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Sailing Directions for South and East Coasts of Honshu

Supplement No.1

November 26, 2021



Japan Chart 150th

Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coast of Honshu - Supplement No.1 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coast of Honshu which was published in March 2021.

This supplement contains English translation of S. & E. COASTS OF HONSHU PILOT Supplement No.2 issued on August 6, 2021 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.

November 26, 2021

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 (here in referred to as 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.

Cover: About the new Japan Coast Guard badge

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

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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
Fukushima Hamakaze Yojo Wind farm	37° 19.5' N, 141° 15.8' E	Real	Fukushima Hamakaze Yojo Wind farm Light juxtapose
Fukushima Kizuna Yojo Sub station Shisetu	37° 18.6' N, 141° 14.4' E	Real	Fukushima Kizuna Yojo Sub station Shisetu Light juxtapose
Fukushima Mirai Yojo Wind farm	37° 18.6' N, 141° 15.8' E	Real	Fukushima Mirai Yojo Sub station Shisetu Light juxtapose
Fukushima Shinpu Yojo Wind farm	37° 17.7' N, 141° 15.7' E	Real	Fukushima Shinpu Yojo Sub station Shisetu Light juxtapose
Uraga Suido Koro the center of S entrance	35° 12.7' N, 139° 46.6' E	Real	Uraga Suido Koro No.1 Floating Light juxtapose
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
Irago Suido Koro the East end of north gate	34° 34.8' N, 136° 59.4' E	Virtual	ISE-WAN Vessel Traffic Service Center manage
Irago Suido Koro SE	34° 32.4' N, 137° 01.8' E	Real	Isewan No.2 Floating Light juxtapose
Nakayama Suido Development and Conservation Route No. 1	34° 37.7' N 136° 58.6' E	Real	Nakayama Suido Development and Conservation Route No. 1 Light juxtapose
Yokkaichi Ko Showa Yokkaichi Oil Sea-Berth	34° 55.8' N 136° 42.2' E	Real	

Pilot Associations

Pilot associations and pilotage areas are summarized as below.

Name of association and contact information	Boarding point	Remarks
Hachinohe Pilot Association TEL: +81-178-28-9421 FAX: +81-178-28-4975	1. Vessels which will not be quarantined: Near a position 039°, 1.7 M from Hachinohe Ko Hattaro N Breakwater Light. (40° 34.9' N, 141° 33.1' E) 2. Vessels which will be quarantined: quarantine anchorage. (40° 33.9' N, 141° 33.1' E)	The pilot ladder should be provided on the opposite side of swells so that the swells can be blocked, and the lowest step should be adjusted at height of 3 m above the water.
Kamaishi Pilot Association TEL: +81-193-55-4810 FAX: +81-193-55-4811	1. Near a position about 1 M NNE of Rikuchū-Osaki Light for the time being due to the construction of a breakwater at the bay entrance. 2. For vessels at anchor, near the quarantine anchorage.	
Sendaiwan Pilot Association TEL +81-22-781-7246 FAX +81-22-362-5519	1. Sendai-Shiogama Ko Shiogama Ku: Near a position 38° 17.7' N, 141° 10.3' E. 2. Sendai-Shiogama Ko Sendai-Ku: Anchorage in the SE sector enclosed by lines drawn from Sendai Oki Light Buoy (38° 13.4' N, 141° 08.0' E) to the near a position 090° and near a position 170° for 3 M. 3. Ishinomaki Ko: Near a position 38° 21.7' N, 141° 15.8' E.	1. The pilot ladder should be taken down to the opposite side of swells and be adjusted at height of 2 m above the water. In the case of a combination ladder, it should be adjusted at height of 5 m above the water. 2. Shiogama Ku: When swells from the S are high and the pilot boat is difficult to go outside the port, there is a case where the pilot boat stands by in the vicinity of Takashimane Light Buoy after making communications with the vessel and the pilot boards the vessel approaching there. 3. Caution is required for a large number of fishery nets such as sea weed nets and gill nets often established in the vicinities of all boarding points for Shiogama Ku, Sendai Ku, and Ishinomaki Ko.
Onahama Pilot Association TEL +81-246-54-6653 FAX +81-246-53-3273	1. For general vessel: Near a position 160°, 1 M from Oki Breakwater W Light. (36° 53.7' N, 140° 53.4' E) 2. For large tankers: Near a position 160°, 2 M from the same Light. (36° 52.6' N, 140° 53.9' E)	1. Vessels will embark a pilot, use the pilot ladder without using the gangway ladder throughout the year. 2. The pilot ladder should be provided on the opposite side of swells so that the swells can be blocked. However, if the wind waves are higher than the swells, vessels should provide the pilot ladder on the side of the swells. The lowest step should be adjusted at height of 1 m above the water. 3. When taking a pilot, the vessel should reduce her speed to 3 kn or less. 4. If southerly winds are strong, and waves and swells are high, there is a risk of the vessel being drifted towards the breakwater. In such a case, the vessel should avoid approaching the port entrance unnecessarily and stay S of the normal boarding point.
Kashima Pilot Association TEL +81-299-82-5515 FAX +81-299-82-6205	The surface within the circle with 1.5 M radius centered on the 3.8 M point within 040° from the Kashima Ko S Breakwater Light.	1. Inbound vessels should keep watch on VHF ch16 1 hour before taking a pilot. The same is applicable when a vessel is going to shift after entering the port. 2. The pilot ladder should be provided on the leeward of the opposite side of swells and be adjusted at height of 2 m above the water, and then stanchions should be set on the bulwark.

