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Sailing Directions for Coast of Hokkaido

Supplement No.8

11 July 2025



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.8 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in February 2020.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 16 May 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.

11 July 2025

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

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

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

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

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

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Part 3 COASTAL ROUTES AND HARBORS

This part contains Chapter 1 THE SOUTH COAST OF HOKKAIDO (Shirakami Misaki(41°23.9'N 140°11.8'E) -Nosappu Misaki (43°23.1'N 145°49.0'E)), Chapter 2 THE EAST AND NORTH COASTS OF HOKKAIDO (Nosappu Misaki - Shiretoko Misaki (44°20.7'N 145°20.0'E)), Chapter 3 SOYA MISAKI AND THE WEST COASTS OF HOKKAIDO (Soya Misaki (45°31.4'N 141°56.2'E) - Shirakami Misaki) and Chapter 4 THE EAST OF HOKKAIDO (Habomai Gunto (43°30'N 146°08'E), Shikotan To (43°48'N 146°45'E), Kunashiri To (44°08'N 145°51'E) and Etorufu To (45°04'N 147°48'E)).

The main contents of Part 3 are as follows.

Item	Description
Port code	Port code to be transmitted as information on the port of destinations of AIS under the provisions of Article 11, Paragraph 1 of Regulations for the Enforcement of the Port Regulations Law is described after each port name.
Port classification	Designated Port classification regulated by relevant laws is described. Refer to the item of Designated Port classification described below for details.
General information	General items including the features of coasts and harbors are described.
Weather/Oceanography	General phenomena and features of coasts and harbors are described.
Landmarks	Relatively frequently-used landmarks for heading to a target when navigating coasts and entering/departing ports are described.
Directions	General routes for navigation when navigating coasts and entering/departing ports are described. When using a route, it is required to choose a suitable route according to the situation of your vessel or other vessels, etc.
Anchorage	Description of weather, oceanography, depth of water, and bottom information of designated anchorage or the anchorage where general vessels use.
Port facilities.	Description of public berthing facilities or loading facilities.
Repair facilities.	Description of repair facilities for vessels of 500t or more, or 50m or more in length.

Other than the above descriptions, this part also describes respective regulations, navigation information such as guidance and precautions, largest vessel to have entered a port, remarks, marine authorities and facilities, supplies, and convenience information such as medical facilities and waste oil disposal facilities along with the insertion of diagonal aerial photographs, direction charts and views on related pages.

Designation of Port classification

Port designated by Port Regulations Law	
Port designated by Port Regulations Law	A port to which Port Regulations Law is applied. These ports and their areas are specified by Cabinet Order (Article 2 of Port Regulations Law, Article 1 of Cabinet Order for the Enforcement of Port Regulations Law).
Specified port	A port specified by Cabinet Order which is suitable for deep-draft vessels and customarily used by foreign vessels (Paragraph 2 of Article 3 of Port Regulations Law, Article 2 of Cabinet Order for the Enforcement of Port Regulations Law)
Port under Customs Law	
Open port	A port specified by Cabinet Order in view of export and import of cargoes, entry and departure of foreign trade vessels, and other relevant matters (Paragraph 1-(11) of Article 2 of Port Regulations Law, Article 1 of Cabinet Order for the Enforcement of Port Regulations Law).
Port under Quarantine Law	
Quarantine port	A port to which Quarantine Law is applied. These ports are specified by Cabinet Order (Article 3 of Quarantine Law, Article 1-2 of Cabinet Order for the Enforcement of the Quarantine Law).
Port under Immigration Control and the Refugee Recognition Act	
Immigration	A port specified by the Ordinance of the Ministry of Justice where foreigners are allowed to enter or leave

Chapter 1 THE SOUTH COAST OF HOKKAIDO

Tsugaru Kaikyo (Chart JP 10)

General information. Tsugaru Kaikyo separates Hokkaido from Honshu and connects the Japan Sea with the Pacific Ocean. It is entered from the E between Shiriya Saki and Esan Misaki and from the W between Tappi Saki and Shirakami Misaki. It is about 50 M in length to the east and west, and about 10 M in width with its narrowest parts being the W entrance and between Oma Saki and Shiokubi Misaki. Elsewhere it is wide and reaches about 30 M.

Shirakami Misaki ~ Kattoshi Misaki (Charts W1159, W9)

General information. The coast for about 14 M in length between Shirakami Misaki and Kitsunegoe Saki is closely backed by mountains and mostly consists of rocky beaches. Fukushima Ko (41° 29' N, 140° 16' E; Port designated by Port Regulations Law; Port Code: JP FKU) lies basically midway between the capes with the sea in front of it being shallow for a considerable distance from the shore and where large vessels can obtain suitable anchorages. Elsewhere the sea reaches 20 m in depth in areas within 500 m offshore and quickly deepens.

The mountains recede slightly inland from the coast for about 14 M in length between Kitsunegoe Saki and Kattoshi Misaki. The W coast of Kikonai Wan consists of a series of sandy beaches, but the coast from the N part of it to Kattoshi Misaki is fringed with numerous sunken rocks outside rock ledges lying along there.

Kikonai Wan is a good anchorage for large vessels.

Landmarks.

Landmark	Position	Remarks
Shirakami Misaki	41° 23.9' N, 140° 11.8' E	A high and cliffy cape which is surmounted by a lighthouse at the end. A radio tower which is with a parabolic antenna and several structures are built on the cliff.
Shirakami Take	41° 25.0' N, 140° 12.4' E	A mountain, 352 m high, of which a radio tower is located on the top.
Ikenodai Yama	41° 30.8' N, 140° 16.2' E	A conical mountain, 526 m high.
Yagoshi Misaki	41° 31.0' N, 140° 24.5' E	A high steep and rocky cliffy cape with two small hills on the top. The outside hill has a lighthouse on the hillside.
Okumaru Yama	41° 32.6' N, 140° 22.6' E	A mountain, 826 m high, the highest peak in this vicinity. The summit is often covered with clouds or fog in summer.
Ikarikai Shima	41° 32.1' N, 140° 25.9' E	An islet which consists of three rocks above water. The outermost rock (17 m high) with conical shape is conspicuous and will be got a good radar response.
Togari Yama	41° 32.7' N, 140° 25.4' E	A mountain, 361 m high, of which two radio towers (a parabolic antenna is attached to one of them) are located on the WNW about 500 m of the summit.
Kitsunegoe Saki	41° 33.2' N, 140° 26.4' E	A rocky cape.
A chimney	41° 35.0' N, 140° 25.6' E	A chimney stack, about 203 m high, which is white in color and exhibits white lights (flashing type) at the top and midway.
Saraki Misaki	41° 42.0' N, 140° 31.6' E	A cape with concrete seawalls in the vicinity.
Kattoshi Misaki	41° 44.5' N, 140° 36.1' E	A cape which is surmounted by a lighthouse.

Maru Yama	41° 44.7' N, 140° 33.0' E	A conical mountain, 482 m high, which will become a good landmark from the S.
A conspicuous building	41° 44.4' N, 140° 34.2' E	Trappist monastery with reddish brown in color. It is conspicuous from a distance.

Kikonai Wan (41° 38' N, 140° 28' E) (Chart W9)

General information. This is an open bay entered between Kitsunegoe Saki and Saraki Misaki, and is suitable for vessels as a shelter because it is protected from winds from between SW and N, but caution is required when SE winds strengthen as waves are occasionally rough.

Landmarks.

Landmark	Position	Remarks
A conspicuous building	41° 33.7' N, 140° 25.6' E	A primary school with a blue roof and white walls. It will become a good landmark.
A bridge building	41° 35.7' N, 140° 25.4' E	Shiozai Hashi, which is an arched shape with blue in color.

Precaution for navigation. A shoal with 9.2 m in depth exists on the NNE about 1.4 M of Kitsunegoe Saki (41° 34.5' N, 140° 26.7' E).

Anchorage for shelter. The outside of Wakimoto Gyoko (41° 34' N, 140° 26' E) in the S part of this bay affords shelter, and a good holding with a sandy bottom. A plateau extending W from Kitsunegoe Saki lies S of the anchorage and protects it from winds from between SSW and W. It is the best anchorage in Tsugaru Kaikyo especially during strong westerly winds and is utilized by many vessels.

A good anchorage with 13 to 16 m in depth and a sandy bottom is also available off the mouth of Kikonai Kawa where winds between SW and N can be avoided.

When anchoring for shelter off the coast of this bay, caution needs to be exercised for stationary nets and the various aquaculture facilities lying along the coast.

Harbor facilities. A fuel oil unloading pier (total length: 550 m, main dolphin length: 50 m, depth alongside: 14 m, capacity: 5,000 D/W × 2) which is owned by Shiruchi Thermal Power Station of Hokkaido Electric Power Co., Ltd. lies on N about 1.9 M of Kitsunegoe Saki. Hokuden Shiruchi Hatsuden Sea-berth Light (41° 35.1' N, 140° 26.1' E) on the outer end, an auxiliary light (with a radar reflector) on the E side of the sea-berth light, and Hokuden Shiruchi Hatsuden No. 1 Light Beacon (41° 35.0' N, 140° 26.5' E; Green in color) and Hokuden Shiruchi Hatsuden No. 2 Light Beacon (41° 35.2' N, 140° 26.5' E; Red in color) near the middle are attached to the pier. And also, many light buoys are installed around that. Furthermore, there is an unloading pier (total length: 186 m, quay length: 50 m, depth alongside: about 6 m) which lies on the N side of that.

Kattoshi Misaki ~ Ohana Misaki [Hakodate Wan] (Charts W6, W9)

General information. Hakodate Wan is located between Kattoshi Misaki and Ohana Misaki (41° 44.4' N, 140° 42.3' E) at E about 4.5 M and is indented toward N for about 5 M. The depth is 50 to 60 m in the middle of the entrance of the bay but gradually decreases toward the head of the bay to become about 10 m in areas within 0.5 to 1 M offshore. Numerous dried-up or sunken rocks lie along the W coast of the bay and also along the coast W of Hakodate Yama. The head of the bay consists of sandy beaches.

Hakodate Ko lies on the E side of the bay, and both the inner and outer ports are suitable for vessels as an anchorage.

Marine disasters. Hakodate Wan has experienced very few marine disasters caused by wind and waves. However, on September 26, 1954, "typhoon No. 15 in 1954" once hit the Hokkaido region and 6 vessels including a ferry "Toya Maru" (3,898 t) were capsized and sunken or stranded there with incurring heavy

casualties.

Landmarks.

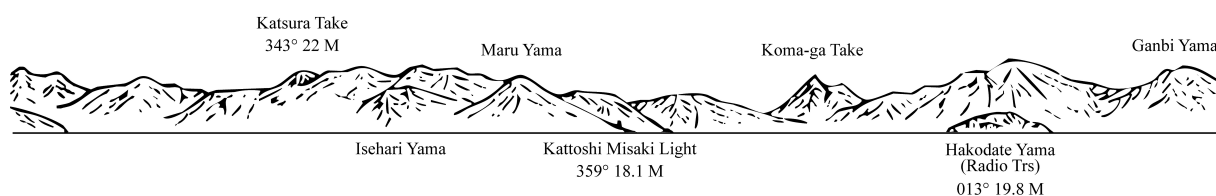
Landmark	Position	Remarks
A sea-berth	41° 48.1' N, 140° 39.3' E	Taiheiyo Cement Sea-berth on which a belt conveyor is laid between the sea berth light (with a radar reflector and motor siren) and a factory on the opposite shore on the NW side. There are many buoys in the vicinity, which is conspicuous from the offing.
5 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° 42.2' 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.

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



Hakodate Ko (41°48'N, 140°42'E) (Chart W6) (Port Code: JP HKP)



Port classification. Specified port, Open port, Quarantine port, Immigration port, Plant protection port, Important port.

General information. Hakodate Ko occupies the E part of Hakodate Wan. The port area is composed of six sections and two passages, one is North passage and the other is South passage. Hakodate Gyoko is located on the E side of Section 6.

Most of the depth within the port area is more than 10 m, and the bottom affords a good holding. The depth of the major quays is between 7 to 11 m. There is a lot of traffic of car ferries and fishing boats entering and departing the port.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon, tsunami etc., Oshima and Hiyama Districts Typhoon and Tsunami etc. Safety Measures Council is established to issue information on typhoons, tsunamis 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: Hakodate Coast Guard Office).

Tides. In Hakodate Ko, Mean higher high water is 0.9 m, Mean lower low water is 0.2 m, and Mean sea level is 0.57 m.

Secondary undulation. The sea level of this port undulates with intervals of between 46 and 58 min. and about 23 min. The resultant range often reaches 50 cm.

Sea ice. During the winters of 1880, 1918, 1919, 1939 and 1951 some slightly conspicuous solid ice was observed near the coast, but recently has seldom obstructed maritime traffic.

~~The largest vessel to enter the port. — A tanker “NISSEKI MARU” (184,855 t; draught: 7.0 m) was docked at Hakodate Dockyard on May 28, 1985.~~

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	Hakodate Coast Guard Office	

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

Landmarks.

Landmark	Position	Remarks
A silo	41° 47.2' N, 140° 43.6' E	
A conspicuous building	41° 47.0' N, 140° 43.5' E	Hakodate Port and Harbour Joint Government Office Building, a 5-storied building.
A memorial ship	41° 46.4' N, 140° 43.3' E	Hakodate Municipal Seikan Ferry Museum “Mashu Maru”, Which is located at Wakamatsu Wharf.
A radio tower	41° 46.4' N, 140° 44.4' E	A parabolic antenna , 98 m high, which has been painted red and white.

