

Pub.301 sup.

Sailing Directions for South and East Coasts of Honshu

Supplement No.3

16 September 2022



Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.3 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.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 the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 10 June 2022.

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

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

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

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

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

Chapter 9 METHOD OF ACQUISITION ABOUT DANGER WARNINGS

The Japan Coast Guard publishes nautical charts, sailing directions, and others necessary for ensuring navigation safety, and at the same time, provides information to maintain these publications up-to-date and necessary information on the vessel's traffic safety.

Notices to Mariners

Notices to Mariners. Japan Coast Guard provides information for updating nautical charts and ensuring the safety of marine traffic on the website every Friday (in Japanese and English).

Regional Coast Guard Headquarters Notices to Mariners. Each Regional Coast Guard Headquarters provides local information which is necessary for safety marine traffic and efficient navigation in the jurisdictional district and its vicinity. This information is provided by E-mail, facsimile and on the website generally once a week or as necessary.

Navigational Warnings

NAVAREA XI Navigational Warnings. For the safety of vessels navigating in NAVAREA XI (The western part of the North Pacific Ocean and the South-East Asia sea areas) pursuant to provisions of the World-Wide Navigational Warning Service, information crucial in emergencies is provided by the EGC (Enhanced Group Calling) system by satellite communication, INMARSAT, in English. The system receives information with a designated receiver, and is provided on the website as well.

In particular, information of high urgency (active submarine volcano, drift mine, falling flying objects such as satellite and others, obstructions, etc.) is broadcasted at all times.

NAVTEX Navigational Warnings. Among information for the safety of vessel traffic within 300M of the Japanese coastal area, NAVTEX delivers information needing urgent reporting, and it is received with its designated receiver. The information (the coverage area is within 50km off the coast) is provided on the website.

Coast station	Identification character	Language used	Eission	Fequency	Regular transmission starting time (JST)
Kushiro	K	Japanese	F1B	424kHz	0208 0608 1008 1408 1808 2208
		English		518kHz	0240 0640 1040 1440 1840 2240
Yokohama	I	Japanese		424kHz	0134 0534 0934 1334 1734 2134
		English		518kHz	0220 0620 1020 1420 1820 2220
Moji	H	Japanese		424kHz	0117 0517 0917 1317 1717 2117
		English		518kHz	0210 0610 1010 1410 1810 2210

Local Navigational Warnings. For the safety of vessels navigating waters under the Regional Coast Guard Headquarters jurisdictional district, waters under the Coast Guard Office jurisdiction or nearby sea, Japan Coast Guard provides the information needing urgent reporting (in Japanese or English) from local coast radio stations via the radiotelephone system. And on the website in both Japanese and English.

Coast station	Language used	Eission	Fequency	Starting time of re-transmission (JST)
Shiogama	Japanese English	F3E	156.8MHz (ch16)	10h32m40s 16h32m40s
Yokohama				10h20m00s 16h20m00s
Nagoya				10h10m00s 16h10m00s
Kobe				10h32m40s 16h32m40s

Japan Navigational Warnings. Traffic safety for Japanese vessels in the Pacific Ocean, the Indian Ocean, and nearby sea, information needing urgent reporting is provided via internet. Kyodo News delivers information for vessels by facsimile broadcasting and also through the Japan Fisheries Telecommunication Station in Japan.

In particular, information of high urgency (active submarine volcano, drift mine, act of international dispute, falling flying objects such as satellite and others, and other matters that causes urgent and serious danger for vessels) is provided on the website at all times.

Provision of information by the website

1. Navigational Warnings, Notices to Mariners, etc.

10 Navigational Warnings, Notices to Mariners, etc. are provided on the following website.

Classification	URL
Navigational Warnings	https://www1.kaiho.mlit.go.jp/TUHO/keiho/navarea11_en.html
Notices to Mariners	https://www1.kaiho.mlit.go.jp/TUHO/tuho/nm_en.html
Addition, List of Aids to Navigation Vol.1	https://www1.kaiho.mlit.go.jp/TUHO/shoshi/toudai/e_toudai.html
Supplement of Sailing Directions	https://www1.kaiho.mlit.go.jp/TUHO/shoshi/tsuiho/supplement_en.html

2. Regional Coast Guard Headquarters and offices, etc. provide updates on navigation safety information, events and others on the website.