		<p>3. A tugboat plays the role of a pilot boat with an “H” flag hanging on its mast.</p> <p>4. In every season, if the pilot boat can not be dispatched due to high wind waves, vessels will be informed to that effect through the port radio or their agents.</p> <p>5. If the tugboat can not get alongside the vessel or can not embark a pilot to the vessel, occasionally the pilot leads the vessel from the tugboat hanging flags U and H, and then the pilot boards the vessel in the port, which is subject to the consent of the captain.</p> <p>6. Super large vessels are advised not to approach within 3 M from No.1 and No.2 Light Buoys since unnecessary approach creates difficulty in subsequent ship handling.</p> <p>7. Every vessel should give accurate draught without fail when requesting pilotage.</p> <p>8. When entering or leaving the port, vessels are required to pay attention to the set-net fishery operated from May to the end of Sep. every year.</p> <p>9. This port is adopting traffic control signals. Vessels entering or leaving the port should follow the signals of the Kashima Signal Station.</p> <p>10. Every vessel at anchor berth should inform the port radio through VHF of her exact time of arrival and position (bearing and distance from the S Breakwater Light).</p>
<p>Tokyo Bay Licensed Pilot Association</p> <p>Head Office TEL +81-45-650-3180 FAX +81-45-663-4811</p> <p>Operation Department (Harbour Group) TEL +81-45-681-4081 FAX +81-45-662-1260 (Bay Group) TEL +81-45-681-4091 FAX +81-45-681-4090</p> <p>Tokyo Office TEL +81-3-3453-1691 FAX +81-3-3453-4025</p> <p>Kawasaki Office TEL +81-44-266-8877 FAX +81-44-266-8877</p> <p>Chiba Office TEL +81-43-242-6391 FAX +81-43-248-2553</p> <p>Kisarazu Office TEL +81-438-36-0700 FAX +81-438-36-4696</p> <p>Yokosuka Office TEL +81-45-650-3183 FAX +81-45-662-1260</p>	<p>1. Uraga Suido: Near a position 178°, 2.2 M from Uraga Suido Traffic Route No. 1 Center Light Buoy.</p> <p>2. Vessels entering each of the harbour berths in Tokyo Bay, and a transit location in case a transit is necessary.</p> <p>(1) Keihin Ko Tokyo Ku: The surface within the circle with 1.5 M radius centered on the 1M point (Pilot Station) within 000° from Tokyo off Light Buoy.</p> <p>(2) Keihin Ko Kawasaki Ku Kawasaki passage and Ogi Shima E Fairway gateway: The surface within the circle of 1.5 M radius centered on the 1M point within 150° from No.1 Light Beacon. However, for big ships, it is the surface within the circle with 1 M radius centered on the 2.5 M point within 170° from No. 1 Light Beacon.</p> <p>(3) Keihin Ko Kawasaki Ku Ogishima W Fairway: The surface within the circle with 1 M radius centered on the 1 M point within 125° from No. 1 Light Beacon.</p> <p>(4) Keihin Ko Yokohama Ku Tsurumi passage: The surface</p>	<p>1. Time limit of the application for pilotage. Those who are seeking pilotage, have to apply within 24 hours before the scheduled start time. However, regarding harbour operations of the Keihin Ko Tokyo harbour business district, the application for pilotage has to be made by noon of the preceding day before the scheduled start time.</p> <p>If the vessels are in a special condition, the necessary information has to be informed no later than three days in advance regardless of the above.</p> <p>2. Procedure of the application for pilotage. Those who are seeking pilotage, have to apply in writing or by phone or in another direct way, to the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department. However, regarding where to apply for the below mentioned harbour operations, it shall be as follows:</p> <p>(1) Keihin Ko Yokohama Ku: To the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department through the Yokohama City Port Authority.</p> <p>(2) Keihin Ko Kawasaki Ku: To the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department through the Kawasaki City Port Authority.</p> <p>(4) Kisarazu Ko: When making the application in the preceding paragraph to the Tokyo Bay Pilotage Area Pilots Association Headquarters Operations Department through the Nippon Steel Logistics Kimitsu Co., Ltd Port Management Office, the vessel name, tonnage, length, draught, the presence of appropriate multi deck boats, the name or the name and address of the ship owner (Article 3 of the Pilotage Act), the presence of appropriate export exemption (consumption tax), speed,</p>