Indication of Course and Destination etc. Follow the provisions of Article 11 of the Enforcement Regulations of the Act on Port Regulations. [Replace by a new table]

Indication of Course and Destination (Japan Coast Guard Public Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010)	Flag and Pennants	AIS input code	Direction signal messages
	2nd sub over 1	1	Proceed toward a mooring facility in Section 1.
	2nd sub over 2 and E	2E	Proceed toward a mooring facility between Bandai Wharf Front and Wakamatsu Wharf in Section 2.
	2nd sub over 2 and W	2W	Proceed toward a mooring facility between Benten Wharf A and Hakodate Dock 4 in Section 2.
	2nd sub over 3	3	Proceed toward a mooring facility in Section 3.
	2nd sub over 4 and N	4N	Proceed toward a mooring facility between Cosmo Oil Dolphin and Minatocho Mooring Piles in Section 4.
	2nd sub over 4 and S	4S	Proceed toward a mooring facility between Minato - cho Wharf and North Wharf in Section 4.

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. The following points should be noted when vessels enter into the port.

1. In order to ensure the safety and convenience of vessels at Hakodate Port, a meeting of stakeholders on the safety and use of the Port was organized, with members including Hakodate City(the port administrator), relevant government agencies such as the Hakodate Coast Guard, and companies and organizations related to the Port of Hakodate, to establish the Port of Hakodate Voluntary Rules (for inquiries: Management Division, Port and Airport Department, Hakodate City, TEL 0138-21-3486).

For details, please refer to the following website.

Hakodate Port Voluntary Rules

URL <https://www.city.hakodate.hokkaido.jp/docs/2020090100013/>

2. There is a lot of traffic of car ferries and fishing boats entering and departing the port. Car ferries utilizing N wharf transit South Passage for their entry and departure. Car ferries utilizing Tsugaru Kaikyo Ferry Pier transit South Passage for entry and North Passage for departure.

~~2. The lights of the N Breakwater and W Auxiliary Breakwater, extending on the N and S sides of the South Passage, are not easily distinguished at night due to the city lights in the background.~~

3. In winter, when there is a snowstorm with a northwesterly wind, visibility can be extremely poor, which can cause problems when anchoring, so be careful. If you cannot see the five cement factory chimneys or lights (see this chapter, Katsura-Shimisaki to Ohana-misaki (Hakodate Bay), Landmarks), it is best to postpone entering the port for a while.

4. Be careful of pleasure boats departing from behind the "Green Island."

Mooring buoys. A mooring buoy (Capacity: 10,000 D/W) is laid in Section 2.

Anchorage. A quarantine anchorage is established in Section 6. Vessels loaded with dangerous cargoes shall anchor in Section 4, 5 and 6.

Anchorage in Section 3 and 5 are as follows.

Section	Description of the Anchorage
3	The holding ground on the E side of No. 2 fairway is reported to be rather poor with a muddy bottom. Vessels have been known to have dragged anchor during strong NW winds.
5	The anchorage has limited space because this section contains a sea berth, mooring buoys, a submarine pipeline and fairways.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Minato Cho Wharf A Quay		41° 47.9' N, 140° 42.8' E	280	14	50,000 × 1	
Minato Cho Wharf B Quay		41° 48.1' N, 140° 42.7' E	240	12 ~ 12.5	30,000 × 1	
Minato Cho Mooring pillars		41° 48.3' N, 140° 42.8' E	243	10	2,300 × 1	Landfill work Underway on the south Side
N Wharf	A Quay	41° 48.0' N, 140° 43.1' E	51	3.5	700 × 1	Fronted by ruins
	B Quay	41° 47.8' N, 140° 43.2' E	330	4 ~ 5	2,000 × 3	Foul ground in front
	N Quay	41° 47.7' N, 140° 43.1' E	130	5 ~ 6	5,000 × 1	Foul ground in front
	Front Quay	41° 47.7' N, 140° 43.1' E	190	6 ~ 6.5	7,000t × 1	Aseismic quay. For car Ferries.
	S Quay	41° 47.6' N, 140° 43.2' E	90	4.5	2,000 × 1	
Bandai Wharf	N-1 Quay	41° 47.3' N, 140° 43.5' E	130	7 ~ 7.5	5,000 × 1	Foul ground in front
	N-2 Quay	41° 47.3' N, 140° 43.6' E	90	3 ~ 5.5	2,000 × 1	Foul ground in front
	Front Quay	41° 47.2' N, 140° 43.4' E	185	9 ~ 10	15,000 × 1	Foul ground in front
	S-1 Quay	41° 47.2' N, 140° 43.5' E	130	6 ~ 7.5	5,000 × 1	
	S-2 Quay	41° 47.2' N, 140° 43.6' E	90	2 ~ 5	2,000 × 1	
Kaigan Machi Basin	No. 2 Bashin No. 1 Quay	41° 46.8' N, 140° 43.5' E	70	5	1,000 × 1	
	No. 2 Bashin No. 2 Quay	41° 46.7' N, 140° 43.5' E	200	4	50t × 5	
	No. 4 Bashin No. 1 Quay	41° 46.7' N, 140° 43.3' E	210	4.5 ~ 6	100 t × 4	
	No. 4 Bashin No. 2 Quay	41° 46.7' N, 140° 43.4' E	150	4 ~ 4.5	100 t × 3	
	No. 4 Bashin No. 3 Quay	41° 46.7' N, 140° 43.5' E	210	4 ~ 4.5	100 t × 4	
	No. 4 Bashin S Quay	41° 46.6' N, 140° 43.4' E	190	2.5 ~ 6	500 t × 2	
	No. 4 Bashin Front Quay	41° 46.7' N, 140° 43.3' E	270	6.5 ~ 7	500 t × 4	

Central Wharf	N-1 Quay	41° 47.0' N, 140° 43.4' E	171	7 ~ 8.5	10,000 × 1	Foul ground in front
	N-2 Quay	41° 47.0' N, 140° 43.5' E	165	7.5	10,000 × 1	Foul ground in front
	N-3 Quay	41° 47.1' N, 140° 43.6' E	90	2 ~ 5	3,000 × 1	
	Front Quay	41° 47.0' N, 140° 43.3' E	130	7 ~ 7.5	1,000 × 1	
	S Quay	41° 46.9' N, 140° 43.4' E	133	7 ~ 8	7,000 × 1	Foul ground in front
Wakamatsu Wharf Quay		41° 46.4' N, 140° 43.3' E	360	10 ~ 10.5	110,000t × 1	
Toyokawa Wharf Quay		41° 46.2' N, 140° 43.1' E	530	4 ~ 5	1,000 × 7	
Benten A Quay		41° 47.0' N, 140° 42.3' E	210	—	—	Under construction
Benten B Quay		41° 46.9' N, 140° 42.3' E	250	8 ~ 8.5	6,000t × 1	

W Wharf	D Quay	41° 46.4' N, 140° 42.7' E	140	3 ~ 5	1,000 × 2	
	E Quay	41° 46.5' N, 140° 42.7' E	165	9	10,000 × 1	
	F Quay	41° 46.5' N, 140° 42.6' E	105	unsurveyed	3,000 × 1	

The largest ship ever to enter port A passenger ship “MSC BELLISSIMA” (171,598t, 8.7m draught) was berthed at Minato Cho Wharf on September 11, 2024.

Supplies. Fuel oil are available by supply boats. Water can be supplied at the quay.

Repairs.

Name	Telephone	Remarks
Hakodate Dock Co., Ltd.	+81-138-22-3111	
Kanto Kogyo Co., Ltd.	+81-138-42-1256	

Maritime authorities and facilities.

Name	Telephone
Hakodate Coast Guard Office (Captain of the port)	+81-138-42-5658
Hakodate Customs Headquarters	+81-138-40-4261
Hakodate Transport Branch Office of Hokkaido District Transport Bureau	+81-138-49-9901
Hakodate Detached Office of Otaru Quarantine Station (To be contacted to Hakodate Airport Detached Office of Otaru Quarantine Station)	(+81-138-59-0248)
Hokkaido and Tohoku Branch, Animal Quarantine Service	+81-138-84-5415
Hakodate Sub-branch, Sapporo Branch of Yokohama Plant Protection Station	+81-138-42-6671
Hakodate Branch Office of Sapporo Regional Immigration Services Bureau	+81-138-41-6922
Wharf Management Office, Port and Airport Department of Hakodate City	+81-138-41-3543

Tugboats. Tugboats are available for large vessels.

Ferry boats. Ferries are available. The landing place is located within Kaigan Machi Basin 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
Hakodate Kankyo Eisei Co., Ltd.	TEL: +81-138-51-7750	0830 ~ 1700	Bilge, water ballast, tank cleaning water, collect oil, slop oil	Bilge, water ballast, tank cleaning water, collect oil, slop oil
Taiheiyo Cement Corp.	Environmental Business Development Department TEL: +81-138-73-2111	0830 ~ 1700		

Medical facilities.

Name	Telephone	Remarks
Hakodate Municipal Hospital	+81-138-43-2000	
NHO Hakodate Medical Center	+81-138-51-6281	
Hakodate General Central Hospital	+81-138-52-1231	
Hakodate Red Cross Hospital	+81-138-51-5315	
Hakodate Goryoukaku Hospital	+81-138-51-2295	

Maritime traffic. Car ferry services are in operation to Aomori Ko and Oma Ko.

Ohana Misaki ~ Esan Misaki (Charts W1159, W9)

General information. Along the coast for about 24 M in length between Ohana Misaki and Esan Misaki, there are numerous dried-up or sunken rocks lie near the coast and a 20 m contour line generally runs along 200 to 1,000 m offshore.

5 The coast for 12 M between Ohana Misaki and Shiokubi Misaki slightly curves inland with few indentations and consist mainly of sandy beaches except for the coast at both ends. The coast E of Yunokawa is backed by a plateau 60 m or less high.

10 The coast for about 12 M in length between Shiokubi Misaki and Esan Misaki is generally cliffy and closely backed by mountains, but does contain some small sandy indentations. A wide stretch of shallow rocky reef extending about 400 m off the coast on the S side of Oma Gyoko (41° 45' N, 141° 05' E), NE about 1.3 M of Hiura Misaki. It is shown by the red light in the sector from Hiura Misaki Light.

Tidal currents. In the Omori coastal area on NE of Tachimachi Misaki, flood currents flow from the NE to E, and ebb currents flow from the SW to W. Their rates seldom exceed 0.5 kn.

Landmarks.

Landmark	Position	Remarks
A radio tower	41° 46.4' N, 140° 44.4' E	A radio tower, 98 m high, which is with a parabolic antenna and has been painted red and white.
Shiokubi Misaki	41° 42.6' N, 140° 57.9' E	A high and cliffy cape which is surmounted by a lighthouse at the end.
2 radio towers	41° 43.1' N, 140° 57.6' E	Two radio towers are 326 m high, respectively. They are silver in color with a parabolic antenna and prominent from a distance.
Mui-no-Shima	41° 43.0' N, 141° 01.8' E	A conical islet, 57 m high. It will be got a good radar response, and is prominent from the E and W direction because it has been turned into grayish white in color due to bird droppings.
Hiura Misaki	41° 43.6' N, 141° 03.2' E	A high steep and cliffy cape with a top 220 m high. A large triangular rock (36 m high) and a lighthouse are located at the end, and are prominent from a distance.
E San	41° 48.3' N, 141° 10.0' E	An active volcano, 618 m high. The E side of the mountaintop is covered with rock lumps which is dark red in color, while the W side is dotted with flowers of sulfur which look like white clouds from a distance.
Kaiko San	41° 48.8' N, 141° 08.0' E	A gently-sloping mountain, 569 m high. It is similar to E San in shape but is covered with verdure all over. A plateau has been formed between E San and this mountain.
Esan Misaki	41° 48.9' N, 141° 11.1' E	A cape with a rock above water close to the southern corner. The northern corner is a tableland on which a lighthouse is located.

and the coast is fringed by a stretch of low cliffs with marine erosion except for a sandy beach in the vicinity of Suna Saki.

A 20 m contour line off the coast of this section generally lies within 1 M offshore except for Dekima Saki area.

- 5 Todohokke Wan contains Todohokke Ko (41° 49' N, 141° 10' E) which has been specified as “Port of Refuge” on the Ports and Harbours Law.

Precaution for navigation. There were some accident cases that vessels have been stranded on sunken reefs within 1 M offshore around Shikabe Gyoko between Usujiri Ko and Suna Saki, and there appears to be no end to similar accidents occurring in the same area. Hence vessels navigating or anchoring around the coast should be careful not to approach the shore between them.

There are numerous fixed nets and aquaculture facilities within approximately 2.2 M of the shore.

Anchorage. During strong W winds, it is said that vessels wait for the weather to improve at an anchorage E of Dekima Saki or Matsuya Saki because vessels can experience difficulties crossing the frontal sea area of the entrance to Uchiura Wan. (Many small vessels proceeding to Muroran Ko take a route close to the coast between Esan Misaki and Dekima Saki, and cross the sea in front of the entrance to Uchiura Wan and then proceed to the port.) However, since a dangerous sunken reef with 4.6 m in depth is located within about 0.6 M offshore on the NW about 1.2 M of Dekima Saki and numerous other dangerous reefs lie scattered between this reef and Dekima Saki offing, vessels should not navigate too close to the coast.

Landmarks.

Landmark	Position	Remarks
Choshi Misaki	41° 51.1' N, 141° 09.0' E	A precipitous cape, 155 m high. It will be got a good radar response.
Maru Yama	41° 51.1' N, 141° 05.5' E	A peaked mountain, 691 m high. It constitutes a good landmark together with E San for vessels bound for Esan Misaki from the E.
Ponkinaoshimaru Yama	41° 51.8' N, 141° 02.8' E	A mountain which has a similar shape to Maru Yama, 578 m high. Those mountains in the almost same shape look like rising side by side when seen from the northwestward to the northward.
Mitsumori Yama	41° 53.1' N, 140° 52.5' E	A mountain, 842 m high.
Yokotsu Take	41° 56.3' N, 140° 46.3' E	A mountain, 1,167 m high, of which four radio towers are located near the top.
Dekima Saki	42° 04.6' N, 140° 48.1' E	A cliffy cape where a low-lying hill has stretched to the inland. A white hotel which is located on W of the cape is conspicuous.
Matsuya Saki	42° 07.0' N, 140° 45.7' E	A cliffy cape which resembles Dekima Saki in shape as seen from a distance, but is distinguishable because the extremity of it is somewhat steep.
Koma-ga-Take	42° 03.8' N, 140° 40.6' E	An active volcano, 1,131 m high, almost conical shape. Sawara Take looks like Mt. Fuji in shape when seen from the N, but it shows two separated pointed peaks when seen from the E or NW. It is prominent from a distance.
Suna Saki	42° 08.4' N, 140° 42.6' E	A flat sandbank which jutted out into the sea. A lighthouse is located inland about 400 m from the extremity of it.

