

Pub.304 sup.

Sailing Directions for Coast of Hokkaido

Supplement No.2

2 October 2026



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.2 is issued to correct outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in December 2025.

This supplement contains information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 17 April 2026.

The instructions for amending, deleting or adding to 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 supplement 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.

2 October 2026

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements. Especially for up-to-date information concerning the safety of navigation instructed by the Japan Coast Guard (JCG), please refer to Notices to Mariners and related publications.

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

Sailing Directions published by the 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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Withdrawn Nautical Charts Referenced in Pub.304

The nautical charts in English (JP charts) listed in the left column of the table below have been withdrawn. In Publication No.304 Sailing Directions for Coast of Hokkaido (including any Supplements), these JP chart numbers should be replaced with the corresponding chart numbers prefixed with “W”.

Pub.302 Withdrawn Nautical Charts		
JP Chart No.	Title	Corresponding W chart No.
JP10	TSUGARU KAIKYO	W10
JP11	SHAKOTAN MISAKE TO MATSUMAE KO	W11
JP28	MASHIKE KO TO IWANAI KO	W28
JP1030	EAST ENTRANCE OF TSUGARU KAIKYO TO ERIMO MISAKI	W1030
JP1032	ERIMO MISAKE TO OCHIISHI MISAKE	W1032
JP1034	MURORAN KO TO TOMAKOMAI KO	W1034
JP1195	OGA HANTO TO HAKODATE KO	W1195

Weather Information

Marine forecasts and warnings. The Japan Meteorological Agency (JMA) issues warnings on marine weather necessary for vessel navigation via the Inmarsat SafetyNET Service, radiofacsimiles (JMH), fishing radio meteorological report, and **NHK AM Radio broadcasts (in Japanese)**. These warnings cover the water enclosed by the equator, the 60°N line, the 100°E line, and the 180°E line.

The SafetyNET is an international broadcast service administered by the IMO for the transmission of maritime safety information. The JMA is responsible for preparing and issuing weather information such as meteorological warnings, meteorological conditions, and typhoon forecasts for the NW Pacific Ocean Region, which is one of 21 regions the world is divided into. The information is transmitted via the Inmarsat Pacific Ocean Region satellite using the Inmarsat C Enhanced Group Call (EGC) system of the SafetyNET.

Local marine forecasts and warnings. Meteorological warnings issued by the local meteorological offices responsible for the waters covered by this volume and the neighbouring waters are transmitted from the JCG coast radio stations via radiotelephone and NAVTEX (see Section “Communication Services of the Japan Coast Guard” of Chapter 8 “PREVENTION OF MARINE ACCIDENTS”) and from fishing radio stations.

Geographical information. Weather charts produced by the JMA are broadcast via the JMA's meteorological radiofacsimile service (JMH).

Identification signal	Class of emission	Frequency
JMH	F3C	3,622.5kHz
JMH2		7,795kHz
JMH4		13,988.5kHz

Weather information is also available via **NHK AM Radio broadcasts (in Japanese)**, facsimile broadcasting by Kyodo News, etc.

Marine weather information service. Local meteorological and oceanographic conditions such as wind direction and speed, atmospheric pressure, as well as wave height are observed at 132 observation sites of aids to navigation across the nation. The most up-to-date information obtained at these sites is available via a telephone service or on the website.

A list of the observation sites, along with the observed items, telephone number, and URL for each site, is available in Nautical Publication No.411 *List of Aids to Navigation Vol.1*.

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

Headquarters (Phone number)	Remarks
Sapporo Regional Headquarters (+81-11-676-5025)	Automated voice guidance (in Japanese)
Sendai Regional Headquarters (+81-22-290-5320)	
JMA Headquarters (+81-3-5422-1018)	

Chapter 3 OCEANOGRAPHIC PHENOMENA

Ocean Currents

General patterns of the ocean currents near Hokkaido is shown in Fig.4, which includes the Tsushima Warm Current and its branch currents such as the Tsugaru Warm Current and the Soya Warm Current, and the cold current systems such as “Oyashio” (the Kuril Current). In general, warm currents are stronger in summer than in winter, and vice versa for cold currents.

Coast station	Identification signal	VHF channel number or class of emission and frequency		Operation	Phone number
		Receiving wave	Transmitting wave		
Otaru	HOKKAIDO COAST GUARD RADIO	ch12, ch16 J3E 2,150kHz J3E 2,394.5kHz	ch12, ch16 J3E 2,150kHz J3E 2,394.5kHz	24 hours	+81-134-27-6172
	004310101	F1B 2,189.5kHz	F1B 2,177kHz		
Shiogama	SHIOGAMA COAST GUARD RADIO	ch12, ch16 J3E 2,150kHz J3E 2,394.5kHz	ch12, ch16 J3E 2,150kHz J3E 2,394.5kHz	24 hours	+81-22-363-0111
	004310201	F1B 2189.5kHz	F1B 2,177kHz		

Japanese Ship Reporting System

The Japanese Ship Reporting System (JASREP) is a voluntary mutual rescue system operated by the JCG. The operation manual is available on the website:

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

1. Outline of the system

Purpose	To ensure the efficiency of search and rescue operations ascertaining the movement of the ships based on their position report in case of accidents.
Service area	The area covered by this system is the waters N of the 17°N line and W of the 165°E line.
Participating ships	Any ships within the service area that can make a report following the description in the next table.
How to participate	Participation in the system begins when a Sailing Plan in the next table is submitted and ends when a Final Report in the next table is submitted.

