

Pub.304 sup.

# Sailing Directions for Coast of Hokkaido

Supplement No.1

January 15, 2021



Japan Chart 150th

## Japan Coast Guard

## Preface

1. This supplement is to correct Sailing Directions for Coast of Hokkaido issued in February, 2020. Issued on December 25 in 2020 and other information collected by the department were compiled into this supplement.
2. This supplement consists of the “main text”, which contains the updated information, and an “index”, which contains the page numbers for searching for the updated information. Regarding the “main text”, the update parts in this issue are shown in red. In addition, text in **【** indicates deletion or replacement of figures, etc. As regards the “index”, the title, port name, etc. of the updated parts in this issue are indicated and are arranged in the order of the page numbers.
3. If the number of pages increases due to the insertion of figures, etc., section numbers are added for convenience in the supplement in order to make these conform to the page numbers in the Sailing Directions proper.

January 15, 2021

Hydrographic and Oceanographic Department, Japan Coast Guard

## Cautionary notes

In the interests of ensuring the safety of navigation and protecting the marine environment the JCG makes every possible effort to include the information about laws, regulations, proclamations and counties concerned in our charts, Notices to Mariners, Navigational warnings and other nautical publications.

Mariners and users of such information and materials must clearly understand that publication of those kinds of materials is solely for safety and convenience of shipping and implies no recognition by the Government of Japan.

Cover: About the new Badge

In 2021 we mark the 150th anniversary since launch of the first-ever “made in Japan” chart production project in 1871. In recognition of this important milestone in the history of Japan’s nautical chart, we are proud that all of the charts and publications issued from this year will carry the new Japan Coast Guard Badge.

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<p>Tomakomai Pilot Association Tel: +81-144-34-3070 Fax: +81-144-34-6210</p>	<p>1. When entering Section No. 1 ~ 3: Near a position 195°, about 2,400 m from Tomakomai Ko E Outer Breakwater Light. 2. When entering Section No. 4 (Higashi Ko); Near a position about 2.3 M WSW of E Breakwater Light in Higashi Chiku. 3. When entering No. 4 Section (Idemitsu Sea Berth); Near a position 2 to 3 M SE of the sea berth.</p>	<p>1. The request shall be made 12 hours prior to the estimated time of commencement of the pilotage. 2. The request shall be made to the Association's joint office by letter, telephone, or other secure methods. 3. When making the application for pilotage in the preceding paragraph, the following items shall be notified; the vessel name, tonnage, length, draft, the presence of appropriate multi deck boats, the name or the appellation and address of the ship owner (Article 3 of the Pilotage Law), the presence of appropriate export exemption (consumption tax), speed, type of cargo, scheduled pilotage start date, pilot period, necessity of quarantine, and other required items. 4. Pilot boarding facilities in accordance with the IMO requirements and IMPA recommendation shall be provided on the opposite side of wind waves or swell.</p>
<p>Kushiro Pilot Association Tel: +81-154-52-6352 Fax: +81-154-52-6358</p>	<p>1. Higashi Ko Ku; 274°, 2,100 m from Kushiro Ko Higashi Ku S Sub-breakwater W beacon. 2. Nishi Ko Ku; 201°, 1,600 m from Kaihatsukyoku Kushiro Nishi Ko Ku Detached Breakwater Light.</p>	
<p>Rumoi Pilot Association Tel: +81-164-42-4128 Fax: +81-164-42-4128</p>	<p>1. N passage inward-bound vessels; 300°, 1,500 m from N extremity (Light beacon) of Rumoi Ko W Breakwater Light. 2. S passage inward-bound vessels; 270°, 1,500 m from the Rumoi Ko W Breakwater S Light. 3. In bad weather; (in cases where pilots cannot embark outside the port because waves are high) 140°, 300 m from the N extremity of Rumoi Ko W Breakwater.</p>	<p>1. During strong winds, particularly in winter, high waves often prevent a pilot from boarding outside the breakwater. In this case a pilot boat (tugboat) waits the vessel near the port entrance of the N end of W Breakwater, and boards while the vessel is proceeding on inbound course. The pilot ladder shall be rigged on the port side. 2. When the weather worsens, vessel intending to enter the port shall be sure to contact Rumoi Coast Guard or the ship's agent for information on weather, oceanographic conditions, etc.</p>
<p>Otaru Pilot Association Tel: +81-134-22-5380 Fax: +81-134-33-0228</p>	<p>Near a position 050°, 0.8 M from Otaru Ko N Sub-breakwater Light (red).</p>	<p>Inbound vessels are recommended to wait for a pilot in the quarantine anchorage.</p>

## Chapter 7 PRECAUTIONS

### Navigational Precautions

5 **Standards for nautical charts etc.** In order to prevent marine accidents, the Japan Coast Guard is giving the following guideline which includes standards for necessary nautical charts to be carried onboard.

1. Necessary charts for safe navigation should be on board.

Vessels navigating in the seas around Japan are to keep charts covering the areas to be navigated.

Nautical publications, such as "Sailing Directions", "Tide Tables", "~~Chart Showing the Positions of~~

**Set-Net Fisheries?**, are also to be kept on board to understand the situations of the areas where the vessel intends to navigate.

Classification of the scheduled navigation area	Charts required for safe navigation
Areas beyond the limit of Japanese territorial sea (Restricted to approaches to Japanese territorial sea)	Charts of a scale larger than 1/500,000
Territorial sea of Japan	Charts of a scale larger than 1/250,000
Areas subject to the Port Regulations Law	Charts of the largest scale for the planned navigation areas

## 2. Prior study

- 5 (1) In preparing a voyage plan, areas where the vessel is going to navigate should be sufficiently studied utilizing charts, Sailing Directions, etc.
- (2) Maritime traffic statutes and guidelines, such as the Law for Preventing Collision at Sea, Maritime Traffic Safety Law and Port Regulations Law, applicable to such areas should be fully understood and complied with.
- 10 (3) Course lines, information on clearing lines for avoiding obstructions, etc. should be indicated on charts in advance.

## 3. Proper use of charts

- (1) Charts should be kept up-to-date in accordance with the Notices to Mariners.
- 15 (2) If charts and a satellite navigation system like GPS are used at the same time, geodetic systems should be unified.
- (3) Charts with a proper scale corresponding to areas to be navigated should be used, and such charts should be kept ready for use during navigation.

**Sheltering.** When a typhoon or a strong extratropical cyclone approaches, it is recommended that shelter be taken in a suitable harbour at an early stage. However, considering that cases may arise where vessels may be obliged to change the sheltering place depending upon the conditions there, sheltering shall be made by day before the weather worsens.

Geographical conditions on the S coast of Hokkaido are favorable for shelter avoiding strong W winds in winter. Vessels shall be cautious in taking shelter in the E, N and W coasts, where swell and waves have direct influence on vessels. Further details of sheltering places are described in Part 3 "COASTAL ROUTES AND HARBOURS."

**Navigation in fog.** A vessel navigating in fog should pay attention to the following points as well as observing the regulations of the Law for Preventing Collisions at Sea.

1. Reduce its speed, place extra lookouts (arrange at bow and height if necessary), maintain a safe course and pay attention to other vessels.
- 30 2. Make the appropriate fog signals.
3. Avoid other vessels with sufficient clearance when detected by the radar.

## **Precautions to be taken in an ice field navigation.**

1. The watch posted on a mast is the key lookout and adviser. Identifying relatively thin ice or gaps in the ice, is the best way to make a passage through ice. The lookout up the mast watch will get used to identifying such areas by observing shapes and colors and reporting the same to the bridge.
- 35 2. The distribution and movement of ice may be assessed by radar watch from the change with times in the radar responses depending upon prevailing conditions.
3. When a vessel such as an icebreaker navigates in ice bound seas, seals in herds can occasionally be spotted on ice, which invariably indicates the existence of thin ice or clearance in ice in the

neighborhood. This case can be utilized as one of ways to select a vessel's course.

4. Vessels which navigate in ice bound seas inevitably suffer hull damage, especially to propeller blades which tend to receive damage from ice blocks sent down by eddy currents caused by astern engine motions. Furthermore, even if a large block of ice is fragmentized by the inertial movement of a vessel, the vessel tends to suffer damages to her shell plating and others unless the hull has a special construction.

**Ice accumulation on the hull.** There is a danger of ice accumulating on the hull and structures of a vessel resulting in marine disasters such as capsizing and, thus, mariners must be cautious.

1. Ice accumulation may occur when sea water spray or sea water breaking over the vessel with the air temperature below  $-3^{\circ}\text{C}$  and relative wind speed 8 m/s or more. The accumulation becomes serious with the air temperature below  $-6^{\circ}\text{C}$  and relative wind speed 10 m/s or more.
2. As to the water temperature, ice accumulation was formally thought not to occur with a surface sea-temperature of  $5^{\circ}\text{C}$  or more, but there were cases where accumulation has occurred in areas  $13$  to  $14^{\circ}\text{C}$  in seawater temperature. Thus, it can be assumed that ice accumulation does not have direct connection with the sea temperature.
3. When a vessel navigates in an area where there is a risk of ice accumulation on the hull, the vessel shall adjust the course and speed to avoid the accumulation and when ice has begun to build up, early removal must be done.

**Prediction of Ice accumulation.** A method to predict ice accumulation on the hull is introduced below by utilizing an analysis chart of 850 hPa at a height of 1,500 m released from Hakodate Local Meteorological Office.

Generally ice accumulation on the hull occurs at sea when temperatures of  $-15^{\circ}\text{C}$  or lower at the 850 hPa isobaric surfaces are experienced. Especially severe accumulation is seen beneath the cold air mass,  $-18^{\circ}\text{C}$  or lower at that level. Accordingly vessels shall first examine the 850 hPa analysis chart facsimiled from the Japan Meteorological Agency whether a cold air mass exists in their way and if it is expected to enter areas beneath the air mass of  $-15^{\circ}\text{C}$  or lower in temperature, vessels shall prepare in advance for the removal of possible ice accumulation and try to avoid entering areas beneath the air mass of  $-18^{\circ}\text{C}$  as far as possible.

**Reference Matters.** When navigating areas where drift ice may be encountered, matters to be referred to in predicting the approach of drift ice are described below.

1. 1st Regional Coast Guard Headquarters establishes "Ice Information Center" in winter which prepares drift ice information in the adjacent seas of Hokkaido and broadcast it promptly. This information is also served by the following ways.

