

Pub.301 sup.

# Sailing Directions for South and East Coasts of Honshu

Supplement No.2

March 25, 2022



**Japan Coast Guard**

## Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.2 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.

This supplement contains English translation of S. & E. COASTS OF HONSHU PILOT Supplement No.1 issued on March 5, 2021, Supplement No.2 issued on August 6, 2021 and Supplement No.3 issued on January 28, 2022 as well as the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard.

The instructions for amending, deleting or adding of the previous issues are indicated in this supplement. It also contains an index to be referred to the pages on which they are mentioned. The index is listed in ascending numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on gray background while deletions are marked with strikethrough, in red letter on gray background. Chart images, tables or pictures which are 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 the original page number. In case that sheets had spanned multiple pages by adding large volume of text or image, sub-number is inserted after the page number.

March 25, 2022

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

In the interest of ensuring safety of navigation and protecting the marine environment, the Japan Coast Guard (JCG) publicizes information that could affect 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 does not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

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	Blank below	

**AIS Signal Station** Ship-ridden receivers of AIS (Automatic Identification System) or radars Capable of displaying on AIS multiple display or ECDIS (Electronic Chart Display and Information System) indicating the facilities for emitting radio waves on their display screens in order to show symbol marks and such to be the Aid to Navigation to navigating vessels. The classification can be divided into Real and Virtual. A Real in which AIS Signal Station are juxtaposed to a Aid to Navigation, and a Virtual in which a Aid to Navigation that does not actually exist is displayed on a radar etc.

In the vicinity of area depicted this Sailing Directions, there are 7 AIS signal stations.

AIS Signal Station Name	Position	Classification	Remarks
Uraga Suido Traffic Route center No.1	35° 12.7' N, 139° 46.6' E	Real	Fitted with Uraga Suido Traffic Route center No.1 light beacon
Recommended route off the W coast of Izu O Shima N virtual AIS Signal Station	34° 48.0' N, 139° 17.0' E	Virtual	Yokohama AIS Signal Station manage
Recommended route off the W coast of Izu O Shima S virtual AIS Signal Station	34° 42.2' N, 139° 10.0' E	Virtual	Yokohama AIS Signal Station manage
E end of N entrance of Irago Suido Traffic Route	34° 34.8' N, 136° 59.4' E	Virtual	ISE-WAN Vessel Traffic Service Center manage
Irago Suido Traffic Route SE	34° 32.4' N, 137° 01.8' E	Real	Fitted with Isewan No.2 light buoy
Nakayama Suido Development and Conservation Route No.1	34° 37.7' N, 136° 58.6' E	Real	Fitted with Nakayama Suido Development and Conservation Route No.1 light beacon
Yokkaichi Ko Showa Yokkaichi Oil Sea-Berth	34° 55.8' N, 136° 42.2' E	Real	

this volume is properly placed under the jurisdiction of some of these organizations.

Each of the Regional Coast Guard Headquarters and its local offices are listed below.

Regional Headquarters	Coast Guard Office	Coast Guard Station	Branch of Coast Guard Office, etc.	Air Station, etc.
2nd Regional Coast Guard Headquarters 3-4-1, Teizandori, Shiogama-Shi TEL +81-22-363-0111	Hachinohe (+81-178-33-1221) Kamaishi (+81-193-22-3825) Miyagi (+81-22-363-0114) Fukushima (+81-246-53-7111)	Miyako (+81-193-62-6560) Kesenuma (+81-226-22-7084) Ishinomaki (+81-225-22-8088)		Sendai (+81-223-22-2891)
3rd Regional Coast Guard Headquarters 5-57, Kitanakadori, Naka-Ku, Yokohama-Shi TEL +81-45-211-0118	Ibaraki (+81-29-263-4118) Choshi (+81-479-21-0118) Chiba (+81-43-301-0118) Tokyo (+81-3-5564-1118) Yokohama (+81-45-671-0118) Yokosuka (+81-46-862-0118) Shimoda (+81-558-23-0118) Shimizu (+81-54-353-0118)	Kashima (+81-299-92-2601) Katsuura (+81-470-73-3999) Kisarazu (+81-438-30-0118) Kawasaki (+81-44-266-0118) Omaezaki (+81-548-63-4999) Ogasawara (+81-4998-2-7118) Shonan (+81-466-22-4999)	Hitachi (+81-294-29-0118) Tateyana (+81-470-20-0118) Funabashi (+81-47-432-4118) Ito Marine Patrol Station (+81-557-35-3085) Tagonoura (+81-545-31-0118)	Haneda (+81-3-3747-1118)
4th Regional Coast Guard Headquarters 2-3-12, Irifune, Minato-Ku, Nagoya-Shi TEL +81-52-661-1611	Nagoya (+81-52-661-1615) Yokkaichi (+81-59-357-0118) Toba (+81-599-25-0118) Owase (+81-597-25-0118)	Mikawa (+81-532-34-0188) Kinuura (+81-569-22-4999)	Hamashima (+81-599-53-0300)	Chubu Airport Coast Guard (+81-569-38-8118)
5th Regional Coast Guard Headquarters 1-1, Hatoba-Cho, Chuo-Ku, Kobe-Shi TEL +81-78-391-6551	Tanabe (+81-739-22-2000) Tokushima (+81-885-33-2246) Kochi (+81-88-832-7113)	Kushimoto (+81-735-62-0226) Tosashimizu (+81-880-82-0464) Sukumo (+81-880-65-8117)	Minami (+81-884-77-0555)	Kansai Airport Coast Guard (+81-72-455-1235)

Note: Three-digit telephone number “118” is available to vessels for urgent reporting of an incident or accident at sea. It covers not only maritime accidents which are encountered or sighted, it is also important to report information on oil spills, suspicious vessels, stowaways and smuggling-related crimes, etc., mariners can report to the nearest Regional Coast Guard Headquarters or Headquarters. Reporting can be used by subscribed/public/mobile telephones and maritime mobile radiotelephone.

### Communications Services of the Japan Coast Guard

The following district communications centers of the Japan Coast Guard take part in communications services required in the course of its marine security duties. The coverage of these communications services are port communications, notification of the passage of huge vessels, marine safety information, navigation warnings, weather forecasts, and

**Medical facilities.**

Name	Telephone	Remarks
Hachinohe City Hospital	+81-178-72-5111	
Aomori Rosai Hospital	+81-178-33-1551	

**Maritime traffic.** There are car ferry services (10,536 G/T etc.) to and from Tomakomai and a car ferry service (7,005 t) to and from Muroran.

**Same Kado ~ Todo-ga-Saki** (Chart JP53)

**General information.** Besides some bays and inlets such as Kuji Wan, Noda Wan, Miyako Wan etc. the coast between Same Kado and Todo-ga-Saki is mostly regular in shape.

The water is generally deep and there are no dangerous reefs in areas more than 1 M offshore except inside bays and islets; in waters close to shores, however, numerous rocky reefs are scattered, on which waves break violently in summer even in gentle sea condition. In the area less than 1 M offshore between Hajikami Light (40° 27.1' N, 141° 40.9' E) and Yagi Ko (40° 21' N, 141° 46' E) in particular, numerous sunken reefs are interspersed and the depths are irregular.

The coast between Kuji Wan and Kesenuma Wan is designated as the Sanriku Fukko National Park.

The coast between Kabu Shima in Hachinohe Ko and Oshika Hanto has been dedicated as the Sanriku Fukko National Park (designated on March 31, 2015). Also, the Coast about 14 M between Myoujin Saki and Todo-ga-Saki (39° 33' N, 142° 04' E) having varied scenic changes without dangerous reefs of 0.5 M beyond along the Coast with ample depth.

It should be noted that in summer, particularly in June and July, fog is frequent and large number of fishing vessels may be encountered; such fishing vessels appear in autumn, too.

**Landmarks.**

Landmark	Position	Remarks
Benten Hana	40° 13' N, 141° 50' E	A point of brown surface and wooded cliffs. There is a lighthouse in Ushi Shima in the vicinity of the SE of this point.
Mi Saki	40° 09' N, 141° 53' E	A cape; the foot of its end consists of gray cliffs. Todo Iwa, a bare rock, 7 m high; lying E about 0.5 M of the cape is seen whitish due to guano covering it.
Toshima Yama	40° 01' N, 141° 39' E	A mountain, 1,263 m high; the peak of which is pointed.
Nanatsu Mori	39° 59' N, 141° 56' E	A summit, 429 m high; rising close W of a headland of steep cliffs lying between Kuro Saki and Benten Saki. It is thickly wooded, seen black and conspicuous; the peak is very rugged.
Benten Saki	39° 57' N, 141° 58' E	A cape surmounted by a lighthouse. A steep cliffs extend 4 M between this cape and Kuro Saki.
Ma Saki	39° 45' N, 142° 00' E	A thickly wooded cape of cliffs surmounted by a lighthouse. A good mark from N and S. It gives a good radar response.
Toge-no-Kami Yama	39° 44' N, 141° 47' E	1,230 m high, the highest peak in this area.
Hei Saki	39° 39' N, 142° 02' E	A roundish cape of cliffs surmounted by a lighthouse.
Gassan	39° 37' N, 142° 00' E	A mountain, 456 m high, showing a pointed peak to NE and SE. There are 3 TV towers on the top, which exhibit some red lights at night.
Todo-ga-Saki	39° 33' N, 142° 03' E	A low cape of cliffs surmounted by a lighthouse and a projector (It irradiate the O Ne of a position S about 4 km from Todo-ga-Saki Light.).
Todo Yama		465 m high. The peak is seen pointed from N and S.

**Miyako Wan** (39° 40' N, 142° 00' E) (Chart JP54)

**General information.** Miyako Wan is entered about 5 M between Ane-ga-Saki and Hei Saki; the entrance opens to the NE. The water is mostly deep; 74 m deep at the center of the entrance then becomes shallow gradually as it goes inwards. No shoals of 5 m deep or less exist in the area outside 400 m offshore except in the vicinity of the head.

There is a detached breakwater, about 200 m long, between Hide Shima on the W side of the entrance and the westward opposite shore, where navigation is not recommended.

Traffic of fishing vessels is heavy and the large vessels dose port the inward-bound and the outward-bound, too.

Inside the port, there is a fishing port and Desaki Wharf in Kuwa-ga-Saki Section, Fujiwara Wharf for importing and exporting timbers in Fujiwara Section, and a log pond in Sokei Section. But each section is now under construction for an earthquake disaster restoration.

5 **Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon and tsunami etc., Miyako Ko Tsunami and Typhoon etc., Abnormal Weather Vessels Safety Measures Council is established to issue information on typhoons, tsunamis etc. to vessels and concerned 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: Miyako Coast Guard Station).

10 **Weather.** NE to NNE winds prevail in summer while WSW winds are dominant in other seasons. Fog is most frequent in Jun. and Jul.; it occurs for about 10 days in each month.

**The largest vessel to enter the port.** On April 25, 2019, the passenger vessel “DIAMOND PRINCESS” (115,875 t, draught 8.5 m) berthed alongside with - 10 m Quay, Fujiwara No.2 Wharf.

15 **Pilotage.** There is not sea area of pilotage to establish in the Pilotage Law, but pilotage of private qualification is available.

#### Landmarks.

Landmark	Position	Remarks
Radio towers group	39° 38.8' N, 141° 58.0' E	2 radio towers (each 66 m, 67 m high), an observation tower (white, 59 m high) , and a chimney (59 m high).
A radio tower	39° 38.1' N, 141° 57.5' E	Red and white, 127 m high.
A conspicuous house	39° 37.7' N, 141° 57.8' E	City Culture Center (white, triangular).

20 **Directions.** Approaching from N, steer for Heisaki Light (39° 39.3' N, 142° 01.5' E), bearing 190° at a position ENE about 7 M from Rikuchubentensaki Light (39° 56.8' N, 141° 57.6' E); at a position E 2 M from Ane-ga-Saki (39° 41.3' N, 141° 59.3' E), steer 216° with Miyako Ko Fujiwara Breakwater Light (39° 37.7' N, 141° 58.6' E) ahead, and proceed to the entrance properly after passing Tate-ga-Saki (39° 38.8' N, 141° 59.0' E).

25 Approaching from S, course to 320° with Rikuchumasaki Light (39° 45.1' N, 142° 00.0' E) ahead; at a position NE about 2.7 M from Hei Saki Light, steer 250° for the S extremity of Hide Shima (39° 40.1' N, 141° 59.3' E) ahead; at a position N 1.4 M from same lighthouse, steer 216° with Miyako Ko Fujiwara Breakwater Light ahead, and proceed to the entrance after passing Tate-ga-Saki. Caution should be paid for the following in approaching the port.