20

Todohokke Wan (41° 50' N, 141° 10' E) (Chart W1159)

General information. This is an open bay entered between Esan Misaki and Choshi Misaki situated on the NW about 3 M of it. It offers protection from strong W winds and vessels can take shelter there.

However, occasionally violent W winds blow down through a low gap between Kaiko San and Maru Yama

which backs the bay, therefore caution is required.

Suna Saki ~ Chikiu Misaki [Uchiura Wan (Funka Wan)] (Chart W17)

General information. Uchiura Wan is a large rounded bay with an indentation for about 28 M in length to the NW and with an entrance for about 16 M in width between Suna Saki and Chikiu Misaki (42° 18.1' N, 141° 00.1' E). Several volcanoes are located along the coast.

A 20 m contour line runs along 2 M offshore on the W side. Elsewhere it lies almost within 1 M and in places within 500 m.

The coast between Suna Saki and Mori Ko (42° 07' N, 140° 36' E; Port designated by Port Regulations Law; Port Code: JP MOR) is the mountain foot of Koma-ga-Take and consists mainly of sandy beaches. A small bay is located between Suna Saki and Dogui Saki (42° 08' N, 140° 39' E), WSW about 2 M of Suna Saki, and it contains Sawara Gyoko.

The coast for about 16 M in length between Mori Ko and Yakumo Gyoko (42° 15' N, 140° 17' E) is low-lying cliffs in places, but most of the coast consists of shingle beaches backed by hillocks.

The coast for about 22 M in length between Yakumo Gyoko and Shizukari Gyoko (42° 35' N, 140° 28' E) is a stretch of arched sandy beach, and rivers such as Yurappu Kawa and Oshamanbe Kawa flow into the sea through this coast.

The sea along the coast suddenly shallows within about 500 m of the shore but there are no dangerous reefs further offshore.

The coast for about 5 M in length between Shizukari Gyoko and Ikori Saki consists mainly of precipitous cliffs with marine erosion, 100 to 200 m high, and that looks blackish from a distance.

The coast for about 6 M in length between Ikori Saki and Toyoura Misaki consists of cliffs and valleys.

The coast for about 15 M in length between Toyoura Misaki and Ponshire Saki (42° 22.6' N, 140° 54.5' E) is backed by hills and mountains with and without any foreshores. Usu Wan and its vicinities are covered with volcanic eject from Usu San. Numerous dangerous reefs can be found off this coast.

Date Ko (42° 28' N, 140° 52' E; Port designated by Port Regulations Law; Port Code: DAT) is located on the S side of Usu San.

The coastal features from Ponshire Saki to Washibetsu Saki located outside Uchiura Wan are described in the section "Approaches to Muroran Ko" on page 80.

Landmarks.

Landmark	Position	Remarks
Ikori Saki	42° 34.0' N, 140° 35.0' E	A precipitous cliffy cape, 343 m high. A pointed rock "Ikori Iwa", 28 m high, which is located under the cliff at the end of the cape, is prominent when seen from the E and W.
Toyouura Misaki [Bebeshireto Misaki]	42° 34.5' N, 140° 42.7' E	A cape which has a cliff with burnt sienna in color on the E side and is prominent from a distance.
Ko-Hanai Yama	42° 35.8' N, 140° 43.8' E	A mountain, 418 m high, which has a gently-sloping mountaintop when seen from the S.
Sankaku Yama	42° 33.8' N, 140° 45.7' E	A steep mountain, 310 m high.
Arutori Misaki	42° 29.9' N, 140° 46.8' E	A flat cape which looks like an isolated island from a distance.
Usu San	42° 32.6' N, 140° 50.4' E	An active volcano which is surrounded by the outer rim of a crater with O-Usu (733 m high) on the E side and Ko-Usu (552 m high) on the W side. Both of them have gently-sloping mountaintops and are prominent from a distance. White smoke can be seen rising from O-Usu.

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 “**MSC BELLISSIMA**” (171,598t; draught: 8.7m) was berthed at **Shukuzu** Wharf on **August 9, 2023**.

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.
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.
A chimney	42° 21.9' N, 140° 56.9' E	A chimney, 185 m high.
A wind turbine	42° 20.7' N, 140° 56.5' E	A Wind Turbine with in white, 100 m high.
A wind turbine	42° 19.6' N, 140° 58.9' E	A Wind Turbine with in white, 100 m high.
A wind turbine	42° 19.6' N, 140° 59.1' E	A Wind Turbine with in white, 120 m high.

Directions. The passage leads from an area WNW of Daikoku Shima to an area W of Nippon Steel Wharf.

- 15 The port has four pairs of leading lights at the Nippon Steel Wharf, one pair of leading beacons at the Central Wharf and two pairs of leading beacons at the Moto-Wanishi 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 Breakwater and S Breakwater 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 cable.** There is an overhead cable (with a vertical clearance of about 14m) between Moto-Wanishi Wharf and Nakau Wharf.

Overhead bridge. Hakucho O-hashu Bridge (with a vertical clearance of 53m, equipped with bridge lights) extends from the root of S Breakwater to the root of N Breakwater, and is illuminated at night.

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.

- 5 The anchorage within the port is narrow and also many vessels carrying dangerous cargoes can be anchored there, so that vessels should take preventive measures to avoid marine disasters by keeping special watch on weather information and their anchorage.

- 10 After an atmospheric depression passes through the sea area, easterly winds often suddenly turn into westerly stiff winds. Therefore, when SE winds (or NE winds) shift clockwise (or anticlockwise) vessels will need to re-anchor without delay in anticipation of winds from between W and NW.

Anchoring prohibited. ~~Vessels are prohibited from anchoring in the middle part of Section 1 between the vicinity of Muroran Ko No. 4 Lighted beacon and Central Wharf.~~

~~Anchoring is prohibited in the area from the east entrance of the channel to the area near Central Quay.~~

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Sakimori Wharf	W Quay (No. 1 and 2)	42° 22.2' N, 140° 55.2' E	370	10	15,000 × 2	Crane
	Central Quay (No. 3)	42° 22.1' N, 140° 55.4' E	185	10	15,000 × 1	
	Central Quay (No. 4 and 5)	42° 22.0' N, 140° 55.6' E	480	12 ~ 12.5	30,000 × 2	
	No. 6 Quay	42° 21.9' N, 140° 55.8' E	280	14	50,000 × 1	Container crane
	Quays for dedicated to supplies (No. 7)	42° 21.9' N, 140° 56.0' E	185	10	15,000 × 1	
	Mooring pillars	42° 21.8' N, 140° 56.1' E	25	10	15,000 × 1	
Shukuzu Wharf	Quays for coasters	42° 20.8' N, 140° 56.9' E	200	5 ~ 6	3,000 × 2	
	No. 1 and 2 Quays	42° 20.8' N, 140° 56.6' E	370	10 ~ 12.5	15,000 × 2	
W No. 1 Wharf	East side (No. 1 and 2)	42° 20.2' N, 140° 57.9' E	256	5 ~ 7	5,000 × 2	
	No. 3 Quay	42° 20.3' N, 140° 57.9' E	211	2.5 ~ 4.5	—	Revetment structure
	West side (No. 4 and 5)	42° 20.2' N, 140° 57.8' E	333	unsurveyed	2,000 × 4	Mooring Floating Disaster Prevention Facility
W No. 2 Wharf	East side (No. 1)	42° 20.1' N, 140° 58.0' E	200	7.5 ~ 9.5	6,000 × 1	Foul ground in front
	East side (No. 2)	42° 20.1' N, 140° 58.1' E	151	10	12,000 × 1	
	Head (No. 3)	42° 20.2' N, 140° 58.1' E	150	6 ~ 6.5	5,000 × 1	
	West side (No. 4 and 5)	42° 20.1' N, 140° 58.0' E	257	6.5 ~ 7	5,000 × 2	Foul ground in front No.5
	Slip (No. 6)	42° 20.1' N, 140° 57.9' E	112	3 ~ 4	700 × 2	
W No. 3 Wharf	-5.5m Quay (A)	42° 19.9' N, 140° 58.2' E	100	5 ~ 6.5	2,000 × 1	Foul ground in E side of front
	-5.5m Quay (B)	42° 19.8' N, 140° 58.3' E	100	6	2,000 × 1	S of -5.5m Quay (A)
	East side (No. 1)	42° 19.9' N, 140° 58.2' E	125	4 ~ 7	5,000 × 1	Foul ground in front
	East side (No. 2)	42° 20.0' N, 140° 58.2' E	185	8 ~ 9	10,000 × 1	
	Head (No. 3)	42° 20.1' N, 140° 58.2' E	135	7 ~ 7.5	5,000 × 1	
	West side (No. 4)	42° 20.0' N, 140° 58.1' E	160	9 ~ 10	10,000 × 1	Crane
	Slip (No. 5)	42° 20.0' N, 140° 58.1' E	141	4 ~ 4.5	700 × 2	
	Base	42° 19.8' N, 140° 58.2' E	300	3 ~ 3.5	700 × 2	Foul ground in front

Central Wharf	Liner ship Quay	42° 19.5' N, 140° 58.4' E	241	9	20,000t × 1	E side of the Central Wharf
	No. 3 and 4 Quays	42° 19.6' N, 140° 58.3' E	234	5 ~ 7	4,000 × 2	
	No. 4 and 5 Quays	42° 19.6' N, 140° 58.3' E	86	5 ~ 5.5	2,000 × 1 4,000 × 1	
	No. 6 Quay	42° 19.5' N, 140° 58.3' E	—	—	—	Landing place
Ferry Wharf	Irie Aseismic Quay	42° 19.5' N, 140° 58.6' E	233	8 ~ 8.5	6,000 × 1	
	No. 3 Quay	42° 19.6' N, 140° 58.6' E	193	7.5 ~ 8	6,000t × 1	For Car Ferry
	No. 4 Quay	42° 19.6' N, 140° 58.6' E	270	7.5 ~ 8	13,000t × 1	For Car Ferry

Note: Apart from the above table, there are private mooring facilities for company use.

Supplies. Fresh water is available. Fuel supply boats are stationed.

Repairs.

Name	Telephone	Remarks
Muroran Manufactory of The Hakodate Dock Co., Ltd.	+81-143-27-1251	

5

Maritime authorities and facilities.

Name	Telephone
Muroran Coast Guard Office (Captain of the port)	+81-143-23-3133
Muroran Branch Customs	+81-143-22-7201
Irie-Cho Chosha, Muroran Transport Branch Office of Hokkaido District Transport Bureau	+81-143-23-5001
Muroran Detached Office of Otaru Quarantine Station (To be contacted to Chitose Airport Quarantine Branch Office of Otaru Quarantine Station)	(+81-123-45-7007)
Hokkaido and Tohoku Branch, Animal Quarantine Service	+81-123-24-6080
Muroran and Tomakomai Sub-branch, Sapporo Branch of Yokohama Plant Protection Station (located in Tomakomai City)	+81-144-33-2913
Tomakomai Sub-branch Office, Chitose-Tomakomai Branch Office of Sapporo Regional Immigration Services Bureau	+81-144-32-9012
Administration Division, Port Department of Muroran City Port and Harbor Division	+81-143-22-3191

Tugboats. Tugboats are available.

Ferry boats. Ferries are available. The pier is located within Kaigan Machi Basin in Section 2.

10

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
Kegasa Concrete Co., Ltd.	TEL: +81-144-87-3255	0800 ~ 1700	Bilge, collect oil, sludge	Bilge, collect oil, sludge

Medical facilities.

Name	Telephone	Remarks
Muroran City General Hospital	+81-143-25-3111	

Nikko Memorial Hospital	+81-143-24-1331	
Steel Memorial Muroran Hospital	+81-143-44-4650	

Chikiu Misaki ~ Tomakomai Ko (Chart JP1034)

General information. The coast for about 34 M in length between Chikiu Misaki and Tomakomai Ko is sand dunes which developed including Ranbokke Misaki (42° 26.4' N, 141° 09.9' E) and Ayoro Hana. Shiraoi Ko is located on NE about 7 M of Ayoro Hana.

A 20 m contour line runs along about 1 M offshore and a 10 m contour line lies within about 0.6 M offshore.

There are no dangerous reefs further offshore.

Landmarks.

Landmark	Position	Remarks
Ayoro Hana	42° 27.2' N, 141° 12.0' E	A point which is surmounted by a white structure on the top and a monument (Discontinued lighthouse, painted red and white) on the SW side. Vessels from the inside of Uchiura Wan will first identify it after passing Chikiu Misaki because low and slightly projecting to the S. A precipitous cliff called "Kujira Iwa" with a reddish clay color at SW of the point is conspicuous from a distance.
Raiba Take	42° 31.2' N, 141° 04.7' E	A mountain, 1,040 m high, appears to be sharp as seen from the S.
Chimney	42° 30.5' N, 141° 16.8' E	About 105 m high which has been painted in red and white.
2 chimneys	42° 30.8' N, 141° 17.0' E	One is about 105 m high which has been painted in red and white. Two are about 81 m high which has been painted in gray.
A radio tower	42° 35.4' N, 141° 25.0' E	A parabolic antenna, about 89 m high.
Tarumae Yama	42° 41.4' N, 141° 22.6' E	An active volcano, 1,041 m high, always emitting white fumes, located on the SE side of Shikotsu Ko (lake). A crater basin on the top contains a domed peak which has an unusual shape. It is prominent from a distance.
5 chimneys	42° 38.2' N, 141° 35.3' E	It is 206m high, red and white in colour, and can be seen from 25M offshore on clear days.
	42° 38.2' N, 141° 39.4' E	176m and 161m high, red and white.
	42° 36.7' N, 141° 48.4' E	204m and 174m high, light blue.

tsunami, typhoon etc., Tomakomai Ko Earthquake, Tsunami, Typhoon etc. Safety Measures Committee 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: Tomakomai Coast Guard Station).