2. Description of reports

Type of report	Time to send out report	Contents of report
Sailing Plan	When a ship departs from a port within the service area or when a ship enters the service area.	- Ship's name and identification signal - Name of the departure port with the date and time of departure or the date, time, and position of entry into the service area - Name of the destination port and ETA - Information on planned route and sailing speed
Position Report	Within 24 hours of the submission of the Sailing Plan or the last Position Report.	- Ship's name and identification signal - Date and time and current position
Deviation Report	When the Sailing Plan changes.	- Ship's name and identification signal - Items changed from the latest plan
Final Report	When a ship arrives at the destination or when a ship leaves the service area.	- Ship's name and identification signal - Date and time of the arrival at the destination port or date, time, and position of departure from the service area

- Ships at sea can participate in JASREP if it submits the Sailing Plan, and ships can terminate participation even before arriving destination or leaving the service area if it sends the Final Report.
- Automated Mutual Assistance Vessel Rescue System (AMVER) is a reporting system operated by the United States Coast Guard that cooperates with JASREP. Reports from the ships participating in AMVER will be forwarded to JASREP when "JASREP" is entered in the Y line of the reporting format for AMVER. Similarly, reports from the

vessels participating in JASREP will be forwarded to AMVER when “AMVER” is entered in the Y line of the reporting format for JASREP.

- Ships sending weather reports to the JMA can omit the Position Report to JASREP when “OBS” is entered in the X line of the reporting format for the Sailing Plan, the Deviation Report, and the Final Report. In this case, the weather reports will be forwarded to the JCG and the JCG obtains the position information from them.

3. Reporting methods and contact point

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

E-mail jasrep@jcgcomm.jp

Automatic Identification of Vessels by AIS

Automatic Identification System (AIS) uses the VHF band to automatically exchange information between nearby vessels or between a vessel and a nearby onshore station. The information includes static information such as vessel's unique identification signal, type, name, length, and width, dynamic information such as position, course, speed, heading and direction, and navigation information such as destination port and scheduled arrival time.

The table below lists the port codes to be transmitted through AIS to indicate the destination for ports covered by this volume. (See the JCG Public Notice No.94, 2010, *Codes Transmitted as Destination Information of the Automated Identification System in order to Inform Other Vessels of the Way, referred in paragraph 1, article 11 of the Ordinance for Enforcement of the Act on Port Regulations.*) These codes are also provided in the relevant sections of Part 3 “COASTAL ROUTES AND HARBOURS”.

In addition, for information of the codes indicating the routes in the ports, see the sections of Hakodate Ko, Tomakomai Ko, and Kushiro Ko of Part 3.

List of port codes of applicable ports (in alphabetical order of port name)

Port Name Prefecture Name	Code	Port Name Prefecture Name	Code	Port Name Prefecture Name	Code
ABASHIRI HOKKAIDO	ABA	AKKESHI HOKKAIDO	AKE	AONAE HOKKAIDO	AON
DATE HOKKAIDO	DAT	ERIMO HOKKAIDO	EMM	ESASHI {S Hokkaido} HOKKAIDO	ESI
ESASHI {N Hokkaido} HOKKAIDO	ESS	FUKUSHIMA HOKKAIDO	FKU	FUNADOMARI HOKKAIDO	FND
HABORO HOKKAIDO	HBO	HAKODATE HOKKAIDO	HKP	HANASAKI HOKKAIDO	HNK
ISHIKARIWAN HOKKAIDO	ISW	IWANAI HOKKAIDO	IWN	KAFUKA HOKKAIDO	KBK
KIRITAPPU HOKKAIDO	KRT	KUSHIRO HOKKAIDO	KUH	KUTSUGATA HOKKAIDO	KTG
MASHIKE HOKKAIDO	MSK	MATSUMAE HOKKAIDO	MTM	MONBETSU HOKKAIDO	MBE
MORI HOKKAIDO	MOR	MURORAN HOKKAIDO	MUR	NEMURO HOKKAIDO	NEM
OMU HOKKAIDO	OUM	ONIWAKI HOKKAIDO	ONW	OSHDOMARI HOKKAIDO	OSD
OTARU HOKKAIDO	OTR	RAUSU HOKKAIDO	RAU	RUMOI HOKKAIDO	RMI

Landmarks.