URL of Regional Coast Guard Headquarters and offices covers by this volume are follows:

	Regional Coast Guard Headquarters and offices	URL
2nd Region	2nd Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/02kanku/
	2nd Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN2/
3rd Region	3rd Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/03kanku/
	3rd Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN3/
4th Region	4th Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/04kanku/
	4th Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN4/
5th Region	5th Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/05kanku/
	5th Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN5/

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Safety Information of the Sea

The Japan Coast Guard operates on real time “Safety Information of the Sea” at Regional Coast Guard Headquarters and such across the nation on pieces of info addressed to ranging from ship operators as pleasure, fishing boats and /or shore anglers to marine leisure affection donates which are observed at lighthouses and such at various locations on weather and oceanographic phenomena and occurrences of marine accidents on “Safety Information of the Sea”, we try to classify, put up gathered materials order for easy understanding and provide through the internet and electronic mail.

URL https://www6.kaiho.mlit.go.jp/index_en.htm

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ENEOS LNG Service Hachinohe LNG Terminal	40° 32.7' N, 141° 31.6' E	There are 2 cylindrical tanks with spherical tops (50m high, 80m diameter).
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Passages. The E Passage and the W Passage are located respectively in the E side and W side of Shirogane W Breakwater. In addition, the section No.2 in the port have two channels (Niida Kawa and Kyu-Mabechi Kawa) beyond the Hachinohe O hashi, and there are controlled the port traffic by signals (Refer to item “Signals”).

5 **Directions.** Approaching from N, steer for Same Kado, bearing 180° from a position NE about 6 M of Shiriya Saki, then enter the port passing W of Hachinohe Ko Outer Harbour Middle Breakwater N Light (40° 33.7' N, 141° 32.1' E). Approaching from S, alter course to 270° when Samekado Light (40° 32.4' N, 141° 34.6' E) abeam with a distance of 3 M. Proceed to enter the port between the Middle Breakwater and No. 2 Middle Breakwater. But large vessels are recommended to enter the port from the W of Middle breakwater due to the extension construction for No. 2 Middle
10 Breakwater.

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

15 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.

Precaution for entering the port. Ko Ne (40° 32.6' N, 141° 33.2' E; a rocky reef, minimum 3.2m deep) of the port near a route and hardly no breakers. Near by shallows, and needs attention in anchor. Kabu Shima and No.2 Middle Breakwater between are small, and cultured institution is installation, should avoid navigation other than a boat.

20 Hachinohe Ko approach is a place with many marine disasters of the fishing boat. In particular, the dense fog period of the summer is fishing season of the cuttlefish and operates by night in an offing, many fishing boats returning to port early in the morning. At this time, the large-size vessel arrival in port avoids morning and evening with many arrival and **departure** of the fishing boat, also, nearly navigation vessel in night avoids the operation area of fishing boat and should navigation the outside.

Care is necessary against foul substances scattered in the port.

25 While large LNG tankers **are entering** or **departing** the port, entry is prohibited within the area connected following points by a line: Middle Breakwater, Hattaro North Breakwater and the berth of ENEOS LNG Service Hachinohe LNG Terminal.

30 **Bridge buildings.** There is Hachinohe Seagull Bridge (40° 32.0' N, 141° 31.5' E, height 4.5 ~ **5.5** m) between the S extremity of Kawaragi No.1 Pier and the petroleum base SW of it, and Hachinohe O Hashi (Refer to item “Landmarks”) at the entrance of Industrial Section 1 at the estuary of the Niida Kawa.

Anchorage. The S side of Shirogane N and W Breakwaters gives a good holding ground, but caution is required that the roadstead is narrow and swells sometimes enter over the breakwaters in strong northerly winds. Section 3 is recommended as an anchorage except in rough weather.

35 Quarantine anchorage (40° 33.9' N, 141° 33.1' E) is situated NE of Middle Breakwater. Anchorage for vessels carrying dangerous substance is provided in Section 3.