**Precaution for entering the port.** The precautions below are necessary after the Great East Japan Earthquake.

1. Care is necessary against foul substances scattered in the port.
2. **Construction of a sluice gate is underway at the mouth of the Hei Kawa river.**

30 **Caution:** Many stationary nets are laid along both coasts of Miyako Wan throughout year. A caution with the stationary nets and aquaculture facilities laid within about 800 m offshore on the coast between SW about 1.2 M from Heisaki Light and W about 0.6 M from same lighthouse is particularly necessary.

The water S of Desaki Wharf around the estuary of Hei Kawa, depths between 1 m to 3 m, waves sometimes break over it in strong winds. The streams in this area become to be strong after heavy rain, with which caution should be also exercised.

35 **Wave meter.** A wave meter is installed in an undersea of a position E about 0.2 M from Ryujinzaki Breakwater.

**Anchorage.** Large vessels usually use the area near to the quarantine anchorage (39° 38.0' N, 141° 59.1' E) E of Fujiwara Breakwater.



**Facilities.**

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Hitachi Hama Quay		39° 38.6' N, 141° 58.4' E	240	3.5 ~ 6	300 G/T × 4	
Kuwa-ga-Saki Quay		39° 38.6' N, 141° 58.1' E	505	3 ~ 5	500 G/T × 7	
Desaki Wharf	- 9 m Quay	39° 38.4' N, 141° 58.3' E	175	7 ~ 8	10,000 × 1	
	- 7.3 m Quay	39° 38.5' N, 141° 58.2' E	218	6.5	3,000 × 2	
Fujiwara No.1 Wharf	- 12 m Quay	39° 38.0' N, 141° 58.2' E	240	10	30,000 × 1	
	- 7.5 m Quay	39° 38.1' N, 141° 58.0' E	260	6.5 ~ 8	5,000 × 2	
Fujiwara Wharf		39° 38.1' N, 141° 57.9' E	180	3.5 ~ 6	700 × 3	
Fujiwara No.2 Wharf	- 10 m Quay	39° 37.7' N, 141° 58.2' E	740	9 ~ 10	12,000 × 4	
	- 7.5 m Quay	39° 37.9' N, 141° 58.2' E	260	6.5 ~ 7.5	5,000 × 2	

Apart from the above table, a log pond (39° 37.3' N, 141° 58.0' E) surrounded by breakwaters lies SW of Fujiwara No.2 Wharf and a yacht basin is situated immediately S of the log pond.

5 **Supply.** Fresh water and fuel oil are available.

**Maritime authorities and facilities.**

Name	Telephone
Miyako Coast Guard Station	+81-193-62-6560
Miyako Branch Customs (To be contacted to Kamaishi Sub-branch of Ofunato Branch Customs)	(+81-193-22-3010)
Miyako Chosha, Iwate Branch of Tohoku District Transport Bureau	+81-193-62-3500
Miyako Detached Office of Sendai Quarantine Station (To be contacted to Sendai Quarantine Station)	(+81-22-367-8100)
<del>Shiogama Branch of Yokohama Plant Protection Station</del>	<del>+81-22-362-6916</del>
Miyako Civil Engineering Center, Wide-area Coastal Promotion Bureau of Iwate Prefecture	+81-193-64-2221

**Medical facilities.**

Name	Telephone	Remarks
Iwate Prefectural Miyako Hospital	+81-193-62-4011	

10 ~~**Maritime traffic.**—There is a car ferry service (7,005 G/T) between Muroran-~~

**Paragraph 2 TODO-GA-SAKI ~ KINKASAN**

(Chart JP54)

15 **General information.** The Coast between Kabu Shima in Hachinohe Ko and Oshika Hanto has been dedicated as Sanriku Fukko National Park (designated on March 31, 2015). The coastline between Todo-ga-Saki and Kinkasan is extremely rugged forming a Ria Coast. Many bays and inlets lie along the coast, but most of which, except Yamada Wan and Ofunato Wan, are open to the E and subjected to swell.

20 Generally deep water lies close to the shore. However, islands and dangerous reefs are interspersed along the shore. Especially both O Ne (s), each of which is located outside Yamada Wan and Otsuchi Wan, vessels should exercise caution when navigating along the coast. In the vicinity of Ohako Saki (39° 21' N, 142° 00' E), tidal races may be experienced when tidal currents and S winds meet.

Along this coasts, there are Kamaishi, Ofunato and some other ports which are classified as Port Designated by Port Regulations Law. In addition, there are anchorages for large vessels such as Yamada Wan, Kesenuma Wan, Ogatsu Wan and Onagawa Wan.

**Yamada Wan** (39° 30' N, 142° 04' E) (Chart W71)

**General information.** Yamada Wan is entered between Ne Saki and Kone-ga-Saki, S about 2.2 M, both sides of the entrance of which consist of crumbled high cliffs. Two inlets lying between Ne Saki and Kasa-ga-Hana (a lighthouse at the end), SW about 3.4 M are not suitable for anchorage because of the rocky bottom. The water inside Kasa-ga-Hana is surrounded by high mountains and very calm, most part of which is 20 ~ 50 m deep and gives a good holding ground; accordingly it affords good shelter for large and small vessels. But strict care is necessary to stationary nets and aquaculture facilities of seaweeds and shellfish, which are laid all over the bay.



Entrance of Yamada Wan

**Weather.** SE or SW wind prevails in the bay. The strong E winds blow through the low land of Oura and Ura-no-Hama.

Strong mountain blasts accompanied by continuous W winds are observed in winter.

In the vicinity of Yamada Wan, fog is frequent from April to September with the peak time in June. Fogs come with weak N ~ NE winds (yamase), and may gradually vanish within 2 ~ 3 hours after their onset, or it may be foggy all day.

**Landmarks.**

Landmark	Position	Remarks
Netaki Yama	39° 32' N, 142° 04' E	A mountain (164 m high) that there is near the tip of the small peninsula in SSW about 1.5 M of Todo-ga-Saki. There is Matokui Saki in the NW side of tip of the peninsula, and there is Ne Saki in SW side. In addition, the sea area in front of Ne Saki is studded with rocky islets such as Nesaki Shima (35 m high).
Junijin Yama	39° 32' N, 141° 59' E	A mountain, 731 m high, the peak of which is slightly pointed. Two domes (light green) and a radio tower stands on the vicinity of the peak.
Kone-ga-Saki	39° 29' N, 142° 03' E	A cape of steep cliffs, the top, 119 m high, is a conical shaped small hill. A triangular rock, 5 m high, lying at its end can be used to distinguish this cape.
Karo-ga-Take	39° 29' N, 142° 02' E	503 m high, It is conspicuous at the highest peak in a southern coast of Yamada Wan.
Kujira San	39° 24' N, 141° 55' E	609 m high, good landmark when entering the bay.

**Directions.** (Refer to Fig. 17) It should be noted that there are many aquaculture facilities of shellfish and so on inside the bay.

Approaching from E.

- When entering from the E, steer for the island (39° 30.1' N, 142° 01.3' E), E of Tate-ga-Saki, bearing 270°.
- Alter course to 232° with Yamadakasagahana Light (39° 28.6' N, 142° 00.7' E) ahead when Kone-ga-Saki abeam.
- When Kariyado Saki (39° 29.0' N, 142° 02.2' E) abeam, steer for Taraishima Light (39° 27.4' N, 141° 59.7' E) ahead, bearing 220°.
- When Yamadakasagahana Light abeam, turn gradually to the right to bearing 262° with slightly N of Yamada Ko

waves from these directions; but easterly swells enter the port in strong winds from E or NE, which make difficult to keep staying at berths. In addition, there is a strong wind of the western that begin to blow along the Kasshi Kawa in the winter season.

The inside of the port is divided into Section 1 and Section 2, and Kamaishi Gyoko (39° 16.3' N, 141° 54.2' E) lies on the N side at the head of harbour.

Fishing Ports are located in Section 2 on the S shore and on the SW shore respectively.

**Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon and tsunami etc., Kamaishi, Otsuchi, and Yamada Districts Vessels Safety Measures Council is established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in the port, and gives countermeasures to be taken including warning arrangements, evacuation orders and instructions, cancellation of them, etc. (Inquiries: Kamaishi Coast Guard Office).

**Weather.** In summer, fog is frequent.

**Tides.** In Kamaishi Ko, mean higher high water is 1.3 m, mean lower low water is 0.3 m, and mean sea level is 0.86 m.

**The largest vessel to enter the port.** On December 23, 2014, the coal carrier “KASHIMA MARU” (93,288 t, draught 18.2 m) berthed alongside with S pier in the private quay of Nippon Steel Corp.

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

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

**Pilotage.** Pilotage is available on request to the licensed Pilots' Association, Kamaishi District (Refer to Chapter 6 “PILOTAGE” of Part 1).

**Landmarks.**

Landmark	Position	Remarks
A radio tower	39° 16.5' N, 141° 52.8' E	145 m high, painted in horizontal red and white stripes.
Statue	39° 15.4' N, 141° 54.1' E	100 m high, white.

**Precaution for entering the port.** The precautions below are necessary after the Great East Japan Earthquake Earthquake.

1. Before entering port, detailed information related to port facilities, etc., must be acquired from the port authority beforehand.
2. A part of the public wharfs are subsided, and so there is a case of overtopping waves at at high water.
3. In the case of anchoring within the port, vessels should pay attention to an assumption that an anchor becomes entangled to obstacles.

**Caution:** The inner harbour is narrow and traffic of fishing vessels is heavy particularly from September to next January; so care is necessary in entering and leaving the port and in selecting anchorage.

**Anchorage.** Large vessels usually anchor near the quarantine anchorage (39° 15.4' N, 141° 54.7' E) E of Kama Saki. The bottom N of the quarantine anchorage is mud or sand giving good holding ground but care should be taken in selecting anchorage not to impede the passages of other vessels as this ground lies close to the fairway. Section 1 provides good holding ground but it is narrow and scattered with foul bottoms. When anchoring in this port is considered unsafe due to typhoon or for other reasons, Yamada Wan to the N or Ofunato Ko to the S can be recommended for refuge but it should be noted that there are many stationary nets and aquaculture facilities in either area.

The anchorages for vessels carrying dangerous goods are located in Section 2.

A chimney	37° 51' N, 140° 57' E	204 m high, located in the yard of a thermal power station. It is prominent from a distance, and a good mark for approaching Soma Ko.
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**Soma Ko** (37° 50' N, 140° 58' E) (Chart W1089) (Port Code: JP SMA)



(Photographed Aug. 2018)

5 **Port classification.** Specified port, Open port, Immigration port, Plant protection port, Important port.  
**General information.** The development of this area into a commercial and industrial port and a local distribution center to the hinterland is underway.

The port consists of S Breakwater extending to the NNE from the S shore, Offing Breakwater lying in a N-S direction to the NNE and the port facilities on the W side of Offing Breakwater.

10 The N side of the port, there is N Breakwater stretching eastward from No.5 Wharf.

Matsukawaura Gyoko lies in the vicinity of the entrance of Matsukawa Ura in the E part of the S shore.

**Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon and tsunami etc., Soma Ko Maritime Safety Measures Council is established to issue information on typhoons, tsunamis etc. to vessels and concerned 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: Fukushima Coast Guard Office).

**Weather.** Westerly wind prevails throughout the year. Fog is frequent from June to early August; it tends to be thick particularly in July.

20 **The largest vessel to enter the port.** On April 10, 2018, the LNG tanker “GRAND ANIVA” (122,239t, draught 9.1m) berthed at SOMA ocean-going LNG tanker Pier.

**Landmarks.**

Landmark	Position	Remarks
A chimney	37° 50.5'N, 140° 56.8'E	204 m high, gray, located in the yard of a thermal power station. It is prominent from a distance, and a good mark for approaching Soma Ko.
LNG tank	37° 51.0'N, 140° 57.0'E	60m high, two cylindrical tanks with domed roof (90m in diameter).

**Precaution for entering the port.** The precautions below are necessary after the Great East Japan Earthquake.

1. Care is necessary when navigating within the port and surrounding areas since underwater obstacles such as debris may be present.
2. The navigational course for entering and leaving port is the N route.
3. A maximum decrease in water depth of about 1.5 m may be assumed for a planned water depth of 3 m in the basin at the head of the port.