	<p>Yokosuka Ko E-N Breakwater E Light.</p> <p>4. Kurihama: Near a position 015°, 0.5 M from Ashika Shima Light.</p> <p>5. The above standards of boarding point may change depending on such matters as berthed vessels in the vicinity of passages and fairways, head-on situation of other vessels, size of the hull and the draught, or weather conditions.</p>	
<p>Tagonoura Pilot Association TEL +81-545-33-0734 FAX +81-545-32-1260</p>	<p>Near a position 200°, 2 M from Tago-no-Ura Ko W Breakwater Light.</p>	<p>1. The pilot ladder should be provided on the lee side so that waves and swells can be blocked, and it should be set at height of 2 m above the water. It becomes the port side by a geographic characteristic through the year in most cases.</p> <p>2. In rough weather, availability of pilotage should be checked in advance with the agent or the Tago-no-Ura Port Radio (call-out on VHF ch16 Communications on VHF ch11, 12). However, by arrangement with the agent, if a vessel proceeds into the inner port clearing the breakwater, pilot will board there.</p> <p>3. A vessel approaching the pilot boarding point and the pilot can communicate through the VHF Radio.</p> <p>4. A tugboat takes a roll of pilot boat (on its mast flying a flag "H" by daytime, exhibiting lights, white and red, at night).</p> <p>5. The sea floor of the outer port of Tagonoura is steep-to allowing no safe anchorages. Consequently, vessels waiting the port entry should stay at anchor off Shimizu Ko.</p> <p>6. A signal station (Toyo-Shingo-Tsushin-Sha) is situated near the port entrance for controlling entry into and departure from the port by VHF Radio or through communications by telephone or transceiver.</p>
<p>Shimizu Pilot Association TEL +81-54-352-2191 FAX +81-54-351-0527</p>	<p>Near a position 022°, 2,300 m from Shimizu Light (35° 00.6' N, 138° 31.8' E).</p>	<p>1. When wind wave is strong, vessels should afford lee to the pilot to facilitate his boarding. The pilot ladder should be provided at 1 ~ 1.5 m above the water.</p> <p>2. When crossing the line drawn from Iro Saki Light to Omae Saki, Vessels proceeding to Shimizu Ko should contact Shimizu Port Service Coast Station to give required information (VHF call sign; Shimizu Port Radio; Call-out on ch16; Communications on ch12, 14 or 20). If the arrival time is delayed one hour or more due to bad weather or others, the notification should be renewed.</p>
<p>Ise-Mikawa Wan Pilot Association</p> <p>Joint Office (Handa Office) TEL +81-569-23-0713 FAX +81-569-22-8835 E-mail: user@isemikawapilot.jp</p>	<p>Depending on vessel's draught, route and destination, boarding points are as follows.</p> <p>1. Off Irago Suido (1) For vessels with 14 m or more in draught : A circular area 3.5 M in radius with the center being 090°, 3.5 M from Yoroi Saki Light. (2) Liquefied gas carriers</p>	<p>1. Those, who are seeking pilotage, have to apply within 24 hours before the scheduled start time. Those, who intend to apply for change or cancellation of pilotage, must notify of that no later than 12 hours before the predetermined scheduled pilotage start time. To change after that, the time, which has to be changed in that case, has to be informed to the Pilot Association Office by E-mail or VHF, etc. In the case of "E-mail", use the cable address (in the left column), and if VHF is used, use the call sign "IRAGO PILOT").</p>