Hibarino North Wharf		38° 25.0'N, 141° 16.8'E	170	5.5 ~ 9	12,000 × 1	
Ishinomaki Gyoko	-7 m Quay	38° 24.7' N, 141° 20.0'E	1,481	5.5 ~ 7	—	Fishing market on it.
	-6 m Quay	38° 24.7' N, 141° 19.2' E	1,157	5 ~ 6	—	
	-7 m Pier	38° 24.6' N, 141° 19.9' E	716	5.5 ~ 7	—	

Apart from the above table, landing piers, depths 4.5 m or less lies in the inner harbour and a private mooring facility is located in the industrial port.

Repair. Available.

5 **Maritime authorities and facilities.**

Name	Telephone
Ishinomaki Coast Guard Station (Captain of the Port)	+81-225-22-8088
Ishinomaki Sub-branch of Sendai-Shiogama Branch Customs	+81-225-22-4649
Ishinomaki Maritime Branch of Tohoku District Transport Bureau	+81-225-95-1228
Ishinomaki Detached Office of Sendai Quarantine Station(To be contacted to Sendai Quarantine Station)	(+81-22-367-8100)
Ishinomaki Sub-branch, Shiogama Branch of Yokohama Plant Protection Station	+81-225-95-0261
Miyagi Prefectural Ishinomaki Port and Harbour Office	+81-225-95-6271
Miyagi Prefectural Eastern Regional Development Office Fisheries fishing port part	+81-225-95-7318

Tugboats. Tugboats are available.

Ferryboats. Available.

Medical facilities.

Name	Telephone	Remarks
Ishinomaki Municipal Hospital	+81-225-25-5555	
Ishinomaki Japanese Red Cross Hospital	+81-225-21-7220	

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Maritime traffic. Liner services are available to Aji Shima by Tashiro Shima, Aji Shima from Inner harbour.

Approaches to Sendai-Shiogama Ko (Chart W79)



15 Entrance of Sendai-Shiogama Ko (Shiogama Ku)

General information. Matsushima Wan is entered between Kayano Saki (38° 19' N, 141° 11' E) at the SE extremity of Miyato Shima and Hanabuchi Saki (38° 18' N, 141° 05' E) situated about 4.5 M WSW of Kayano Saki. The water is shallow and interspersed with many islands and rocks; there are many dangerous reefs inside and outside the bay.

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The islands in the bay are called Matsushima Shoto. Miyato Shima, Sabusawa Shima, Nono Shima, Katsura Shima and Mahanashi Shima of Matsushima Shoto lie in a line in E-W direction and collectively form the N side of outer harbour of Sendai-Shiogama Ko. There are channels such as Wanigafuchi Suido, Sabusawa Suido, Ishihama Suido and

A tower	37° 31' N, 141° 02' E	168 m high, red and white, red lights are attached, used for wather observation, Prominent.
3 chimneys	37° 14' N, 141° 01' E	Each 246 m, 247 m, 200 m high respectively, cream. All of those are located in the yard of a thermal power station.

Caution: A floating wind turbine or a floating substation is installed at the next point in the NE of Shioya Saki. Vessels navigating near these units should navigate at 1M or more from each units.

A 37° 18' 38" N 141° 15' 47" E (Floating part painted yellow with yellow light.)

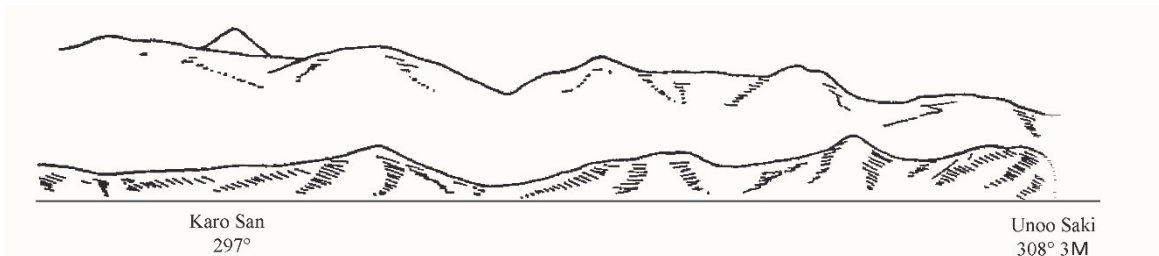
B 37° 18' 39" N 141° 14' 24" E (A floating substation, Floating part painted yellow with yellow light, are established as an Fog signal station.)