**Entry restricted.** In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30m from tankers



**Facilities.**

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks	
North Wharf	A Quay	36° 25.9' N, 140° 37.5' E	290	14.5	50,000 × 1	Aseismatic quay, crane
	B Quay	36° 25.9' N, 140° 37.3' E	230	12.5	30,000 × 1	Crane
	C Quay	36° 25.9' N, 140° 37.2' E	170	9.5 ~ 10	10,000 × 1	Crane
	D Quay	36° 25.9' N, 140° 37.0' E	130	7.5	5,000 × 1	
	E Quay	36° 25.9' N, 140° 36.9' E	130	7.5	5,000 × 1	
	F Quay	36° 25.9' N, 140° 36.8' E	130	7.5	5,000 × 1	
	G Quay	36° 25.9' N, 140° 36.7' E	100	5	2,000 × 1	
	H Quay	36° 25.9' N, 140° 36.6' E	100	5	2,000 × 1	
	I Quay	36° 25.9' N, 140° 36.6' E	100	5	2,000 × 1	
	J Quay	36° 25.8' N, 140° 36.6' E	100	5.5	2,000 × 1	
	K Quay	36° 25.7' N, 140° 36.6' E	100	6.5 ~ 7	2,000 × 1	
Center Wharf A Quay	36° 25.6' N, 140° 36.6' E	130	6 ~ 7	5,000 × 1	Aseismatic quay	
Center Wharf B Quay	36° 25.6' N, 140° 36.7' E	250	8.5 ~ 9	6,500 × 1		
Center Wharf C Quay	36° 25.6' N, 140° 36.9' E	300	12	30,000 × 1	Aseismatic quay	
South Wharf A Quay	36° 24.3' N, 140° 36.6' E	180	4	2,000 × 1		
South Wharf B Quay	36° 24.3' N, 140° 36.7' E	180	4	2,000 × 1		
South Wharf C Quay	36° 24.3' N, 140° 36.8' E	260	6 ~ 6.5	5,000 × 1		

Apart from the above table, a basin (36° 24.6' N, 140° 36.7' E) is situated respectively on the N side of the inshore part of S Wharf.

5 **Supply.** Fresh water is available.

**Maritime authorities and facilities.**

Name	Telephone
Hitachi Sub-branch of Kashima Branch Customs (Located in Hitachi City)	+81-294-52-2128
Ibaraki Branch of Kanto District Transport Bureau (Located in Mito City)	+81-29-247-5348
Ibaraki Prefectural Ibaraki Port Office	+81-29-265-1260

**Tugboats.** Available.

10 **Iso Saki ~ Inubo Saki** (Charts W62, JP1097, W1050)

**General information.** Except in areas in the vicinities of Iso Saki and Inubo Saki, the coast, about 42 M in length, consists of a chain of sandy beaches washed by surf all the time backed by a range of wooded hills. The inland is a wide area of plains, where Naka Kawa in the N Part and Tone Kawa in the S part flow into the Pacific. Other than Tsukuba San (36° 14' N, 140° 06' E; 876 m high), there are no noticeable peaks in this area.

15 The 10 m depth contour lies within 0.5 ~ 1 M offshore and no dangerous reefs exist along the coast except O Ne (35° 49' N, 140° 54' E, the depth 17.5 m) lying N of Inubo Saki.

Oarai Ko (36° 18' N, 140° 35' E) lies on the W of Oarai Misaki and Isozaki Gyoko (36° 21' N, 140° 37' E) near Hira Iso is for use of only local fishing vessels.

20 The coastal water off the coast between Nakaminato Ko (36° 20' N, 140° 36' E; Chart W47) and Oarai Ko, numerous small fishing boats operate in early morning, and many pleasure boats come out on holidays.

There are many recreational fishing boats in the offing of Kashima Ko.

**Landmarks.**

Landmark	Position	Remarks
A chimney	<del>35° 56.5' N, 140° 41.2' E</del>	<del>184 m high, red and white.</del>
3 chimneys	35° 55.1' N, 140° 42.0' E	Chimney stacks, each about 205 meters high, about 205 meters high, 234 meters high in turn from the E; red and white. All of those are located in a thermal power station.
A tower	35° 54.8' N, 140° 40.3' E	An observatory, 58 m high, located in a park, lighted at night.
A chimney	35° 54.6' N, 140° 41.3' E	A chimney stack, 126 m high, red and white.

**Port regulations.**

Restriction on anchoring etc. (Article 23 of Regulations for the Enforcement of the Port Regulations Law)	<p>No vessel may anchor or loose a vessel or any other object in tow in the sea area (hereafter referred to as “Kashima Fairway” in the following Article and Annex Table No.4) enclosed by the following lines:</p> <p>The line drawn from a position (hereafter referred to as Point A” in this Article) 247° 430 m from the NE extremity (35° 55' 33" N, 140° 42' 00" E) of Fukashiba Public Quay to a position 55° 900 m, the line drawn thence to a position 35° 870 m, the line drawn thence to a position 3.5° 2,670 m, the line drawn thence to a position 273.5° 480 m, the line drawn thence to a position 183.5° 2,510 m, the line drawn thence to a position 215° 940 m, the line drawn thence to a position 235° 560 m, and the line drawn thence to Point A; except in the following cases:</p> <ol style="list-style-type: none"> <li>1) the vessel intends to avoid marine disasters;</li> <li>2) the vessel is not under command;</li> <li>3) the vessel is engaged in rescue of human life or in imminent danger;</li> <li>4) the vessel is engaged in a construction or works under the permission of the Captain of the Port in accordance with Article 31 of the Port Regulations Law.</li> </ol>
Navigational precautions (Article 23-2 of Regulations for the Enforcement of the Port Regulations Law)	<ol style="list-style-type: none"> <li>1. Vessels with a length of 190 m or more (tankers of 1,000 G/T or more which is loaded with crude oil, liquefied petroleum gas or any other liquid with a ignition point of below 23°C by closed up ignition-point-meter or in which it has not been confirmed by the captain, after unloading materials generating flammable or explosive vapor, and conducting gas check, that there is no danger of fire or explosion; this clause is applied hereinafter correspondingly) should report the matters described in each Item of Article 38 Paragraph 2 of the Port Regulations Law when proceeding to Kashima Ko by Kashima Fairway or when taking departure from Kashima Ko through the fairway (the matters in Item 3 mean the estimated time of arrival near the entrance to Kashima Fairway when proceeding, and the estimated time of departure when taking departure) to Captain of the Port by noon of the day before proceeding or departing, respectively.</li> <li>2. Vessels making reports of estimated time as described in the preceding Paragraph, should report to the Captain of the Port immediately when the change has been made on said items. Consultation; the matters described in each Item of Article 38 Paragraph 2 of the Port Regulations Law: <ol style="list-style-type: none"> <li>1) Name of the vessel.</li> <li>2) Gross tonnage and length of the vessel.</li> <li>3) Estimated time for the vessel to navigate through the fairway.</li> <li>4) Means of communicating with the vessel.</li> <li>5) The mooring facility within the specified port where the vessel is anchored or seeks to anchor.</li> </ol> </li> </ol>

6. Observance of Navigation and Hazard Prevention Recommendations (Article 31 of the Maritime Traffic Safety Law, Article 23-4 of the Regulations for the Enforcement of the Maritime Traffic Safety Law).

Tokyo Wan Vessel Traffic Service Center may issue recommendations for changing course or taking other necessary measures to specified vessels by the VHF radiotelephone system or other appropriate methods when it is found necessary to comply with navigation or to prevent danger.

7. Providing information etc. by Tokyo Wan Vessel Traffic Service Center.

Tokyo Wan Vessel Traffic Service Center provides information etc. by VHF radiotelephone system etc. with the following codes in the beginning, depending on the contents.

(1) INFORMATION: Providing information (providing information pursuant to the provisions of Article 30 of the Maritime Traffic Safety Law).

(2) WARNING: Warnings (providing information to make notice of any dangerous situation that may impede safe navigation of vessels).

(3) ADVICE: Advice (advice pursuant to the provisions of Article 31 of the Maritime Traffic Safety Law).

(4) INSTRUCTION: Instructions (instructions pursuant to the provisions of Article 10-2 and Article 23 of the Maritime Traffic Safety Law).

Note: Providing information etc. by Tokyo Wan Vessel Traffic Service Center does not give instructions for maneuvering.

Tokyo Wan Vessel Traffic Service Center provides the “Tokyo Martis” User Manual on the web page:

URL: [https://www.kaiho.mlit.go.jp/e/image/01\\_tokyo%20vtsc.pdf](https://www.kaiho.mlit.go.jp/e/image/01_tokyo%20vtsc.pdf)

8. Notification (Article 32 of the Maritime Traffic Safety Law, Article 23-5 of the Regulations for the Enforcement of the Maritime Traffic Safety Law).

When the Captain of a vessel with the length of 50 meters or more wishes to enter the designated waters (Refer to Fig.28-2), the vessel shall notify the following items by VHF wireless phone or other adequate mode to the Commandant of the Japan Coast Guard (Tokyo Wan Vessel Traffic Service Center). (Excluding those operating AIS (Automatic Identification System) Provided, the items other than transmitted on the said simplified handy type AIS shall be necessary).

(Notification Position)

(1) Tokyo Wan. At the time of entry, the (Tsurugi Saki) to (Su-no-Saki) Line.

(2) Tokyo Wan. At the time of departure, you shall make a notification when you enter or before your entrance.

(Notification Items)

(1) Name and Length of your vessel

(2) Call Sign of your vessel

(3) Destination port when already decided

(4) Draught

(5) Vessel Position at the time of notification

10. Staying in touch with Tokyo Wan Vessel Traffic Service Center.

(1) Vessels with a VHF radiotelephone system (CH16, 156.8 MHz) shall stay in touch with Tokyo Wan Vessel Traffic Service Center in case of information etc. provided pertaining to the safety of navigation while in the traffic routes, in main tracks to the traffic routes and in sea areas around the traffic routes.

5 (2) Fog report

The following agency provides reports as necessary when visibility becomes 2,000 m or less at Uruga Suido.

3rd Regional Coast Guard Headquarters (Yokohama Coast Guard Radio): F3E 156.6 MHz (CH12) in Japanese (in English as necessary).

11. Navigation in the sea area in the vicinity of Tokyo Wan Aqua-Line (Refer to Fig. 31).

10 (1) The following vessels shall navigate Tokyo Wan Aqua-Line E fairway:

a. Vessels of 3,000 G/T or more, having taken a departure at Nakano-Se-Traffic Route and intending to navigate northbound crossing Tokyo Wan Aqua-Line.

b. Vessels of 3,000 G/T or more, intending to navigate northbound while crossing the line in order between Nakano-Se-Traffic Route No. 8 Light Beacon and the SE extremity (35° 27' 14" N, 139° 51' 31" E) of Aqua-Line E fairway, and Tokyo Wan Aqua-Line.

15 c. Vessels of 10,000 G/T or more (excluding vessels in above "a" and "b") and crossing Tokyo Wan Aqua-Line (excluding vessels entering Keihin Ko Kawasaki Ku without navigating Tsurumi Passage).

(2) Voluntary Anchoring Restricted area (Refer to Fig. 23)

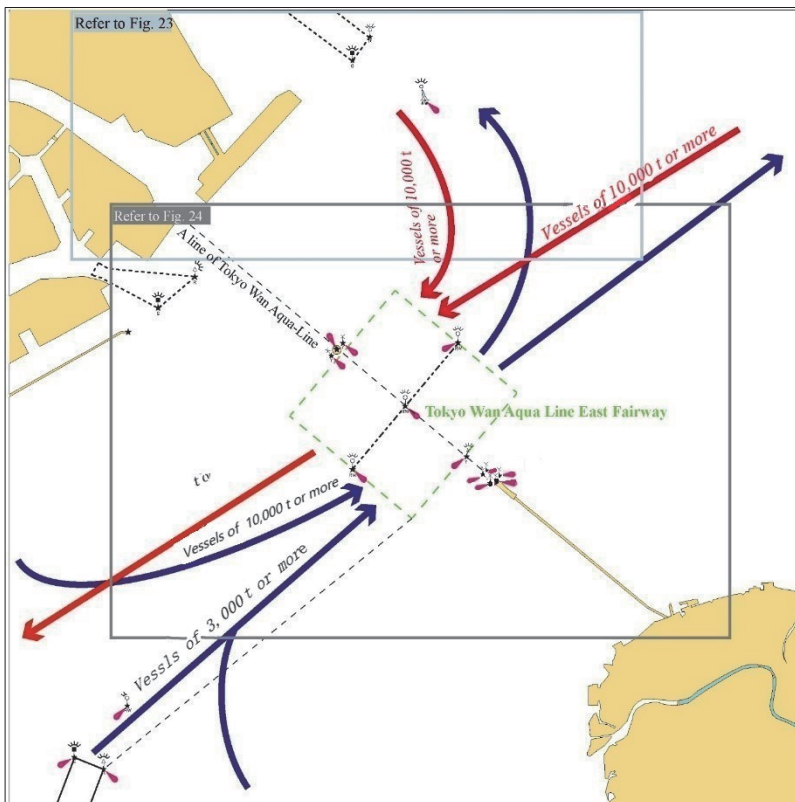
Vessels shall not anchor at Tokyo Wan Aqua-Line E fairway.

20 12. Preparation of charts.

Vessels navigating in Tokyo Wan should prepare at least the following charts issued by Hydrographic and Oceanographic Department of the Japan Coast Guard and obtain the latest information of port in advance.