	<p>With tonnage exceeding 70,000 t: A circular area 1 M in radius with the center being 180°, 6 M from Ise Wan No. 1 Light Buoy.</p> <p>(3) For vessels with less than 14 m in draught:</p> <p>a. Vessels from E: A circular area 1.5 M in radius with the center being 090°, 2.5 M from Ise Wan No. 1 Light Buoy.</p> <p>b. Vessels from W (or S): A circular area 1.5 M in radius with the center being 180°, 2.5 M from Ise Wan No. 1 Light Buoy.</p>	<p>2. An accurate ETA at the pilot boarding point should be given by VHF 3 hours before the ETA. Further, careful watch should be kept on VHF ch16 for any call from the pilot office.</p> <p>3. During the embarkation and disembarkation of the pilot station, lee side should be afforded to such operations, and if wind waves are severe, special care should be exercised for the safety of the pilot. When the pilot is going to disembark, effective man-ropes should be installed in the same position where the pilot ladder is fitted.</p> <p>4. When the embarkation or disembarkation is impracticable pilot station due to rough weather, appropriate information is to be given to the vessel by the pilot office through VHF or other means of communications.</p>
<p>Nagoya Office TEL +81-52-654-1281 FAX +81-52-652-4501 E-mail : user@isemikawapilot.jp</p> <p>Yokkaichi Branch Office TEL +81-59-352-6818 FAX +81-59-352-5739</p>	<p>2. Ports in Mikawa Wan</p> <p>(1) Kinuura Ko: A circular area 0.5 M in radius with the center being 150°, 1 M from Kinuura Ko E Breakwater W Light.</p> <p>(2) Mikawa Ko (Toyohashi and Tahara waters): A circular area 0.5 M in radius with the center being 130°, 3 M from Hashida Hana Light.</p> <p>(3) Mikawa Ko (Gamagori waters): A circular area 0.5 M in radius with the center being 130°, 2 M from Hashida Hana Light.</p> <p>3. Ports in Ise Wan</p> <p>(1) Nagoya Ko E Passage and W Passage: A circular area 0.8 M in radius centered at Ise Wan No.6 Light Buoy. In the case of huge vessels and deep draught vessels, a circular area 0.3 M in radius with the center being 180°, 1.5 M from the same Light buoy.</p> <p>(2) Ise Wan Sea-Berth: A circular area 1 M in radius with the center being 180°, 4 M from the Sea-Berth Light .</p> <p>(3) Yokkaichi No.1, No.2, and No.3 Passages: A circular area 0.5 M in radius with the center being 300°, 1 M from the Ise Wan Sea-Berth Light.</p> <p>(4) Yokkaichi Ko Showa Yokkaichi Oil No. 1 and No. 2 Sea-Berths, Yokkaichi Ko COSMO Sekiyu Sea-Berth, Kasumi No.9 Pier, and Kawagoe Thermal Power Station LNG Pier (E-1): A circular area 0.5 M in radius with the center being 200°, 3 M from the IseWan Sea-</p>	<p>1. Gangway should not be used in taking a pilot on board, and pilot ladder should be provided on the lee side.</p> <p>2. Basically tankers are prohibited from entering or leaving the port in accordance with the local agreement.</p>

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 (+81-193-22-3820) 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

Chapter 10 LAWS AND REGULATIONS

Marine Traffic Safety Law. The purpose of this Law is to ensure marine traffic safety in congested traffic three waters of Tokyo Wan, Ise Wan, and Seto Naikai by providing special traffic rules and restricting construction works or others in these waters.

This Law is applied to most areas of Tokyo Wan and Ise Wan excepting a part of port areas. Within the applicable areas, Tokyo Wan is constituted Uraga Suido Traffic Route and Naka-no-Se Traffic Route, and Ise Wan is constituted Irago Suido Traffic Route.

This Law covers general navigation for each traffic route, specific navigation for each traffic route, special Traffic Rules for special vessels such as huge vessels or vessels carrying dangerous cargo at traffic routes, navigation in sea areas expect traffic routes, traffic control and others for hazard prevention, marks by rights and others, measures to aid safe navigation of vessels and preventive measures against danger.