Landmark	Position	Remarks	
Esan Misaki	41°48.9'N 141°11.1'E	A cape with a conspicuous rock which do not cover located off the southern tip of the cape. The northern tip of the cape is a plateau, on which Esanmisaki Light is located.	
Maru Yama	41°51.1'N 141°05.5'E	A mountain with a pointed peak, 691m in height, serving as a good landmark along with E San when approaching Esan Misaki from the E.	
Koma-ga-Take	42°03.8'N 140°40.6'E	An isolated, nearly conical, active volcanic mountain, 1,131m in height. When seen from the N, another summit, called Sawara Take (1,113m in height), appears with a shape of Mt. Fuji in the foreground on the NE side of Koma-ga-Take. When seen from the E or NW, the two summits appear to be distinct pointed summits. Both are conspicuous from a distance.	
Chikiu Misaki	42°18.1'N 141°00.1'E	A cape with high, steep cliff, on which Chikiumisaki Light is located.	
Washibetsu Take	42°26.1'N 141°00.2'E	A mountain, 911m in height, located to the N of Muroran Ko, serving as a good landmark. It resembles Mt. Fuji when seen from the E.	
Raiba Take	42°31.2'N 141°04.7'E	A mountain, 1,040m in height, appearing to be pointed when seen from the S.	
Ayoro Hana	42°27.2'N 141°12.0'E	A point, on which a disused lighthouse (red and white) is located. Although it is low-lying, vessels coming from Uchiura Wan can recognise it first after rounding Chikiu Misaki as it projects slightly southwards. A steep, reddish-brown cliff (called “Kujira Iwa”) to the W is conspicuous from a distance.	
Tarumae San	42°41.4'N 141°22.6'E	An active volcanic mountain, 1,041m in height, with a lava dome inside its summit crater, constantly emitting white smoke, conspicuous from a distance.	
Five chimneys	42°38.2'N 141°35.3'E	206m in height, red and white, visible from 25M offshore in clear weather.	They serve as good landmarks for identifying Tomakomai Ko.
	42°38.2'N 141°39.4'E	176m and 161m in height, both red and white.	
	42°36.7'N 141°48.4'E	204m and 174m in height, both light blue.	
Erimo Misaki	41°55.5'N 143°15.0'E	A cape with rocky cliffs, on which Erimomisaki Light is located.	
Two domes	41°58.2'N 143°13.2'E	Both are light green, remarkably conspicuous. There are two radio towers (each is equipped with parabolic antennas) nearby.	
Toyoni Take	42°04.6'N 143°14.0'E	A mountain, 1,105m in height, with a pointed peak, conspicuous from a distance.	
Rubeshibetsu Saki	42°12.1'N 143°20.2'E	A cape on which a rock, 38m in height, is located at the tip, providing a good radar target.	
Me-Akan Take	43°23.2'N 144°00.5'E	An active volcanic mountain, 1,499m in height.	
O-Akan Take	43°27.2'N 144°09.8'E	An active volcanic mountain, 1,370m in height, resembling Mt. Fuji.	
Daikoku Shima	42°57.3'N 144°52.3'E	An island lying at the entrance to Akkeshi Wan, 105m in height, bordered by steep cliffs, conspicuous from a distance, on which Akkeshi Light is located at the SW end.	
Tobutsu Misaki	43°04.6'N 145°10.3'E	A cape at the E end of a flat plateau with a height of about 50m, on which Tobutsumisaki Light is located.	
Ochiishi Misaki	43°09.5'N 145°29.8'E	A cape at the SW end of a flat plateau with a height of about 50m. Ochiishimisaki Light is located about 1M ENE of the cape.	

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Bandai Wharf	S Side Quay No.1	41°47.2'N 140°43.5'E	130	6 – 7.5	5,000×1	
	S Side Quay No.2	41°47.2'N 140°43.6'E	90	2 – 5	2,000×1	
	Front Quay	41°47.2'N 140°43.4'E	185	9 – 10	15,000×1	Fronted by foul ground.

Section 3:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Bandai Wharf	N Side Quay No.1	41°47.3'N 140°43.5'E	130	7 – 7.5	5,000×1	Fronted by foul ground.
	N Side Quay No.2	41°47.3'N 140°43.6'E	90	3 – 5.5	2,000×1	Fronted by foul ground.
N Wharf	S Side Quay	41°47.6'N 140°43.2'E	90	4.5	2,000×1	
	Front Quay	41°47.7'N 140°43.1'E	190	6 – 6.5	7,000t×1	Aseismic quay. For car ferry.

Section 4:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
N Wharf	N Side Quay	41°47.7'N 140°43.1'E	130	6	5,000×1	Fronted by foul ground.
	Quay A	41°48.0'N 140°43.1'E	51	3.5	700×1	Fronted by foul ground.
	Quay B	41°47.8'N 140°43.2'E	330	4 – 5	2,000×3	Fronted by foul ground.
Minatocho Wharf	Quay A	41°47.9'N 140°42.8'E	280	14	50,000×1	
	Quay B	41°48.1'N 140°42.7'E	240	12 – 12.5	30,000×1	
Minatocho Mooring Piles		41°48.3'N 140°42.8'E	243	10	2,300×1	Reclamation work is underway on the S side.

Submarine pipelines. A disused submarine pipeline extends from about 0.8M W of the Hakodate Ko N Breakwater Secondary Light (41°48.4'N 140°41.8'E) to the NE shore.

Maximum size of vessel handled. Passenger vessel *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at Minatocho Wharf in Section 4 on 5 November 2025.

Safety measures against typhoon and tsunami. In order to prevent marine disasters due to typhoon, tsunami, etc., Oshima and Hiya Chiku Typhoon, Tsunami, etc. Countermeasure Council has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof. (Inquiries: Hakodate Coast Guard Office, phone number: +81-138-42-5658.)

Maritime authorities and facilities

Name	Phone number
Hakodate Coast Guard Office (Captain of the port)	+81-138-42-5658
Hakodate Branch Office, Sapporo Regional Immigration Services Bureau	+81-138-41-6922
Hakodate Customs Headquarters	+81-138-40-4261
Hakodate Detached Office, Otaru Quarantine Station	Contact Hakodate Airport Quarantine Detached Office: +81-138-59-0248
Hakodate Airport Sub-branch, Animal Quarantine Service Hokkaido and Tohoku Branch	+81-138-84-5415
Hakodate Branch, Sapporo Sub-station, Yokohama Plant Protection Station	+81-138-42-6671
Hakodate Transport Branch Office, Hokkaido District Transport Bureau	+81-138-49-9901

Name	Phone number
Wharf Management Office, Port and Airport Department, Hakodate City Office	+81-138-41-3543

Ferryboats. Ferryboats are available, departing from Kaigancho Basin (41°46.7'N 140°43.4'E) in Section 2.

Tugboats. Tugboats for large vessels are available.

Supplies. Fresh water supplies are available at quays. Fuel oil supply vessels are available.

Repair facilities.

Name	Phone number
Kanto Kogyo	+81-138-42-1256
Hakodate Dock	+81-138-22-3111

Medical facilities.