Chart No.	Title	Chart No.	Title
JP90	Tokyo Wan	JP1062	Middle Part of Tokyo Wan
JP1061	Northern Part of Tokyo Wan	JP1081	Uruga Suido

Fig. 31 Navigation in the N sea area of Tokyo Wan [Replaced by new image]





**Advice for preventing dragging anchor.** The Captain of the Port or Chief Coast Guard Office issue “Advice for preventing dragging anchor” in cases that strong wind is expected. Vessels are required to take following safety precautions to prevent accidents.

1. Vessels anchoring in this area should take measures against dragging anchor.
2. Maintain a continuous listening watch on VHF channel 16.
3. Machineries should be kept ready to use.
4. Keep an anchor watch and obtain the latest weather forecast to take measures against weather change.

**Sea areas subject to the recommendation to take measures against dragging anchor accidents.** In rough weather, recommendations for restriction on anchorage will be issued in order to prevent accidents caused by dragging anchor for the following areas:

The anchoring-restricted area inside Keihin Ko, Tokyo Ku.

The sea areas around Yokohama Ku, Kawasaki Ku and Tokyo Bay Aqua-Line where subject to “Reinforcement of measures for prevention of dragging anchor accidents”. (See Fig.32)

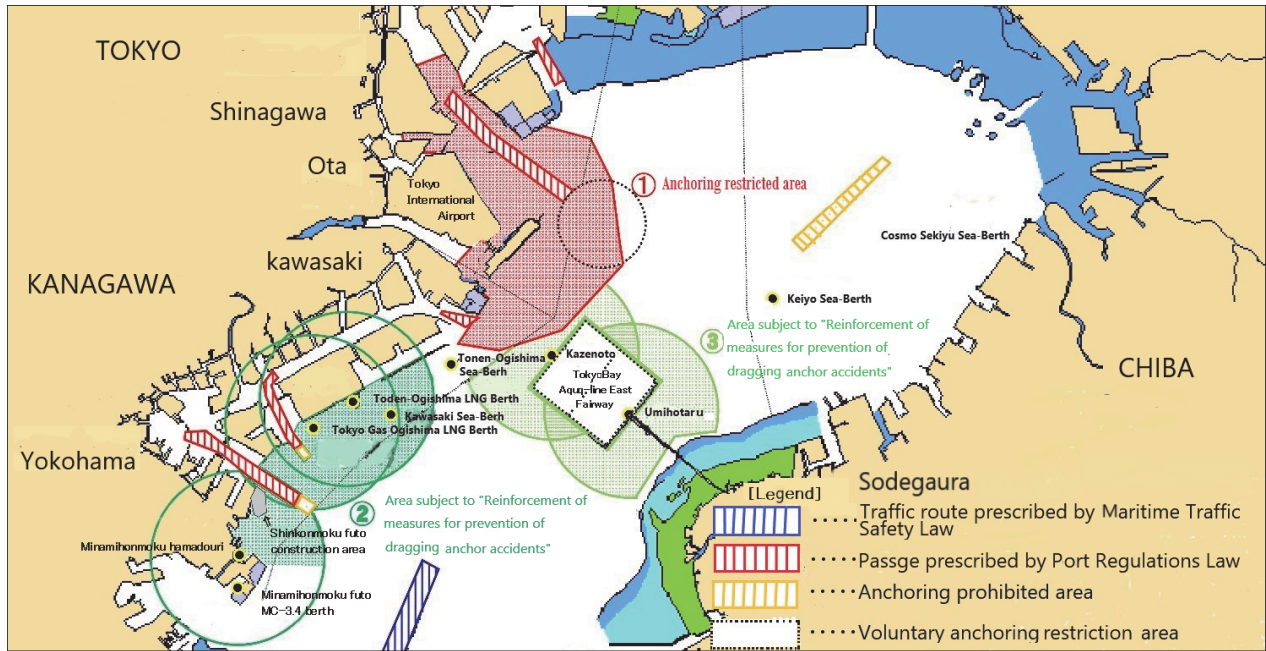
**Recommendations to evacuate to the outside of the bay and refrain from entering the bay.** When abnormal weather such as typhoon is expected in Tokyo Wan, the Commander of the 3rd Regional Coast Guard Headquarters may issue recommendations, in accordance with Maritime Traffic Safety Law, for evacuating to safer places in the outside of the bay and refraining from entering the bay to take all possible measures to prevent accidents caused by dragging anchor. (Inquiry: The 3rd Regional Coast Guard Headquarters)

**Provision of information concerning accident prevention including a risk of dragging anchor.** The Tokyo Wan Vessel Traffic Service Center provides information concerning a risk of accident including dragging anchor for the sea area around LNG berths in Yokohama Ku and Kawasaki Ku of Kehin Ko and the Minami-Honmoku-Hama Road.

In cases that a recommendation of “Reinforcement of measures for prevention of dragging anchor” is issued for the sea areas around Tokyo Wan Aqua-Line, the Tokyo Wan Vessel Traffic Service Center provides information concerning a risk of accident including dragging anchor for the vessels of 50 m and more in length anchoring or navigating in the area.

It is mandatory to obtain the information concerning accident prevention within the areas mentioned above. (See Fig. 32)

**Fig. 32 Sea area for preventing accidents caused by dragging anchor in Tokyo Wan**  
[Replaced by new image]



5 **Paragraph 1 NOJIMA SAKI ~ SU-NO-SAKI**  
 (Chart JP90)

**General information.** This coast consists of sandy and rocky beaches backed by low mountains and hills. The W side of Nojima Saki affords good shelter to small vessels in northerly winds.

10 Heisa Ura (34° 56' N, 139° 48' E), an open bay, is entered between Mera Hana and Su-no-Saki; the coast is shallow and its entrance is wide. Waves enter the bay all the time. Pine trees grow thickly on the sand dunes lying all over the coast.

In the vicinity of Mera Hana, shallows with a depth of 16 m or less, extend 1.7 M offshore, inside of which many shallow reefs lie. Mariners need to be careful, when entering Tokyo Wan from the E, to Kohage-no-Dashi (34° 59' N, 139° 44' E; depth 6 m), a shoal NW of Su-no-Saki.

15 **Landmarks.**

Landmark	Position	Remarks
Nojima Saki	34° 54' N, 139° 53' E	A flat and low cape surmounted by a lighthouse projecting into the sea about 500 m.
Mera Hana	34° 55' N, 139° 49' E	A low rocky cape.
O Yama	34° 55' N, 139° 50' E	149 m high. The peak is flat and surmounted by many silver steel towers.
O Yama	34° 58' N, 139° 47' E	The highest peak in the vicinity, 194 m high and is conical in shape with reddish.
Su-no-Saki	34° 59' N, 139° 45' E	A low cape with a lighthouse at the end. This cape is seen a group of small mountains from a distance N or S.

**Canyon and plateau.** A canyon, about 1 M wide, 250 ~ 550 m deep, extends from the deep sea to a position W

### Paragraph 3 THE NORTH PART OF TOKYO WAN

(Chart JP90)

**General information.** This area includes Keihin Ko, Chiba Ko, Kisarazu Ko etc.

A deep water runs northward along the W coast; depth of off Yokohama Toyoura is about 40 m. The entire interior E of this deep water is 10 ~ 30 m deep and the coast is fringed with broad drying banks and shoals.

This coast region is one of the industrial belts in Japan and reclamation and development for port facilities are being carried out.

Very large vessels entering or departing from Keihin Ko, Chiba Ko and Kisarazu Ko must exercise extreme caution with Naka-no-Se and the large shoal lying E of Naka-no-Se Traffic Route.

**Caution** In this area, mariners are required to be careful of a case where night marks are difficult to identify among background shore lights. Laver beds are established from mid-August to next mid-May in shallow waters in Katsunan Ku and off the coasts of Kisarazu and Futtsu.

**Shelters in typhoons.** When there is a threat that a Typhoon approaches each port in Tokyo Wan, each Captain of the Port recommend shelter and others for vessels which are present in the port. As a general rule, large vessels should anchor outside the breakwaters where affords safe anchorage.

In the area off Kisarazu, there is a possibility of stranding due to the dragging of anchor when winds veer from SSW to W, and Mariners need to be careful on such an occasion.

When an advisory on the evacuation of port for shelter is issued by Captain of the port of each port within the Tokyo Wan, Tokyo Wan Vessel Traffic Service Center (Tokyo Martis) is to provide information on vessels at anchor in the bay in the following manners.

1. General information.

every an hour and every half an hour	1,665 kHz (in Japanese)
15 minutes from every quarter an hour	2,019 kHz (in English)

2. Individual information: upon requested by a vessel.

By the international VHF	Call Name	TOKYO MARTIS	
	Frequency	Calling or Answering	ch16, 13
By the telephone		Communication	ch12/13/14/66/69
		+81-45-225-9140, +81-45-225-9141	

3. Internet service.

URL: <https://www6.kaiho.mlit.go.jp/tokyowan/>

**Reinforcement of measures for prevention of dragging anchor. (See Fig. 32)** In cases that strong winds are expected in the sea areas subject to “Reinforcement of measures for prevention of dragging anchor”, the commander of the 3rd Regional Coast Guard Headquarters will advise vessels anchoring in the areas to take followings measures aiming at reinforcing dragging anchor prevention: maintain a continuous listening watch on VHF channel 16, assign more personnel on bridge watchkeeping duties, keep engines and thrusters ready to use, and maintain AIS in operation.

The sea areas subject to “Reinforcement of measures for prevention of dragging anchor” is defined as follow: sea areas which applied Maritime Traffic Safety Law within a circle of radius 2 M centered on Tokyo Wan Aqua-line Wind Tower Light (35° 29' 28" N 139° 50' 06" E), and within a circle of radius 2 M centered on Tokyo Wan Aqua-line Umi-Hotaru Light (35° 27' 52" N 139° 52' 28" E) except for the areas overlapped with “Anchoring restricted area”, specifically, within a circle of radius 2 M centered on Tokyo International Airport except for the fairway and specific sea areas and a Tokyo Wan Aqua-line East Route. This area shall be issued recommendations during rough weather in accordance with Paragraph 4, Article 39 of the Port Regulation Law.

The 3rd Regional Coast Guard Headquarters require vessels not equipped with AIS to report to Tokyo Wan Traffic Service Center of their anchoring position and a mean of communication when a recommendation is issued. (Inquiry: 3rd Regional Coast Guard Headquarters)

### The Eastside of the North-Middle Part of Tokyo Wan (Chart JP1061, JP1062)

**General information.** The water along the coast, about 20 M long, between Futtsu Misaki and the mouth of Kyu-

There are many other chimneys all over the area but they are not suitable for landmarks.

**Fairways and Passages.** A fairway, about 4.3 M long, about 350 m wide and 19 m deep, runs from the SW part of the outer harbour to Sections 2 and 3 to the NE; Chiba Passage, about 4 M long, about 350 m wide and 17 ~ 19 m deep, is connected to this fairway and leads to Section 1 further NE. In Section 4 Ichihara Passage lies, about 1.3 M long, about 250 m wide and 12 m deep, bringing to Section 2 in the S part, Anegasaki Passage, about 0.8 M long, about 400 m wide and 15 ~ 17.5 m deep and Shiizu Passage, about 1.2 M long, about 300 m wide and 15.8 m deep and Sode-ga-Ura Fairway, about 1.9 M long, about 350 m ~ 450 m wide and 14 m deep.

Both Chiba and Ichihara Passages are under the control of traffic control signals (Refer to item "Signals").

**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 vessel permitted by the 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.

#### Sea-berth.

Name	Position	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Keiyo Sea-Berth	35° 30.7' N, 139° 56.2' E	20.5	260,000 × 2	Refer to item "Landmarks".
Cosmo Sekiyu No.2 Sea-Berth	35° 31.8' N, 140° 00.2' E	15 ~ 16	—	Sea-berth light with radar reflector.

**Anchorage.** The quarantine anchorage (35° 34.5' N, 140° 01.2' E) is located NW of Chiba Light Beacon and the anchorages for vessels carrying dangerous substance are provided in Chiba Ku Sections 2 ~ 4 and in the outer harbour.

**Anchoring prohibited.** Anchoring is prohibited in the fairways leading from the outer harbour to Chiba Passage.

#### Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Central Wharf	A ~ E Quays	35° 35.7' N, 140° 06.1' E	1,000	10	15,000 × 5	
	F ~ H Quays	35° 35.7' N, 140° 05.6' E	750	12	30,000 × 3	
	I Quay	35° 36.1' N, 140° 05.8' E	130	7.5	5,000 × 1	Aseismatic quay
	- 4.5 m Quay	35° 35.9' N, 140° 06.3' E	90	4.5	700 × 1	
Dezu Wharf	A ~ C Quays	35° 35.6' N, 140° 06.6' E	430	7.5 ~ 8	5,000 × 3	C Quay is Aseismatic quay
	D1, D2 Quays	35° 35.6' N, 140° 06.4' E	265	6	3,000 × 2	
	E, F1 ~ 10 Quays	35° 35.8' N, 140° 06.4' E	1,045	5.5	2,000 × 11	
Ichihara Wharf Quay		35° 32.4' N, 140° 05.8' E	240	7 ~ 7.5	5,000 × 2	
Sodegaura Wharf	A1 ~ 3 Quays	35° 27.4' N, 139° 59.7' E	270	5	2,000 × 3	
	B, C1 ~ 3, D1, D2 Quays	35° 27.5' N, 139° 59.8' E	481	4.5	700 × 3	
	E1 ~ 4 Quays	35° 27.6' N, 139° 59.6' E	320	5	2,000 × 4	
	F1 ~ 3 Quays	35° 27.8' N, 139° 59.6' E	419	4 ~ 7	5,000 × 3	
Imai Quay		35° 26.8' N, 139° 58.3' E	600	5.5	2,000 × 5	

Apart from the above table, there are many private berths in each section except in Section 5.