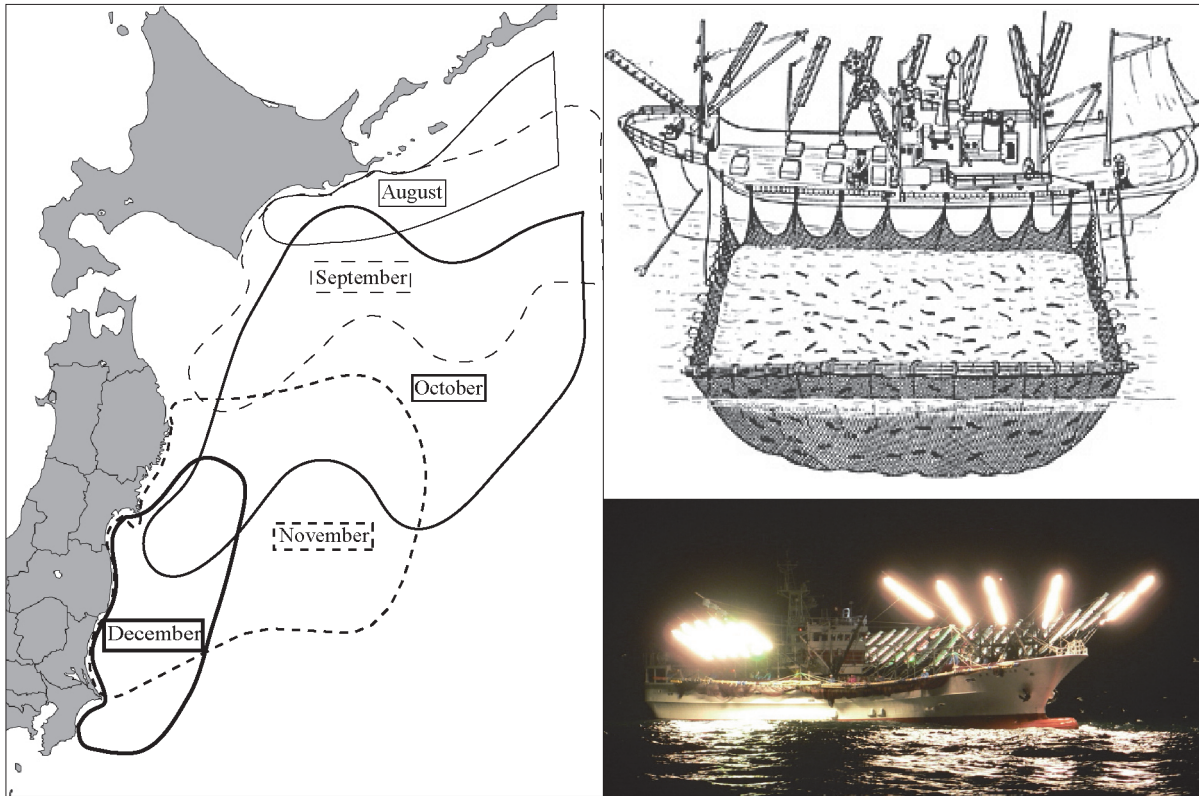
By the facsimile service	+81 134 32 9301 (Service at Otaru, Polling method is required.)
By the Internet service	URL: <a href="https://www1.kaiho.mlit.go.jp/KAN1/drift_ice/lcenter_eng.html">https://www1.kaiho.mlit.go.jp/KAN1/drift_ice/lcenter_eng.html</a>

Vessels heading for areas where drift ice may be met shall always contact the above headquarters or the nearest coast guard station for the information on drift ice and take advantage of it for their navigation. If drift ice that could be a navigational obstacle is discovered it must be reported to the center.

2. If a mass of drift ice exists in the distance, a peculiar brightness, white or yellow in color (reflection of ice), may often appear on the bottom side of low clouds and in other occasions clouds reflect blackish spots or stripes (water sky).

Even in the case of no clouds, the sky above a mass of drift ice in the distance can often be noticed to be whitish or yellowish by the careful sighting of the horizontal scene.

**Fig. 7 Fishing ground of Pacific sauries stick held dip net fishery (Schematic diagram)**      **Fig. 8 Fishing method of Pacific sauries stick held dip net fishery (Schematic diagram etc.)**



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**Stationary nets and aquaculture facilities.** Along the coast in the area covered by this volume, lie stationary nets anywhere within 2 M (6 M in places) from the shore. Further, aquaculture facilities for kelp, brown seaweed, or scallop, etc. are established in most of shallow coastal areas and in small bays and they narrow waterways in many places to which attention must be paid.

10 Usually simplified markers are attached to stationary nets and aquaculture facilities. However, in some cases they are difficult to sight as they are small in size and weak in illumination power, so caution is required. **Locations and period which such facilities are placed, describe in the MDA Situational Indication Linkages (MSIL).**

15 Notification of facilities not described in the **“MSIL”**, which may hinder navigation is made through general Notices to Mariners and also Notices to Mariners issued by Regional Coast Guard Headquarters.

However, many fishery gears pursuant to common fishery rights such as gill net fishery, domesticated fishery, artificial bank fishery, and the like are installed in the coastal waters which are more shallow than about 27 m (15 m in Okinawa) deep, but it is necessary to exercise caution because these are indicated neither in **“MSIL”** nor in “Notices to Mariners.”

20 **“MSIL” URL <https://www.msil.go.jp/>**  
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**Fish havens.** There are many fish havens in a coastal area; setting places of these fish havens are described in the chart.

Notification of fish havens which is not described in the charts and which may hinder navigation is made through general Notices to Mariners and Regional Coast Guard Headquarters Notices to Mariners.

## Chapter 8 PREVENTION OF MARINE DISASTERS

### Marine Disasters

The weather conditions are severe with many depressions through the seasons, especially intense coldness and NW winds in winter and dense fog in summer cause difficulties to navigation of vessels resulting in numerous marine disasters. About half of them occur within 3 M offshore including areas near major ports and harbours.

In addition, as the surrounding waters of Hokkaido rank among the world's best fishing grounds and numerous fishing vessels operate there all the year round, the ratio of the marine disasters suffered by fishing vessels is high in percentage of total.

Among those are the disasters caused by ice accumulation on hulls and structures or by drift ice under the influence of weather and oceanographic conditions peculiar to the adjacent seas of Hokkaido.

Under the influence of depressions developing in their passage or the strong monsoon, marine disasters in winter often bring about serious results with loss of life and vessels. Vessels intending to navigate in the waters adjacent to Hokkaido, especially in the Japan Sea and Tsugaru Kaikyo have to pay full attention to the weather information, and if rough weather is expected it is necessary for vessels to operate with flexibility such as delaying the departure from ports or, if vessels are underway, making early preparations for the rough weather, or seeking shelter at an early stage.

**Areas in which marine disasters frequently occur.** The types of marine disasters in areas with high frequency are listed below.

Area	Type	Descriptions
N part of Tsugaru Kaikyo (from Matsumae to Esan Misaki)	Stranding Overturn	The traffic is high in volume and ocean currents and tidal currents are strong. There are counter currents along the coasts and tidal races around Shiokubi Misaki. The visibility often worsens due to dense fog in spring to summer, and snowstorms in winter.
E part of the S coast and eastern islands of Hokkaido	Stranding Collision	Dense fog frequently appears in spring to summer and the visibility is restricted. In addition fishing vessels are numerous due to these areas constituting fishing grounds for salmon and trout. Especially areas near Kushiro Ko and Hanasaki Ko are those requiring attention. Attention is also required to ice drifted into the Pacific and ice accumulation on hulls in winter. This area sees the most frequent occurrence of marine disasters among the coasts of Hokkaido.
Nemuro Kaikyo	Stranding Collision	The visibility is restricted due to dense fog in spring to summer. Attention must be paid to navigation especially in Notsuke Suido where there are not many navigational marks and, in addition, shallow areas lie scattered and the channel is narrow. Caution is also required to drift ice in winter.



Benkei Misaki	42° 50' N, 140° 11' E	A low-lying rocky cape (black in color) which comprises the W point of the entrance to Suttu Wan. A lighthouse is located at the end and will become a good landmark. It also clearly responds to radar. There is a radio tower in the vicinity.
Motta Misaki	42° 37' N, 139° 49' E	A precipitous cliffy cape (red in color) which is a tableland 200 to 300 m high. A lighthouse is located in the N part of it and is prominent from a distance.
Inaho Misaki	42° 15' N, 139° 33' E	A low cape in Okushiri To which is surmounted by a lighthouse. There is a small round hill in the S about 150 m of the lighthouse, and Gome Saki (a large rock, about 22 m high) in the N about 200 m of the same.
Kamui San	42° 10' N, 139° 27' E	A pointed mountain in Okushiri To, 584 m high, which is extremely conspicuous. A radar dome (light blue in color) and two radio towers are located on the top.
Yurappu Take	42° 13' N, 140° 01' E	A mountain, 1,276 m high, which is prominent from a distance.
O Shima	41° 31' N, 139° 21' E	A volcanic island, 732 m high, which is elliptical in shape. Matsumae O Shima is a popular name. Matsumae O Shima Light is located on the SW side of the island. (Refer to the section "O Shima" in Chapter 3 of Part 3 on page 170.)
Ko Shima	41° 22' N, 139° 48' E	A small volcanic island. Matsumae Ko Shima is a popular name. A lighthouse is located on the NE of the island. (Refer to the section "Ko Shima" in Chapter 3 of Part 3 on page 169.)
Benten Shima	41° 25' N, 140° 05' E	A small island which is connected to the mainland. Matsumae Light is located on the top of the island. Two radio towers in the N about 450 m of the lighthouse and a chimney in the NNW about 1.7 km of the same will become good landmarks.

**Fisheries.** On this coast, the mariners are required to be on the alert because salmon and trout drift net fishery (March to June) and squid jigging fishery (June to December) are operated by numerous fishing vessels in each season. (Refer to the section "Fisheries" in Chapter 7 "PRECAUTIONS" of Part 1 "GENERAL INFORMATION" on page 22.)

**Directions.** (Refer to Fig. 14 on page 66.)

1. The offing of Soya Misaki ~ Rishiri Suido

Steer 246° at a position NNE about 5 M of Soya Misaki Light (45° 31.3' N, 141° 56.2' E), then alter course to 209° at a position WNW about 3 M of Wakkanai Light (45° 27.0' N, 141° 38.7' E), and when Bakkai Ko N Breakwater Light (45° 18.5' N, 141° 36.4' E) abeam about 5.8 M off, alter course to 190° and proceed to a position Ishi Saki Light (45° 09.0' N, 141° 19.7' E) abeam about 4.5 M off.

2. Rishiri Suido ~ the offing of Kamui Misaki

(1) Not navigating through the offing of Teuri To: Steer 206° at a position Ishi Saki Light abeam about 4.5 M off, then alter course to 207° at a position Kamui Misaki Light (43° 20.0' N, 140° 20.9' E) abeam about 5 M off, and proceed to a position Motta Misaki Light (42° 36.9' N, 139° 49.7' E) abeam about 4 M off.

(2) Navigating through the offing of Teuri To: Steer 192° at a position Ishi Saki Light abeam about 4.5 M off, then alter course to 214° at a position Teuri To Light (44° 26.4' N, 141° 19.4' E) abeam about 3.5 M off, and when Kamui Misaki Light abeam about 5 M off, alter course to 207° and proceed to a position Motta Misaki Light abeam about 4 M off.

casualties.

### Landmarks.

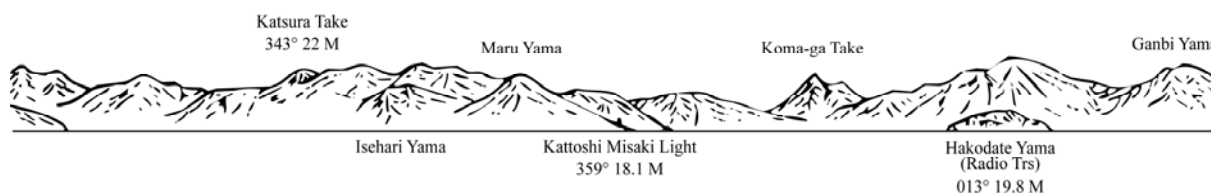
Landmark	Position	Remarks
A sea-berth	41° 48.1' N, 140° 39.3' E	Taiheiyo Cement Sea-berth on which a belt conveyor is laid between the sea berth light (with a radar reflector and motor siren) and a factory on the opposite shore on the NW side. There are many buoys in the vicinity, which is conspicuous from the offing.
7 chimneys	41° 49.2' N, 140° 37.9' E	All of them are grey in color. They always emit white smoke and are prominent. The light in the factory will become a good landmark at night.
Tanks group	41° 49.4' N, 140° 42.0' E	Inside the Cosmo Oil Co., Ltd. Hakodate Distribution Terminal
Hakodate Yama	41° 45.6' N, 140° 42.3' E	A mountain where the peak is called "Goten Yama", 333 m high. Landmarks such as a TV-relay tower and radio towers are located near the peak and conspicuous from all directions by day and night.
A radio tower	41° 44.9' N, 140° 42.3' E	A radio relay station of Hokkaido Railway Company on which a white structure with a parabolic antenna on the roof and each of the towers with white lights are located.

**Precaution for navigation.** When NW winds blow in winter and it starts to snow in the Kamiiso area, vessels entering into the port occasionally experience snowstorms and difficulties with navigation. Therefore, if the chimneys in Kamiiso Factory of Taiheiyo Cement Corp. (41° 49' N, 140° 38' E) or their lights can not be seen, vessels should not attempt entering into the port for a while.