Name	Phone number
Hakodate Municipal Hospital	+81-138-43-2000
Hakodate Medical Center, National Hospital Organization	+81-138-51-6281
Hakodate Goryoukaku Hospital	+81-138-51-2295
Japanese Red Cross Hakodate Hospital	+81-138-51-5315
Hakodate Central General Hospital	+81-138-52-1231

Maritime traffic. Car ferries bound for Aomori Ko and Oma Ko are operated.

Obana Misaki – Esan Misaki (Charts W9, W1159)

Outline. The coastal waters between Obana Misaki (41°44.4'N 140°42.3'E) and Esan Misaki (41°48.9'N 141°11.1'E) are dotted with many dangerous reefs close to the shore.

The coast between Obana Misaki and Shiokubi Misaki (41°42.6'N 140°57.9'E) is slightly indented with a smooth curve and consists mostly of sandy beaches except near both ends. The coast E of Hakodate Airport (41°46.3'N 140°49.2'E) is backed by terraced terrain.

The coast between Shiokubi Misaki and Esan Misaki is closely backed by mountains and characterised by steep cliffs, although it contains several small indentations with sandy beaches. Dangerous reefs extend up to about 0.3M S from around Oma Gyoko (41°44.6'N 141°04.7'E), which is located about 1.3M NE of Hiura Misaki (41°43.6'N 141°03.2'E).

~~These reefs are indicated by the red sector (227°–241°) of the Hiuramisaki Light (41°43.6'N 141°03.2'E).~~



Esan Misaki (Photographed in July 2022)

Port facilities.

Section 1:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
W No.1 Wharf	E Side Quays (No.1・2)	42°20.2'N 140°57.9'E	256	5 – 7	5,000×2	
	W Side Quays (No.4・5)	42°20.2'N 140°57.8'E	333	Unsurveyed	2,000×4	Usually, a floating disaster prevention facility (80m long, 24m wide) is moored.
W No.2 Wharf	E Side Quay (No.1)	42°20.1'N 140°58.0'E	200	7.5 – 9.5	6,000×1	Fronted by foul ground.
	E Side Quay (No.2)	42°20.1'N 140°58.1'E	151	10	12,000×1	
	Front Part Quay (No.3)	42°20.2'N 140°58.1'E	150	6 – 6.5	5,000×1	
	W Side Quays (No.4・5)	42°20.1'N 140°58.0'E	257	6.5 – 7	5,000×2	Quay No.5 is fronted by foul ground.
	Slip Quay (No.6)	42°20.1'N 140°57.9'E	112	3 – 4	700×2	
W No.3 Wharf	E Side Quay (No.1)	42°19.9'N 140°58.2'E	125	4 – 7	5,000×1	Fronted by foul ground.
	E Side Quay (No.2)	42°20.0'N 140°58.2'E	185	8 – 9	10,000×1	
	Front Part Quay (No.3)	42°20.1'N 140°58.2'E	135	7 – 7.5	5,000×1	
	W Side Quay (No.4)	42°20.0'N 140°58.1'E	160	9 – 10	10,000×1	Crane.
	Slip Quay (No.5)	42°20.0'N 140°58.1'E	141	4 – 4.5	700×2	
	-5.5m Quay (A)	42°19.9'N 140°58.2'E	100	5 – 6.5	2,000×1	E of the E Side Quay (No.1). Fronted by foul ground.
	-5.5m Quay (B)	42°19.8'N 140°58.3'E	100	6	2,000×1	S of the -5.5m Quay (A)
	Base Part Quay	42°19.8'N 140°58.2'E	300	3 – 3.5	700×2	Fronted by foul ground.
Central Wharf	Liner ship Quay	42°19.5'N 140°58.4'E	241	9	20,000t×1	On the E side.
	Otsushu Quays (No. 3・4)	42°19.6'N 140°58.3'E	234	5 – 7	4,000×2	
	Heishu Quay (No.5)	42°19.6'N 140°58.3'E	86	5 – 5.5	2,000×1	
Irie Aseismic Quay		42°19.5'N 140°58.6'E	233	8 – 8.5	6,000×1	
Ferry Wharf	Quay No.3	42°19.6'N 140°58.6'E	193	7.5 – 8	6,000t×1	For car ferry.
	Quay No.4	42°19.6'N 140°58.6'E	270	7.5 – 8	13,000t×1	For car ferry.

Section 3:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Sakimori Wharf	W Quay (No.1・2)	42°22.2'N 140°55.2'E	370	10	15,000×2	
	Central Quay (No.3)	42°22.1'N 140°55.4'E	185	10	15,000×1	
	Central Quays (No.4・5)	42°22.0'N 140°55.6'E	480	12 – 12.5	30,000×2	
	Quay No.6	42°21.9'N 140°55.8'E	280	14	50,000×1	Container crane.
	Quay No.7	42°21.9'N 140°56.0'E	185	10	15,000×1	

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Shukuzu Wharf	Quays No.1・2	42°20.8'N 140°56.6'E	370	10 – 12.5	15,000×2	
	Quay for coasters	42°20.8'N 140°56.9'E	200	5 – 6	3,000×2	

In addition to the above table, there are some private mooring facilities for company use.

Overhead bridges. Hakucho O-hash Bridge (42°21.2'N 140°57.0'E, with a vertical clearance of 53m, white suspension bridge) spans the Passage. It is illuminated from sunset until midnight.

Maximum size of vessel handled. Passenger vessel *MSC BELLISSIMA* (171,598t, with a draught of 8.7m) berthed at Shukuzu Wharf in Section 3 on 4 October 2024.

Safety measures against typhoon and tsunami. In order to prevent marine disasters due to typhoon, tsunami, etc., Tsunami, Typhoon, etc. Countermeasure Subcommittee of Muroran Maritime Traffic Safety Council has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof. (Inquiries: Muroran Coast Guard Office, phone number: +81-143-23-3133.)