**Supplies.** Fresh water and fuel oil are available.

**Repair.** Available.

#### Maritime authorities and facilities.

Name	Telephone
Chiba Coast Guard Office (Captain of the Port)	+81-43-242-0013
Chiba Branch Customs	+81-43-241-6452
Anegasaki Sub-branch of Chiba Branch Customs (Located in Ichihara City)	+81-436-61-0750
Chiba Branch of Kanto District Transport Bureau	+81-43-241-6491
Chiba Quarantine Branch Office of Tokyo Quarantine Station	+81-43-241-6096
Chiba Sub-branch, Tokyo Branch of Yokohama Plant Protection Station	+81-43-242-8401

Odaiba Liner Wharf	A ~ I	35° 37.0' N, 139° 47.2' E	1,800	10	15,000 × 9	Ocean liner Quay
Aomi Container Wharf	A0, A1	35° 36.2' N, 139° 47.1' E	520	13	35,000 × 2	With gantrycranes
	A2	35° 36.4' N, 139° 47.0' E	350	15	50,000 × 1	
	A3, A4	35° 36.6' N, 139° 46.8' E	700	15	50,000 × 2	
Harumi Wharf	I	35° 39.0' N, 139° 46.8' E	161	6 ~ 8.5	10,000 × 1	There is a passenger terminal building.
	J	35° 39.0' N, 139° 46.7' E	190	8 ~ 8.5	15,000 × 1	
	K, L	35° 38.8' N, 139° 46.5' E	456	8.5	20,000 G/T × 2	
Tsukishima Wharf	F4, F5	35° 39.1' N, 139° 46.0' E	266	7.5	5,000 × 2	Dolphins
Tatsumi Wharf	A ~ M	35° 38.5' N, 139° 48.8' E	1,040	5	1,000 × 13	B · C Quay: Aseismatic quay
Central Breakwater-inner Bulk Cargo Wharf	X2	35° 35.9' N, 139° 47.5' E	240	12	30,000 × 1	Foreign trade General merchandise
Central Breakwater-inner Gaibo General merchandise Wharf	X3	35° 36.0' N, 139° 47.6' E	260	10	15,000 × 1	Foreign trade General merchandise
Central Breakwater-outer Gaibo Container Wharf	Y1	35° 35.4' N, 139° 47.8' E	230	11	20,000 × 1	with gantry cranes
	Y2	35° 35.3' N, 139° 48.0' E	400	11 ~ 16	150,000 × 1	with gantry cranes Aseismatic quay
Center Breakwater-Inner Inland Trade Wharf	X4 · X5	35° 36.3' N, 139° 47.8' E	460	9	12,000 × 2	Aseismatic quay
Log Handling Pond	M1 · M2	35° 37.1' N, 139° 49.2' E	—	7 ~ 10	15,000 × 2 9,000 ~ 12,000 × 2	2 Dolphins, 3 Mooring buoys

Apart from the above table, there are private berths in Sections 2 ~ 3.

Mooring facilities for large vessels are provided in Sections 2, 3; ones for small vessel are located in Section 1. Berths for container vessels are provided in Shinagawa Wharf in Section 2, Aomi Wharf in Section 3 and Oi Wharf, Central Breakwater-Outer Gaibo Container Wharf in Section 4.

#### 5 Anchoring restricted area (Refer to Fig. 36)

In 2 nautical miles area around Tokyo International Airport, if the rough weather is expected due to the approach of the wind in the Keihin Ko Tokyo Ku, Anchoring Self-restraint advisory (do not anchoring in the Anchoring restricted area, vessels, which are anchoring in this area, will evacuate port) will be issued. Anchoring restricted area is enclosed by the lines in the table of the next page, by the coast (including seawalls) and by the Keihin Ohashi except the Tokyo West Passage, Kawasaki Passage and the area with a radius of 1850m centring on Tokyo Offing Light Buoy.



**Yokohama Ku** (35° 28' N, 139° 40' E) (Charts JP66, JP1085) (Port Code: JP YKO)

Yokohama Ku

(Photographed Dec. 2018)

**General information.** Kawasaki Ku and Yokohama Ku occupy the southern half of Keihin Ko. Kawasaki Ku comprises Sections 1 and 2. Yokohama Ku is divided into Sections 1 ~ 5.

Traffic of large vessels is very heavy and facilities to accommodate those vessels are fully equipped.

**Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon and tsunami etc., Keihin Ko Typhoon Safety Measures Council and Keihin Ko Tsunami Vessels Safety Measures Council are individually established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in the port, and take countermeasures including warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Yokohama Coast Guard Office or Kawasaki Coast Guard Station).

**Port communications.**With the Captain of the Port.

Port communication by a VHF radiotelephone system between a vessel and the Caption of the Port are available.

Call name	Frequency	Hours of Operation	Contact	Remarks
YOKOHAMA COAST GUARD RADIO	ch16/12	24 hours	Yokohama Coast Guard Office, Kawasaki Coast Guard Station	Matters relating to Keihin Ko Yokohama Passage and Yokohama Ku, Keihin Ko Kawasaki Passage and Kawasaki Ku (except for the traffic control report).
TOKYO MARTIS	ch16, 13 /12, 13, 14, 66, 69		Tokyo Wan Traffic Service Center	Matters relating to the traffic control report in Keihin Ko Yokohama Passage, Tsurumi Passage and Keihin Unga (Limited to matters the traffic control report). After calling and responding, talking with Yokohama Passage is “Yokohama”, Kawasaki Passage, Tsurumi Passage and Keihin Unga is “Kawasaki” at the beginning.

15

With the Port Authority.

Port communications by a VHF radiotelephone system between a vessel and the Port Authority are available.

Call name	Frequency	Hours of Operation	Contact	Remarks
KAWASAKI PORT RADIO	ch16 / 07, 11, <del>12, 14,</del> 18, 19,	24 hours	TEL: +81-45-510-2345	
YOKOHAMA PORT RADIO	20, <del>22</del>			

**Pilotage.** Pilotage is available on request through Licensed Pilots' Association, Tokyo Bay Pilotage District (Refer to Chapter 6 "PILOTAGE" of Part 1).

**Signals.** Traffic control signals on Kawasaki Passage are indicated by Kawasaki signal station (35° 30.6' N, 139° 46.6' E), those on Tsurumi Passage are indicated by Tsurumi (35° 28.7' N, 139° 42.1' E) and Tsurumi No.2 (35° 27.9' N, 139° 42.8' E), and those on Yokohama Passage are indicated by Honmoku (35° 26.4' N, 139° 41.4' E), Inner Harbour (35° 26.9' N, 139° 38.7' E) and Daikoku (35° 28.4' N, 139° 40.1' E). In addition, traffic control signal on Keihin Unga are indicated by Tsurumi, Tanabe (35° 29.4' N, 139° 43.3' E), Ikegami (35° 29.7' N, 139° 44.1' E), Shiohama (35° 30.6' N, 139° 45.2' E), Mizue (35° 30.9' N, 139° 44.8' E), Kawasaki and Daishi (35° 31.6' N, 139° 45.5' E).

10 The certain vessels, when entering or leaving each passage and the canal, shall navigate subjected to the corresponding traffic control signals on those signal stations. (Refer to Article 20-2, Appended table 4 of the Regulations for the Enforcement of the Port Regulations Law).

The traffic control signals are as follows.

**Fig.40 Sea area where the specified vessels shall report the information (Keihin Ko, Yokohama Ku and Kawasaki Ku) (except in cases of emergency)**

[Replaced by new image]



5 **Restrictions to the navigational traffic and others** (Article 38 of the Port Regulations Law, Article 20-2 of the Regulations for the Enforcement of the Port Regulations Law).

The Captain of the Port shall instruct the necessary measures concerning operation of the concerned vessels in Chiba Passage and Ichihara Passage when there is a fear of causing danger in vessel navigation and instruct to alter its expected time of navigating in the concerned passage when necessary to arrange another ship to be watchful of the course of the concerned principal vessel.

10 **Information provided by the Captain of the Port shall be listened to** (Article 41 of the Port Regulations Law, Article 20-3 of the Regulations for the Enforcement of the Port Regulations Law).

Through the VHF wireless phones in attention to ships net tonnage 500 G/T and over, the Captain of the Port shall provide information on the sunken ships detrimental to navigation and other pieces of information to which the designated vessels are supposed to be listen (Refer to Fig.33 and Fig.28) for safe navigation in the concerned routes.

15 The designated ships shall listen to information provided by the Captain of the Port while navigating in the applicable waters pursuant to the Port Regulations Law (Refer to Fig.33 and Fig.28).

**Advices for Adherence to the navigation rules and the prevention of dangers** (Article 42 of the Port Regulations Law, Article 20-5 of the Regulations for the Enforcement of the Port Regulations Law).

20 The Captain of the Port shall advise the concerned vessels measures regarding adherence to the navigation rules, course change and others to prevent dangers over the VHF wireless phones.

**Instruction for waiting out of the passage** (Article 14-2 of the Port Regulations Law, Article 8-2 of the Regulations for the Enforcement of the Port Regulations Law.).

25 When Here is a difficulty from keeping a safe distance to other vessels impeding smooth navigation such as staying etc., vessels of 50m in length and upwards (excluding vessels of less than 500G/T) which are navigating or going to navigate in the passage may be instructed to wait out of the passage by the Captain of the port. And the instruction may



be done by VHF wireless phones or other proper methods.

**Traffic restricted.**

One-way traffic system is in force as to passages in Tsurumi Passage, Kawasaki Passage and Keihin Unga. Vessels of 1,000 G/T or more are required to enter from Tsurumi Passage and leave from Kawasaki Passage during daytime in principle.

However, vessels of 5,000 G/T or more (1,000 G/T or more in case entering Keihin Unga Section 4 or entering Daishi Unga), oil tankers and vessels permitted by the Captain of the Port can enter from Kawasaki Passage in case that their destinations are in E part of the controlled area (Keihin Unga Section 3, 4) or its branch canals. And these vessels may leave from Tsurumi Passage in case of departing from W part of the controlled area (Keihin Unga Section 1, 2) or its branch canals.

**Entry restricted.** In order to prevent accidents due to ignition, general vessels are prohibited from entering a sea area within 30m of any tankers loading inflammable materials at berth within the harbour. Tankers carrying inflammable materials should display a banner reading "Dangerous Inflammable Cargo Aboard" when moored in the harbour.

**Bridge buildings and Overhead cables.**

Name	Position	Clearance height (m)	Remarks
Yokohama Bay Bridge	35° 27.3' N, 139° 40.5' E	53 ~ 56	Cable Stayed Bridge Built across Yokohama Passage
Daikoku Bridge	35° 28.1' N, 139° 40.6' E	16 ~ 19	Cable Stayed Bridge Located in Yokohama Ku section 3
Tsurumi-Tsubasa Bridge	35° 28.3' N, 139° 42.0' E	49	Cable Stayed Bridge Built across Tsurumi Passage
Ogishima Bridge	35° 29.4' N, 139° 44.3' E	15	Cable Stayed Bridge Connected between Ogishima and Higashi-Ogishima
Overhead cables (power)	35° 29.9' N, 139° 42.9' E	39 (N side) 44 (S side)	Laid 2 cables across the mid-part of Tanabe Unga
An overhead cable (power)	35° 31.0' N, 139° 46.0' E	About 49	Laid across the S part of Daishi Unga

**Sea-berth.**

Name	Position	Depth (Approx. m)	Capacity (D/W)	Remarks
Keihin-Kawasaki Sea-Berth	35° 28.0' N 139° 46.1' E	28	315,000	Large mooring buoy, with a sea-berth light and a radar reflector. Anchor chains are stretched for a 300 m radius around offshore areas.
Tokyo Gas Ogishima LNG Berth	35° 27.7' N 139° 43.1' E	15 ~ 16	74,000	This berth is about 410 m long and fitted with a sea-berth light (Main light) in its mid-part. Three subsidiary lights are located NNE, SW and NW of the main light which are synchronized with the main light.
JERA Ogishima LNG Berth	35° 28.2' N 139° 44.3' E	17	79,000	This berth is 464 m long with a central tower at both end of which two synchronized sea-berth lights (Main lights) are fitted. Two subsidiary lights are located SW and NNE of the main lights which are also synchronized with the main lights.
ENEOS-Ogishima-Higashi Sea-Berth	35° 29.2' N 139° 47.1' E	23.5 ~ 25	315,000	This berth is 510 m long with sea-berth lights (Main light), an electric horn, and a radar reflector in its mid-part. Five subsidiary lights are located NW, NE and SW of the main light.
ENEOS-Ogishima-Nishi Sea-Berth	35° 29.0' N 139° 46.9' E	23 ~ 24	120,000	This berth is 385 m long with a sea-berth lights (Main light), a diaphragm horn, and a radar reflector. Seven subsidiary lights are located WSW, W, ENE and NE of the main light. All of the lights are synchronized with the main light.