**Anchorage.** If vessels need to delay entering into the port for a while, the anchorage (depth: 18 m, bottom: sand and mud) in the vicinity of the area 135° about 0.8 M from Hakodate Ko Outside Taiheiyo Cement Sea-berth Light (41° 48.1' N, 140° 39.3' E) is suitable.

## Hakodate Wan

Hakodate Wan seen from the S



level is 0.95 m.

**Secondary undulation.** The sea level of this port undulates with an interval of about 53 min but the range rarely exceeds 10 cm.

**Sea ice.** In 1987, some areas in the port froze over.

5 **The largest vessel to enter the port.** A passenger ship “QUANTUM OF THE SEAS” (168,666 t; draught: 8.5m) was berthed at **Sakimori Wharf No.6 Quay** on June 24, 2016.

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

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

10 **Pilotage.** Pilotage is available on request through the Muroran Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 18.).

**Landmarks.**

Landmark	Position	Remarks
A chimney	42° 21.0' N, 140° 58.9' E	A chimney with grey in color, 79 m high.
A chimney	42° 21.1' N, 140° 59.8' E	A chimney, 55 m high.
Iyoshisanbe	42° 20.2' N, 140° 57.1' E	A conical mountain, 140 m high.
A chimney	42° 20.6' N, 140° 59.3' E	A chimney, 154 m high, which has been painted in white and red, and is located at the W end of the chimney group.

15 **Directions.** The passage leads from an area WNW of Daikoku Shima to an area W of Nippon Steel & Sumitomo Metal Wharf.

Six pairs of leading lights are installed on Nippon Steel & Sumitomo Metal Wharf and Nittsu Wharf, and a pair of leading beacons is installed on Central Wharf. These are useful as berthing aids.

20 **Entry restricted.** In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by Captain of the Port. It is required that such tankers show a sign “Loaded flammable dangerous substance” which is discernible by night while berthing or anchoring in the port.

**Precautions for entering the port.** Fish preserves and aquaculture facilities are laid along the E side of N Outer Breakwater and other aquaculture facilities in the W of Nima Misaki (42° 20.1' N, 140° 55.8' E), therefore caution needs to be exercised.

25 At night, the various leading lights, light buoys, and the lights on N and S Breakwaters are often difficult to distinguish from the background city lights. The sight of harbour is often obstructed when vessels navigate the passage because many vessels are usually at anchor within the port. In addition, it is necessary to exercise caution because vessels entering to or leaving from Nippon Steel Wharf can meet vessels entering to or leaving from each southern wharf of the section 1 in the vicinity of the E end of the passage.

30 **Overhead bridge.** Hakucho O-Hashi (53 m high, with bridge lights) extends from an area S of the root of S Breakwater to an area S of the root of N Breakwater, and is illuminated at night.

35 **Anchorage.** A quarantine anchorage is established WSW about 1.8 M of Poroshireto Misaki (42° 22.4' N, 140° 54.9' E) but it is necessary to exercise caution because there are aquaculture facilities nearby. The anchorage for vessels carrying dangerous cargoes is designated on the N of the passage within Section 3 as a common rule. The bottom of both inner and outer harbours are mostly sand and generally affords a good holding.

(115,875 t; draught: 8.55 m) was berthed at the No. 4 Wharf in Nishi Ku.

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

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

- 5 **Pilotage.** Pilotage is available on request through the Kushiro Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 18.).

**Landmarks.**

Landmark	Position	Remarks
A silo	43° 00.0' N, 144° 20.2' E	A silo with cream in color, which has a red roof.
Tanks group	43° 59.8' N, 144° 20.8' E	Tanks group with green in color.
A silo	42° 59.3' N, 144° 22.2' E	A silo for cement use with grey in color.
A radio tower	42° 59.0' N, 144° 22.4' E	A radio tower with silver in color, 61 m high.
A radio tower	42° 59.2' N, 144° 22.9' E	A radio tower with a parabolic antenna, which has been painted in red and white.
A silo	42° 58.5' N, 144° 22.0' E	A silo for cement use with gray in color, which will become a good landmark for navigating in the middle of the passage and is located on Minamishin Wharf.

**Port regulations.**

Restriction on Towing (Article 21-4 of the Regulation for the Enforcement of the Port Regulations Law)	When vessels tow other vessels or objects within Section 1 in Higashi Ku of Kushiro Ko, the length from the bow of the towboat to the stern of the towed objects shall not exceed 100 m and the width of the towed objects shall not exceed 15 m regardless of Article 9 Paragraph 1 of the Regulation for the Enforcement of the Port Regulations Law.
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**Indication of Course and Destination etc.**

Indication of Course and Destination (Japan Coast Guard Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
	2nd Substitute, 1	1	Proceeding to the mooring facilities in Section 1 of Higashi Ku.
	2nd Substitute, 2	2	Proceeding to the mooring facilities in Section 2 of Higashi Ku.
	2nd Substitute, 3	3	Proceeding to the mooring facilities in Section 3 of Higashi Ku.
	2nd Substitute, 4	4	Proceeding to the mooring facilities in Section 1 of Nishi Ku.
	2nd Substitute, 5	5	Proceeding to the mooring facilities in Section 2 of Nishi Ku.

**Directions.** Approach to the port with heading for Kushiro Saki Light near Shirito Hana while maintaining

**Facilities.**Nishi Ku.

		Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Section 1	No. 1 Oil Piers No. 1 ~ 4		42° 59.7' N, 144° 20.7' E	520	5.5 ~ 7.5	5,000 × 4	Dolphin berths
		No. 1 Wharf	E side Quay No. 1	42° 59.8' N, 144° 20.6' E	90	5	2,000 × 1
E side Quays No. 2 and 3	42° 59.7' N, 144° 20.5' E		330	6.5 ~ 9	10,000 × 2		
S side Quay No. 4	42° 59.6' N, 144° 20.4' E		240	11	30,000 × 1		
W side Quay No. 5	42° 59.7' N, 144° 20.3' E		185	9.5	15,000 × 1		
W side Quays No. 6 and 7	42° 59.8' N, 144° 20.4' E		330	9	10,000 × 2		
Landing Place	43° 00.0' N, 144° 20.3' E		316	4 or less	—		
Section 2	No. 2 Wharf	E side Quay No. 8	42° 59.9' N, 144° 20.2' E	90	5.5	2,000 × 1	
		E side Quay No. 9	42° 59.9' N, 144° 20.2' E	130	7.5	5,000 × 1	
		E side Quay No. 10	42° 59.8' N, 144° 20.1' E	185	10	15,000 × 1	
		S side Quays No. 11 and 12	42° 59.8' N, 144° 19.9' E	480	11 ~ 12.5	30,000 × 2	
		W side Quay No. 13	42° 59.8' N, 144° 19.8' E	165	9	10,000 × 1	
		W side Quay No. 14	42° 59.9' N, 144° 19.8' E	130	7.5	5,000 × 1	
		Landing Place	43° 00.0' N, 144° 19.8' E	125	3 ~ 4		
		Chokusenbu Landing Place	43° 00.0' N, 144° 19.8' E	205	4	—	
		S side Bulk Pier No. 1	42° 59.7' N, 144° 20.0' E	300	14	85,000 × 1	
		S side Bulk Pier No. 2	42° 59.7' N, 144° 19.9' E	170	—	12,000 × 1	
	No. 3 Wharf	E side Landing Place	43° 00.0' N, 144° 19.7' E	100	4		
		E side Quay No. 15	43° 00.0' N, 144° 19.7' E	90	5.5	2,000 × 1	
		E side Quays No. 16 and 17	42° 59.9' N, 144° 19.6' E	260	7.5	5,000 × 2	
S side Quay No. 18		42° 59.8' N, 144° 19.5' E	240	11 ~ 12	30,000 × 1		
W side Quay No. 19		42° 59.9' N, 144° 19.4' E	240	12	30,000 × 1		
W side Quay No. 20		43° 00.0' N, 144° 19.4' E	185	10	—		
No. 4 Wharf	E side Quay No. 21	43° 00.0' N, 144° 19.2' E	170	10	12,000 × 1		
	E side Quay No. 22	42° 59.9' N, 144° 19.2' E	240	12	30,000 × 1		
	S side Quay No. 23	42° 59.8' N, 144° 19.0' E	282	14	50,000 × 1		

It is sheltered from winds that blow from between W and NE, but a swell can roll into during S winds.

**Facilities.**

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Fishery Wharf -4.5 m Quay	43° 17.1' N, 145° 34.9' E	356	4.5 ~ 5	100 × 4	
Nishi-Hama Wharf -5.5 m Quay	43° 17.1' N, 145° 34.8' E	191	4.5 ~ 5.5	200 × 2	
Nishi-Hama Wharf -6 m Quay	43° 17.1' N, 145° 34.6' E	130	5.5 ~ 6	400 × 1	
Nishi-Hama -6 m Quay	43° 16.7' N, 145° 34.0' E	160	4.5 ~ 5.5	2,000 × 2	
Nishi-Hama -5 m Quay	43° 16.8' N, 145° 33.9' E	160	4 ~ 5	1,000 × 2	
Nishi-Hama -5 m Quay	43° 16.9' N, 145° 33.9' E	160	3.5 ~ 4.5	1,000 × 3	
E Wharf No.1 Quay	43° 16.7' N, 145° 35.1' E	185	10	10,000 × 1	
E Wharf No.2 Quay	43° 16.8' N, 145° 35.0' E	130	7.5	5,000 × 1	
E Wharf No.3 Quay	43° 16.9' N, 145° 34.9' E	130	7.5 ~ 8	5,000 × 1	

**Supplies.** Fresh water and fuel oil are available. Fuel supply boats are stationed.

5

**Maritime authorities and facilities.**

Name	Telephone
Hanasaki Branch of Nemuro Coast Guard Office	+81-153-25-4012
Nemuro Branch Customs	+81-153-25-8257
Hanasaki Detached Office of Otaru Quarantine Station (To be contacted to Kushiro Detached Office of Otaru Quarantine Station)	(+81-154-23-3340)
Kushiro Port Branch Office of Sapporo Regional Immigration Bureau (located in Kushiro City)	+81-154-22-2430
Hanasaki Port Administration Office	+81-153-25-8638

**Oil waste disposal facilities.**

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Assist Co., Ltd.	TEL: +81-153-75-0811	0830 ~ 1800	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge

**Hanasaki Misaki ~ Nosappu Misaki** (Charts W18, W8)

10

**General information.** The coast for about 12 M in length between Hanasaki Misaki and Nosappu Misaki (43° 23.1' N, 145° 49.0' E) has many indentations formed by constant marine erosion. It is backed by a wide stretch of tableland 50 m high or less. Isles and rocky reefs lie scattered within 1 to 1.5 M offshore between Tomoshiri Misaki and Nosappu Misaki. Habomai Gyoko is located midway between these capes.

15

**Ocean currents.** A SW/WSW-going current and a NE/ENE-going current have been observed in the area of the ESE about 4 M of Hanasaki Misaki. The maximum rates of 0.8 kn and 0.7 kn have been recorded the SW and NE-going currents respectively.

**Precaution for navigation.** An area off the S coast of Nemuro Hanto is prone to marine disasters such as

## Chapter 2 THE EAST AND NORTH COASTS OF HOKKAIDO

### Nemuro Kaikyo (Chart W42)

**General information.** This strait is located between the E coast of Hokkaido and Kunashiri To with the S entrance between Nosappu Misaki and Keramui Saki (43° 39.4' N, 145° 32.4' E; the southern extremity of Kunashiri To) lying on the NW of Nosappu Misaki, and with the N entrance between Shiretoko Misaki (44° 20.7' N, 145° 19.8' E) and Rurui Misaki (44° 31.0' N, 146° 10.3' E; the northern extremity of Kunashiri To) lying on the ENE of Shiretoko Misaki. Nemuro Wan is located in the S part of the strait, and Notsuke Suido which is the narrowest part of the strait is located on the N side of it. Shiretoko Hanto forms the W coast of the strait in the N part. The strait is about 70 M overall. The entrances at the S and N are about 20 M and 40 M in width, respectively. However, Notsuke Suido is about 9 M in width. The S side of the S entrance of the strait is 20 to 30 m in depth, while the N side of it and Notsuke Suido contain numerous shallows of 10 m or less in depth. The depth of water deepens further to the N of these areas. It suddenly deepens from latitude 44° N and reaches more than 2,400 m in the middle area of the N entrance.