Maritime authorities and facilities

Name	Phone number
Muroran Coast Guard Office (Captain of the port)	+81-143-23-3133
Tomakomai Branch Office, Chitose Tomakomai Branch Office, Sapporo Regional Immigration Services Bureau	+81-144-32-9012
Muroran Branch Customs, Hakodate Customs Headquarters	+81-143-22-7201
Muroran Detached Office, Otaru Quarantine Station	Contact Chitose Airport Quarantine Branch Office: +81-123-45-7007
Animal Quarantine Service Hokkaido and Tohoku Branch	+81-123-24-6080
Muroran-Tomakomai Branch, Sapporo Sub-station, Yokohama Plant Protection Station	+81-144-33-2913
Iriecho Office, Muroran Transport Branch Office, Hokkaido District Transport Bureau	+81-143-23-5001
Port Management Division, Port Department, Muroran City Office	+81-143-22-3191

Ferryboats. Ferryboats are available, departing from Kaigancho Landing Place (42°19.6'N 140°58.2'E) in Section 1.

Tugboats. Tugboats are available.

Supplies. Fresh water supplies are available at major quays. Fuel oil supply vessels are available.

Repair facilities.

Name	Phone number
Muroran Manufactory, Hakodate Dock	+81-143-27-1251

Medical facilities.

Name	Phone number
Muroran City General Hospital	+81-143-25-3111
Steel Memorial Muroran Hospital	+81-143-44-4650
Nikko Memorial Hospital	+81-143-24-1331

Maritime traffic. Car ferries bound for Aomori Ko are operated.

Chikiu Misaki – Tomakomai Ko (Chart JP1034)

Outline. The coast between Chikiu Misaki (42°18.1'N 141°00.1'E) and Tomakomai Ko (42°36'N 141°44'E) consists of sandy beaches and has no dangerous reefs offshore. Shiraoi Ko (42°31.1'N 141°19.3'E) is located almost midway.

Landmarks.

Name	Position	Remarks	
Raiba Take	42°31.2'N 141°04.7'E	A mountain, 1,040m in height, appearing to be pointed when seen from the S.	
Ayoro Hana	42°27.2'N 141°12.0'E	A point, on which a disused lighthouse (red and white) is located. Although it is low-lying, vessels coming from Uchiura Wan can recognise it first after rounding Chikiu Misaki as it projects slightly southwards. A steep, reddish-brown cliff (called “Kujira Iwa”) to the W is conspicuous from a distance.	
A chimney	42°30.5'N 141°16.8'E	About 105m in height, red and white.	
Two chimneys	42°30.8'N 141°17.0'E	Both are about 81m in height, grey.	
A radio tower	42°35.4'N 141°25.0'E	About 89m in height, white.	
Tarumae San	42°41.4'N 141°22.6'E	An active volcanic mountain, 1,041m in height, with a lava dome inside its summit crater, constantly emitting white smoke, conspicuous from a distance.	
Five chimneys	42°38.2'N 141°35.3'E	206m in height, red and white, visible from 25M offshore in clear weather.	They serve as good landmarks for identifying Tomakomai Ko.
	42°38.2'N 141°39.4'E	176m and 161m in height, both red and white.	
	42°36.7'N 141°48.4'E	204m and 174m in height, both light blue.	

Tomakomai Ko (42°36'N 141°44'E) (Charts W1033A, W1033B, W1036) (JP TMK)

Port classification. Specified port, International hub port, Open port, Quarantine port, Immigration port, Animal quarantine port, Plant protection port.

Outline. Tomakomai Ko is the first excavated port in Japan. The port area is divided into four sections (Section 1 – 4). Section 1 – 3 and the W part of Section 4 are known as Nishiko Ku (Nishi Ko), while the E part of Section 4 is known as Higashiko Ku (Higashi Ko). This port has been developed to serve as an important transportation hub in a large industrial zone in Hokkaido.

Waves in the port area predominantly come from the S throughout the year.



Nishiko Ku (Nishi Ko) of Tomakomai Ko (Photographed in February 2023)

2. The bottom is mostly sand and pumice, providing poor holding ground. Therefore, vessels are required to take care to prevent anchor dragging during strong winds. In particular, anchoring is unsuitable during strong southerly winds, and there have occurred accidents of running aground due to anchor dragging. For this reason, when southerly winds **of 15m/s or more** are blowing continuously or are expected to blow continuously, the Captain of the port, Tomakomai, issues an advisory warning “Recommendation to leave the port and surrounding waters (Advice to prevent anchor dragging)” and provides guidance on weighing anchor and evacuating to vessels anchored in Tomakomai Ko and the surrounding waters.

Communication. Port operation communication via VHF radiotelephone is available between vessels and the Captain of the port (see the Section “Port Operation Communications”, Chapter 8 “PREVENTION OF MARINE ACCIDENTS”, Part 1 “GENERAL INFORMATION”).

Identification signal	Call/ Response	Communi- cation	Operation	Contact	Method of contact
HOKKAIDO COAST GUARD RADIO	ch16	ch12	24 hours	Tomakomai Coast Guard Station	Call “HOKKAIDO COAST GUARD RADIO” when requesting a connection to Tomakomai Coast Guard Station.

Pilotage. Pilotage is available upon request to Tomakomai Pilot Association (see Chapter 6 “PILOTAGE”, Part 1 “GENERAL INFORMATION”).

Port facilities.