	Lumber Berth No. 1	35° 25.6' N, 139° 41.0' E	185	10	12,500 × 1	Bldg. material berth
	Lumber Berth No. 2		145	9	5,000 × 1	Bldg. material berth
S Honmoku Wharf	MC1	35° 24.2' N, 139° 40.8' E	350	16	105,000 × 1	Container terminal with 3 Gantry cranes each
	MC2	35° 24.1' N, 139° 40.7' E	350	16	105,000 × 1	
	MC3	35° 24.0' N, 139° 41.0' E	400	18	158,000 × 1	
	MC4	35° 23.9' N, 139° 40.9' E	500	18	158,000 × 1	
Kanazawa timber Wharf Quay		35° 22.4' N, 139° 39.2' E	187	12	15,000 × 1	Conventional berth Aseismatic quay

Apart from the above table, there are many private berths in Kawasaki Ku and Yokohama Ku.

5 **Areas designated for the reinforcement for preventing dragging anchor.** (Refer to Fig 42) In Keihin Ko (consists of Yokohama Ku and Kawasaki Ku) and its vicinity, dragging anchor have frequently occurred due to the poor holding ground. The recommendations on the reinforcement for preveneting dragging anchor has been established and vessels are ordered to comply with it in the event of the abnormal weather such as typhoons is expected to approach the area 2M radius of Tokyo Gas Ogishima LNG Berth, the JERA Ogishima LNG Berth and Minami-Honmoku Hama-doro Bridge Pire Light P4. Following actions shall be taken to detect dragging anchor and eliminate the risk at early stage: Maintain a continuous listening watch on VHF channel 16. Assign more personnel on bridge watchkeeping duties. 10 **Maintain AIS in operation.** For the vessels with high freeboard and the vessels loading cargos less than 10 % of their capacity, recommendation on refraining from anchoring shall be issued.

The reinforcement for preveneting dragging anchor is applied to the following areas.

1 S of the line joining five points listed in the following table within a circle 2M radius of Tokyo Gas Ogishima LNG Berth Light (35° 27' 43" N 139° 43' 08" E) and the JERA Ogishima LNG Berth Light (35° 28' 15" N 139° 44' 20" E). Excluding the Yokohama Passage, Tsurumi Passage and the area where anchoring is prohibited by the Captain of the Port of Keihin-Ko. 15

①	35° 29' 25" N, 139° 46' 19" E (Higashi Ogishima Breakwater)
②	35° 27' 52" N, 139° 42' 46" E (JFE Steel Corporation East Japan Works Ogishima Revetment)
③	Yokohama Daikoku Breakwater East Light (35°27'24"N, 139°42'25"E)
④	35° 27' 16" N, 139° 42' 02" E (Daikoku Wharf Tip Green Area)
⑤	35° 26' 29" N, 139° 41' 14" E (Honmoku Wharf Breakwater)

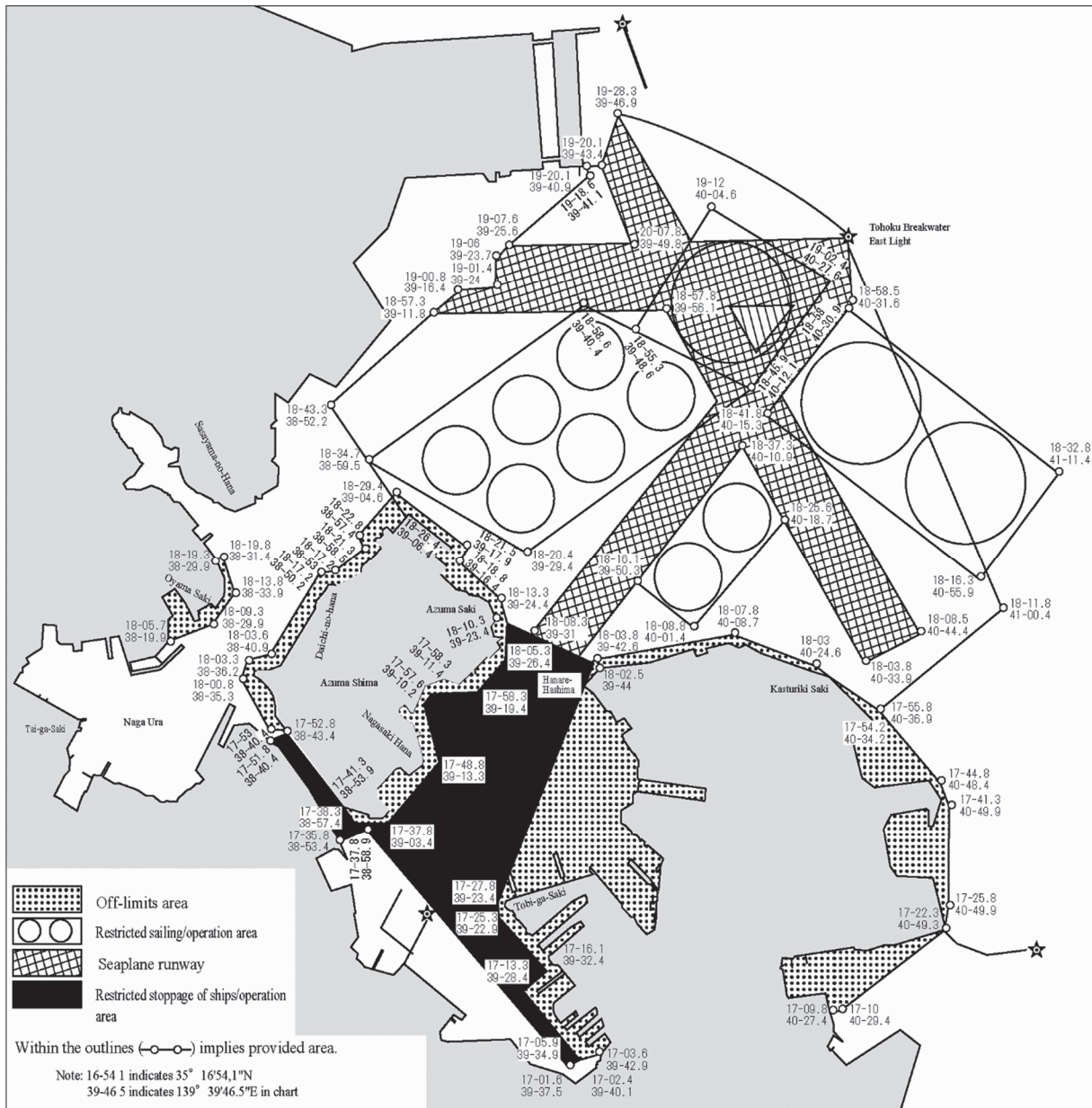
2 Within a circle of a radius of 2M centered on Minami Honmoku Hama-doro Bridge Pier Light P4 (35° 24' 39" N 139°40' 57"E) , a sector between a line drawn 090° between the Minami Honmoku Wharf East Point (35°24' 27" N 139°41' 43"E) and the arc of the circle, and a line drawn 000° between the Honmoku Wharf Jetty-D North Point (35°26' 31"N 139°41' 07"E) and the arc of the circle. Excluding Yokohama Passage and the area where anchoring is prohibited by the Captain of the Port of Keihin-Ko. 20

25 **Items shall be reported by vessels of less than 500 GRT.** Vessels of less than 500 GRT, taking refuge at an anchorage within Yokohama Ku and Kawasaki Ku of Keihin Ko when a recommendation is issued, shall report following items to the Yokohama Coast Guard:

Vessel's name, vessel's type, gross tonnage, position previously berthed, anchoring position (anchorage name) in latitude and longitude, date and time an anchor has been dropped, vessel's telephone number, all sign or vessel's identification number, total length, maximum draught, equipped with AIS or not, number of anchor shots. 30

Contact information of the Yokohama Coast Guard: Tel +81-4-201-1671 or 8180, Fax +81-45-211-2405 (24 hours a day, 7 days a week).

**Fig. 43 Waters of U.S. Fleet Activities Yokosuka**



**Maritime authorities and facilities.**

Name	Telephone
Yokosuka Coast Guard Office (Captain of the Port)	+81-46-861-8374
Yokosuka Branch Customs	+81-46-861-1281
Yokosuka Misaki Sub-branch of Yokohama Quarantine Station (To be contacted to Yokohama Quarantine Station)	+81-45-201-4456
<b>Port Promotion Department, Yokosuka City</b>	<b>+81-46-822-8435</b>

5

**Section 1 ~ Section 4 (Chart JP1083)**

**General information.** Yokosuka Honko lies in the cove in Section 1 on the E side of Azuma Shima, and inside and SE of which spreads the main street of Yokosuka-Shi.

Naga Ura lies in the cove in Section 2 on the W of Yokosuka Honko, between which Azuma Shima intervenes; the W part of its inside gives a good shelter for all winds.

10

### Chapter 3 THE SOUTH COAST OF HONSHU

(Tokyo Wan and the approaches are excluded)

#### Paragraph 1 TSURUGI SAKI ~ IRO SAKI

(Chart JP80)

**General information.** Sagami Nada separates the coast between Tsurugi Saki and Iro Saki from O Shima; the N part is known as Sagami Wan.

The depth along the coast is generally deep to the shore. In the water outside 1.5 M offshore, depth is 20 m or more and no dangerous reefs exist except in the vicinity of Hatsu Shima and Mikomoto Shima. However, in the coast of Sagami Nada, it is dangerous to get close because many stationary nets are installed.

In recent years, large marine creatures such as the whales are witnessed well in this coastal waters.

There are no safe anchorages to large vessels. Doyo Nami hits this coast many times in summer.

**Weather.** In the vicinity of Tsurugi Saki, even in winter when NW monsoon is dominant, winds are relatively weak and tend to be northerly or northeasterly affected by the landform. The climate is mild.

In summer, SW or westerly wind prevails; it is relatively cool due to developing land and sea breezes.

In Sagami Nada, generally N wind prevails in winter and in spring, S ~ SW wind is dominant in summer and N ~ NE wind is frequent in autumn. Winds are mostly strong in winter and weak in summer.

As Mikomoto Shima lies on the border between Sagami Nada and Enshu Nada, the weather in that vicinity tends to change, which is influenced by the weather pattern of these two areas.

In some cases, strong SW winds suddenly turn to strong NE winds, and vice versa. Such winds, combined with strong ocean currents and tidal currents, give rise to violent seas.

W wind in winter and E wind in summer is dominant in the vicinity of Iro Saki.

**Fog.** Fog usually sets in about midnight or in early morning in summer with weak winds. The peak season is June and July, and then April comes next.

**Tidal currents.** Regarding Sagami Nada, the current is unstable. Around Mikomoto Shima, flood (ebb) stream flows W (E); rates of E-going streams in springs sometimes attain more than 3 kn influenced by ocean current.

#### Tsurugi Saki ~ Jo-ga-Shima (Charts W92, JP1062)

**General information.** This coast between Tsurugi Saki and Jo-ga-Shima, which constitutes the S coast of Miura Hanto, is a cliffy coast with many indentations. There are many rocky reefs along the coast but depths outside 0.5 M offshore are 20 m or more. Misaki Ko lies N side of Jo-ga-Shima.

**Precaution for navigation.** In this coastal waters, stationary nets are installed so it is dangerous to get close. Many recreational fishing boats appear about 1 M S of Jo-ga-Shima throughout the year.

#### Landmarks.

Landmark	Position	Remarks
Jo-ga-Shima	35° 08.0' N, 139° 37.2' E	A flat and trapezoidal shaped island, 30 m high.
Awa Saki	35° 07.7' N, 139° 37.8' E	A cape at E end of Jo-ga-Shima, surmounted by Awasaki Light.
Nagatoro Saki	35° 08.1' N, 139° 36.5' E	A cape at W end of Jo-ga-Shima, surmounted by Jogashima Light.