**Precaution for navigation.** When pass through Nemuro Kaikyo, vessels depend on the condition of sea ice and the draught of themselves in relation to the depths in the strait.

The coastal features of Nemuro Kaikyo (the NW coast of Kunashiri To) are described in Chapter 4 “THE EAST OF HOKKAIDO” of this part on page 178.

### Nosappu Misaki ~ Nokkamappu Saki (Chart W18)

**General information.** The coast for about 7 M in length between Nosappu Misaki and Nokkamappu Saki (43° 23.5' N, 145° 39.2' E) is fringed with blackish rocky points and shingle beaches backed by low cliffs. A plateau 50 m high lies beyond the coast. The coast for about 4 M in length to the W of Nosappu Misaki has many indentations with Tosamuporo Misaki (43° 23.9' N, 145° 45.8' E) projecting to the N. There are no prominent landmarks along the coast except for a tower located on the W of Nosappu Misaki. Rocky reefs with 5 m or less in depth lie scattered within 0.5 M offshore and a 20 m contour line runs along 0.5 to 1.1 M offshore. Habomai Gyoko Onnemoto Chiku (43° 23.2' N, 145° 47.2' E) is located on the W about 1.3 M of Nosappu Misaki.

**Precaution for navigation.** Many accidents have occurred around the N coast of Nemuro Hanto due to dense fog and sea ice. Even if it is not in a foggy season, dense fog occasionally appears. Every year, collisions etc. occur in restricted visibility.

### Nokkamappu Saki ~ Notsuke Saki [Nemuro Wan] (Chart W18)

**General information.** Nemuro Wan is an open bay entered between Nokkamappu Saki and Notsuke Saki (43° 34' N, 145° 21' E). Notsuke Saki is made up of mostly dried-up muddy marshes. Onne To (lake) and Furen Ko (lake) have their openings in the S part of the W coast. Nishibetsu Kawa disgorges into the sea at the N of Furen Ko (lake). It is an important river for salmon fishery and numerous fishing nets are laid along the coast in this bay during a fishing season from July to December. The NE part of the coast for 10 M between Nokkamappu Saki and the mouth of Onne To is bordered by blackish rocks or shingle beaches and its hinterland is low tablelands with about 60 m high. Rocky reefs with 5 m or less in depth lie scattered within 0.5 M off the N shore of Nemuro Hanto.

The W part of the bay consists mainly of sandy beaches and a marshland lies inland between both the mouths of Onne To (lake) and Nishietsu Kawa.

The SE part of the bay is about 15 to 25 m in depth and no dangerous reefs with 10 m or less in depth lie further than 1 M off the N shore of Nemuro Hanto. The NW part of the bay is relatively shallow and contains reefs such as Barasan Asase (43° 26.2' N, 145° 18.2' E) and Ryujin Tai (43° 32.6' N, 145° 22.4' E).

The wind is strongest at the estuaries of Rusa Kawa (44° 08.3' N, 145° 15.9' E) and Sashirui Kawa (44° 03.7' N, 145° 14.3' E), Matsunori Gyoko (43° 59.3' N, 145° 09.9' E) and others.

**Ocean current.** An ocean current off the coast of Shiretoko Misaki flows to the NE, and reaches the maximum rate of 4.8 kn.

5 **Landmarks.**

Landmark	Position	Remarks
Sashirui Saki	44° 04.1' N, 145° 14.7' E	A cape of which Okkabake Ko located on the N side.
Kannon Iwa	44° 13.4' N, 145° 20.9' E	A group of several upright rocks (the highest one is 20 m) lying close to the shore. Prominent cliffs are located on the coast to the W of it.
Pekinno Saki	44° 16.3' N, 145° 22.1' E	A cape at the E extremity of Shiretoko Hanto which has a pointed top with about 30 m high.
Eboshi Iwa	44° 19.0' N, 145° 21.2' E	An upright pointed rock, 21 m high, which stands on about 150 m offshore.
Shiretoko Misaki	44° 20.7' N, 145° 19.8' E	A precipitous cape at the northern extremity of Shiretoko Hanto. A hill with about 30 m high lies between this cape and Soyawatara Saki lying on the SE about 0.7 M of the cape, and a lighthouse is located there and is conspicuous both day and night.

**Precaution for navigation.** A shoal called “Shiretoko Tai” is situated offshore of Shiretoko Misaki. The shallowest point (44° 24.6' N, 145° 24.6' E) lies on NE about 4.7 M of the same cape and is contained in the S part of it. The least depth of there is 16 m.

10 **Anchorage.** A shelter can not be obtained along this coast.

**Shiretoko Misaki ~ Notoro Misaki [Abashiri Wan] (Chart W42)**

15 **General information.** Abashiri Wan is an open bay with the entrance about 50 M in length between Shiretoko Misaki and Notoro Misaki (44° 06.8' N, 144° 14.6' E), and so is exposed to wind and waves from the N. The S side of the bay is shallow for a considerable distance from the shore, and a 20 m contour line runs along 1 to 1.5 M offshore but there were no dangerous reefs off the bay.

20 The coast for 34 M in length between Shiretoko Misaki and Minehama Town (43° 56' N, 144° 48' E) corresponds with the W coast of Shiretoko Hanto, and consists mainly of precipitous cliffy coasts although sandy beaches and shingle beaches can be seen in places. The depth of water close to the shore is quite deep, but some dangerous reefs lie along the coast. A shoal (44° 17.8' N, 145° 15.0' E) with 20 m in depth is located on the WSW about 2 M of Poneorushi Misaki.

25 The coast for about 23 M in length between Minehama Town and Abashiri Ko is a sandy beach with a range of sand dunes. The coast contains the estuaries or inlets of Shari Kawa, Tofutsu Ko (lake), Mokoto Numa (pond) and Abashiri Ko (lake). Aquaculture facilities are laid within 6 M offshore between Tofutsu Ko (lake) and the NE of Abashiri Ko.

The coast for about 6 M in length between Abashiri Ko and Notoro Misaki consists mainly of continuous precipitous cliffs.

This coast has Abashiri Ko for the 30,000 D/W class and Utoro Gyoko for the 500 t class as the ports available for general vessels.

30 **Fog.** Fog covering Nemuro Kaikyo occasionally crosses over to Shiretoko Hanto and moves into Abashiri Wan.

In the vicinity of Abashiri Ko, sea fog frequent appears in June and July after moving in with weak NNE



**Abashiri Ko** (44° 01' N, 144° 17' E) (Chart W29) (Port Code: JP ABA)

(Photographed in Sep. 2017)

**Port classification.** Port designated by Port Regulations Law, Open port, Quarantine port, Immigration port, Plant protection port, Important port.

**General information.** Abashiri Ko is situated at the estuary of Abashiri Kawa on the W shore of Abashiri Wan. This port usually experiences calm weather between May and September, but a swell rolls into the port during strong E winds. Ice forms in a part of the port from October to late December while NW winds blow hard. These winds bring a swell which gets over the breakwater and makes vessels difficult to stay at the berth in the port.

This port is the largest on the N coast of Hokkaido and serves as a fishery base in the Sea of Okhotsk at the same time. There is a heavy traffic in the port with fishing boats during the season for salmon and trout fishery from August to November.

The depth in the vicinity of the estuary tends to be shallower than that designated on charts by sediment deposition.

**Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by earthquake, tsunami, typhoon etc., The coast along the Sea of Okhotsk Earthquake, Tsunami, Typhoon etc. Safety Measures Liaison Council is established to issue information on earthquake, tsunamis, typhoons etc. to vessels and relevant parties in the port, and gives countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Abashiri Coast Guard Station).

**Tides.** In Abashiri Ko, Mean higher high water is 1.1 m, Mean lower low water is 0.3 m, and Mean sea level is 0.68 m.

**The largest vessel to enter the port.** On June 19, 2015, a passenger vessel "DIAMOND PRINCESS" (115,875 t; draught: 8.5 m) was berthed at the No. 1 to 2 Quays of No. 4 Wharf.

**Landmarks.**

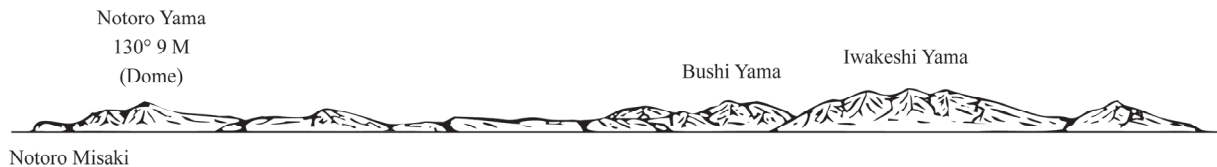
Landmark	Position	Remarks
2 silos	44° 01.1' N, 144° 17.1' E	Two silos for cement use.
Boshi Iwa	44° 01.6' N, 144° 17.0' E	A rock, 23 m high

**Directions.** While exercising extreme caution to avoid the stationary nets laid along the N and E sides of the port and the aquaculture facilities laid between the vicinity of Tofutsu Ko and the NE of the port for about 2 to 5 M offshore, vessels should approach the port entrance from the N 4 M of the port with the S breakwater E Light bearing 180°, and then head for their appropriate berth.

4 radio towers	44° 20.6' N, 143° 19.2' E	Four radio towers of which a parabolic antenna is attached and a red light is exhibited on the top, respectively. Each tower is about 332 m high. They will become good landmarks for vessels both day and night when approaching Monbetsu Ko.
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### Approaches to Notoro Misaki

Notoro Misaki ~ Iwakeshi Yama seen from the N



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### Monbetsu Ko (44° 21' N, 143° 22' E) (Chart W29) (Port Code: JP MBE)



(Photographed in Dec. 2017)

**Port classification.** Port designated by Port Regulations Law, Open port, Quarantine port, Immigration port, Plant protection port, Important port.

10 **General information.** Monbetsu Ko is situated on the WNW about 41 M of Notoro Misaki. It is mainly used by domestic vessels, cement carriers, foreign trade cargo vessels etc. It is also the fishery base in the Sea of Okhotsk and numerous small fishing boats frequently enter into and depart from the port. While N to NE winds blow hard, vessels can be greatly affected by wind waves and a swell in case of berthing and anchoring in the port except for No. 1 and 2 basins, because wind waves and a swell roll into the port from the outside.

15 There are reefs extending to the ENE about 0.6 M from Benten Misaki (44° 21.4' N, 143° 21.8' E). Onne Se (44° 21.6' N, 143° 22.4' E; 2.6 m in depth) lies on the E end of the reef, and the waves can break on it, so it is easy to perceive during high waves but difficult to perceive during calm. Deep draught vessels should be careful for changes in water depth as sand tends to silt up the port.

20 **Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by ~~earthquake,~~ tsunami, typhoon etc., The coast along the Sea of Okhotsk ~~Earthquake,~~ Tsunami, Typhoon etc. Safety Measures Liaison Council is established to issue information on ~~earthquake,~~ tsunamis, typhoons etc. to vessels and relevant parties in the port, and gives countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Monbetsu Coast Guard Office).