Weather. The climate in this region is somewhat milder than other region of Hokkaido, and also the snowy season is short.

Tides. In Tomakomai Ko, Mean higher high water is 1.3 m, Mean lower low water is 0.3 m, and Mean sea level is 0.88 m.

Tidal currents. The tidal current is weak in both the inner and outer harbours with the maximum rate of around 0.3 kn. However, there are some differences in the flow condition between the inner and outer harbours.

The largest vessel to enter the port.

2 Ku: A passenger vessel “Asuka II” (50,444 t; draught: 8.0 m) was berthed at Irifune Wharf Quay on September 11, 2024.

4 Ku (Western Part): A tanker “C. INNOVATOR” (164,533 t; draught: 20.5 m) was moored to the Idemitsu-Hokkaido Sea-Berth on February 11, 2015.

4 Ku (Eastern Part): A tanker “TSURUGA” (160,068 t; draught: 14.4 m) was berthed at Hokkaido-Sekiyu Kyodobichiku Pier on July 19, 2015.

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 / 12 ch	24 hours	Tomokomai Coast Guard Station	

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

Signals. Traffic control signals on Tomakomai Fairway (Section 1 on the W of a line drawn from the eastern extremity of Central N Wharf No. 1 E Quay to the western extremity of the Central S Wharf W Quay, and Section 2) are indicate by Tomakomai Signal Station (42° 37.8' N, 141° 37.4' E), and on Yufutsu Fairway (Section 1 except Tomakomai Fairway) are indicate by Yufutsu Signal Station (42° 39.0' N, 141° 40.3' E).

The certain vessels, when entering or leaving these fairways, should navigate subjected to the corresponding traffic control signals on those signal stations. (Refer to Article 20-2, Appended table 4 of the Regulation for the Enforcement of the Port Regulations Law).

The traffic control signals are as follows.

Fairway	Signal type	Meanings of signals
Tomakomai Fairway [Section 1 and 2 in the W sea area of the line drawn at 353° from the W end of the W quay of Central South Wharf to the shore.]	Flashing letter “I”	Inward-bound vessels may proceed to the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Outward-bound vessels of less than 500t may take departure through the fairway.
	Flashing letter “O”	Outward-bound vessels may take departure through the fairway. Inward-bound vessels of 500t or more shall avoid the course of other outward-bound vessels and stand by off the fairway. Inward-bound vessels of less than 500t may proceed to the fairway.

	Flashing letter "F"	Inward-bound vessels of 500t or more shall avoid the course of other outward-bound vessels and stand by off the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound and outward-bound vessels of less than 500t may proceed to and take departure through the fairway.
	Lighting letter "X"	All traffic prohibited except the vessels instructed by Captain of the Port.
Yufutsu Fairway [Section 1 except for Tomakomai Fairway]	Flashing letter "I"	Inward-bound vessels may proceed to the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Outward-bound vessels of less than 500t may take departure through the fairway.
	Flashing letter "O"	Outward-bound vessels may take departure through the fairway. Inward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound vessels of less than 500t may proceed to the fairway.
	Flashing letter "F"	Inward-bound and outward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound and outward-bound vessels of less than 500t may proceed to and take departure through the fairway.
	Lighting letter "X"	All traffic prohibited except the vessels instructed by Captain of the Port.

Landmarks.

Landmark	Position	Remarks
A conspicuous building	42° 37.8' N, 141° 37.4' E	Tomakomai Signal Station, a steel tower, about 40 m high.
2 chimneys	42° 38.2' N, 141° 35.3' E	206m high, red and white, paper mill premises
	42° 38.2' N, 141° 35.4' E	108m high, grey, paper mill premises
3 chimneys	42° 38.1' N, 141° 39.3' E	161m high, red and white tower-shaped, with red aviation obstruction lights, inside the refinery
	42° 38.2' N, 141° 39.4' E	106m high, inside the refinery
	42° 38.3' N, 141° 39.5' E	176m high, red and white cluster, inside the power station
2 pylons	42° 39.0' N, 141° 40.3' E	Each tower is 104m high, red and white, equipped red aviation obstruction lights, and there are overhead cable (55m high) between the towers.
	42° 38.8' N, 141° 40.4' E	
2 chimneys	42° 36.6' N, 141° 48.3' E	204m high, light blue, with white aviation obstruction lights, inside the power station
	42° 36.7' N, 141° 48.5' E	174m high, light blue, with white aviation obstruction lights, inside the power station

Indication of Course and Destination etc. Follow the provisions of Article 11 of the Enforcement Regulations of the Act on Port Regulations.

Indication of Course and Destination (Japan Coast Guard Public Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meaning of Signals and Symbols
	2nd Substitute, C	C	Proceeding to the mooring facilities between Kaihatsu Ferry Wharf and Central N Wharf No. 2 Quay in Section 1.
	2nd Substitute, N	N	Proceeding to the mooring facilities between Central N Wharf No. 3 Quay and Maruichi Steel Tube Quay in Section 1.
	2nd Substitute, E	E	Proceeding to the mooring facilities between Yufutsu Wharf and Central S Wharf W Quay in Section 1.
	2nd Substitute, S	S	Proceeding to the mooring facilities between Hokuren Pier and Tomakomai Wharf in Section 1.
	2nd Substitute, 2, E	2 E	Proceeding to the mooring facilities between Irifune Wharf and N Wharf in Section 2.
	2nd Substitute, 2, W	2 W	Proceeding to the mooring facilities at W Wharf or S Wharf in Section 2.

Directions.

- When entering in the western part of the port, vessels pass through the fairway which is about 300 m in width with about 14 m in depth and located at the W of E Breakwater. This fairway is indicated by two light buoys inside the port, but the depth can suddenly become shallow in places with the exception of the fairway, therefore it is necessary to exercise sufficient caution for keeping the course when wind waves from between S and SSW are high around the breakwaters.
- When entering in the eastern part of the port, vessels can use one leading light and two leading beacons: a pair of leading beacon indicates the center of the dredged fairway (14 to 17.5 m in depth; bearing 059° of two marks in line); other pair of leading beacon indicates the fairway leading to Hokkaido-Sekiyu Kyodobichiku Pier (bearing 082.7° of two marks in line) ; a pair of leading light indicates the fairway leading to Central Wharf (bearing 012.3° of two lights in line), respectively.

Navigation safety instructions.

- The Tomakomai Maritime Traffic Safety Council has been established aiming at ensuring the safety of maritime traffic inside and vicinity of the port. The council is organised by the following members: Tomakomai Port Authority, administrative agencies related to Tomakomai Ko including Tomakomai Coast Guard Office, and the stakeholders including administrative agencies, private companies and organisations. The members made the agreements to ensure the safety of maritime traffic. The details of the agreements are available through the website of the Tomakomai Port Authority.

<https://www.jptmk.com/030business/03cautions.html>

- In the western part of the port, a traffic control signal is operated for vessels entering or leaving the port. Vessels entering or leaving the port must report their estimated and departure time to Tomakomai signal station (TEL +81-144-34-3074) based on the agreement mentioned in Section 1. Vessels tend to arrive and depart in the early morning and evening. In addition, dense fog often occurs from early spring to summer, and when visibility is poor, restrictions may be imposed on arrival and departure.

Quarantine anchorage. A quarantine anchorage is established near the harbour limit within Section 3 (42° 36.4' N, 141° 36.0' E). Vessels carrying dangerous cargo shall anchor in Section 4.

Anchoring restricted. Vessels are restricted from anchoring within Section 1 and Section 2. Furthermore, all vessels are prohibited from anchoring to ensure the security of inward-bound and outward-bound vessels in the vicinity of the entrance of Nishi Ko.

Cautions for anchoring and evacuation advisory. The anchorage cannot be considered safe because the anchorage affords poor holding ground and the bottom is mostly sand and pumice. Some vessels have had dragging anchors which resulted in stranding especially when a southerly strong wind is blowing.

For the reasons above, the Captain of the Port of Tomakomai issue “Advice for preventing dragging anchor” which order the vessels anchoring inside and the vicinity of Tomakomai Ko to weigh anchor and evacuate in cases that southerly winds with a velocity of 15m/s and more blow continuously.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
N Wharf No. 1 and 2 Quays		42° 38.5' N, 141° 37.3' E	260 in total	7 ~ 7.5	5,000 × 2	
N Wharf No. 3 and 4 Quays		42° 38.6' N, 141° 37.5' E	180 in total	4.5 ~ 5	2,000 × 2	
E Wharf No. 3 ~ 6 Quays		42° 38.5' N, 141° 37.6' E	571 in total	6.5 ~ 9	10,000 × 4	
W Wharf No. 1 ~ 3 Quays		42° 38.3' N, 141° 37.4' E	660 in total	8 ~ 9	10,000 × 3	Aseismic quay is No.3.
S Wharf No. 1 and 2 Quays		42° 38.0' N, 141° 37.5' E	370 in total	9.5 ~ 10	15,000 × 2	
S Wharf No. 3 Quay		42° 37.9' N, 141° 37.5' E	195	11	20,000 × 1	
Irifune Wharf Quay		42° 38.3' N, 141° 37.7' E	330 in total	10.5 ~ 14	40,000 × 1	
Harumi Wharf	No. 1 Quay	42° 38.6' N, 141° 39.2' E	240	11.5 ~ 12	30,000 × 1	
	No. 2 Quay	42° 38.5' N, 141° 39.1' E	240	12 ~ 12.5	30,000 × 1	
	No. 3 Quay	42° 38.5' N, 141° 38.9' E	170	10	10,000 × 1	
Central N Wharf	No. 1 Quay	42° 38.8' N, 141° 39.7' E	186	10 ~ 10.5	15,000 × 1	
	No. 2 Quay	42° 38.8' N, 141° 39.8' E	240	11 ~ 12	30,000 × 1	
	No. 3 Quay	42° 38.9' N, 141° 40.0' E	230	12	30,000 × 1	
	No. 4 Quay	42° 38.9' N, 141° 40.1' E	130	6.5 ~ 7.5	5,000 × 1	
	No. 5 Quay	42° 38.9' N, 141° 40.2' E	130	7 ~ 7.5	5,000 × 1	
	No. 6 Quay	42° 39.0' N, 141° 40.3' E	69	7	5,000 × 1	Overhead cable (55 m)
Central S Wharf	W Quay	42° 38.6' N, 141° 40.0' E	165	9	10,000 × 1	
	No. 1 Quay	42° 38.6' N, 141° 40.2' E	240	12 ~ 12.5	30,000 × 1	Crane
	No. 2 Quay	42° 38.6' N, 141° 40.3' E	240	12	30,000 × 1	
	No. 3 Quay	42° 38.7' N, 141° 40.4' E	130	7.5	5,000 × 1	
Yufutsu Wharf	No. 1 Quay	42° 39.0' N, 141° 41.6' E	280	12 ~ 12.5	30,000 × 1	
	No. 2 Quay	42° 39.1' N, 141° 41.7' E	185	10	15,000 × 1	
	No. 3 Quay	42° 39.1' N, 141° 41.8' E	130	7 ~ 7.5	5,000 × 1	
	No. 4 Quay	42° 39.2' N, 141° 41.9' E	130	7.5	5,000 × 1	
	No. 5 Quay	42° 39.3' N, 141° 41.8' E	240	12	30,000 × 1	
	No. 6 Quay	42° 39.4' N, 141° 41.8' E	165	9	10,000 × 1	
Central Wharf No. 2 Quay		42° 36.5' N, 141° 46.9' E	330	14	30,000 × 1	Aseismic quay. Container crane
Central Wharf No. 3 Quay		42° 36.7' N, 141° 47.0' E	330	13.5 ~ 14	50,000 × 1	Container crane
Shubun Wharf No. 2 Quay		42° 36.6' N, 141° 49.2' E	240	less than 12	30,000 × 1	For car ferry

Note: Apart from the above table, there are private mooring facilities for company use in each section.

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

Maritime authorities and facilities.

Name	Telephone
Tomakomai Coast Guard Station (Captain of the port)	+81-144-33-0118
Tomakomai Branch Customs	+81-144-34-1953
Tomakomai Maritime Office, Muroran Transport Branch Office of Hokkaido District Transport Bureau	+81-144-32-5901
Tomakomai Detached Office of Otaru Quarantine Station (To be contacted to Chitose Airport Quarantine Branch Office of Otaru Quarantine Station)	(+81-123-45-7007)
Hokkaido and Tohoku Branch, Animal Quarantine Service	+81-123-24-6080
Muroran and Tomakomai Sub-branch, Sapporo Branch of Yokohama Plant Protection Station	+81-144-33-2913
Tomakomai Office, Chitose-Tomakomai Branch Office of Sapporo Regional Immigration Bureau	+81-144-32-9012
Tomakomai Port Authority	+81-144-34-5551

Tugboats. Tugboats are available.

5 **Ferry boats.** Ferries are available. The pier is located in Section 2.

Oil waste disposal facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Kankyokaihatu Kogyo Co., Ltd.	TEL: +81-11-373-2728	0800 ~ 1730	Bilge, water ballast, collect oil, sludge	
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
Kegasa Concrete Co., Ltd.	TEL: +81-144-87-3255	0800 ~ 1700	Bilge, collect oil, sludge	Bilge, collect oil, sludge

Medical facilities.