Section 1 in Nishiko Ku (Nishi Ko):

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Harumi Wharf	Quay No.1	42°38.6'N 141°39.2'E	240	11.5 – 12	30,000×1	
	Quay No.2	42°38.5'N 141°39.1'E	240	12 – 12.5	30,000×1	
	Quay No.3	42°38.5'N 141°38.9'E	170	10	10,000×1	
Central N Wharf	Quay No.1	42°38.8'N 141°39.7'E	186	9.5 – 10	15,000×1	
	Quay No.2	42°38.8'N 141°39.8'E	240	11 – 11.5	30,000×1	
	Quay No.3	42°38.9'N 141°40.0'E	230	11 - 12	30,000×1	
	Quay No.4	42°38.9'N 141°40.1'E	130	6.5 – 7.5	5,000×1	
	Quay No.5	42°38.9'N 141°40.2'E	130	7 – 7.5	5,000×1	
	Quay No.6	42°39.0'N 141°40.3'E	69	7	5,000×1	An overhead cable (the vertical clearance is 55m) spans on the E side.
Central S Wharf	W Quay	42°38.6'N 141°40.0'E	165	9	10,000×1	
	Quay No.1	42°38.6'N 141°40.2'E	240	12 – 12.5	30,000×1	Travelling crane.
	Quay No.2	42°38.6'N 141°40.3'E	240	12	30,000×1	Travelling crane.
	Quay No.3	42°38.7'N 141°40.4'E	130	7.5	5,000×1	
Yufutsu Wharf	Quay No.1	42°39.0'N 141°41.6'E	280	12 – 12.5	30,000×1	
	Quay No.2	42°39.1'N 141°41.7'E	185	10	15,000×1	
Yufutsu Wharf	Quay No.3	42°39.1'N 141°41.8'E	130	7 – 7.5	5,000×1	
	Quay No.4	42°39.2'N 141°41.9'E	130	7.5	5,000×1	
	Quay No.5	42°39.3'N 141°41.8'E	240	12	30,000×1	
	Quay No.6	42°39.4'N 141°41.8'E	165	9	10,000×1	

Erimo Misaki is a cape with rocky cliffs and characterised by well-developed marine terraces. Dangerous reefs extend up to about 1.1M SE from the cape.

On the E side of the cape, a sandy beach, known as Hyakunin Hama ($41^{\circ}59'N$ $143^{\circ}15'E$), stretches with a length of about 10km. Strong winds constantly blow up sand and dust in the vicinity.



View of Erimo Misaki from the W

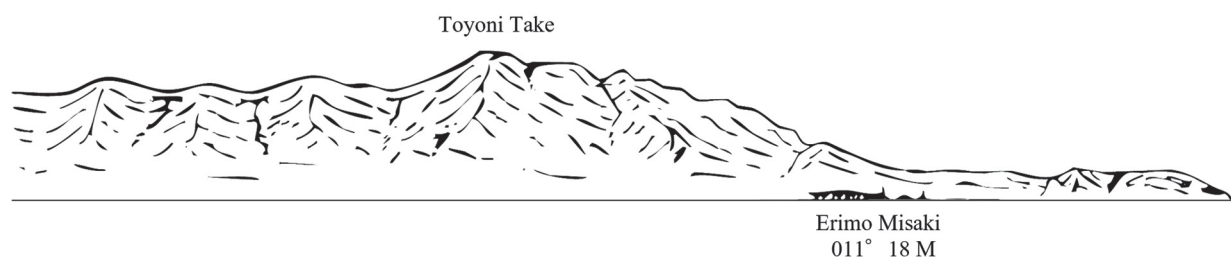
Landmarks.

Name	Position	Remarks
Erimo Misaki	$41^{\circ}55.5'N$ $143^{\circ}15.0'E$	A cape with rocky cliffs, on which Erimomisaki Light is located.
Two domes	$41^{\circ}58.2'N$ $143^{\circ}13.2'E$	Both are light green, remarkably conspicuous. There are two radio towers (each is equipped with parabolic antennas) nearby.
Toyoni Take	$42^{\circ}04.6'N$ $143^{\circ}14.0'E$	A mountain, 1,105m in height, with a pointed peak, conspicuous from a distance.



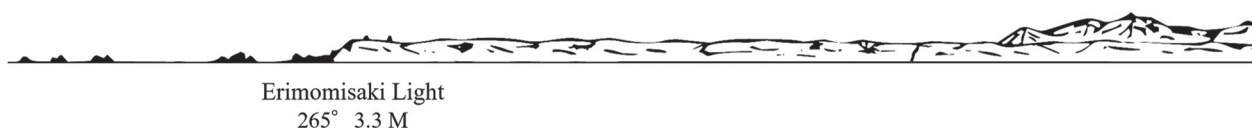
View of Erimo Misaki from the W

Note: When seen from a distance, mariners may mistake the point A for Erimo Misaki at first, and subsequently may mistake the point B for the same cape.



View of Erimo Misaki from the S

【Replaced with the figure below】



View of Erimo Misaki from the E

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Fukuko -5m B 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	Fronted by foul ground.
Irifune (A) -6.0m Quay	42°58.8'N 144°22.5'E	260	5 – 6	2,000	

Section 3 of Higashi Ku:

Section 5 of Higashi-Ku.

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
S Wharf	Disused 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	Fronted by foul ground.
	W Side Dolphin	42°58.5'N 144°22.0'E	30	5	1,000×1	Foul ground is close to the W.
Shiritocho Basin -6m Quay		42°58.6'N 144°22.2'E	195	3.5 – 6	2,000t×3	
Higashiku Basin -5m Quay		42°58.6'N 144°22.3'E	90	5 or less	2,000t×2	

Maximum size of vessel handled. Passenger vessel *DIAMOND PRINCESS* (115,906t, with a draught of 8.6m) berthed at Quays No.21 and No.22 on the east side of No.4 Wharf (-10m and -12m berths), Section 2, Nishi Ku on 18 April 2025.