Both these units will emit AIS signals at all times. Submarine cable (Electric power, etc.) have been laid on the sea bad in the WSW direction up to the shore in the proximity of Hirono Thermal Power Station (37° 14.4' N, 141°01.0' E). Vessels navigating these neighborhood is far more 1M, and navigate it.

Approaches to Unoo Saki



The vicinity of Unoo Saki seen from the NE



Unoo Saki seen from the SE

Okuma ~ Tonokami Saki



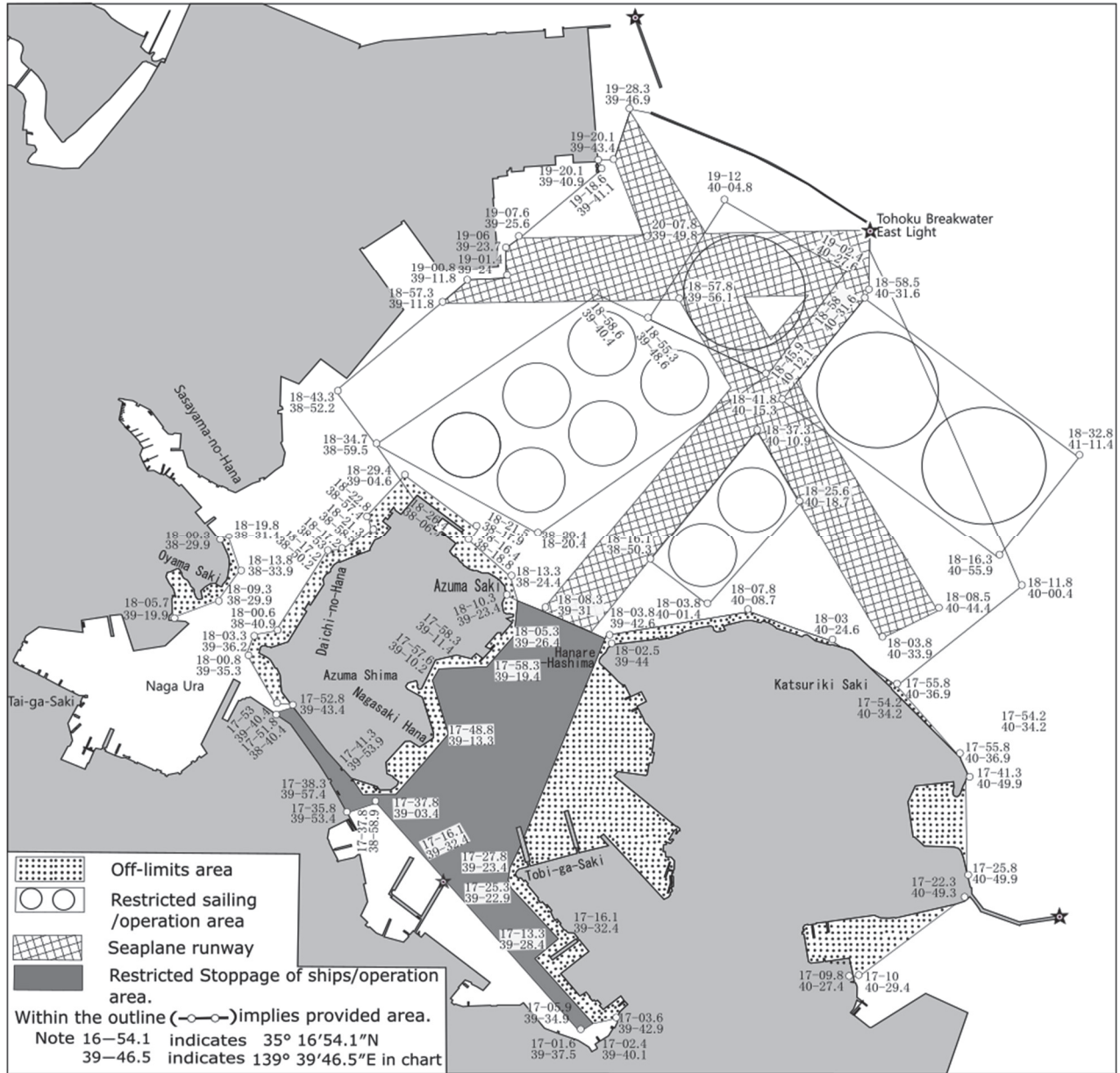
Higashi-O Mori ~ Mizuishi Yama, seen from off Oragahama Light