Name	Telephone	Remarks
Tomakomai City Hospital	+81-144-33-3131	
Tomakomai Nisshou Hospital	+81-144-72-7000	

Oji General Hospital	+81-144-32-8111	
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Maritime traffic. Car ferry services are in operation to Hachinohe Ko, Akita-Funakawa Ko (Akita Ku), Sendai-Shiogama Ko (Sendai Ku), Niigata Ko, Tsuruga Ko, Oarai Ko and Nagoya Ko.

Tomakomai Ko ~ Mitsuishi Gyoko (Chart JP1030)

General information. The coast for about 40 M in length has few inlets and no available port in between.

The coast for about 14 M in length between Tomakomai Ko and Monbetsu Hana is sandy beach.

The coast for about 25 M in length between Monbetsu Hana and Mitsuishi Gyoko is nearly all narrow sandy beaches. There are some dangerous reefs (Todo Iwa etc. which lie on the SSE about 2.2 M of Ashibetsu Hana) scattered off the coast in places with some of them (shallows etc. which lie on the S about 1.6 M of the estuary of Shizunai Kawa) lying close inward of a 20 m contour line.

In addition, it is necessary to exercise caution in navigating along this coast because stationary nets are installed within about 4 M off the coast of Monbetsu Hana (42° 28.2' N, 142° 04.7' E).

Landmarks.

Landmark	Position	Remarks
2 chimneys	42° 36.7' N, 141° 48.4' E	One is 204 m high and the other is 174 m high. These chimneys have been painted in light blue and four flashing white lights are attached to the top and middle part of them respectively (each one at the N, S, E, and W side, four in total). They constitute good landmarks to identify the location of the port.
Shinodai Misaki	42° 29.1' N, 142° 01.7' E	A cape which will be got a good radar response.
Monbetsu Hana	42° 28.2' N, 142° 04.7' E	A flat point which is surmounted by a lighthouse and will be got a good radar response.
Hiratori Yama	42° 33.5' N, 142° 10.3' E	A mountain with a pointed peak, 309 m high, which is prominent as there is no high mountain around it.
Sasa Yama	42° 28.7' N, 142° 30.2' E	A mountain, 806 m high, which is easily identifiable because a radio tower with about 720 m high is located on the SW side near the top.

Mitsuishi Gyoko ~ Erimo Ko (Chart JP1030)

General information. This coast for about 30 M in length extends almost to the ESE with some small indentations and contains ports such as Mitsuishi Gyoko, Urakawa Ko, Samani Ko and Erimo Ko. A 20 m contour line runs along about 1 M offshore.

The shore between Mitsuishi Gyoko (42° 15' N, 142° 33' E) and Urakawa Ko (42° 10' N, 142° 46' E; Port designated by Port Regulations Law; Port Code: JP URK) is narrow sandy beach like the area W of Mitsuishi Gyoko with dried-up rocks and sunken reefs scattered in front or on the shore line in places.

Beko Iwa (42° 14.0' N, 142° 35.3' E) and Kayabe Sho (42° 13.7' N, 142° 35.7' E) lie scattered off the coast and a broad rocky reef extends close to the 20 m contour line in the vicinity of Ogifushi Hana. Other shoals also lie scattered around this area and the depth outside the contour line suddenly deepens.

The coast between Urakawa Ko and Erimo Ko (42° 01' N, 143° 09' E; Port designated by Port Regulations Law; Port Code: JP EMM) mostly consists of cliffs around 100 m high and their feet are generally narrow sandy beaches except for the coast toward SE from Samani Ko (42° 08' N, 142° 55' E; Port designated by Port Regulations Law; Port Code: JP SAM) where shingle beaches dominate. Rocky reefs lie scattered in front of the shoreline in places.

Weather. When a typhoon or a developed atmospheric depression passes near this coast, strong winds

known as “Hidaka Oroshi” blow down from the slope of the Hidaka mountain range and often strong gusty NE winds rage at the sea. A maximum wind velocity of 39.6 m/s and maximum instantaneous wind velocity of 48.5 m/s have been recorded there in the past.

Landmarks.

Landmark	Position	Remarks
Cliffs at Kerimai	42° 13.6' N, 142° 36.7' E	A cliff with burnt sienna in color which is prominent from a distance.
Ogifushi Hana	42° 11.5' N, 142° 40.2' E	A point which will be got a good radar response.
A radio tower	42° 11.1' N, 142° 44.6' E	A radio tower with silver in color which has been stood on a white structure. Two red lights are attached to the top of it.
A radio mast	42° 10.4' N, 142° 46.3' E	A radio mast which has been painted in red and white. 134 m high. With red aviation obstruction lights. The lights are conspicuous at night, but not noticeable by day.
A radio tower	42° 09.8' N, 142° 47.2' E	A parabolic antenna with silver in color.
Apoi Take	42° 06.5' N, 143° 01.5' E	A mountain with a pointed peak, 810 m high, which is prominent.
Iwaoi Hana	42° 04.9' N, 143° 00.6' E	A point which will be got a good radar response.

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Approaches to Erimo Misaki (Chart W1031)

General information. This section covers the SW coast of the area between Erimo Ko and Erimo Misaki, and Hyakunin Hama on the E coast.

A 10 m contour line around those areas lies within about 0.5 M offshore. There is no port available for general vessels along the SW coast.

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Numerous rocky reefs with less than 5 m in depth lie in the area within 700 m from the coastline between Erimo Ko and Erimo Misaki, but the depth is suddenly deepened outside the area. Breakers along the shore can always be seen between Yotsuya Saki (41° 59.1' N, 143° 09.8' E) and Erimo Misaki.

On both sides of Erimo Misaki, there is a rocky cliffed coast and dried-up reefs extend to the SE. Hyakunin Hama on the E coast is a sandy beach for about 5.5 M in length and about 1 km in width. The area is prone to strong winds, and that can cause a sandy dust.

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Landmarks.

Landmark	Position	Remarks
Erimo Misaki	41° 55.5' N, 143° 15.0' E	A cape of rocky cliffs with a top 70 m high which is surmounted by a lighthouse. When seen from far E and W, the tip of the cape is obscured, so mariners tend to misidentify a mountain, 225 m high and its vicinities with the cape.
A mountain, 225 m high	41° 58.2' N, 143° 12.8' E	A mountain, 225 m high. Two domed structures which are light green in color and very conspicuous, and two radio towers to which a parabolic antenna is attached, are located on the mountaintop.
A mountain, 971 m high	42° 03.8' N, 143° 14.9' E	A mountain, 971 m high, of which two radio towers are located near the top.
Toyoni Take	42° 04.6' N, 143° 14.0' E	A mountain with a pointed peak, 1,105 m high, which is prominent from a distance.

Precautions for navigation. The offing of Erimo Misaki is an important area in marine traffic and has an extremely high volume of traffic, and a large number of fishing boats usually operate there because it is a good fishing ground. The vicinity of Erimo Misaki is prone to stormy weather because the number of windy days with

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cancellation of them, etc. (Inquiries: Hiroo Coast Guard Station).

Tides. In Tokachi Ko, Mean higher high water is 1.2 m, Mean lower low water is 0.3 m, and Mean sea level is 0.85 m.

The largest vessel to enter the port. A cargo vessel “PRABHU SHAKIT” (83,690 D/W; draught: 10.9 m) was berthed at No. 3 Quay of No. 4 Wharf on May 22, 2015.

Landmarks.

Landmark	Position	Remarks
4 silos	42° 17.5' N, 143° 19.1' E	Four silos for cement use of which all are grey in color.
Tate Iwa	42° 17.3' N, 143° 19.5' E	An upright rock, 21 m high.
A radio mast	42° 18.4' N, 143° 19.2' E	A radio tower, 97 m high, which has been painted in red and white.

Precautions for entering the port. When strong winds blow from between NE and SE, sufficient caution for the steerage is required in the case of entering into or departing from the port because chopping waves get up near the end of the S breakwater and the swell usually surges abeam.

Even if the waves are low at the time of E wind off the port, high waves sometimes occur near the port entrance because the sea around this port is shallow for a considerable distance from the shore.

Anchorages. Anchorages are available within a 20 m contour line to the E of S breakwater. While a strong westerly wind blows, some vessels which can not round Erimo Misaki seek for temporary shelters off Hyakunin Hana or to the NE of Shoya Hana, but most of them return to the offing of Tokachi Ko for shelter because numerous stationary nets lie in the vicinity ~~and also those areas are beyond the limits of the cellular phone service.~~

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
S Wharf	No. 1 Quay	42° 17.4' N, 143° 19.2' E	90	5 ~ 5.5	2,000 × 1	
	No. 2, 3, 5 Quays	42° 17.5' N, 143° 19.3' E	230	less than 5	2,000 × 3	
	No. 4 Quay	42° 17.5' N, 143° 19.3' E	130	7.5	5,000 × 1	
No. 2 Wharf No. 1, 2 Quays		42° 17.6' N, 143° 19.3' E	260	7.5	5,000 × 2	
No. 3 Wharf	No. 1 Quay	42° 17.8' N, 143° 19.4' E	90	5.5	2,000 × 1	
	No. 2, 3 Quays	42° 17.8' N, 143° 19.5' E	260	7.5	5,000 × 2	
	No. 4 Quay	42° 17.9' N, 143° 19.7' E	185	10	15,000 × 1	Anchor in front
	No. 5 Quay	42° 17.9' N, 143° 19.6' E	130	7.5	5,000 × 1	
	No. 6 Quay	42° 18.0' N, 143° 19.5' E	90	5.5	2,000 × 1	Aseismic quay
	No. 7, 8 Quays	42° 18.0' N, 143° 19.5' E	180	5.5	2,000 × 2	
No. 4 wharf	No. 1 Quay	42° 18.1' N, 143° 19.6' E	240	8	10,000 × 1	
	No. 2 Quay	42° 18.0' N, 143° 19.8' E	240	12	30,000 × 1	
	No. 3 Quay	42° 18.1' N, 143° 19.9' E	260	13	40,000 × 1	
Fishery Wharf		42° 17.4' N, 143° 19.3' E	130	5.5	500 × 2	

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

Maritime authorities and facilities.

Name	Telephone
Hiroo Coast Guard Station	+81-1558-2-0118
Tokachi Sub-branch of Kushiro Branch Customs	+81-1558-2-0406
Port and Harbor Section of Hiroo Town Office	+81-1558-2-0185

Tugboats. Tugboats are available.

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
Tokachi Recycle Co., Ltd.	TEL: +81-155-68-3547	0800 ~ 1700	Bilge, collect oil, slop oil, sludge	Bilge, collect oil, slop oil, sludge

Medical facilities.

Name	Telephone	Remarks
Hiroo-Town National Health Insurance Hospital	+81-1558-2-3111	

Tokachi Ko ~ Kushiro Ko (Chart JP1032)

General information. The coast for about 60 M in length between Tokachi Ko and Kushiro Ko is a continuous stretch of sandy beaches with dev

eloped sand dunes. The hinterland is a range of tablelands and no mountains of 400 m high or more lie within 15 km inland. Tokachi Kawa (42° 42' N, 143° 40' E) and other rivers meander through this area and run into the sea. Most of the rivers have marshes or lagoons near their mouths.

Generally, a 20 m contour line runs along about 2.5 M offshore and includes dangerous reefs such as O Sori (42° 45.1' N, 143° 47.8' E; a dried-up rock, 0.8 m high) around Konbukariishi Misaki (42° 45.8' N, 143° 46.0' E), Sengen Zori (42° 47.6' N, 143° 49.4' E; a dried-up rock, 0.9 m high) around the estuary of Atsunai Kawa and a dried-up rock (42° 57.2' N, 144° 06.5' E; 1.1 m high) around Sekitan Misaki. Submerged obstruction is laid in the NNE about 5 M of Hiroo Light (42° 17.1' N, 143° 19.2' E).

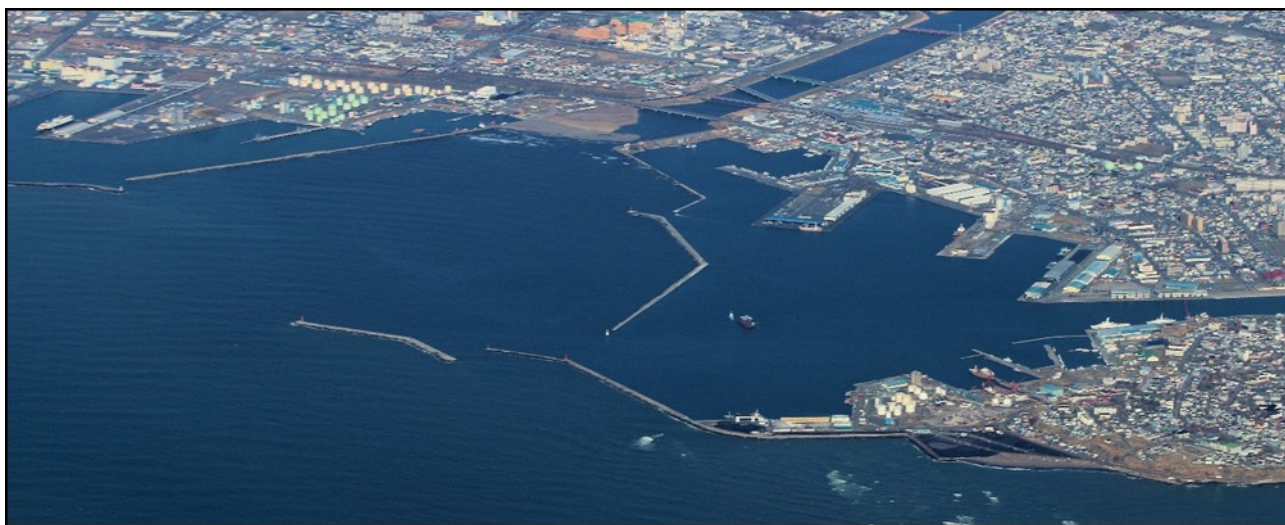
Otsu Gyoko and other small fishing ports are located midway between Tokachi Ko and Kushiro Ko.