Safety measures against typhoon and tsunami. In order to prevent marine disasters due to typhoon, tsunami, etc., Typhoon and Tsunami Countermeasure Committee of Kushiro Ko Safety Measure Council has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof. (Inquiries: Kushiro Coast Guard Office, phone number: +81-154-21-5575.)

Marine accidents. Collision occurs most frequently in the port area and its surroundings, followed by running aground. These accidents mostly occur during dense fog. Running aground is most frequent around Shirito Sho. However, there have been cases of vessels running aground on the shore W of the port area due to anchor dragging when a developed atmospheric depression caused strong southerly winds.

Maritime authorities and facilities.

Name	Phone number
Kushiro Coast Guard Office (Captain of the port)	+81-154-21-5575
Kushiro Port Branch Office, Sapporo Regional Immigration Services Bureau	+81-154-22-2430
Kushiro Branch Customs, Hakodate Customs Headquarters	+81-154-22-3730
Kushiro Detached Office, Otaru Quarantine Station	+81-154-23-3340
Animal Quarantine Service Hokkaido and Tohoku Branch	+81-123-24-6080
Kushiro Branch, Sapporo Sub-station, Yokohama Plant Protection Station	+81-154-22-4291
Kushiro Transport Branch Office, Hokkaido District Transport Bureau	+81-154-51-0057
Port and Airport Division, Fishery, Port and Airport Department, Kushiro City Office	+81-154-53-3371

Name	Phone number
Monbetsu Sub-Branch Customs, Kushiro Branch Customs, Hakodate Customs Headquarters	+81-158-23-3500
Monbetsu detached office, Otaru Quarantine Station	Contact Asahikawa Airport detached office: +81-166-83-5180
Sapporo Sub-station, Yokohama Plant Protection Station	+81-11-852-1809
Port Management Office, Monbetsu City	+81-158-24-2828

Tugboats. Tugboats are available.

Supplies. Fresh water supplies are available at the main quays. Fuel oil can be supplied. Fuel oil supply vessels are also available.

Medical facilities.

Name	Phone number
Wide-area Monbetsu Hospital	+81-158-24-3111

Maritime traffic. Sightseeing vessels are in operation around Monbetsu Ko.

Uenhirari Misaki – Kamui Misaki (Chart W1039)

Outline. The coast between Uenhirari Misaki (44°22.2'N 143°21.0'E) and Otoineppu Misaki (44°37.8'N 142°55.6'E) generally consists of sandy beaches, within which Saruru Misaki (44°26.3'N 143°13.7'E) and Hinode Misaki (44°32.0'N 143°03.7'E) are located. Omu Ko (44°35.4'N 142°58.0'E, Port designated by the Port Regulations Act) (JP OUM) is located about 3M SE of Otoineppu Misaki. The coastal waters are shallow to a considerable distance, with no dangerous reefs with depths of 10m or less lying further than 1M offshore.

The coast between Otoineppu Misaki and Kamui Misaki (45°03.6'N 142°30.2'E) generally consists of cliffs backed by the foot of mountains close to the shore. Esashi Ko (44°56.2'N 142°35.6'E, Port designated by the Port Regulations Act) (JP ESS) is located about 23M NW of Otoineppu Misaki. The waters within 1M of the coast are dotted with dangerous reefs.

Weather and climate. In the vicinity of Omu Ko, violent WSW winds, which is locally called “Hikata”, may be experienced. Hikata occurs when the isobars run in an E-W direction with high pressure to the S and low pressure to the N. WSW winds suddenly become strong, reaching speeds of up to 20m/s. Hikata is most common from March to May, but it may also occur from summer to autumn with a passage of typhoon or low pressure systems. Hikata can be experienced from around Saruru Misaki in the S to around Otoshibe Misaki (44°42.5'N 142°49.1'E) in the N, and sometimes as far as the vicinity of Esashi Ko. When Hikata occurs, the sea area is affected up to around 12M from the coast.

In addition, Hikata often causes a pronounced Foehn phenomenon.

Landmarks.

Name	Position	Remarks
Soto San	44°21.0'N 143°13.5'E	A mountain with two summits, 280m in height, conspicuous when seen from the NE.
Utsu Take	44°17.5'N 143°05.0'E	A mountain with a pointed peak, 818m in height. It is the highest in the vicinity and easily distinguishable, conspicuous when seen from between the N and NE.
Saruru Misaki	44°26.3'N 143°13.7'E	A low-lying cape, conspicuous when seen from the SE, providing a good radar target.

1. Communication with the Captain of the port:

Identification signal	Call/ Response	Commu- nication	Operation	Contact	Method of contact
HOKKAIDO COAST GUARD RADIO	ch16	ch12	24 hours	Otaru Coast Guard Office	Call “HOKKAIDO COAST GUARD RADIO” when requesting a connection to Otaru Coast Guard Office.

2. Communication with the Port Authority:

Identification signal	Call/Response	Communication	Operation	Remarks
OTARU PORT RADIO	ch16	ch11, ch12, ch14	0600 – 1600	Phone: +81-134-31-5635.

Pilotage. Pilotage is available upon request to Otaru Pilot Association (see Chapter 6 “PILOTAGE”, Part 1 “GENERAL INFORMATION”).

Port facilities.