**Maritime authorities and facilities.**

Name	Telephone
Monbetsu Coast Guard Office	+81-158-27-5250
Monbetsu Sub-branch of Kushiro Branch Customs	+81-158-23-3500
Asahikawa Branch Office of Sapporo Regional Immigration Bureau (located in Asahikawa City)	+81-166-38-6755
Monbetsu Detached Office of Otaru Quarantine Station (To be contacted to Asahikawa Airport Detached Office of Otaru Quarantine Station)	(+81-166-83-5180)
Port Administration Office of Monbetsu City	+81-158-24-2828

**Tugboats.** Tugboats are available.

5 **Oil waste disposal facilities.**

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Assist Co., Ltd.	TEL: +81-153-75-0811	0800 ~ 1800	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge

**Medical facilities.**

Name	Telephone	Remarks
Monbetsu General Hospital	+81-158-24-3111	

**Uenhirari Misaki ~ Kamui Misaki (Chart W1039)**

10 **General information.** The coast for about 24 M in length between Uenhirari Misaki and Otoineppu Misaki (44° 37.7' N, 142° 55.6' E) consists mainly of sandy beaches with a few small capes.

The sea along this coast is shallow for a considerable distance from the shore but with no rocky reefs except around the capes. A 20 m contour line generally runs along 1.5 to 2 M offshore.

15 Omu Ko (44° 35.2' N, 142° 58.0' E; Port designated by Port Regulations Law; Port Code: JP OUM) is located on the SE about 3 M of Otoineppu Misaki. The coast for about 32 M in length between Otoineppu Misaki and Kamui Misaki (45° 03.6' N, 142° 30.3' E) is closely backed by the feet of Kitami Mountains and has cliffs in many places. The coast is fringed with numerous rocky reefs and abundant seaweed. Dangerous reefs lie scattered within 1 M offshore, whereas outside 1 M offshore, the depths are 10 m or more.

20 Esashi Ko (44° 56' N, 142° 36' E; Port designated by Port Regulations Law; Port Code: JP ESS) can accommodate 500 t class vessels at the berths on this coast.

25 **Weather.** A stormy wind from the WSW known locally as “Hikata” blows around Omu Ko. A “Hikata” occurs with an atmospheric distribution of southern high pressure and northern low pressure, upon which the atmospheric distribution suddenly causes a strong WSW wind to become even stronger when the isobars run from the E and W, and thereby reaches 20 m/s occasionally. It occurs the most frequently from March to May, but it can occur with the passage of a typhoon or an atmospheric depression even in summer and autumn.

The stormy wind can reach around Saruru Misaki to the S, around Otoshibe Misaki to the N, and occasionally around Esashi Ko. The effect can be felt up to 12 M offshore.

Skala Kamen' Opasnosti.	45° 47.5' N, 142° 13.5' E	An isolated rock, 8 m high, which is hard to get a radar response. It is surmounted by a lighthouse.
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**Approaches to Soya Misaki** (Chart W1040)

**General information.** This section describes the features regarding the coast for about 10 M in length between Tokitomai Saki which is situated on the SE about 5 M of Soya Misaki and Tomiiso Gyoko (45° 27.8' N, 141° 52.5' E) which is located on the SW about 4 M of the same cape.

In the peninsula which contains Soya Misaki, a hill on the plateau stretches to the N and S, but becomes gradually lower towards Soya Misaki in the N end.

The coast consists mainly of sandy beaches, but is fringed with rocky reefs widely extending within 1 M offshore and is scattered with dangerous reefs. Soya Ko (45° 31.2' N, 141° 56.9' E, Port of refuge) is located at the tip of the cape, but entry into the port can be difficult for large vessels on account of numerous rocky reefs lying around the port entrance and its vicinity, so that it is used by small crafts of 20 t or less.

**Fog.** Fog appears with E winds from sunrise until noon in June, and from midnight until morning between July and August. It occasionally lasts 3 days or so.

**Landmarks.**

Landmark	Position	Remarks
Soya Misaki	45° 31.4' N, 141° 56.2' E	A top of the cape is a tableland (about 50 m high) on which a lighthouse is located. The lighthouse will become a good landmark both day and night. Other lighthouse is located on breakwaters at Soya Ko, on the E about 700 m of the cape. A brown windmill is located on the S about 600 m of the cape. The cape will be got a good radar response.
Benten Shima	45° 31.6' N, 141° 55.2' E	A light-brown rock, 11 m high, which is conspicuous from the E and W and will be got a good radar response.
Maru Yama	45° 29.1' N, 141° 55.8' E	A mountain, 167 m high, which is a particularly conspicuous round shape. It will become a good landmark for vessels to navigate in the S part of Soya Kaikyo because it is visible even from about 20 M, and is still visible at times even when the lighthouse is obscured in foggy weather. A radar dome (silver in color) is located on the top.

**Approaches to Soya Misaki**



Soya Misaki seen from NNE



**Maritime authorities and facilities.**

Name	Telephone
Wakkanai Coast Guard Office (Captain of the port)	+81-162-24-8810
Wakkanai Branch Customs	+81-162-33-1075
Wakkanai Chosha, Asahikawa Transport Branch Office of Hokkaido District Transport Bureau	+81-162-23-5047
Wakkanai Detached Office of Otaru Quarantine Station	+81-162-23-4403
Wakkanai Port Branch Office of Sapporo Regional Immigration Bureau	+81-162-23-3269
Port Administration Office of Wakkanai City	+81-162-33-2758

**Tugboats.** Tugboats are available (3,000 PS etc).

**Oil waste disposal facilities.**

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Tekuno Co., Ltd.	TEL: +81-133-64-5222	0830 ~ 1800	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge

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**Medical facilities.**

Name	Telephone	Remarks
Wakkanai City Hospital	+81-162-23-2771	

**Maritime traffic.** Car ferry (3,500 t class) services are in operation to Kafuka Ko on Rebun To and Oshidomari Ko on Rishiri To.

10

**Noshappu Misaki ~ Teshio Ko** (Chart W1040)

**General information.** The coast for about 37 M in length between Noshappu Misaki and Teshio Ko consists of sandy beaches except for the W coast (rocky reefs) of Noshappu Hanto. There are few topographic features that can be used as landmarks along the coast.

15 The coast for about 13 M in length between Noshappu Misaki and Yuchi Misaki (45° 14.2' N, 141° 34.4' E) contains Saka-no-shita Wan, and Bakkai Misaki with Bakkai Gyoko (45° 18.6' N, 141° 36.9' E) on the S side of the cape.

20 The coast for about 23 M in length between Yuchi Misaki and Teshio Ko (45° 53' N, 141° 44' E; Port designated by Port Regulations Law; Port Code: JP TSO) consists of sandy beaches. A 10 m contour line generally runs along about 1 to 1.8 M offshore parallel with the coastline.

**Precaution for navigation.** A sunken rock (45° 19.5' N, 141° 35.6' E) with 10 m in depth lies on the NW about 1.2 M of Bakkai Misaki.

Bakkai Gyoko and Teshio Ko are available for large vessels and are sheltered from strong E winds.

25 Numerous stationary nets are laid within about 1 M offshore and also aquaculture facilities for scallop around the NW about 3.5 M of Bakkai Misaki.

**Fog.** Summer fog usually lifts within a few hours.

28.6' N, 140° 57.9' E) ahead from NE of Kaneda-no-Misaki.

Subsequently, proceed to midway between Kaneda Dashi and O Sori, pass through Kaneda-no-Misaki Light abeam, and then alter course to 243° with Sukoton Ko N Breakwater Light (45° 27.4' N, 140° 58.7' E) ahead. Thereafter, pass through Funadomari Ko N Breakwater Light (45° 26.9' N, 141° 01.8' E) abeam, and then turn to port for the anchorage.

Large vessels should pass through the N of Yanagi-no-Sho and O Sori, and then approach the anchorage from the N.

Vessels proceeding to the W coast of Rebun To from the anchorage should steer 340° around the N of Oki-no-Sho.

### Kafukai Byochi (45° 20' N, 141° 03' E) (Chart W1043)

**General information.** The coast on the N about 4 M of Funbe Light slightly indents to the S of Komaya-no-Saki (45° 20.6' N, 141° 03.3' E) and affords shelter from westerly wind waves. The shelter is called "Kafukai Byochi" and Kafukai Gyoko (45° 20' N, 141° 03' E) is located at the head of the indentation.

An anchorage is suitable for the area in the NE about 300 m of Kafukai Ko S Breakwater Light at the depth of 14 to 15 m with a sandy bottom, but caution is required, as aquaculture facilities for kelp are located and the bottom contains bedrock in places, in the vicinity of the anchorage within 0.6 M offshore.

#### Landmarks.

Landmark	Position	Remarks
Ko Yama	45° 20.3' N, 141° 02.9' E	A mountain, 43 m high.

### Rishiri To (45° 11' N, 141° 14' E) (Chart W21)

**General information.** Rishiri To is situated on the SE about 5 M of Rebun To across Rebun Suido. The E side of it and the mainland of Hokkaido face each other across Rishiri Suido.

This is a volcanic island about 16 km across and nearly round in shape. Rishiri San rises in the centre of the island. The surrounding feet of the mountain form low tablelands, and the coasts consist mainly of shingle beaches.

The sea areas around the island within 500 m offshore are shallow with the depths less than 10 m.

Oshidomari Ko (45° 14' N, 141° 14' E; Port designated by Port Regulations Law; Port Code: JP OSD), Kutsugata Ko (45° 11' N, 141° 08' E; Port designated by Port Regulations Law; Port Code: JP KTG), Oniwaki Ko (45° 08.1' N, 141° 18.6' E; Port designated by Port Regulations Law; Port Code: JP ONW) and Senposhi Gyoko (45° 06.7' N, 141° 12.4' E) are located on the N, W, E, and S coasts, respectively.

A 20 m contour line runs around 0.3 to 1 M offshore. Oki-no-Se (45° 15.8' N, 141° 10.9' E; 8.4 m in depth) lies on the W about 0.8 M of Motodomari Saki within 0.5 M offshore, and another shoal (45° 13.0' N, 141° 07.6' E; 7.8 m in depth) lies on the WNW about 600 m of Sakaehama Saki (45° 12.8' N, 141° 08.0' E) on the NW coast.

Oshidomari Ko can accommodate 1,000 D/W class vessels and Oniwaki Ko 300 t class. In addition, these ports have anchorages for large vessels outside of the port.

Aquaculture facilities for kelp, scallops etc. are laid within 1 M offshore around Rishiri To.

#### Landmarks.

Landmark	Position	Remarks
Beshi Misaki	45° 14.8' N, 141° 13.9' E	A cape which consists of precipitous cliffs on the outer side and has a pointed top with 93 m high. Oshidomari Light stands on the plateau in the E side of the cape.

### S entrance of Rishiri Suido



(2) Rishiri To seen from the S entrance of Rishiri Suido



#### 5 **Senposhi Tai and Musashi Tai** (Chart W41)

**General information.** Senposhi Tai and Musashi Tai are situated on the SW about 12 M and 40 M of Rishiri To, respectively, with both of them being good fishing grounds.

Senposhi Tai ( $45^{\circ} 00' N$ ,  $141^{\circ} 00' E$ ): Senposhi Tai consists of Rishiri Ne ( $45^{\circ} 00' N$ ,  $141^{\circ} 04' E$ ) and Orikomi-no-Ne ( $45^{\circ} 02' N$ ,  $140^{\circ} 53' E$ ). Rishiri Ne lies on the SW about 10 M of Senposhi Saki with the least depth of 52 m. Orikomi-no-Ne lies on the WNW about 8 M of Rishiri Ne with the least depth of 42 m.

Musashi Tai ( $44^{\circ} 40' N$ ,  $140^{\circ} 20' E$ ): The shallow area of Musashi Tai is Kita-Musashi Tai ( $44^{\circ} 48' N$ ,  $140^{\circ} 19' E$ ) lying on the WSW about 46 M of Rishiri San. It contains shallows at the depths of 9.2 m to 34 m within a radius of about 1.7 M.

#### 15 **Teshio Ko ~ Tomamae Saki** (Chart W1045)

**General information.** The coast for about 35 M in length between Teshio Ko and Tomamae Saki is fairly regular without indentations.