Landmarks.

Landmark	Position	Remarks
2 radio towers	42° 50.5' N, 143° 45.1' E	About 300 m high (with red aviation obstruction lights, said to be visible from about 15 M offshore at night) and approximately 310 m high.
A chimney	42° 53.6' N, 143° 56.5' E	A chimney which has been painted in red and white.
Sekitan Misaki	42° 57.2' N, 144° 05.4' E	A good target for radar
An aerolight	43° 02.8' N, 144° 11.7' E	Kushiro Airport aerodrome beacon, a good landmark at night.
A radio mast	42° 59.4' N, 144° 24.8' E	188 m high, red and white, with red aviation obstruction lights

Precaution for navigation.

The aquaculture facility (about 4 M from the shore) is located approximately 8 M south-southwest of Otsu Gyoko.



Higashi Ku

(Photographed in Nov. 2017)

Port classification. Specified port, Open port, Quarantine port, Immigration port, Domestic animal quarantine port, Plant protection port, Important port.

General information. Kushiro Ko is situated on the NE about 80 M of Erimo Misaki. It consists of Higashi Ku, Nishi Ku and an Outer Harbour.

Higashi Ku corresponds to the erstwhile Kushiro Ko which had been situated on the estuary of Kushiro Kawa and its vicinity. It is divided into Section 1, 2, 3 and a Passage. An auxiliary port is located on the N of Section 2. Nishi Ku is a newly developed port on the W side of the estuary of Shin-Kushiro Kawa and consists of Section 1 and 2.

This port has been used by many vessels because of the largest port on the E coast of Hokkaido. During the summer fishing season in particular, numerous fishing boats are often entering into and departing from the port.

This port does not suffer from strong winds geographically, ~~but the entire sea within the port can often be covered with dense fog.~~ Due to its topography, it is subject to strong southerly winds and is often closed off by thick fog.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami, Typhoon and Tsunami Safety Measures Committee of Kushiro Ko Safety Measures Council is established to issue information on typhoon and tsunami 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: Kushiro Coast Guard Office).

Tides. In Kushiro Ko, Mean higher high water is 1.3 m, Mean lower low water is 0.3 m, and Mean sea level is 0.87 m.

Sea ice. On February 4, 2001, fast ice flowing from the Kushiro Kawa and a cold wave caused both the east and west sections of the port to freeze over, making navigation difficult until mid-February.

In winter, when drift ice is active off the southern coast of Hokkaido, special care must be taken when entering or leaving port, especially at night.

Marine disasters. The most collisions occur in and around the port. ~~Fire and~~ **Stranding** come second ~~and third~~ as marine disasters respectively. Collisions and stranding mostly occur during dense fog. Vessels most often run aground on Shirito Sho (42° 57.8' N, 144° 22.2' E; with a light beacon on the S side), but some vessels run aground on Otanoshike Kaigan because of dragging anchor when strong southerly winds blow by developed atmospheric depressions.

The largest vessel to enter the port. On July 12, 2024, a passenger vessel "DIAMOND PRINCESS"

(115,875 t; draught: 8.6 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° 59.9' N, 144° 20.8' E	Tanks group with green in color.
2 chimneys	43° 00.4' N, 144° 21.4' E	123 m high, red and white
	43° 00.3' N, 144° 21.5' E	95 m high, red and white
4 silos	42° 59.3' N, 144° 22.2' E	Four silos 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.
2 silos	42° 58.5' N, 144° 22.0' E	Two silos for cement use with grey in color.

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 Public Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public 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	5,000t × 4	Dolphin berths
	E side -5.5m Quay No. 1	42° 59.8' N, 144° 20.6' E	90	5 ~ 5.5	2,000t × 1	
Section 2	E side -9m Quays No. 2 and 3	42° 59.7' N, 144° 20.5' E	330	6.5 ~ 8.5	10,000t × 2	
	S side -12m Quay No. 4	42° 59.7' N, 144° 20.3' E	240	10.5 ~ 11	30,000 × 1	
	W side -10m Quay No. 5	42° 59.7' N, 144° 20.3' E	185	9 ~ 9.5	15,000 × 1	
	W side -9m Quays No. 6 and 7	42° 59.9' N, 144° 20.4' E	330	8.5 ~ 9	10,000t × 2	
	Landing Place	43° 00.0' N, 144° 20.3' E	316	4 or less	—	
	E side -5.5m Quay No. 8	42° 59.9' N, 144° 20.2' E	90	5	2,000t × 1	
	E side -7.5m Quay No. 9	42° 59.9' N, 144° 20.2' E	130	7.5	5,000t × 1	
	E side -10m Quay No. 10	42° 59.8' N, 144° 20.1' E	185	10	15,000t × 1	
	S side -12m Quays No. 11 and 12	42° 59.8' N, 144° 19.9' E	460	11 ~ 12	30,000 × 2	Travelling Crane
	W side -9m Quay No. 13	42° 59.8' N, 144° 19.8' E	165	9	10,000 × 1	
	W side -7.5m Quay No. 14	42° 59.9' N, 144° 19.8' E	130	7.5	5,000t × 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° 19.9' E	300	14	85,000 class × 1	
	S-side Bulk Pier No. 2	42° 59.7' N, 144° 19.9' E	170	unsurveyed	2,000 × 1	
Section 3	E-side Landing Place	43° 00.0' N, 144° 19.7' E	100	4	—	
	E side -5.5m Quay No. 15	43° 00.0' N, 144° 19.7' E	90	5.5	2,000t × 1	
	E side -7.5m Quay No. 16	42° 59.9' N, 144° 19.6' E	130	7.5	5,000 × 1	
	E side -7.5m Quay No. 17	42° 59.8' N, 144° 19.6' E	130	7.5	5,000 × 1	
	S side -12m Quay No. 18	42° 59.8' N, 144° 19.5' E	240	11 ~ 12	30,000 × 1	Container Crane
	W side -12m 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	—	
	E side -10m Quay No. 21	43° 00.0' N, 144° 19.2' E	170	10	15,000 × 1	
	E side -12m Quay No. 22	42° 59.9' N, 144° 19.2' E	240	12	30,000 × 1	
	S side -14m Quay No. 23	42° 59.8' N, 144° 19.0' E	282	14	50,000 × 1	Travelling Crane

Higashi Ku.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
Section 1	Irifune Quay	42° 58.8' N, 144° 22.7' E	280	3 ~ 5	—		
	Irifune (B) -6m Quay	42° 58.8' N, 144° 22.9' E	165	5 ~ 6	2,000 t	Foul ground in front	
	Omachi Quay	42° 58.8' N, 144° 23.0' E	250	1 ~ 5	500t		
	Nishikicho -6m Quay	42° 58.9' N, 144° 23.0' E	201	3 ~ 4	1000		
	Saiwaicho -6m Quay	42° 58.9' N, 144° 22.9' E	120	4.5 ~ 5	2,000 t × 2		
Section 2	Central Wharf	E side -9m Quay No. 7	42° 58.9' N, 144° 22.7' E	310	7.5 ~ 9	50,000t	An aseismatic quay for passenger vessels
		E side -7.5m Quays No. 4 ~ 6	42° 58.9' N, 144° 22.4' E	392	6 ~ 6.5	5,000 × 3	Snag in front of No.4
		-10m W side Quay No. 3	42° 58.9' N, 144° 22.2' E	180	8 ~ 9	15,000 × 1	Snag in front
		-9m W side Quays No. 1 and 2	42° 59.0' N, 144° 22.3' E	339	7 ~ 8	10,000 × 2	Foul ground in front of No.1
	N Wharf	E side -8.1m Quays No. 5 and 6	42° 59.1' N, 144° 22.2' E	155	4 ~ 6.5	6,000 × 1	Foul ground in front
		S side -8.1m Quay No. 4	42° 59.1' N, 144° 22.1' E	126	7 ~ 8	3,000 × 1	Foul ground in front
		W side -9m Quays No. 1 ~ 3	42° 59.2' N, 144° 22.1' E	396	7 ~ 8	10,000 × 2	Foul ground in front
		Chokusenbu -9.0m Quay	42° 59.3' N, 144° 22.1' E	150	7 ~ 7.5	6,000 × 1	Foul ground in front
		Chokusenbu -8.1m Quay	42° 59.4' N, 144° 22.0' E	157	3.5 ~ 7	3,000 × 1	Foul ground in front
		Chokusenbu -5m Quay	42° 59.4' N, 144° 22.0' E	56	4 ~ 4.5	1,000t	
	Gyoko Wharf	E side -7m Quays No. 1 ~ 4	42° 59.3' N, 144° 21.9' E	424	7 ~ 9	500t	
		S side -7.5m Quays No. 1 and 2	42° 59.2' N, 144° 21.8' E	203	7 ~ 7.5	5,000 × 1	Foul ground in front of No.1
		W side -7m Quays No. 1 ~ 3	42° 59.3' N, 144° 21.7' E	342	7	500t	Foul ground in front of No.3
	Fuku Ko N side -6 m Quay		42° 59.4' N, 144° 21.7' E	150	unsurveyed	349t	
	Fuku Ko N side -5 m Quay		42° 59.5' N, 144° 21.7' E	172	4 ~ 5.5	200t	Foul ground in front
	Fuku Ko (A) -5m Quay		42° 59.5' N, 144° 21.7' E	300	2.5 ~ 5	200t	There is a fish market.
	Fuku Ko (B) -5m Quay		42° 59.6' N, 144° 21.8' E	250	5	200t	
Irifune -7.5m Quay		42° 58.7' N, 144° 22.4' E	130	6.5 ~ 7.5	5,000 × 1	Foul ground in front	
Irifune (A) -6.0m Quay		42° 58.8' N, 144° 22.5' E	260	5 ~ 6	2,000		

Section 3	S Wharf	Old Coal Loader Quay	42° 58.3' N, 144° 21.8' E	217	7.5 ~ 8	5,000 × 1	
		General Cargo Quay	42° 58.3' N, 144° 21.9' E	91	4.5 ~ 5.5	2,000 × 1	
	Minamishin Wharf	S side Dolphin	42° 58.4' N, 144° 21.9' E	24	6	5,000 × 1	
		General Cargo Quay	42° 58.5' N, 144° 22.0' E	130	5.5 ~ 6	5,000 × 1	Foul ground in front
		W side Dolphin	42° 58.5' N, 144° 22.0' E	30	5	1,000 × 1	Foul ground in front of W side
		Shiroto-cho Bashin -6 m Quay	42° 58.6' N, 144° 22.2' E	195	3.5 ~ 6	2,000 t × 3	
		E Section Bashin -5 m Quay	42° 58.6' N, 144° 22.3' E	90	Less than 5	2,000 t × 2	

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

Repairs.

Name	Telephone	Remarks
Kushiro Heavy Industries Co., Ltd.	+81-154-41-9171	

Maritime authorities and facilities.

Name	Telephone
Kushiro Coast Guard Office (Captain of the port)	+81-154-21-5575
Kushiro Branch Customs	+81-154-22-3730
Kushiro Transport Branch Office of Hokkaido District Transport Bureau	+81-154-51-0057
Kushiro Detached Office of Otaru Quarantine Station	+81-154-23-3340
Kushiro Sub-branch, Sapporo Branch of Yokohama Plant Protection Station	+81-154-22-4291
Kushiro Port Branch Office of Sapporo Regional Immigration Bureau	+81-154-22-2430
Fishery, Port and Airport Department, City of Kushiro	+81-154-53-3371

Tugboats. Several tugboats are available.

Ferry boats. Ferry boats are available. The landing place is located within Chikko Basin (an area along the shore protection of Minatomachi) in Section 3 of Higashi Ku.

Oil waste disposal facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Light waste oil
Japan Oil Plant Engineering Co., Ltd.	TEL: +81-154-21-6166	0830 ~ 1730	Bilge, collect oil, sludge	Bilge, collect oil, sludge
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

Medical facilities.

Name	Telephone	Remarks
Kushiro Red Cross Hospital	+81-154-22-7171	
Kushiro Rosai Hospital	+81-154-22-7191	
Kushiro City General Hospital	+81-154-41-6121	

Kushiro Ko ~ The entrance to Akkeshi Wan (Chart W26)

General information. The coastline for about 19 M is relatively regular in shape between Shirito Hana in Kushiro Ko and Shiriha Misaki of the entrance to Akkeshi Wan. The Mataitoki area, ENE about 10 km of Kushiro Saki Light, protrudes the most around there to the S.

The coast consists mainly of sand and shingle beaches with numerous rocks in front. In some places, the coast is fringed by cliffs with marine erosion, some of which rise directly from the sea. There are no ports available for general vessels.

A 10 m contour line lies within about 0.4 M offshore. Kushiro Dashi (42° 55.9' N, 144° 29.8' E) is a sunken reef extending to the S from Mataitoki and is located on the southernmost coast around there.

A shoal, 3.2 m in depth, contained in the sunken reef lies within about 0.6 M offshore. The outer edge of this reef is 10 m or more in depth.

Landmarks.

Landmark	Position	Remarks
Tate Iwa	42° 56.9' N, 144° 35.0' E	A rock, 21 m high, which will be got a good radar response.
Todo Iwa	42° 56.8' N, 144° 35.8' E	A rock, 30 m high, which will be got a good radar response.
Rosoku Iwa	42° 56.7' N, 144° 38.4' E	A rock, 22 m high, which will be got a good radar response.
Maru Yama	42° 56.8' N, 144° 42.8' E	A mountain, 205 m high, of which a radio tower with silver in color is located on the top. It is the highest mountain around the coast there.
Shiriha Misaki	42° 56.2' N, 144° 47.2' E	A precipitous cliffy cape of which Hokake Iwa (11 m high) lies on the S and can be clearly seen from both E and W.