In order to take all possible measure to prevent danger to maritime traffic in the event of an abnormal weather, measures including restricting entry to the Tokyo Wan, Ise Wan, and Seto Naikai including Osaka Wan restricting passage, orders to depart and orders to relocate may be recommended in accordance with the Partial Amendment of the Act on Maritime Traffic Safety (the Law No. 53, 2021) which has been enacted since 1st July, 2021.

The common regulation of each traffic route is as follows.

1. General Navigation Rules

Navigation Rule	Contents
Obligation to Navigate traffic routes	When vessels of 50 m or more in length navigate between the two locations defined by Defined by the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, they should use nearby traffic routes designated (Article 4 of Maritime Traffic Safety Law, Article 3 of the Regulations for the Enforcement of Maritime Traffic Safety Law).
Restrictions on the speed	In the whole area of Uraga Suido Traffic Route, Naka-no-Se Traffic Route, and Irago Suido Traffic Route, Any vessels should not navigate at a speed greater than 12kn except when the vessel crosses the traffic route (Article 5 of Maritime Traffic Safety Law, Article 4 of the Regulations for the Enforcement of Maritime Traffic Safety Law).
Measures to indicate the destination	Vessel of 100 G/T or more and equipped with a whistle should signal to show direction when entering, leaving, or crossing traffic route. Vessels (excluding vessels not equipped with whistles or Automatic Identification System and vessels not operating Automatic Identification System pursuant to the provision of Article 3-16 Proviso of the Regulations for the Enforcement of Mariners Law) should transmit to notify necessary information of courses such as port of destination and others at destination information of Automatic Identification System while navigating the traffic route (Article 7 of the same Law and Article 6 of the Regulations for the Enforcement from the same Law).
Instructions for waiting off traffic routes	In Uraga Suido Traffic Route and Naka-no-Se Traffic Route, when the visibility is poor, Japan Coast Guard may issue instructions to the vessels larger than a certain size for waiting off traffic routes during the necessary period of time to avoid danger. In Irago Suido Traffic Route, Besides when the visibility is poor, and when huge vessels and vessels of 130m or more in length (excluding huge vessels) are going to meet, Japan Coast Guard may issue instructions for waiting off traffic routes. (Article 10-2 of Maritime Traffic Safety Law, Article 8 of the Regulations for the Enforcement of the Maritime Traffic Safety Law).

2. Notification concerning the navigation of huge vessels, etc.

Captains of huge vessels, etc. should report information such as the name, Gross tonnage, Length, estimated time of navigating the passages and communication methods of the vessels to the Vessel Traffic Service Center that has jurisdiction over the passage when navigating the passages designated by Maritime Traffic Safety Law (Article 22 of Law

and Articles 13 and 14 of the Regulations for the Enforcement of the Law and Japan Coast Guard Notice No. 109, 1973, "Notice of Reporting Methods Pertaining to Navigation of Huge Vessels, etc.").

Refer to Part 3 Coastal Routes and Harbours about when, what and how to report, etc.

3. Navigation in sea areas except traffic routes

5 In the sea areas where this law is applied to, there are also designated tracks that are suitable for navigation in these sea areas except traffic routes, and vessels should navigate as much as possible by these designated tracks.

In the Tokyo Wan, 4 tracks are designated the sea area in the vicinity of Tokyo Offing Light Buoy, the sea area in the vicinity of Tokyo Wan Aqua Line East Fairway, the sea area in the vicinity of Kisarazu Ko Offing Light Beacon, and the sea area of Naka-no-Se west.

10 In the Ise Wan, 1 track is designated the sea area in the vicinity of Irago Suido Traffic Route entrance.

4. Measures for assisting the safe navigation of vessels

For specified vessels 50 m or longer and which are required to navigate passages pursuant to provisions of Article 4 of Law, and navigating passages or certain sea areas surrounding passages, Japan Coast Guard Commandant should provide certain information found necessary to be observed by the specified vessels, and the specified vessels should observe such information (Article 30-2 of Law, Article 23-2 and Article 23-3 of Regulations).

Japan Coast Guard Commandant may issue recommendations, for vessels to take necessary measures, to enforce navigation or to prevent danger, and at the same time ask for reports of measures taken pursuant to the recommendations from the vessels that are issued recommendations (Article 31 of Law, Article 23-4 of Regulations).