Section 1:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Minatomachi Wharf	Sakaimachi Quay	43°11.7'N 141°00.6'E	130	6.5	5,000×1	
	Minatomachi No.1	43°11.8'N 141°00.6'E	130	6.5 – 7	5,000×1	
	Minatomachi No.2	43°11.8'N 141°00.7'E	240	10.5 – 11.5	30,000×1	Container crane. Fronted by foul ground.
	Minatomachi No.3	43°11.9'N 141°00.7'E	280	12 – 12.5	55,000×1	
	Minatomachi No.4	43°11.9'N 141°00.5'E	150	7 – 8	10,000×1	
	Minatomachi No.5	43°11.9'N 141°00.4'E	143	7 – 8	10,000×1	
No.2 Wharf	No.6	43°11.9'N 141°00.4'E	128	3.5 – 7	3,000×1	Fronted by foul ground.
	No.7	43°11.9'N 141°00.4'E	143	7 – 7.5	10,000×1	Fronted by foul ground.
No.2 Wharf	No.8	43°12.0'N 141°00.5'E	150	8 – 8.5	10,000×1	
	No.9	43°12.0'N 141°00.5'E	108	6 – 6.5	10,000×1	Fronted by foul ground.
	No.10	43°12.0'N 141°00.4'E	180	8 – 8.5	10,000×1	Fronted by foul ground.
	No.11	43°12.0'N 141°00.3'E	113	6.5 – 7.5	10,000×1	
No.3 Wharf	No.12	43°12.0'N 141°00.3'E	128	6 – 7	3,000×1	
	No.13	43°12.1'N 141°00.3'E	157	7 – 8.5	10,000×1	Fronted by foul ground.
	No.14	43°12.1'N 141°00.4'E	187	7.5 – 9	10,000×1	Fronted by foul ground.
	No.15	43°12.2'N 141°00.5'E	127	6 – 6.5	10,000×1	Fronted by foul ground.
	No.16・17	43°12.2'N 141°00.3'E	400	9.5 – 10	140,000t×1	
Ironai Wharf	Front Quay	43°12.3'N 141°00.4'E	128	6 – 7.5	2,000×1	Fronted by foul ground.
	N Side Quay	43°12.4'N 141°00.2'E	236	3 – 5	2,000×2	
Kitahama Quay		43°12.5'N 141°00.2'E	241	3* – 4*	2,000×1	* Reported depth.

the navigable width of the entrance is narrow due to an offshore rock with a height of about 15m lying at the entrance and dangerous reefs extending from it.

Landmarks.

Name	Position	Remarks
Mittsuyama-no-Hana	43°52.7'N 146°47.4'E	A point at the E end of the entrance to Matakotan Ko. A mountain behind the point, called Mittsu Yama, has three peaks. The westernmost peak (138m in height) is cone-shaped and pointed, serving as a good landmark to identify the location of the entrance to Matakotan Ko.

Anama Wan (43°49.8'N 146°44.1'E) (Chart W38)

Outline. Anama Wan is a bay located about 3.3M SW of Matakotan Ko (43°52.1'N 146°47.4'E), with a deep indentation of about 1.7M. The bay is sheltered from all winds except those from the W. It has depths of 10m or less and a bottom of sand and mud, providing good holding ground. However, the bay is narrow, with widths of less than 0.2M.

A rock which does not cover is located about 0.2M W of the N point of the entrance.

Notoro Ko (43°44.7'N 146°37.0'E) (Chart W38)

Outline. Notoro Ko is a deeply indented harbour located about 2.9M NNW of Konbuusu Saki (43°42.0'N 146°38.6'E). Because there is a rock awash around the entrance and sunken rocks at the head of the harbour, it is difficult for even small vessels to enter.

Matsugahama Wan (43°44.2'N 146°42.1'E) (Chart W38)

Outline. Matsugahama Wan is an almost circular bay with a diameter of around 1M, located about 3.4M NE of Konbuusu Saki (43°42.0'N 146°38.6'E). The entrance to the bay is situated between Ko Shima (43°43.6'N 146°41.6'E, 64m in height) and Kamome Shima (43°44.0'N 146°42.8'E, 59m in height) and opens to the SE. The bay is sheltered from all winds except those from the SE. As dangerous reefs extend from each end of the entrance, the navigable width of the entrance is reduced to about 0.2M.

Anchorage. When taking anchorage in the bay, steer a course of 333° towards the tip of a cliff located about 400m ENE of the river mouth (43°44.7'N 146°41.6'E) at the head of the bay; then pass through the centre of the entrance to the bay; then anchor around the point where the 10m depth contour intersects the line joining the N end of Kamome Shima and the N end of Ko Shima.

Inemoshiri Wan (43°48.0'N 146°50.4'E) (Chart W38)

Outline. Inemoshiri Wan is a bay located about 7.2M ENE of Matsugahama Wan (43°44.2'N 146°42.1'E). The bay is sheltered from all winds except those from between the E and S. However, the anchorage area is not large, as Kamo Shima (43°48.0'N 146°50.4'E, 42m in height) lies in the middle of the bay with reefs extending from it. Accordingly, sheltered anchorage for only one small vessel, in a depth of 15m, a sand bottom, is available around midway between Kamo Shima and Gome Shima (43°47.4'N 146°51.0'E, 53m in height).

Kunashiri To (44°08'N 145°51'E) (Chart W42)

Outline. Kunashiri To is a long, narrow island located in the E of Hokkaido. It extends for 120km in a SW-NE direction with widths of 5 – 30km. The SW part of the island is surrounded by a coastline of the mainland of Hokkaido from Shiretoko Hanto (44°05'N 145°07'E) to Nemuro Hanto (43°21'N 145°39'E), as well as Habomai Gunto (43°30'N 146°08'E). Kunashiri To is frequently misidentified as the E end of the mainland of Hokkaido when seen from the S. The NW coast forms the E coast of Nemuro Kaikyo and faces the E coast of Shiretoko Hanto, which forms the W coast of Nemuro Kaikyo. Kunashiri Suido is situated between Kunashiri To and Etorofu To (45°04'N 147°48'E).