5 **Kushiro dashi** (42°55.9'N 144°29.8'E) is a sunken rock 3.2 m deep and is the southernmost reef on this coast.

Precaution for navigation. A wreck has sunken at the SW about 1.6 M of Kushiro Saki Light and another wreck has sunken at the SSW about 1.5 M of the same light.

Akkeshi Wan (43° 00' N, 144° 48' E) (Chart W36)

10 **General information.** This is the largest bay on the coast between Erimo Misaki and Nosappu Misaki. During S winds, a swell rolls into the bay and wind waves can rise, otherwise it is usually calm and affords a good shelter for general vessels. Akkeshi Ko (43° 02' N, 144° 50' E; Port designated by Port Regulations Law; Port Code: JP AKE) occupies the head of the bay.

The bay is indented for about 6 M between Shiriha Misaki and Mabiho Saki (42° 59.3' N, 144° 52.7' E) lying on the E about 5 M of it, and so spacious. Daikoku Shima is located in the E part of the entrance.

A waterway with about 4 m in depth navigable by small vessels lies between Mabiho Saki and Ko Shima (42° 58.5' N, 144° 52.7' E). The breakers make navigation difficult for even small vessels between Daikoku Shima and Ko Shima.

20 A navigable channel with 20 m or more in depth leading to the bay entrance lies on the W of Daikoku Shima and is about 1.4 M in width.

The shallow reefs lie on the E side of Shiriha Misaki and between Daikoku Shima and Mabiho Saki. The shallow reefs at the E about 1.9 M of Shiriha Misaki extend from a rocky reef with 3.7 m in depth, and breakers can always be seen there.

25 The bay is about 23 m in depth at the entrance and shallows toward the head. Generally, the bottom consists of mud and affords a good holding.

The W and N sides of the bay are relatively shallow, in depths of less than 5 m within 1.3 M of the shore. Rocky reefs lie scattered on the W side. The E side is relatively deep with a 10 m contour line lying within 0.5 M offshore but rocky reefs lie close to the shore.

30 The most part inside the bay is occupied by aquaculture facilities for oysters, lavers, brown seaweeds and kelps.

Fog. Fog hangs around Daikoku Shima outside the bay and in the W inside the bay. Occasionally it can be seen around Akkeshi Ko. Around March, fog appears early on still mornings, around Senpoji Sho on the W side of the bay, Naka Se near the middle of the bay and Aikappu Saki on the E side of the bay. The fog is usually about 1 km across and about 15 m high, and it travels slowly but lifts in the morning.

35 In spite of the fact that Akkeshi Ko (port) is located in the foggy N of the bay, it still has less foggy days than the other areas. However, fog on Akkeshi Ko (lake) generated early in the morning after a very clear sky at night moves to the S with gentle winds from the N, and can cause closing down on Akkeshi Ko (port) at times.

Tidal currents. At the entrance of Akkeshi Wan, flood currents flow through the inside of the bay while ebb

currents flow through the outer sides. Their rates are not strong but according to observation results made in summer, they always flow to the W under the influence of an ocean current flowing to the W and reach 1.6 kn maximum.

Sea ice. In Akkeshi Wan, ice usually forms between early February and early March and thickens to 3 to 6 cm, but the central part of the bay is ice-free. Drift ice with about 1.5 m in thickness, subject to the wind direction, can penetrate into the bay from early February to mid April, and causes an obstacle to navigation by covering the entire bay occasionally.

Landmarks.

Landmark	Position	Remarks
Daikoku Shima	42° 57.3' N, 144° 52.3' E	An island, 105 m high, which is surrounded by precipitous cliffs and is surmounted by Akkeshi Light on the pointed peak at the SW end. It is prominent from any direction.
Aikappu Saki	43° 00.9' N, 144° 50.0' E	A cape with a conical top, 79 m high. A light buoy is installed in the SW about 1,700 m of it.

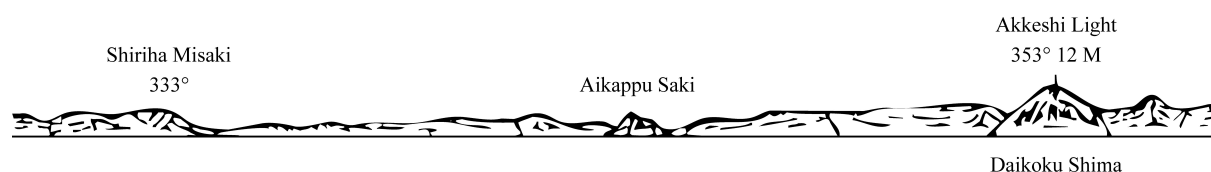
Precaution for navigation. There are aquaculture facilities throughout almost the entire bay.

Anchorage. An area around 1 M offshore lying between lines on Barasan Saki bearing 065° and Aikappu Saki bearing 100° is a good holding ground with 7.5 m to 9.5 m in depth and a muddy bottom.

Large vessels are recommended anchoring to the further S with 10 m in depth. If small vessels feel insecure at the above anchorage during strong S to SW winds, they can seek shelter in the SW part of the bay, but it is necessary to exercise caution for Senpoji Sho and aquaculture facilities which are laid in the W and SW parts of it.

Approaches to Akkeshi Wan

The entrance to Akkeshi Wan seen from the S



The entrance to Akkeshi Wan ~ the entrance to Hamanaka Wan (Chart W26)

General information. The coast for about 7 M in length between Mabiho Saki of the entrance to Akkeshi Wan and Chirippu Saki, is irregular and consists mainly of cliffs with marine erosion about 100 m high. The sea is shallow around the entrance to Akkeshi Wan but deep in front of the eastern half of this coast. No dangerous reefs lie further than 0.5 M offshore.

The depth between Chirippu Saki and the vicinity of Tobutsu Misaki is irregular, and numerous rocky reefs lie scattered within a 20 m contour line.

From Chirippu Saki, a plateau gently slopes down toward the NE but gives way to a low marshland from the northward of Biwase Hana (43° 02.9' N, 145° 05.3' E). The coastline winds somewhat sharply along Kiritappu Hanto protruding to the E, then together with Kenbokke To forms Biwase Wan on the SW side of it. It also forms Hamanaka Wan on the N side. The coast of Kiritappu Hanto consists mainly of cliffs with marine erosion, but within the bays are sandy or shingle beaches.

A sunken reef with 2.2 m in depth lies within 0.5 M offshore on the S of the E end of Kenbokke To.

Konbu Se (43° 01.9' N, 145° 06.0' E; a sunken reef with the least depth of 2.4 m) is located near the outer edge of the reefs extending to the SE about 1.3 M from Biwase Hana, and situated on the most outside in the

vicinity. The outer ends of the reefs descend steeply. Another sunken reef with 6.7 m in depth lies on the W about 1 M of Konbu Se, while Mado Iwa ($43^{\circ} 01.7' N$, $145^{\circ} 03.7' E$; two rocks with 17 m and 12 m high) lies on the further W for about 1 M within 0.5 M offshore.

There is no port available for general vessels along this coast.

5 Landmarks.

Landmark	Position	Remarks
Chirippu Saki	$43^{\circ} 00.0' N$, $145^{\circ} 01.4' E$	A cape of which Tate Iwa (38 m high) lies on the SW. It is yellowish in color and prominent from the E and W, then it will become a good landmark for vessels when approaching Akkeshi Wan from the E.
Kenbokke To	$43^{\circ} 03.1' N$, $145^{\circ} 06.3' E$	A trapezoidal island, 59 m high, which is surrounded by precipitous cliffs. Two prominent rocks lie near the SW end.

Hamanaka Wan ($43^{\circ} 07' N$, $145^{\circ} 10' E$) (Chart W25)

General information. The bay is located on the N side of Kiritappu Hanto and is protected from S winds.

10 The entrance of the bay for about 4 M in length opens widely to the E, but reefs on both the N and S sides of the entrance afford shelter from the slight easterly swell for vessels.

The S part of the bay is cliffy and Kiritappu Ko ($43^{\circ} 05' N$, $145^{\circ} 08' E$; Port designated by Port Regulations Law; Port Code: JP KRT) is located near the W end. Nishi Hama is a series of sandy beaches backed by a marshland. The coast in the N part is fringed with numerous rocks and is cliffy in places.

15 The inside of the bay is 20 m or less in depth. Moreover, the W part of the bay is shallow for a considerable distance from the shore. Generally, areas within 0.6 M of the coast are shallow with 5 m or less in depth.

Fog. Fog around Hamanaka Wan is similar to that around Akkeshi Wan. (Refer to the item “Fog” in Chapter 2 “THE SOUTH COAST OF HOKKAIDO” of Part 2 “OFFSHORE AND THROUGH ROUTES” on page 47.)

Even when sea fog covers the sea outside the bay, the sky inside it is occasionally clear.

Sea ice. Subject to the wind direction, drift ice penetrates into the bay but does not stay long.

20 Landmarks.

Landmark	Position	Remarks
Tobutsu Misaki	$43^{\circ} 04.6' N$, $145^{\circ} 10.3' E$	The Tobutsumisaki Light is located at the eastern end of a flat plateau about 50 m high.
Kuro Iwa	$43^{\circ} 05.2' N$, $145^{\circ} 11.2' E$	5 m high.
Hokake Iwa	$43^{\circ} 05.4' N$, $145^{\circ} 12.1' E$	13 m high
		A good target for radar when entering Hamanaka Wan. Hokake Iwa and the nearby reefs are indicated by a red sector light (215° - 270°) from the Tobutsumisaki Light ($43^{\circ}04.6'N$, $145^{\circ}10.1'E$). Hokake Iwa is illuminated by the Tobutsumisaki Hokakeiwa Spotlighting Light (located adjacent to the Tobutsumisaki Light).

Directions. Hamanaka Wan can be approached from the S of Kuro Iwa and the N of Hokake Iwa lying on the E of it, but for safety reasons it is better to pass the N of Hokake Iwa. The navigable waters between Hokake Iwa and Konbu Se lying on the N are sufficiently wide at more than 1 M in width. It is necessary to exercise caution in navigating to the bay because stationary nets lie in the E about 1.5 M of Hokake Iwa extending to the SE about 1 M and the vicinity of Tobutsu Misaki extending to the NE about 0.7 M.

There are numerous rocky reefs around the capes and islands in the vicinity.

Landmarks.

Landmark	Position	Remarks
6 wind turbines	43° 12.9' N, 145° 32.8' E	White.
Yururi To	43° 12.8' N, 145° 35.8' E	A flat island, 43 m high, surrounded by cliffs and home to Yururi To Light.
Nanatsu Iwa	43° 12.2' N, 145° 35.9' E	A pointed rock, 29 m high.
Moyururi To	43° 13.6' N, 145° 36.4' E	A flat island, 37 m high, which is fringed with cliffs.
Hanasaki Misaki	43° 16.7' N, 145° 35.3' E	Hanasaki Light is located here. The lighthouse is a good landmark from offshore.

Yururi Kaikyo (43° 13' N, 145° 34' E) (Chart W25)

5 **General information.** This strait is situated between Yururi To, Moyururi To and the mainland, and the navigable waters with 5 m or more in depth is about 1 M in width.

10 Sunken reefs lie scattered on both sides of the strait with several sunken reefs (6.6 to 8.5 m in depth) in the middle and has made it difficult to pass through there for large vessels. A sunken rock (43° 13.7' N, 145° 34.0' E; 1.5 m in depth) lies on the NE about 0.8 M of Konbumori Saki (43° 13.2' N, 145° 33.4' E; many wind turbines are located there). Reefs extend to the WSW about 800 m from a point at the N of Yururi To Light, and Futatsu Shima (43° 12.8' N, 145° 35.0' E; 14 m high) lies there. Other reefs extend to the NNW about 700 m from the W end of Moyururi To with Kamo Shima (43° 14.0' N, 145° 35.9' E; a rock with 22 m high) located near the outer end of them. Those reefs are danger to navigation, therefore caution is required.

15 **Tidal currents.** In Yururi Kaikyo, flood currents flow to the NE while ebb currents flow to the SW. The maximum rate of both can reach 1.3 kn.

Directions. Vessels can approach Hanasaki Ko through three fairways; Yururi Kaikyo, channels between Moyururi To and Tatsumi-no-Se and between Tatsumi-no-Se and Tomoshiri To (43° 17.9' N, 145° 40.3' E). In any case, vessels head for Hanasaki Light as a leading mark.

20 In order to maintain a sufficient distance away from a sunken rock with 1.5 m in depth situated on the NE of Konbumori Saki, vessels should steer about 010° with Hanasaki Light ahead, which leads through the middle of the channels. However, if visibility is restricted vessels need to exercise caution for the shoals.

Four stationary nets are laid within 1 M offshore from the NNE about 6 M from Bokkiriiso Saki, and in an area between the SW end of Yururi To and Kani Iwa on the SE side of the same island.

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	3 ~ 4.5	100t × 4	
Nishi-Hama Wharf -5.5 m Quay	43° 17.1' N, 145° 34.7' E	191	5	200t × 2	Foul ground in front
Nishi-Hama Wharf -6 m Quay	43° 17.1' N, 145° 34.6' E	130	5.5 ~ 6	400t × 1	Foul ground in front
Nishi-Hama -6 m Quay	43° 16.7' N, 145° 34.0' E	160	4.5 ~ 5	2,000 × 2	Foul ground in front
Nishi-Hama -5 m Quay	43° 16.8' N, 145° 34.0' E	372	4 ~ 5	1,000 × 5	Foul ground in front
Nishi-Hama -5 m Quay	43° 16.9' N, 145° 33.9' E	160	3.5 ~ 4.5	1,000 × 3	
E Wharf E -10m Quay	43° 16.8' N, 145° 35.1' E	185	9.5 ~ 10	10,000 × 1	
E Wharf E -7.5m No.1 Quay	43° 16.8' N, 145° 35.0' E	130	7.5	5,000 × 1	
E Wharf E -7.5m No.2 Quay	43° 16.9' N, 145° 35.0' E	130	7.5	5,000 × 1	
S Wharf -5.5m Quay	43° 16.9' N, 145° 34.7' E	491	5 ~ 6	300 × 10	Foul ground in front

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

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)

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.