The coast for about 15 M in length between the estuary of Teshio Kawa and Utakoshi area ( $44^{\circ} 38' N$   $141^{\circ} 48' E$ ) consists of sandy beaches. The coast to the S about 4 M from there to Toyosaki Gyoko ( $44^{\circ} 34.0' N$ ,  $141^{\circ} 46.5' E$ ) consists of serrate cliffs (light brown in color), 30 m to 50 m high, with marine erosion.

The coast for about 16 M in length between Toyosaki Gyoko and Tomamae Saki consists of sandy beaches but is intermittently faced with cliffs (whity brown in color) 20 m to 30 m high.

Enbetsu Gyoko ( $44^{\circ} 43.4' N$ ,  $141^{\circ} 47.0' E$ ) is located on the S about 10 M of the estuary of Teshio Kawa. Haboro Ko ( $44^{\circ} 22' N$ ,  $141^{\circ} 42' E$ ; Port designated by Port Regulations Law; Port Code: JP HBO; vessels of 1,500 D/W class can enter) is located on the NNE about 4 M of Tomamae Saki while Tomamae Ko ( $44^{\circ} 19.0' N$ ,  $141^{\circ} 39.2' E$ ; Port designated by Port Regulations Law; Port Code: JP TJJ) is on the E side of the cape.

A 10 m contour line runs along 0.5 to 1 M offshore. Rocy reefs lie scattered within 0.5 M offshore between Toyosaki Gyoko and Shosanbetsu ( $44^{\circ} 32' N$ ,  $141^{\circ} 47' E$ ) lying on the S about 2.5 M of it.

Haboro Sho ( $44^{\circ} 22.3' N$ ,  $141^{\circ} 38.0' E$ ; a sunken reef with the least depth of 5.4 m) lies on the W about 2.8 M of Haboro Ko.

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

**Pilotage.** Pilotage is available on request through the Rumoi Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 18.).

**Landmarks.**

Landmark	Position	Remarks
Tanks group	43° 57.5' N, 141° 38.6' E	A group of 19 tanks with white in color.
4 silos	43° 56.9' N, 141° 38.5' E	For cement use
A radio mast	43° 56.5' N, 141° 38.2' E	A radio tower with silver in color, 81 m high, which is located on the rooftop of NTT Building. A parabolic antenna is attached to and red lights are exhibited on it.
A silo	43° 56.9' N, 141° 38.1' E	For cement use

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**Precautions for entering the port.** The following points should be noted when vessels enter into or depart from the port.

1. Kaihatsukyoku Rumoi Ko W Breakwater N Light, Rumoi Ko W Breakwater S Light and Rumoi Ko S Breakwater Light can be occasionally difficult to identify because of sea spray during bad weather, and they can be decreased in luminous intensity because of ice accretion in winter.
2. During strong winds from between W and N in winter, caution is required to avoid drifting toward the lee shallows.
3. When the weather worsens, vessels bound for Rumoi Ko should maintain keeping watch on VHF communication after passing Shakotan Misaki or Rishiri To in order to quickly respond to calls from the Rumoi Coast Guard Office (through the HOKKAIDO COAST GUARD RADIO; Refer to the section “Communications Services of the Japan Coast Guard” in Chapter 8 “PREVENTION OF MARINE DISASTERS” of Part 1 on page 27.) or shipping agents. (Information on the conditions inside the port and the weather and sea conditions around the port entrance are made available).

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**Anchorage.**

Section	Description of the Anchorage
1	It is limited to fishing vessels or sailing vessels less than 300 t, except for vessels to be moored at N Quays on the N side or at S Quays No.3~5 on the S side. The bottom is mud.
2	It is used by vessels of all types. The bottom is mud.
3	The bottom is mud and sand, and there is a risk of dragging anchor during strong winds from between W and N.
4	The quarantine anchorage is established in the W part of W Breakwater. There is a risk of dragging anchor during winds from between W and N.

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**Facilities.**

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Kotanhama Wharf	No.1 Quay	43° 57.2' N, 141° 38.3' E	185	10	15,000 × 1
	No.2, 3 Quay	43° 57.1' N, 141° 38.3' E	260	7.5	5,000 × 2
N Quay Landing place	43° 56.9' N, 141° 38.4' E	264	1 ~ 3	—	



N Quay No.1~3	43° 56.8' N, 141° 38.6' E	451	6 ~ 7	7,000 × 3	
S Quay No.1, 2	43° 56.8' N, 141° 38.2' E	295	6 ~ 7.5	7,000 × 2	
S Quay No.3~5	43° 56.7' N, 141° 38.4' E	379	5 ~ 7.5	4,000 × 3	
Landing place	43° 56.7' N, 141° 38.6' E	160	4 ~ 5.5	—	
Sandomari No.1 Quay	43° 58.2' N, 141° 38.4' E	240	10.5 ~ 12	30,000 × 1	Section 4

**Supplies.** Fresh water and fuel oil are available. A small fuel supply boat is stationed.

**Repairs.** Repair services for vessels of 124 t or less are available.

**Maritime authorities and facilities.**

Name	Telephone
Rumoi Coast Guard Office (Captain of the port)	+81-164-42-0414
Rumoi Sub-branch of Sapporo Branch Customs	+81-164-42-0467
Rumoi and Ishikari Detached Office of Otaru Quarantine Station (To be contacted to Otaru Quarantine Station)	(+81-134-23-4162)
Economics and Port Division, Regional Revitalization Department of Rumoi City	+81-164-42-1840

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**Tugboats and barges.** There are tugboats and small tugboats for exclusive use of barges.

**Ferry boat.** There is a ferry boat which is landed at S Quay in Section 2.

**Oil waste disposal facilities.**

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Tekuno Co., Ltd.	TEL: +81-133-64-5222	0830 ~ 1800	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge
Douou Yusetsumori Kosha Co., Ltd.	TEL: +81-126-65-2190	0800 ~ 1700	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge

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**Medical facilities.**

Name	Telephone	Remarks
Rumoi City Hospital	+81-164-49-1011	

### Segoshi Misaki ~ Ofuyu Misaki (Chart W1045)

**General information.** The coast for about 19 M in length between Segoshi Misaki and Ofuyu Misaki (43° 43.5' N, 141° 19.7' E) presents different aspects on both sides of Kamuieto Misaki (43° 50.1' N, 141° 27.4' E).

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The coast for about 7 M in length from Segoshi Misaki to Nozuka Saki slightly curves inland in a bow shape with a few small indentations near Nozuka Saki. It consists mainly of shingle or sandy beaches closely backed by cliffs about 40 m high.

As for the coast for about 12 M in length from Nozuka Saki to Ofuyu Misaki, the coast on the W side of Nozuka Saki consists of only sandy beaches with a slight indentation for about 3 M in length, but the coast around Kamuieto Misaki and southwestward is faced with cliffs about 100 m high and large stones are scattered

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under there.

There are no dangerous reefs with 10 m or less in depth along this coast outside 0.5 M offshore except for Futatsu Iwa (43° 50.5' N, 141° 28.4' E; 2.3 m high) lying on the ENE of Kamuieto Misaki, Oki-no-Se (43° 45.5' N, 141° 19.1' E; 3.7 m in depth), Ji-no-Se (43° 45.1' N, 141° 19.3' E; 3.2 m in depth) and Todo Shima (43° 44.4' N, 141° 19.7' E; 2.6 m high), all three of which are situated off the Ofuyu Gyoko (43° 44.5' N, 141° 20.4' E).

The interior of Ofuyu Misaki has prominent landmarks which include Tengu Take, Ofuyu Yama, Shokanbetsu Take, etc. However, their peaks can not be seen during unfavorable weather.

Mashike Ko (43° 52' N, 141° 32' E; Port designated by Port Regulations Law; Port Code: JP MSK) on the E side of Nozuka Saki can accommodate 4,000 D/W class vessels.

10 **Ocean current.** The ocean current around Ofuyu Misaki is N-going but is occasionally S-going in autumn and winter (from October to December).

**Landmarks.**

Landmark	Position	Remarks	
Nozuka Saki	43° 51.5' N, 141° 31.5' E	A slightly flat cape of which a lighthouse stands on a hill in the E side.	
Kamuieto Misaki	43° 50.1' N, 141° 27.4' E	A cape which has cliffs about 100 m high around it.	
Hikata Misaki	43° 48.4' N, 141° 23.3' E	A high and cliffy cape which is prominent from the NE and SW. Especially, reddish brown cliffs of it, about 30 m high, can be clearly seen from the SW. It will be got a good radar response.	
Tengu Take	43° 46.7' N, 141° 25.3' E	A mountain, 939 m high, which gently slopes down toward Hikata Misaki. It looks like screens unfolding toward the SE and NW at first glance. The NW end of the ridge (behind Hikata Misaki) consists of grayish cliffs and forms a steep mountain shoulder, 494 m high, which is prominent from the NE and SW.	
Kakuki Shima	43° 46.6' N, 141° 22.0' E	A rocky islet, 33 m high, which has a red light on it.	
Akaiwa Misaki	43° 45.5' N, 141° 21.3' E	A cape with reddish brown cliffs. It is prominent from the W. A rock near the tip looks like an islet.	
Ofuyu Misaki	43° 43.5' N, 141° 19.7' E	A cliffy cape, about 90 m high, which will be got a good radar response. The waterfall located at N of the cape can be clearly seen from the W.	
Ofuyu Yama	43° 44.2' N, 141° 24.4' E	A mountain, 1,198 m high.	The high peaks of these mountains are often obscured by snow or fog but prominent from a distance.
Shokanbetsu Take	43° 43.0' N, 141° 31.4' E	A mountain, 1,491 m high, which is the highest within the Mashike mountainous district.	

**Approaches to Ofuyu Misaki**

Ofuyu Yama seen from the WNW

Shokanbetsu Take

Ofuyu Yama  
112° 21 M

Tengu Take



Kamuieto Misaki

Ofuyu Misaki

Call name	Frequency	Hours of Operation	Contact	Remarks
HOKKAIDO COAST GUARD RADIO	16 / 12ch	24 hours	Otaru Coast Guard Office	
ISHIKARI PORT RADIO	16 / 11, 12, 14ch	0600 ~ 2000	TEL: +81-134-31-5635	

### Landmarks.

Landmark	Position	Remarks
A silo	43° 11.4' N, 141° 17.7' E	Gray in color, 48 m high, which is prominent.
A chimney	43° 11.7' N, 141° 16.4' E	White in color, 87 m high, which is prominent.
A radio tower	43° 11.6' N, 141° 16.4' E	100 m high, which is prominent.

**Fairway.** There is a fairway (about 300 m in width and 7.5 m to 10 m in depth) from the middle part of the port to Bannaguro Wharf and Tarukawa Wharf. Ishikariwan Ko Kanrikumiai Leading lights (bearing 167.7° in a line) lead the way. The outside of the fairway is shallow because the fairway has been dredged.

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

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

**Anchorage.** Anchorages afford a poor holding because the bottom is mainly sand, and there is a risk of the dragging anchor during high wind waves from the N, so that these are not suitable for anchoring.

### Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
E Wharf	Timber Quay	43° 12.8' N, 141° 18.0' E	185	7 ~ 10	15,000 × 1	
	No. 2 Quay	43° 12.9' N, 141° 18.3' E	130	7.5	5,000 × 1	
	No. 3 Quay	43° 12.8' N, 141° 18.3' E	130	7.5	5,000 × 1	
Bannaguro Wharf	No. 1 Quay	43° 11.5' N, 141° 17.5' E	185	8.5 ~ 11	15,000 × 1	
	No. 2 Quay	43° 11.4' N, 141° 17.6' E	185	8 ~ 9.5	15,000 × 1	
	No. 3 Quay	43° 11.3' N, 141° 17.6' E	130	9.5 ~ 10	5,000 × 1	
	No. 4 Quay	43° 11.2' N, 141° 17.6' E	130	6.5 ~ 7	5,000 × 1	
	No. 5 Quay	43° 11.2' N, 141° 17.6' E	130	6.5	5,000 × 1	
Tarukawa Wharf	No. 1 Quay	43° 11.5' N, 141° 17.3' E	185	7.5 ~ 9	15,000 × 1	
	No. 2 Quay	43° 11.4' N, 141° 17.3' E	185	6 ~ 8	15,000 × 1	
	No. 3 Quay	43° 11.3' N, 141° 17.3' E	130	6 ~ 7.5	5,000 × 1	
	No. 4 Quay	43° 11.2' N, 141° 17.3' E	130	3 ~ 6	5,000 × 1	
	No. 5 Quay	43° 11.1' N, 141° 17.4' E	130	2.5 ~ 5	5,000 × 1	
W Wharf No. 1 Quay	43° 11.9' N, 141° 16.9' E	280	17 ~ 104	50,000 × 1		

**Maritime authorities and facilities.**

Name	Telephone
Otaru Coast Guard Office (Captain of the port) (located in Otaru City)	+81-134-23-0481
Ishikari Sub-branch of Otaru Branch Customs	+81-133-64-6797
Rumoi and Ishikari Detached Office of Otaru Quarantine Station (located in Rumoi City) (To be contacted to Otaru Quarantine Station)	(+81-134-23-4162)
Otaru Annex, Hokkaido Sub-branch of Animal Quarantine Service (located in Otaru City)	+81-134-33-2460
Otaru Sub-branch, Sapporo Branch of Yokohama Plant Protection Station (located in Otaru City)	+81-134-23-4166
Otaru Office of Sapporo Regional Immigration Bureau (located in Otaru City)	+81-134-33-9238
Ishikari Bay New Port Authority	+81-133-64-6661

**Tugboat.** Tugboat (3,600 PS) is available.

**Supplies.** Fresh water is available.

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**Oil waste disposal facilities.**

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Tekuno Co., Ltd.	TEL: +81-133-64-5222	0830 ~ 1800	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge
Hayakita Koei Co., Ltd.	TEL: +81-133-64-1311	0830 ~ 1730	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge
Douou Yusettsushori Kosha Co., Ltd.	TEL: +81-126-65-2190	0800 ~ 1700	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge

**Medical facilities.**

Name	Telephone	Remarks
Sapporo City General Hospital	+81-11-726-2211	
Saiseikai Otaru Hospital	+81-134-25-4321	
Otaru Kyokai Hospital	+81-134-23-6234	
Otaru General Hospital	+81-134-25-1211	
Sasson Hospital	+81-134-62-5851	

**Approaches to Otaru Ko** (Chart JP28)

10 This section describes the coast for about 8.5 M in length between Zenibako and Takashima Misaki.

**Fog.** In the vicinity of Otaru Ko, sea fog appears between early April and late August with the peak months from June to July. It usually rises around afternoon and disperses around sunset.

**Tidal currents and Ocean currents.** In the vicinity of Otaru Ko, the tidal current and ocean current are weak.

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Takara Shima	43° 18.4' N, 140° 36.1' E	An island, 96 m high.
Makka Misaki	43° 21.6' N, 140° 31.6' E	A cape which has precipitous cliffs at the end with two pointed rocks lying underneath there. These rocks are prominent from the SE or NW and will be got good radar responses.
De Misaki	43° 22.6' N, 140° 28.9' E	A cape at the N end of Shakotan Hanto which is surmounted by a lighthouse.
Shakotan Misaki	43° 22.3' N, 140° 27.7' E	A cliffy cape, 120 m high, on which a radio tower is located at the top. It will be got a good radar response.

### Shioya Wan (43° 13' N, 140° 53' E) (Chart JP28)

**General information.** This is an open bay between Tate Iwa (43° 13.5' N, 140° 55.2' E) lying on the W about 4.3 M of Takashima Misaki and Ryu-ga- Saki lying on the W about 2.5 M of Tare Iwa. The area in front of Shioya Gyoko (43° 13.6' N, 140° 55.1' E) with a depth of 7 to 16 m in the E part of the bay is a good anchorage for shelter during easterly winds. Kuri Sho (43° 13.3' N, 140° 54.4' E; an isolated reef with 3.6 m in depth) lies on the W about 900 m of Tate Iwa, and the outside of it descends steeply. The area around the S of the reef has a rocky bottom and is not suitable for vessels as an anchorage.

### Yoichi Wan (43° 12' N, 140° 49' E) (Chart JP28)

**General information.** This is an open bay entered between Kabuto Misaki (43° 12.9' N, 140° 51.2' E) and Shiripa Misaki (43° 13.7' N, 140° 47.2' E). It opens to the N and the coast consists mainly of sandy beaches. The entrance is about 3.4 M in width and the indentation is about 1.5 M in length. The depth gradually becomes shallow from 29 m at the middle of the entrance toward its head. The bottom is sand and contains no obstructions. However, during northeasterly winds, it affords no shelter as a swell rolls into there. Yoichi Ko (43° 13' N, 140° 47' E; Port designated by Port Regulations Law; Port Code: JP YIC) is situated on the W side of the bay.

Oshoro Gyoko (43° 12.7' N, 140° 51.5' E) lying on the SW of Kabuto Misaki, consists of a small bay for about 200 m in width which is indented to the SE for about 900 m. The depth gradually becomes shallow from 14.6 m at the entrance toward its head. The central area of the bay is 5 m or more in depth with a sandy bottom and almost never influenced by wind or waves, so it affords shelter for small vessels.

### Furubira Wan (43° 16' N, 140° 40' E) (Chart JP28)

**General information.** This is a small bay which is located on the SE side of Maruyama Misaki and opens to the NE. It is sheltered from SW wind and waves, so that small vessels can seek shelter within Furubira Gyoko (43° 16' N, 140° 38' E) on the W shore in the bay where W winds are avoidable.

Violent winds occasionally gust from the Fukubira Kawa direction from mid April to late May.

There are numerous stationary nets and aquaculture facilities within the bay.

### Shakotan Misaki ~ Kawashira Misaki (NW coast of Shakotan Hanto) (Chart JP28)

**General information.** The coast for about 5.5 M in length between Shakotan Misaki and Kamui Misaki slightly curves inland in a bow shape. It is backed by Yobetsu Take and hilly terrain extending to Shakotan Misaki, and thereby consists of cliffs with marine erosion and is fringed with sandy beaches.

The coast for about 7 M in length between Kamui Misaki and Kawashira Misaki (43° 13.2' N, 140° 19.5' E) is backed by mountainous terrain faced with a stretch of high cliffs and is mostly fringed with sandy beaches. Numerous rocks lie close to the shore but the depth outside 0.5 M offshore is 10 m or more.

Shallow reefs extend to the NW about 0.6 M from Kamui Misaki, and a sunken rock (43° 20.4' N, 140° 20.4'

E) lies on the NW about 400 m of Menoko Iwa (10 m high).

Yobetsu Gyoko ( $43^{\circ} 19.9' N, 140^{\circ} 22.8' E$ ; is divided into two areas that is called “Raikishi Chiku” on the E part and Yobetsu Chiku on the W part) is located on the E around 2 M of Kamui Misaki.

**Fog.** Even if fog moves in this coast in May, it usually disperses soon. Fog in June generally comes from the western sea and can cover the entire sea and also lasts for as much as 10 hours or more at times, but usually disperses within a few hours. In July, the number of dense foggy days increases, but the fog usually disperses in several hours.

**Precaution for navigation.** Vessels may face a difficulty with navigating along the coast between Kamui Misaki and Shirakami Misaki ( $41^{\circ} 23.8' N, 140^{\circ} 11.8' E$ ) because of NW winds in winter. The coast between these capes has few anchorages which is sheltered from W winds, except for an area off the E coast of Okushiri To. Many vessels attempting to navigate along the coast have occurring causing marine disasters as a result of capsizing or running aground.

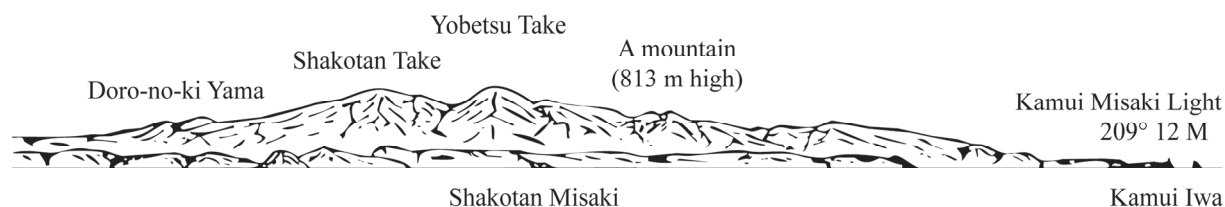
When the wind changes direction after the passage of an atmospheric depression or a typhoon, it usually gains in force after veering from the SW to NW, and thereby the sea becomes rough. Therefore, vessels should not neglect to take the necessary safety measures in case of both navigating and anchoring when strong westerly winds are expected.

#### Landmarks.

Landmark	Position	Remarks	
Shakotan Take	$43^{\circ} 16.2' N, 140^{\circ} 28.8' E$	A mountain, 1,255 m high.	They are prominent from a distance.
Yobetsu Take	$43^{\circ} 15.6' N, 140^{\circ} 27.5' E$	A mountain, 1,298 m high, which is the highest peak in Shakotan Hanto.	
Kamui Misaki	$43^{\circ} 20.0' N, 140^{\circ} 20.8' E$	A long and narrow cape which jutted out into the seaward and the top of which is treeless and surmounted by a lighthouse. Several pointed rocks lie at the NW about 300 m of the cape. Kamui Iwa, 40 m high, which lies almost in the middle of these rocks and is distinguishable easily because of the most pointed. Menoko Iwa, 10 m high, which lies at the most exterior of the rocks is low and flat-topped. This cape will be got a good radar response.	
Sai-no-kawara Misaki	$43^{\circ} 15.5' N, 140^{\circ} 19.6' E$	A rocky cape, about 70 m high.	
Mado Iwa	$43^{\circ} 14.5' N, 140^{\circ} 19.6' E$	A rock, 45 m high.	

### Approaches to Shakotan Misaki

Shakotan Misaki seen from the N



Raiden Misaki	42° 55.3' N, 140° 23.4' E	A cape where the coast between this cape and the small one lying on the NE about 2.5 M consists mainly of blackish cliffs. The entire central part of these two capes consists of high cliffs, which is locally called “Dai-raiden” and prominent from a distance.
Benkei Misaki	42° 49.5' N, 140° 11.4' E	A low-lying rocky cape (black in color) which comprises the W point of the entrance to Suttu Wan. A lighthouse is located at the end and has become a good landmark. It also clearly responds to radar. There is a radio tower in the vicinity.
Horozuki Yama	42° 46.2' N, 140° 12.9' E	A mountain, 504 m high.

### Suttu Wan (42° 48' N, 140° 16' E) (Chart W22)

**General information.** This is an open bay entered between Biya-no-Saki and Benkei Misaki. It has an entrance for about 5 M in length and is indented toward the S for about 3.5 M. The W part is occupied by Suttu Ko (42° 48' N, 140° 14' E; Port designated by Port Regulations Law; Port Code: JP STU).

The depths become gradually shallower from the entrance toward the head of the bay. These are around 20 m in depth within 1 M offshore and about 10 m in depth within 0.5 M offshore.

Numerous rocky reefs lie scattered close to the E and W coasts.

Shoals extend within about 500 m around Daimaru Saki, which include Daimaru Iso (42° 48.3' N, 140° 13.5' E; a dried-up rock) having a lighthouse on the reefs.

It is necessary to exercise caution in navigating inside the bay because numerous aquaculture facilities for scallop are laid there.

**Weather.** A southerly wind blown into Uchiura Wan on the S coast of Hokkaido goes along the lowland around Shubuto Kawa, and then gets stronger with passing through the narrow lowland extending to Suttu Town when being spouted out into this bay. This wind known locally as “Dashi Kaze” blows between spring and summer, and strengthens between May and July in particular and also sometimes lasts for a week or more. The wind reaches an average maximum speed of 14 to 18 m/s so that has influence up to the N about 5 M of the bay, but has no influence off the coast W of Benkei Misaki.