**Facilities.**

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
Tahara	Tahara Wharf	No. 1 Quay	34° 41.9' N, 137° 15.7' E	120	4.5	700 × 2	The S interior is shallow.
		No. 2 Quay	34° 42.0' N, 137° 15.8' E	400	5.5 ~ 7.5	2,000 × 4	A part is aseismatic quay.
Toyohashi	Jinno E Wharf	No. 1 Quay	34° 43.8' N, 137° 20.6' E	360	1 ~ 2.5	700 × 6	With A landing place on the E
		No. 2 Quay	34° 43.7' N, 137° 20.4' E	270	5.5	2,000 × 3	
		No. 3 Quay	34° 43.8' N, 137° 20.0' E	910	6 ~ 7.5	5,000 × 7	
		No. 4 Quay	34° 43.9' N, 137° 19.5' E	740	10	15,000 × 4	
	Jinno W Wharf	No. 7 Quay	34° 44.0' N, 137° 19.0' E	720	12	30,000 × 4	
		No. 8 Quay	34° 44.3' N, 137° 18.5' E	240	12	30,000 × 1	
	Funato Wharf	No. 1 Quay	34° 43.6' N, 137° 20.7' E	500	2 ~ 2.5	500 × 6	
No. 2 Quay		34° 43.6' N, 137° 20.4' E	450	5.5	2,000 × 5		
No. 3 Quay		34° 43.4' N, 137° 20.3' E	360	4.5	2,000 × 6	Aseismatic quay	
Mito	Mito Wharf	No. 1 Quay	34° 47.9' N, 137° 18.4' E	200	5.5	2,000 × 2	
Gamagori	Hama-Cho Wharf	No. 1 Quay	34° 48.5' N, 137° 12.2' E	185	10	15,000 × 1	
		No. 2 Quay	34° 48.5' N, 137° 12.1' E	130	6.5 ~ 7.5	5,000 × 1	
	Gamagori Wharf	No. 1 Quay	34° 49.2' N, 137° 13.1' E	600	3 ~ 4	700 × 10	
		No. 2 Quay	34° 49.0' N, 137° 13.3' E	180	6	2,000 × 2	
		No. 3 Quay	34° 49.0' N, 137° 13.3' E	90	3 ~ 5.5	2,000 × 1	
		No. 4 Quay	34° 48.9' N, 137° 13.2' E	185	9 ~ 9.5	15,000 × 1	
		No. 5 Quay	34° 49.0' N, 137° 13.1' E	390	8	5,000 × 3	
		No. 6 Quay	34° 49.0' N, 137° 13.0' E	90	5.5	2,000 × 1	
		No. 7 Quay	34° 48.9' N, 137° 12.9' E	90	6	2,000 × 1	
		No. 8 Quay	34° 48.8' N, 137° 13.0' E	390	7.5	5,000 × 3	
		No. 9 Quay	34° 48.7' N, 137° 13.1' E	185	10	15,000 × 1	
		No. 10 Quay	34° 49.0' N, 137° 12.9' E	250	4	700 t class	
		No. 11 Quay	34° 48.2' N, 137° 12.9' E	250	10	18,000 × 1	
	Take Shima Wharf	No. 1 Quay	34° 49.1' N, 137° 13.5' E	96	4	3,000 × 1	
No. 2 Quay		34° 49.1' N, 137° 13.5' E	131	4.5 ~ 6	5,000 × 1		
No. 3 Quay		34° 49.1' N, 137° 13.5' E	118	6	5,000 × 1		

There is a log pond (34° 41.9' N, 137° 19.2' E) at the estuary of Kamida Kawa.

**Supplies.** Fresh water is available at Jinno E Wharf and Jinno W Wharf in Toyohashi district, and at Gamagori Wharf and Hama-Cho Wharf in Gamagori district.

**Repairs.** Vessels of less than 500 t are available in Gamagori district.

**Maritime authorities and facilities.**

Name		Telephone
Toyohashi	Mikawa Coast Guard Station (Captain of the Port)	+81- 532-34-0118
	Toyohashi Branch Customs	+81- 532-32-6566
	Mikawa Fukue Detached Office of Nagoya Quarantine Station (To be contacted to Nagoya Quarantine Station)	(+81- 52-661-4131)
	<b>Shimizu Sub-station, Nagoya Plant Protection</b>	<b>+81- 54-352-3775</b>
	Toyohashi Port Branch Office of Nagoya Regional Immigration Bureau	+81- 532-32-6567
	Aichi Prefectural Mikawa Port and Harbor Management Office	+81- 532-31-4156
Gamagori	Gamagori Sub-branch of Toyohashi Branch Customs	+81- 533-68-6008
	Aichi Prefectural Gamagori Branch of Mikawa Port and Harbor Management Office	+81- 533-69-5381



There are not enough landmarks in this area but Ijika, Yoroi Saki, Anori Saki and Daio Saki Lights are good marks.

In the water along this coast, depths are irregular and there are many dangerous reefs such as Kuro Se (34° 20.2' N, 136° 54.8' E) and Abura Se (34° 19.4' N, 136° 54.8' E; depth 5 m). The depth outside 2 M offshore is 30 m or more.

There are stationary nets (throughout the year or from September to next June) and aquaculture facilities of seaweeds (from September to next May) in places along the shore between Yoroi Saki and Daio Saki.

#### Landmarks.

Landmark	Position	Remarks
Yoroi Saki	34° 25' N, 136° 56' E	A cape surmounted by a lighthouse.
Anori Saki	34° 22' N, 136° 55' E	A low cape with a lighthouse at the end.
Aonomine San	34° 25' N, 136° 49' E	336 m high.
Daio Saki	34° 17' N, 136° 54' E	A low cape. A Spotlight and a lighthouse stand on its S end.

### Paragraph 8 DAIO SAKI ~ SHIO-NO-MISAKI

(Chart JP93)

**General information.** This coast consists of steep bluffs; the coast line is irregular forming the ria coast with thickly wooded mountains overhanging the shore.

The water along the coast is generally deep containing many coves in every size. Owase Wan (34° 04' N, 136° 17' E) and Kata Wan (33° 57' N, 136° 15' E) afford shelter to large vessels. There are many other ports and bays affording shelter to small vessels but care is necessary to aquaculture facilities of pearls and fish laid in every bay, which narrow anchorages.

**Weather.** The climate between Daio Saki and Shio-no-Misaki is extremely mild with the average atmospheric temperature in August which is the hottest month being 25 ~ 27°C, and in January which is the coldest month is about 7°C.

W or NW monsoons prevail in winter, W or N ~ NE winds are frequent in summer influenced by the land shape. Owase, a major place on this coast, is a naturally made good port backed by mountains shielding it from winds.

The peak season of rainfall in Kii Hanto is from June to October. The maximum amount of precipitation appears in September, about 720 mm at Owase and about 330 mm at Shio-no-Misaki.

**Shelter.** Owase Wan and Kata Wan are suitable for large vessels. Shelters for small vessels can be obtained in Gokasho Ko (34° 19' N, 136° 41' E), Kamizaki Wan (34° 15' N, 136° 32' E), Kowaura Wan (34° 13' N, 136° 28' E), Katsuura Wan (33° 36' N, 135° 57' E), Kushimoto Ko (33° 28' N, 135° 48' E) etc. in addition to the above two large bays. But these anchorages are encumbered with aquaculture facilities of pearls and fish. Therefore anchorages may be filled with vessels taking refuge in early time during rough weather.

### Fuseda Suido and Approaches (Charts W78, W1090)

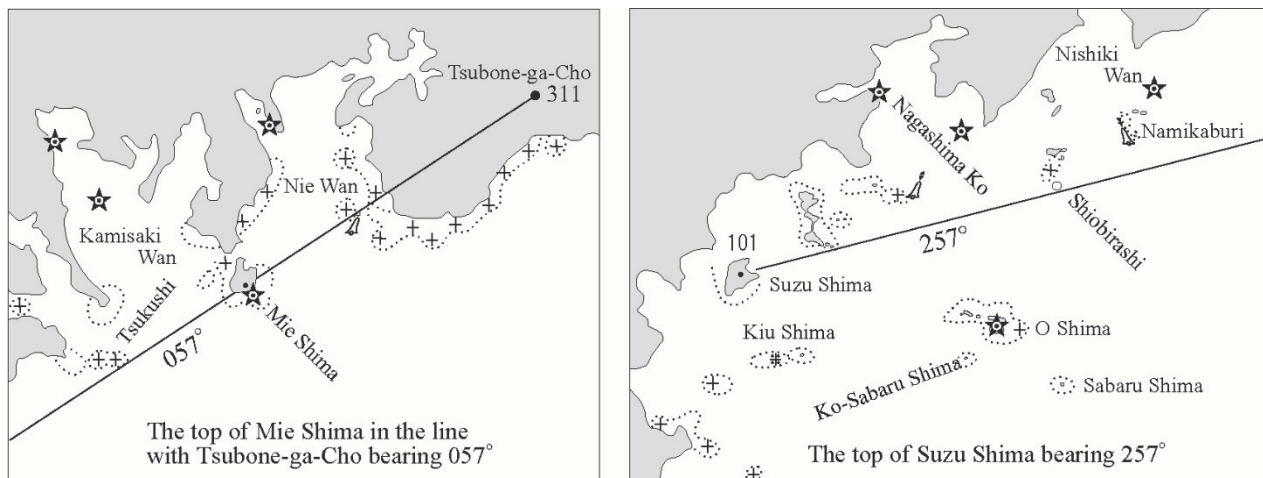
**General information.** This section describes mainly Fuseda Suido, and the coast of about 8.5 M between Daio Saki and Goza Misaki.

The coast from Daio Saki to Fukaya Suido mostly consists of cliffs. The area westward from it, i.e. the S coast of Sakishima Hanto (34° 16' N, 136° 48' E) is composed of mainly sandy beaches with some capes and points of cliffs. The inland is a range of low hills except the W extremity of Sakishima Hanto.

Fukaya Suido (34° 15.9' N, 136° 51.6' E) is a straight cut through for intaking sea water from the open sea in order to protect pearl culture in Ago Wan from damages of red tide. This straight affords channel for vessels up to 20 t class in HW. Wagu Gyoko lies about 2 M W of Mugi Saki.

This coast is fringed with many dangerous reefs, especially off the central part, many dangerous reefs are widely scattered, of which S extremity is situated about 3.5 M offshore. Fuseda Suido (34° 15' N, 136° 49' E) lies in a E-W direction among these groups of dangerous reefs.

On the both of N and S sides of this channel, sunken reefs, drying rocks and rocky reefs are scattered, in which careful ship handling is necessary when navigating.

**Fig. 61 Clearing lines for Tsukushi and Namikaburi****Aikuchi Hana ~ Miki Saki (Chart W75)**

**General information.** Mountains advance to the sea along the coast between Aikuchi Hana (34° 07' N, 136° 19' E) and Miki Saki. The beaches facing the open sea consist of mostly cliffs.

Owase Wan is entered on the central part and Kuki Ura is on the southward neighbor.

The water along the coast is deep to the shore and the depth at 500 m offshore is 30 m or more except in the vicinity of Aikuchi Hana.

**Owase Wan.** (34° 03' N, 136° 17' E) This bay, enclosed by thickly wooded mountains, is large and entered between Sawa Saki and Kuki Saki. It consists of four branch inlets; Owase Ko and Hikimoto Ko are suitable for anchorages to large vessels; Sugari Ura and Moto Sugari Ura merely afford shelters to small vessels and crafts except in S wind waves. Caution is necessary to many stationary nets and aquaculture facilities of fish in the bay; fishing vessels may be encountered at night between Aikuchi Hana and Miki Saki.

**Kuki Ura.** (34° 01' N, 136° 16' E) This is a long bay entered to the W. It is narrow, but there are no dangerous reefs and the water is well sheltered from winds from every direction giving good anchorages to small vessels and crafts. However, stationary nets are placed on the S side of the entrance for a whole year and there are many aquaculture facilities inside from Kutsu Saki (34° 00.6' N, 136° 15.5' E), where vessels cannot enter. **Kuki fishing port is located at the head of Kuki Ura.**

**Overhead cables.** Power transmission cables, a vertical clearance of 22 m, span from a position NW about 200 m of Kutsu Saki to the southwestward opposite shore.

**Anchorage.** The outer bay E of Hai-no-Hana (34° 00.5' N, 136° 15.3' E) is comparatively safe except in strong E wind when waves enter directly. It should be noted that fishing nets are laid on the circumference of the anchorage S of Kutsu Saki, which restrict allowing sufficient anchor chain.