Paragraph 4 SHIOYA SAKI ~ INUBO SAKI

(Chart JP1097)

General information. This coast between for about 77 M is regular in shape drawing an arch line; particularly the coast in the southern half of the area between Oarai Misaki and Inubo Saki is almost straight and consists of sandy

Fig. 43 Waters of U.S. Fleet Activities Yokosuka [Replaced by new image]



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
Port Promotion Department, Yokosuka City	+81-46-822-8435

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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.

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Landmarks.

Landmark	Position	Remarks
2 portal cranes	35° 19.5' N, 139° 39.5' E	Red and white, located in the shipyard, prominent.
A radio tower	35° 17.5' N, 139° 40.2' E	65m high, red and white. In Tomaricho.

Entry prohibited. An entry prohibited area is designated at the entrance of Section 1, NE of Hanare Hashima (35° 18.0' N, 139° 39.8' E); this excludes vessels of Japan Maritime Self-Defense Force, U.S. Army; there are many mooring dolphins in this area.

Caution: A part of NE Breakwater and E Breakwater, E of the shipyard are broken and to dry.

Mooring buoys. Many mooring buoys are installed in Sections 1 and 2.

Anchorage. Quarantine anchorage is provided in Section 4, NE of NE Breakwater and the anchorage for vessels carrying dangerous substance is also designated in the same section.

Facilities.

Name	Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks
Shinko Wharf	No. 1, 2 Pier	35° 17.1' N, 139° 40.6' E	180	5.5	2,000 × 2
	No. 3 Pier	35° 17.1' N, 139° 40.7' E	130	7.5	5,000 × 1

Apart from the above table, there are many landing places, piers for small crafts, private berths of companies and exclusive berths for Japan Maritime Self-Defense Force and U.S. Military Force.

Supplies. Various supplies are available.

Repair. Available.

Tugboats and Ferryboats. Tugboats and ferryboats are available.

Medical facilities.

Name	Telephone	Remarks
Yokosuka Kyosai Hospital Branch	+81-46-822-2710	

Maritime traffic. There are car ferry services (17,400t etc.) to and from kanmon ko.

Section 5 (Charts JP91, JP1083)

General information. Section 5 extends from Kannon Saki to the reclaimed land in front of Hinode-Cho. The area including Heisei-Cho, Hinode-Cho and Inaoka-Cho in Section 3 is named Yokosuka Shinko.

Precaution for navigation. During winter, there are many seaweed aquaculture rafts set around the same area, and ships sometimes run aground. Also, all year round, rowboats (fishing) come out to the offshore area, so it is necessary to keep a good look out and be careful when navigating.

Facilities.

Name	Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks	
Shinko Wharf	No. 1, 2 Quays	35° 17.0' N, 139° 40.7' E	400	9~9.5	15,000 × 2	For ferries
	No. 3 Quay	35° 16.8' N, 139° 40.7' E	240	4	700 × 4	
	No. 4 Quay	35° 16.7' N, 139° 40.8' E	65	4	700 × 1	
Heisei Wharf	No. 1 Quay	35° 16.4' N, 139° 41.1' E	120	4	700 × 2	
	No. 2 Quay	35° 16.4' N, 139° 41.2' E	270	5	2,000 × 3	

Apart from the above table, there are general cargo handling basins for small ships in front of Heisei-Cho and Hinode-Cho. Hashirimizu has a small bay surrounded by 2 breakwaters where small ships can obtain shelter from all winds other than E winds. In the SE part of the bay there is a basin used by the National Defense Academy.

Supplies. Fresh water, ices and fuel oil are available.

Medical facilities.

Name	Telephone	Remarks
Yokosuka General Hospital Uwamachi	+81-46-823-2630	