**Fog.** Radiating fog in the lower reaches of Shubuto Kawa frequently appears early in the morning on fine days, and hangs low over the sea but lifts quickly. Fog moving in from the Uchiura Wan region with S winds is dense around the mountains but sparser over the sea.

#### Landmarks.

Landmark	Position	Remarks
Benkei Misaki	42° 49.5' N, 140° 11.4' E	A low-lying rocky cape (black in color) which comprises the W point of the entrance to Suttu Wan. A lighthouse is located at the end and has become a good landmark. It also clearly responds to radar. There is a radio tower in the vicinity.
Horozuki Yama	42° 46.2' N, 140° 12.9' E	A mountain, 504 m high.

**Anchorage.** Suttu Wan is exposed to N wind and waves, thereby does not afford a good holding. In addition, it contains numerous aquaculture facilities for scallop and stationary nets, and therefore not suitable for vessels as an anchorage.

### Benkei Misaki ~ Hogoshi Misaki (Chart JP11)

**General information.** The coast for about 17 M in length between Benkei Misaki and Shiraito Misaki (42°

Taraku To	43° 37.7' N, 146° 19.3' E	A flat and low island, about 15 m high, of which a lighthouse stands on Hororyuya Saki at the SE extremity.
Kabu Shima	43° 37.0' N, 146° 22.0' E	An isolated islet, 16 m high, which is a truncated cone in shape and lies close to the SE of Taraku Shima. It will become a good landmark when approaching to the E coast of Taraku Shima.
Todo Shima	43° 34.1' N, 146° 24.1' E	A group of rocky islets which looks like single islet from a distance. One of them in the NW is the largest (38 m high).
Hokake Iwa	43° 34.3' N, 146° 24.6' E	An oddly-shaped pointed rock, 21 m high, which looks like an unfurled sail from a NW/SE direction.
Kabuto Shima	43° 34.5' N, 146° 25.8' E	Four rocky islets which are collectively called "Kabuto Shima." The most northwestern one is called "Rosoku Iwa" (36 m high), which is prominent from a distance according to a pointed shape. An island of the S neighbor is 42 m high.
Kanakuso Iwa	43° 36.0' N, 146° 25.9' E	A group of rocks which consists of three rocks lying close to each other. The S one is 26 m high and has a large cave penetrating from the E to W.

### Suisho To (43° 26' N, 145° 55' E) (Chart W8)

**General information.** Rocks and sunken reefs lie scattered throughout Suisho To. Sunken reefs with 10 m or less in depth extend offshore in a direction between the NE and E of Tokkari Saki (43° 27.3' N, 145° 57.0' E) at the NE extremity of the island.

Other sunken reefs with 4.5 m in depth lie on the NE about 1.2 M of the cape and 2.5 m in depth is on the E about 1.6 M of the same cape. In addition, there are also sunken reefs (43° 30.0' N, 146° 00.6' E) with 2.8 m in depth lying almost in the middle between this cape and Aitomari Saki of Shibotsu To.

Rocky reefs extend within about 0.8 M off the S coast of Suisho To between Sankaku Saki (43° 25.5' N, 145° 57.3' E) and O Saki (43° 25.0' N, 145° 54.0' E). Tobi Sho (43° 24.9' N, 145° 55.4' E) lies on the WSW about 1.5 M of Sankaku Saki.

Benzaitomari Wan (43° 26.3' N, 145° 53.4' E) is an open bay on the W coast of Suisho To. Caution is required because there are reefs extending within 0.5 M offshore almost in the middle at the head of the bay.

Bokisenbe Wan (43° 25.2' N, 145° 54.0' E) is located next to Benzaitomari Wan in the S, and suitable for small vessels as an anchorage for shelter in the area of Suisho To.

The mouth of this bay opens to the SW and the inside of the bay has a sandy bottom with 8 m or less in depth, so that the bay affords a good holding sheltered from the northeasterly winds.

There is a small cape with a steep cliff in the middle of the head of the bay. Both sides of it consist of shingle beaches, whereas the N half of the head is a sandy beach.

Bara Shima (43° 25.3' N, 145° 53.6' E; 4.9 m high) is located on the NW side of the bay entrance.

**Tides.** In the vicinity of Suisho To, Mean higher high water is 1.3 m, Mean lower low water is 0.3 m, and Mean sea level is 0.90 m.

### Akiyuri Shima (43° 22' N, 146° 00' E) (Chart W8)

**General information.** There are reefs which contain numerous rocks and extend to the N for about 700 m from Moshiri Saki (43° 22.7' N, 146° 01.3' E) at the NE extremity of Akiyuri Shima.

A sunken reef lies on the WNW about 0.6 M of Anama Saki (43° 22.0' N, 145° 59.3' E) at the W extremity of the island, and another one with 3.2 m in depth lies on the SW about 600 m of the same cape.

Naka-no-Se (43° 22' N, 145° 57' E) is a dangerous reef located on the W about 1.7 M of Anama Saki, and has a shallow area with a depth of 5 m or less extending from the E to W directions for about 0.8 M, and also several dried-up rocks lie there.



Hanare Iwa (43° 20.4' N, 146° 01.8' E; 1.2 m high) is located on the S about 1.2 M of the S extremity of the island, while a sunken reef with 3.7 m in depth lies further N for about 750 m.

#### **Suisho Suido** (43° 25' N, 145° 59' E) (Chart W8)

5 **General information.** This channel lies between Suisho To and Yuri To, which has the narrowest part for about 3 M in width. A large shallow exists on the Suisho To side, and sunken reefs lying there in places.

In addition, there are other dangerous reefs such as a sunken reef with a depth of 2.5 m lying on the east about 1.6 M of Tokkari Saki and an isolated reef with a depth of 4.8 m lying further E for about 3.1 M, so that only small vessels should attempt to navigate this channel.

10 **Tidal currents.** According to the observation results made in the area on the SE about 2 M from Sankaku-Saki of Suisho-To, the tidal current flows to the W from about 3 hours after the ebb tide to about 3 hours after the flood tide, whereas flows to the E from about 3 hours after the flood tide to about 3 hours after the ebb tide. These currents were observed with maximum rates of 0.8 kn to the W and 1.3 kn to the E respectively.

#### 15 **Yuri Suido** (43° 23' N, 146° 02' E) (Chart W8)

**General information.** This channel lies between Akiyuri Shima and Yuri To. The width in the channel is about 1.5 M, but the navigable width is less than 1 M because rocks and reefs extend from each side.

In contrast, the middle of the channel is deep and free from obstructions.

#### 20 **Yuri To** (43° 25' N, 146° 04' E) (Charts W8, W18)

**General information.** Foul ground lies within 0.5 M around Yuri To, so that vessels are recommended not to enter within a 20 m contour line.

25 Tokoma Ko (43° 25.4' N, 146° 03.5' E) is a small bay located on the E side of Tomitomari Saki (43° 25.9' N, 146° 02.8' E) in Yuri To. The depth within the bay is 5 to 12 m and the bottom is sand and shingle, therefore it is suitable for small vessels as an anchorage for sheltering from S winds.

Toromoi Ko (43° 26' N, 146° 05' E) is a bay adjacent to the E of Tokoma Ko having larger anchorage than that in Tokoma Ko. It has about 900 m in width at the entrance, but the eastern side of the entrance is full of reefs which reduce the navigable width to half.

30 The depth within the bay is 5 to 18 m, so that it is suitable for small vessels as an anchorage for sheltering from S winds. However, vessels should seek the anchorage with a sandy bottom in the W part of the bay because much of the bottom is rock.

#### **Harukaru Shima** (43° 25' N, 146° 10' E) (Chart W18)

35 **General information.** There are three rocky islets to the NE of Harukaru Shima, and a sunken reef (43° 26.0' N, 146° 11.0' E; less than 1 m in depth) extends to the NE for about 700 m from the outer one.

There are reefs extending to the SW for about 800 m from a small island (43° 24.6' N, 146° 09.2' E; 32 m high) which is located next to the SW side of Harukaru Shima, and an isolated rock (43° 24.4' N, 146° 08.5' E; 1.9 m in depth) lies on the outer end of the reefs.

#### 40 **Shibotsu Suido** (43° 25' N, 146° 07' E) (Chart W18)

**General information.** This channel lies between Yuri To and Shibotsu To, while the navigable width is only 0.5 M. The channel is unsuitable for navigation of large vessels as the tidal current is irregular there. A shallow spreads widely in the NW of the channel.

Nobori Yama	45° 09.6' N, 147° 46.0' E	A mountain, 566 m high.
Sango Saki	45° 07.1' N, 147° 30.4' E	A cape of which Utorochippukoshi (a rock, 5.6 m high, which is prominent from the E and W directions) lies at the tip.
Notoro Misaki	45° 06.6' N, 147° 29.8' E	A black rocky pointed cape on which a beacon stands. Rocky ledges extend between this cape and Notoro Shima (a huge rock, 25 m high, which is prominent) located near the tip of it.
Towatara Iwa	45° 05.6' N, 147° 34.5' E	A rock which consists of two rocks and is located on the S about 800 m of Towatara Saki.

### Furebetsu Byochi (45° 05' N, 147° 30' E)

**General information.** This anchorage is contained in the indentation entered between Notoro Misaki and a cape situated on the SE about 2.8 M of it. A shelter for small vessels can be obtained during winds from between NE and SE.

A rocky reef extends to the W for about 0.2 M, and Haccho Shima (45° 04.3' N, 147° 31.6' E; a black rocky islet, 7 m high, which is prominent) on the N end of the reef and a dried-up rock (0.3 m high) on the further N for about 220 m of Haccho Iwa lie in the S of the bay.

### Oito Wan (45° 01' N, 147° 30' E)

**General information.** This is a small bay located on the S about 1 M of Ruiru Saki and is entered between Anbashirare Hana (45° 00.5' N, 147° 30.9' E) and Aruutoru Saki (44° 59.8' N, 147° 30.4' E). Small vessels can obtain a shelter there during winds from between NE and S.

A sunken reef lies in the middle of the head of the bay, so that caution needs to be exercised.

### Utatsutsu Wan (44° 50' N, 147° 13' E)

**General information.** This bay is located on the E side of the small peninsula which contains Atosa Take, and is entered between Itopirikaoui (44° 49.9' N, 147° 08.0' E) situated on the the N extremity of the small peninsula and Tokkarimoi (44° 52.5' N, 147° 16.6' E) situated on the ENE about 6.5 M of Itopirikaoui.

Small vessels occasionally take shelter in front of the head of the bay, but winds from between SE and SW can strongly blow as the low-lying hinterland extends to the SE coast of Etorofu To. In addition, dense fog frequently moves in from the same coast, so that caution is required.

### Naibo Wan (44° 42' N, 147° 07' E)

**General information.** This bay is located on the SW side of the small peninsula which contains Atosa Take, and is entered between Poronotsu Hana (44° 48.8' N, 147° 05.9' E) and Kabara Misaki (44° 39.7' N, 147° 00.7' E) situated on the SSW about 10 M of it. Most of the bottom is fine sand. A shelter can be obtained during winds from between N and S.

An isolated reef at the least depth of 11.4 m lies on the S about 5 M of Poronotsu Hana. This reef is difficult to identify during calm seas, but is easily identifiable because it often gives rise to breakers during strong W winds.

**Weather.** A mountain range with 500 to 700 m high lies on the hinterland of this bay, and the both sides of it are low-lying lands which extend to the SE coast of Etorofu To, therefore this terrain can often gives rise to strong S winds especially in summer off the entrance of the bay.

**Fog.** Sea fog often moves in from the SE coast of Etorofu To.

**Tides.** In this bay, Mean higher high water is 1.1 m, Mean lower low water is 0.3 m, and Mean sea level is 0.70 m.