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 0.5 kn and 0.6 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

running aground and collisions in dense fog from spring to autumn. In winter, this area is covered with drift ice at times and becomes impossible to navigate.

There were examples of entangled fishing nets of drift net fishery of salmon and trout while navigating along the coast. Although the small-scale salmon and trout drift net fishery in the Pacific Ocean continues to be operated within 200 M off the east coast of Hokkaido from April until around July annually, whereas there are some cases where it is occasionally operated within 5 M offshore and its vicinity. In those cases, it is necessary to exercise caution in navigating there because their fishing net can reach several kilometers in length.

Landmarks.

Landmark	Position	Remarks	
Tomoshiri Misaki	43° 18.7' N, 145° 40.6' E	A cape which is located the E end of Tomoshiri Wan.	
Tomoshiri To	43° 17.9' N, 145° 40.2' E	An islet, 19 m high.	Both islets are indistinguishable from the background when seen from the S, but are clearly visible when seen from the E and W. A red sector light at Hanasaki Light indicates them.
Chitomoshiri To	43° 18.2' N, 145° 40.4' E	18 m high.	
Habomai-Moshiri Shima	43° 20.1' N, 145° 46.4' E	An islet with a flat top, 12 m high, which is surmounted by a lighthouse at the SW end. It helps vessels to orient toward Habomai Gyoko.	
Kabu Shima	43° 21.7' N, 145° 48.4' E	A rocky islet, 9 m high, which is conical shape. During the sea surges break on it with whitecaps.	
Goyomai Saki	43° 22.2' N, 145° 48.7' E	A flat and rocky cape which is situated on the S side at the E end of Nemuro Hanto.	
Nosappu Misaki	43° 23.1' N, 145° 49.0' E	A low-lying cape at the easternmost of Nemuro Hanto, which is surmounted by a lighthouse at the end.	
A Tower	43° 23.1' N, 145° 48.6' E	White in colour. It can be seen from about 15 M offshore and will become a good landmark.	

10 **Clearing lines.** (Refer to Fig. 15 on page 116.) Kaigara Shima Light (43° 23.8' N, 145° 51.5' E) bearing 020° and Nosappu Misaki Light bearing 335° lead to the E further than about 0.3 M of sunken rocks situated on the E about 0.7 M and ESE about 0.5 M of Nekogashira Sho (43° 21.2' N, 145° 49.2' E; indicated by two red sector lights of Habomaimoshiri Light and Nosappu Misaki Light).

15 **Tomoshiri Wan** (43° 18' N, 145° 39' E) (Chart W18)

General information. This bay is open to the S and is sheltered from the W to N winds, but a swell rolls into the bay with strong S winds. Both ends on the entrance of the bay are fringed with rocks, but the head of it consists of sandy beaches. The depths are about 15 m at the entrance of it and gradually decrease toward the head of it.

20 **Landmarks.** Tomoshiri To, Chitomoshiri To and rocks around these islets will be got good radar responses.

Anchorage. An area at a depth of 11 to 13 m with the top of Tomoshiri To bearing 130° is a sandy bottom and is sheltered from the W to N wave, but not only that, somewhat sheltered from the E to SE wave.

Goyomai Suido (43° 23' N, 145° 50' E) (Chart W8)

25 **General information.** This is a narrow channel located between the E end of Nemuro Hanto (Goyomai Saki

to Nosappu Misaki) and Kaigara Asase, and is an important route connecting Nemuro Kaikyo and the Pacific Ocean. The coasts verging on this channel are low-lying lands with few landmarks. Dangerous reefs widely extend to the channel on the both sides. Dense fog frequently appears in the area around the channel, therefore it is necessary to exercise extreme caution in navigating in the channel.

The depth in the middle of the channel is about 35 to 80 m. The bottoms on shore sides are steep. Numerous dangerous reefs lie scattered within a 20 m contour line. The navigable waters with 20 m or more in depth is about 800 m in width.

Numerous fishing boats harvesting edible kelp can be encountered around Kaigara Shima from June to September, so extreme caution is required especially when visibility is restricted.

Fog. In Goyomai Suido, vessels can experience dense fog appearing simultaneously with strong S winds. The visibility goes down to several meters at times. Fog is frequent especially from May to August.

Tidal currents. A single day tide often occurs because diurnal inequality is large.

A tidal current around the narrowest point of this strait (43° 23' N, 145° 50' E) goes toward the SE about 3 hours after LW and becomes strongest around HW. A N-going current begins about 3 hours after HW and becomes strongest around LW. Both currents have a maximum rate of 3 kn. During a peak flow, countercurrents appear on both sides of the strait with violent eddies producing especially around Kaigara Shima.

Ocean currents. In this channel, there is an ocean current flowing toward the S and when it combines with a tidal current in the same direction, the resultant flow can affect vessels navigating around the channel, therefore caution needs to be exercised.

Sea ice. Drift ice moving to the S appears in the strait from January to March, and occasionally covers the whole of the strait but generally comes and goes with considerable frequency. Even if the strait is free of it, substantial floes exist in Nemuro Kaikyo situated on the N of this strait, therefore caution is required if N-bound vessels navigate there.

Landmarks.

Landmark	Position	Remarks
Tower	43° 23.1' N, 145° 48.6' E	White in colour.
Moemoshiri Shima	43° 23.0' N, 145° 53.5' E	An island 10 m high.
Odoke Shima	43° 23.4' N, 145° 52.5' E	An islet 3.2 m high.
Kaigara Shima	43° 23.8' N, 145° 51.5' E	A rocky islet above Kaigara Asase, 2.5 m high, which is surmounted by a lighthouse.

Directions. (Refer to Fig. 15 on page 116.) When intending to pass through this channel by advancing to the N after approaching from the W, steer 015° with Habomai-Moshiri Shima Light bearing 315° at a distance of 3.1 M, then turn to the left and alter 340° with Goyomai Saki bearing 285° at a distance of 1.5 M, then pass through almost midway between 20 m contour lying on both sides of the channel, after that proceed to the W with Kaigara Shima Light bearing more than 100°.

It is necessary to exercise caution because a stationary net extends to the ENE about 1 M from the vicinity of Goyomai Suido.

Clearing line. (Refer to Fig. 15 on page 116.) Nosappu Misaki Light bearing 295° leads to the SW about 600 m of Kaigara Asase (43° 24' N, 145° 52' E; a shoal on which Kaigara Shima, Odoke Shima, Moemoshiri Shima (10 m high) etc. are situated) and Kaigara Shima Light bearing 100° leads to the N about 200 m of sunken reefs on the N about 0.8 M of Nosappu Misaki.

Precaution for navigation. When passing through the Goyomai Suido and Nemuro Kaikyo, care must be taken as there is a risk of inspection and detention if you enter the territorial waters claimed by the Russian Federation. For details, please refer to the following website.

URL https://www.kaiho.mlit.go.jp/01kanku/nemuro/kaikyou/kaikyo_index.htm

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° 20.0' E) and Rurui Misaki (44° 31.2' N, 146° 10.2' 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.

When passing through the Goyomai Suido and Nemuro Kaikyo, care must be taken as there is a risk of inspection and detention if you enter the territorial waters claimed by the Russian Federation. For details, please refer to the following website.

URL https://www.kaiho.mlit.go.jp/01kanku/nemuro/kaikyou/kaikyo_index.htm

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 discharges 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 Nishibetsu 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° 32.5' N, 145° 22.5' E).

Barasan Asase is a sandbank extending for about 2 M offshore from the mid part of the W coast of Nemuro Wan. The outer edge of this bank is 4.6 to 5 m in depth.

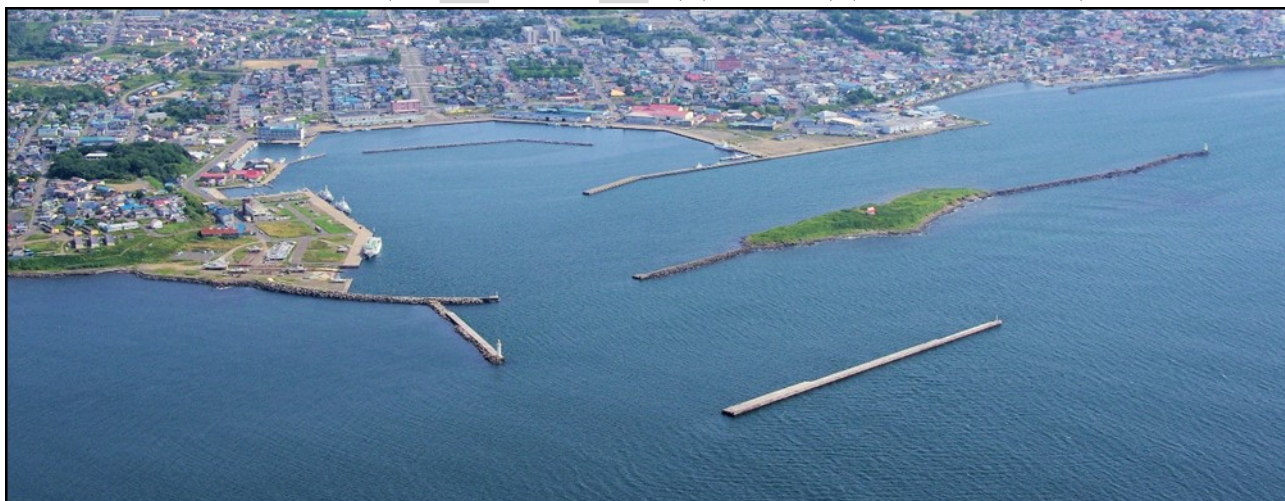
Landmarks.

Landmark	Position	Remarks
Nokkamappu Saki	43° 23.5' N, 145° 39.2' E	A low-lying cape which is surmounted by a lighthouse.
Benten Shima	43° 20.6' N, 145° 34.6' E	An islet, 13 m high, of which a small shrine stands on the middle part.
Notsuke Saki	43° 33.9' N, 145° 21.0' E	Flat sandy beach. Notsukesaki Light is located at Ryujinzaki, at the eastern end.

- 5 **Anchorage.** The S side of Notsuke Saki is a good anchorage for small vessels except for in easterly winds. During northerly winds, vessels are recommended to anchor closer to Notsuke Saki.

Vessels intending to anchor in the area mentioned above will need to exercise caution for numerous stationary nets within 3 M offshore of Nemuro Wan.

- 10 **Nemuro Ko** (43° 20.8' N, 145° 34.5' E) (Chart W24) (Port Code: JP NEM)



(Photographed in Aug. 2017)

Port classification. Specified port, Important port, Plant protection port.

General information. Nemuro Ko is situated on the SW about 4.5 M of Nokkamappu Saki.

- 15 It has two entrances from the N and the S. General vessels use the N entrance. The S entrance is used only for small vessels because it is shallow with 2 to 3 m in depth. When the port is closed by ice in winter, Hanasaki Ko located on the S coast of Nemuro Hanto is available as an auxiliary port.

- 20 **Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by abnormal weather such as typhoon, tsunami etc., Nemuro Ko and Hanasaki Ko Abnormal Weather Vessels Safety Measures Council is established to issue information on abnormal weather 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: Nemuro Coast Guard Office).

- 25 **Weather.** The wind direction often changes suddenly from autumn to spring. During strong N winds, anchoring in the outer port is not recommended. When vessels have perceived any signs of the sudden change in the wind direction, shelter should be taken in an anchorage on the E side of Banten Shima (43° 20.6' N, 145° 34.6' E) as soon as possible.

Tides. In Nemuro Ko, Mean higher high water is 1.3 m, Mean lower low water is 0.3 m, and Mean sea level is 0.87 m.

The largest vessel to enter the port. On July 2, 2003, a Self-Defense Force ship “NEMURO” (3,100 displacement tonnage; draught: 3.7 m) was berthed at the Aseismic Quay.

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	Nemuro Coast Guard Office	

5

Directions. When approaching the port from the E, proceed along the N coast of Nemuro Hanto at least 1.6 M away, thence steer for the port entrance with N Auxiliary Breakwater Light bearing 180° or less because of avoiding dangerous reefs at the NE side within the harbour area.

Precaution for entering the port. Both N and S Auxiliary Breakwater Lights of Nemuro Ko, can not be easily identified as they merge city lights.

10

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Kita Chiku -5.5m Quay	43° 20.7' N, 145° 34.9' E	120	5	2,000 × 1	Aseismic quay. Foul ground in front. Slipway in the north side.
Kita Chiku Quay	43° 20.7' N, 145° 35.0' E	186	4 ~ 5	2,000 × 2	Foul ground in front.
Kita Chiku -4m Landing Place	43° 20.6' N, 145° 35.1' E	42	3.5	—	
Nichirei Side Quay	43° 20.6' N, 145° 35.1' E	110	2.5 ~ 4	1,000 × 1	Foul ground in front.
Honch Landing Place	43° 20.3' N, 145° 35.1' E	471 in total	4	—	
Honcho -6m Quay	43° 20.4' N, 145° 34.8' E	195	5 ~ 5.5	2,000 × 3	Anchor (4.3 m in depth) in front.
Honcho -3m Landing Place	43° 20.4' N, 145° 34.7' E	195	2.5 ~ 3	—	

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

Maritime authorities and facilities.

Name	Telephone
Nemuro Coast Guard Office (Captain of the port)	+81-153-24-3354
Kushiro Sub-branch, Sapporo Branch of Yokohama Plant Protection Station	+81-154-22-4291
Port Division, Fisheries and Economics Department of Nemuro City	+81-153-23-6111

15