7	5,000 × 1	
	North Wharf B Quay	39° 45.3' N 140° 03.6' E	155	6 to 6.5	5,000 × 1	
	South Wharf C Quay	39° 45.2' N 140° 03.6' E	155	4.5 to 5	2,000 × 1	
	South Wharf D Quay	39° 45.1' N 140° 03.6' E	90	5.5	2,000 × 1	
Shimohama - 5m Quay		39° 45.0' N 140° 03.8' E	345	3.5 to 5	1,000 × 4	Fish market.
Inter Harbour Naiko	Terauchi Wharf	39° 44.7' N 140° 04.0' E	200	6 to 7	5,000 × 2	
Mukaihama	Mukaihama - 7.5m No.1 Quay	39° 44.9' N 140° 03.7' E	130	7	5,000 × 1	
	Mukaihama - 7.5m No.2 Quay		130		5,000 × 1	
	Mukaihama - 10m No.1 Quay	39° 45.0' N 140° 03.4' E	186	8.5 to 9	15,000 × 1	
	Mukaihama - 10m No.2 Quay	39° 45.1' N 140° 03.3' E	186	8 to 8.5	15,000 × 1	
	Mukaihama - 10m No.3 Quay	39° 45.2' N 140° 03.2' E	185	8.5 to 10	15,000 × 1	
	Mukaihama - 12m Quay	39° 45.3' N 140° 03.1' E	240	12	30,000 × 1	

Maximum size of vessel handled. Cruise ship *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at the Nakashima No.2-3 Quays on **24 April 2025**.

Anchorage. Vessels carrying dangerous cargos shall anchor in Section 2.

Maritime authorities and facilities.

Name	Telephone number
Akita Coast Guard Office (Captain of the Port)	+81-18-845-1624
Akita Funakawa Branch Customs	+81-18-845-0735
Akita Transport Branch Office, Tohoku District Transport Bureau	+81-18-863-5811
Akita Branch Office, Sendai Regional Immigration Service Bureau	+81-18-895-5221
Akita Sub-branch, Niigata Branch Office, Yokohama Plant Protection Station	+81-18-845-1411
Akita-Funakawa Detached Office, Sendai Quarantine Station	+81-18-846-8280
Akita Port and Harbour Office, Akita Prefectural Government	+81-18-845-2021

Tugboats. Tugboats are available.

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

Medical facilities.

Name	Telephone number	Remarks
Akita City Hospital	0570-01-4171	For domestic call
Akita Welfare Medical Center	+81-18-880-3000	

Maritime traffic. There are services of car ferry (18,229t) between Tsuruga Ko and Tomakomai Ko, calling at Akita Ko and Niigata Ko.

41° 05.0' N 141° 00.0' E and its vicinities

Pilotage. As the Pilotage Law is not applied to Aomori Ko, pilotage is not compulsory, but private pilots are available.

Facilities.

Name		Position	Length (Approx.m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks
Tsutsumi Wharf	- 10m Quay	40° 50.0' N 140° 45.5' E	185	7 to 9	15,000 × 1	
	- 7.5m Quay	40° 49.9' N 140° 45.4' E	263	5.5 to 7.5	5,000 × 2	
Hamamachi Wharf	- 9m E Quay	40°49.9' N 140° 45.3' E	179	4.5 to 8	8,000 × 1	S part is shallow.
	- 7.5m Quay		132	6.5 to 8	5,000 × 1	N side of the wharf.
Honkochiku	- 6.5m Quay	40° 49.9' N 140° 44.2' E	100	5	2,000 × 2	NE neighbour of memorial ship.
Chuo Wharf -7.5m Quay		40° 49.8' N 140° 44.9' E	125	6 to 6.5	5,000 × 1	
Chuo Wharf -5.5m Quay		40° 49.8' N 140° 44.7' E	64	3 to 4	2,000 × 1	
Shin-Chuo Wharf Honkochiku -10m Quay		40° 50.0' N 140° 44.8' E	360	10	30,000t × 1	International Wharf facility. Aseismic quay.
Okidate Wharf	- 13m Quay	40° 50.3' N 140° 43.5' E	270	11.5 to 13	40,000 × 1	International Wharf facility.
	- 10m Quay	40° 50.4' N 140° 43.4' E	185	7.5 to 10	10,000 × 1	International Wharf facility.
	- 7.5m Quay	40° 50.5' N 140° 43.3' E	260	6.5 to 7.5	5,000 × 2	
	- 7.5m Aseismic Quay	40° 50.6' N 140° 43.2' E	185	7.5	7,000t × 1	Aseismic quay.
Ferry Wharf No.1 Pier		40° 50.8' N 140° 43.0'E	200	6.5 to 7	6,000t × 1	
Ferry Wharf No.2 Pier		40° 50.7' N 140° 43.1' E	290	6	3,500t × 2	
Mokuzai Ko - 4.5m Quay		40° 51.0' N 140° 42.3' E	420	4.5	700t × 4	

Maximum size of vessel handled. Cruise ship *MSC SPLENDIDA* (137,936t with a draught of 8.68m) berthed at the Okidate Wharf in Section 2 on 30 April 2018.

Anchorage. Quarantine anchorage is established NE of the N entrance of the passage. Vessels carrying dangerous cargos shall anchor in Section 3.

Typhoon and tsunami safety measures. In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Aomori Ko Safety propel Council, Aomori Ko Vessel Tsunami and Typhoon etc. Measures Sectional Committee is established and manages damage prevention countermeasures, such as the communication of information, warnings, and the imposition and cancelling of evacuation advisories for all vessels in the port. (Inquiries: Aomori Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone number
Aomori Coast Guard Office (Captain of the Port)	+81-17-734-2422
Aomori Branch Customs	+81-17-734-0780
Aomori Transport Branch Office, Tohoku District Transport Bureau	+81-17-739-8112
Aomori Detached Office, Sendai Quarantine Station	+81-17-722-7687
Hirosaki Sub-branch, Shiogama Branch, Yokohama Plant Protection Station	+81-172-36-0789