**Landmarks.**

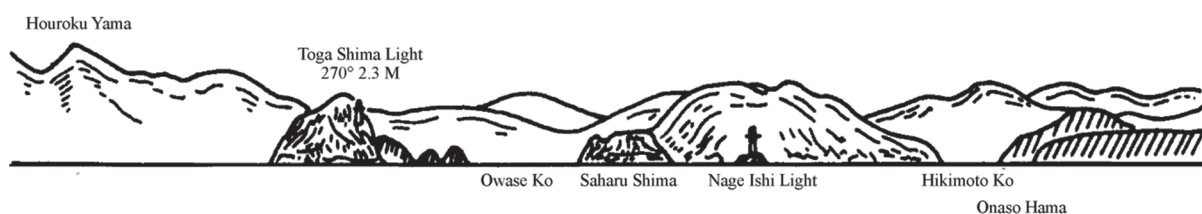
Landmarks	Position	Remarks
Hinode-ga Take	34° 11' N, 136° 07' E	The highest part of a trapezoidal shaped plateau, 1,695 m high. It can be a good mark from a distance on a direct route from Omae Saki to Shio-no-Misaki.
Sawa Saki	34° 05' N, 136° 18' E	A cape of steep cliffs, which is conspicuous from the E.
Tera Shima	34° 05' N, 136° 17' E	This consists of 2 dark brown rocky islets. The peak is thinly covered with bushes.
Onaso Hana	34° 05' N, 136° 16' E	E side is dark brown cliffs, a point surmounted by a lighthouse.
Toga Shima	34° 04' N, 136° 16' E	A thickly wooded island, 167 m high. It is seen triangular from a distance and very conspicuous. A lighthouse stands in the NE part of the island.
Kuki Saki	34° 01' N, 136° 17' E	A cape of gray cliffs, 228 m high. It is covered with low trees.
Nasa Saki	34° 00' N, 136° 16' E	A cliffy point with a conical top, fringed by stony beaches.
Miki Saki	33° 58' N, 136° 16' E	A cape consisting of pillar shaped rocks formed by cracks running vertically. A lighthouse stands on it.

### Approaches to Owase Wan



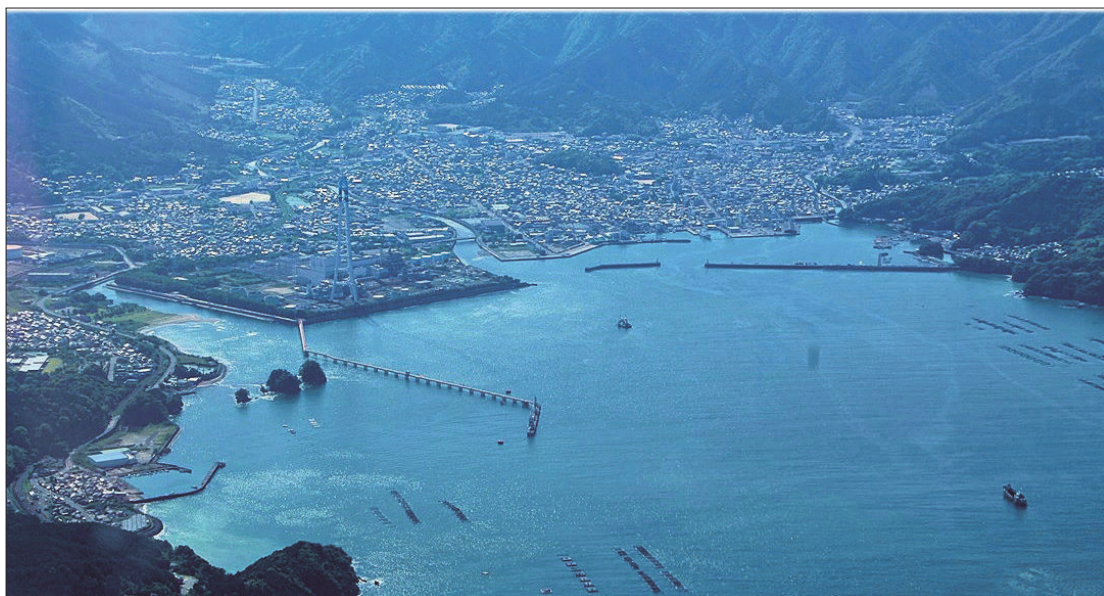
The vicinity of Owase Wan seen from E

### Owase Wan seen from E



5

### Owase Ko (34° 04' N, 136° 13' E) (Chart W1059) (Port Code: JP OWA)



(Photographed May, 2018)

**Port classification.** Port designated by the Port Regulations Law, **Open port**, Quarantine port, Immigration port.

10 **General information.** Owase Wan is roughly divided into two areas, the NE part of which is Hikimoto Ko and the SW part is Owase Ko.

The port, sheltered by high mountains on its three sides, but open to the E, affords good anchorage to large vessels except in strong E ~ SE winds, frequent particularly in August and September, in which waves enter the port. The water depth within the harbour's inner breakwater is generally 4 ~ 8m. The water is generally calm, however many small vessels and fishing ships enter and leave the area, and it is quite narrow.

15 As Owase Ko is within a prominent heavy rainfall area, tidal currents are reportedly complicate when the rivers flowing into the port become swollen.



(57,150 t, draught 7.6 m) berthed at Sano No.3 Quay.

#### Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Miyasaki	No. 1, 2 Quays	33° 40.9' N, 135° 58.9' E	60 × 2	3 ~ 4.5	700 × 2	
	No. 3 Quay		90	5.5	2,000 × 1	
	No. 4 Quay		185	10	10,000 × 1	
	No. 5 Quay		46	7.5	5,000 × 1	
Sano	No. 1 Quay	33° 40.6' N, 135° 58.7' E	130	7.5	5,000 × 1	Aseismatic quay
	No. 2 Quay		130	7.5	5,000 × 1	
	No. 3 Quay		220	12 ~ 12.5	38,000 × 1	
Passenger Vessels Quay		33° 39.8' N, 135° 59.2' E	230	8 ~ 9	13,000 t × 1	

Other than above lists, there is a dolphin berth for a vessel of 12,000 D/W in the S of Sano Quay.

#### Maritime authorities and facilities.

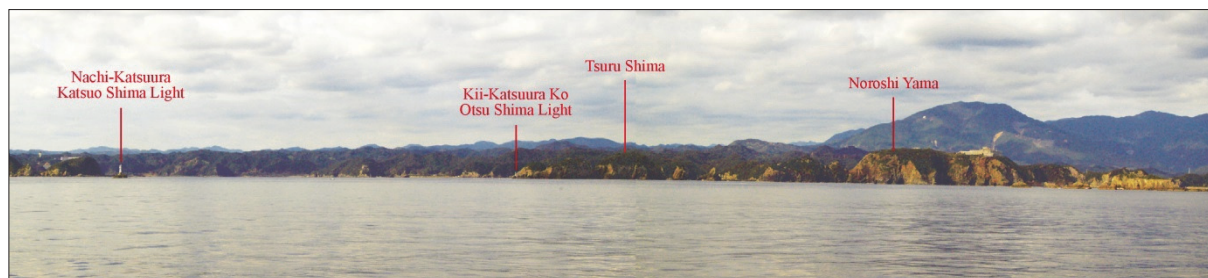
Name	Telephone
Shingu Sub-branch of Wakayama Branch Customs	+81-735-31-5258

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#### Medical facilities.

Name	Telephone	Remarks
Shingu Municipal Medical Center	+81-735-31-3333	

### Approaches to Katsuura Wan



The vicinity of Katsuura Wan seen from the E

10

Katsuura Wan seen from the E



**Katsuura Ko** (33° 37' N, 135° 57' E) (Chart W46) (Port Code: JP KAT)

(Photographed May, 2018)

**Port classification.** Port designated by Port Regulations Law, Quarantine port.

5 **General information.** The port is situated N side of Katsuura Wan and is commonly called Kii-Katsuura Ko. This port, well protected by the land on its three sides and by Naka Shima lying in the S part of the bay, is one of the best ports in the E coast of Kii Hanto.

**Weather.** NW and NE winds prevail through the year, but the influence is little. Swells occasionally enter the port in strong E wind or when a typhoon approaches.

10 **Marine disasters.** In September 1959, when Ise Wan Typhoon hit this area, more than 50 vessels were at anchor, but many of them suffered accidental damages due to vessel-to-vessel contact which resulted in many sunken vessels.

**Landmarks.**

Landmark	Position	Remarks
Otsu Shima	33° 36.8' N, 135° 57.1' E	A thickly wooded islet, 40 m high. A lighthouse stands on the SW end.
Naka Shima	33° 37.2' N, 135° 56.8' E	A thickly wooded islet, 41 m high. Hotels at the W end and a lighthouse at the E end are conspicuous from the S.
3 tanks	33° 37.3' N, 135° 57.0' E	Oil tanks, green.
2 hotels	33° 37.5' N, 135° 57.1' E	White. Another one on its westward opposite shore is also conspicuous.

**Directions.**

15 From the E.

1. Approaching the entrance of Katsuura Wan, steer 280° with Kii-Katsuura Ko Otsu Shima Light (33° 36.8' N, 135° 57.0' E) ahead.

2. When Nachi-Katsuura Katsuo Shima Light (33° 36.4' N, 135° 57.7' E) bears 190°, alter course to 270° for the hill top (33° 36.7' N, 135° 55.7' E; 76 m high) W of Kurotori Iwa (33° 36.7' N, 135° 56.0' E) lying on the N side of Moriura Wan ahead, which leads into the bay.

20 3. From the S of Otsu Shima, turn to the right gradually, and steer with the W most oil tank standing on the E side of the port (the SW part of the peninsula) nearly in line with the top of a hotel behind, bearing 007°, which leads to the

summer.

5 **A bay on the NW side of Shionomisaki Hanto.** (33°28' N, 135° 45' E) (Chart W99) This bay contains Fukuro Ko which affords good temporary shelter for large vessels protected from winds between N and E. However, when winds veer S or W, it will not permit safe anchoring due to the ingress of swell. Arida Gyoko is located at the head of Arida Wan in the NW part. The N half of the bay is encumbered with many dangerous reefs.

**Anchorage.** The water, in the central part of the bay, N of a line indicated by the alignment of Fukuro Ko Leading lights (33° 28.1' N, 135° 46.5' E; front light), the neighborhood 20 m deep, is recommended. But many fishing vessels frequently gather and lay fishing nets in this area; so strict caution should be exercised especially in night time.

10 **A bay on the SE side of Seto Saki.** (33° 38' N, 135° 22' E) This is an open bay entered between Ise Saki and Seto Saki. It affords anchorage in N ~ E winds but in westerly winds, breakers enter, which is not suitable for anchoring.

Small stationary nets are scattered along the shore in the bay.

#### Landmarks.

Landmark	Position	Remarks
So Shima	33° 29' N, 135° 42' E	It consists of two islets of similar shape, 35 m high. Pine trees on it are prominent.
Esu Saki	33° 30' N, 135° 36' E	A wooded cape with a lighthouse at the S end.
O Yama	33° 32' N, 135° 38' E	A mountain with a round peak, 544 m high.
Oki-no-Kuro Shima	33° 31' N, 135° 33' E	A dark brown islet, 41 m high. Only the area around the peak is covered with woods. It is conspicuous from S.
Inazumi Shima	33° 33' N, 135° 29' E	A thickly wooded island, 68 m high. A lighthouse stands in the NW part.
O Mori	33° 34' N, 135° 29' E	A mountain, 371 m high, surmounted by a TV tower.
Ichie Saki	33° 35' N, 135° 24' E	A cape surmounted by a lighthouse.

#### Seto Saki ~ Kirime Saki (Chart JP77)

15 **General information.** Along the coast about 8.5 M between Seto Saki and Kirime Saki contains Kanayama Wan and Shimo-Haya Wan in addition to Tanabe Ko which indents in the E part on a large scale. All of them are open bays with many dangerous reefs.

20 **Shimo-Haya Wan.** (33° 44' N, 135° 20' E) (Chart W74) When entering the bay, care should be exercised of Shizumi (33° 44.2' N, 135° 20.4' E; a shoal, 4.8 m deep) at the center of the entrance, Kikumi Shima (33° 44.3' N, 135° 20.1' E; a drying rock, 1.9 m high), and reefs extending to about 400 m W of Moto Shima (33° 44' N, 135° 21' E).

Around the route entering Tanabe Ko are many fishing vessels, with which caution should be exercised particularly to two-boat trawlers.

#### Landmarks.

Landmark	Position	Remarks
Heisogen	33° 40' N, 135° 21' E	131 m high. A radio tower (with 2 red lights) stands on the top.
A conspicuous building	33° 40' N, 135° 20' E	A hotel located in a hot-spring resort. The illumination is prominent from a distance.
Bansho Hana	33° 42' N, 135° 20' E	A point with a lighthouse at the end. To Shima (a rock with pine trees on the top, 29 m high) on the N side.
Saida Saki	33° 44' N, 135° 21' E	Saida Yama (28 m high) on the top of this cape is wooded in a cluster.
Mori Saki	33° 45' N, 135° 20' E	A conspicuous cape showing black color with pine trees etc.
Metsu Saki	33° 46' N, 135° 18' E	A cape of steep rocky cliffs. There is a hotel at the rear.
Kirime Saki	33° 47' N, 135° 14' E	A cape of rocky cliffs covered with pine trees.