5. Measures to be taken under extreme weather conditions, etc.

20 (1) A system of recommendation and order when abnormal weather and nautical condition are expected. (Article 32 of the Act on Maritime Traffic Safety)

a In the event that an extraordinary strong typhoon may hit the area, recommendation will be given to certain vessels, such as large ships, to leave the bay to safe outside areas or to refrain from entering the bay.

25 b When a typhoon is approaching, recommendation will be given to the vessels in the bay to refrain from anchoring at designated areas and to enhance counter anchor dragging measures.

(2) The system of providing safety information and danger avoidance advisory by the VTS Center (Articles 33 and 34 of the Act on Maritime Traffic Safety, Articles 43 and 44 of the Act on Port Regulation)

30 a For individual vessels navigating or anchoring in the waters around coastal facilities, accident prevention information, such as anchor dragging risk will be provided and collecting such information is mandatory for vessels.

b When an extraordinarily approaching vessels were recognized, they are advised to take measures to avoid danger.

(3) the Consultation Committee Scheme to smoothly exercise the evacuation from bay, etc. (Article 35 of the Act on Maritime Traffic Safety)

35 For the purpose of conducting the smooth evacuation of ships in the event of an approaching typhoon, the Consultation Committee will be established at each sea areas with the members composed of the Coast Guard, Maritime/Port Authorities and Administrations to coordinate the actions to be taken against typhoon, such as evacuation timing, ships to evacuate, recommendation promulgation system, etc.

6. Measures to be taken in the designated sea areas (Ref. page 143)

When emergency disaster such as tsunami, etc. occurred.

Matters concerning the orders to vessels to move.

40 Matters concerning the sea areas of mandatory information listening.

Items to be reported when entering Tokyo Wan, such as ship's name, etc.

Port Regulations Law. The purpose of this Law is to ensure the safety of vessel traffic and good order in a port. Entering and leaving ports, navigation, control signals, berthing methods, dangerous goods, preservation of waterway, and light, etc. are among subjects stipulated in the Act.

5 Within the coverage of this volume, there are several ports having special rules such as port-specific navigation rules, anchoring methods, berthing restrictions, navigational precautions, traffic control signals, and the indication of courses. These ports are Ena Ko, Nakanosaku Ko, Kashima Ko, Chiba Ko, Keihin Ko, Nagoya Ko, Yokkaichi Ko, and Kochi Ko. Details of such rules are included in the descriptions of respective ports contained in Part 3.

~~The following new provisions for the unification of maritime traffic control were established by The Law for Partial Revision of the Marine Traffic Safety Law, etc. (Law No. 42, 2016) and came into effect on January 31, 2018.~~

10 ~~1. In the event of an emergency disaster such as tsunami.~~

~~Matters concerning the subject sea area for obligation to listen to information.~~

~~2. For regular time.—~~

~~Matters concerning the procedure of Pre-Entry Report.~~

~~Matters concerning the instructions for entry time, etc. to the vessels trying to navigate the route in the port.—~~

15 **Ports and Harbours Law.** The purpose is to develop and to keep ports in order as well as to maintain and manage them properly, considering about the preservation of the environments, order to contribute to the development of the traffic and the proper use and balanced expansion of the national land.

of the sea and its underground.

The continental shelf stretches from any closest point of its baselines to the 200M limit (except territorial sea) and the outer area adjacent to it, and is stipulated by Cabinet Order (extension of the continental shelf may apply depending on the geographical conditions) as well.

5 **Law Relating to the Enforcement of Sovereign Rights for Fisheries, etc. in the Exclusive Economic Zone.** Necessary actions for exercise of the sovereign rights of Japan such as for fishery and others in the EEZ of Japan or other actions are stipulated for appropriate preservation and management of living marine resources.

10 **Act on Liability for Oil Pollution Damage.** This law is provided concerning the clarification of the liability such as ship-owners and the indemnification system of the ship oil pollution when the oil pollution damage occurred by the loaded oil into the ship.

The ocean going vessel is obliged to enroll in Protection & Indemnity Insurance (PI insurance), therefore, the vessel of the insurance non-enrollee is not allowed to enter to Japanese ports.

[The object vessel]

- 15 a. The vessel of Japanese registry which engages in an international voyage (include a barge).
b. The foreign vessel of 100 G/T or more which enters or leaves at the port of Japan (include a barge).

Law for the Security of Ships and Port Facilities. Any vessel (notwithstanding a Japanese or foreign-flag vessel, size or type of the vessel) from a foreign national intending to enter a port in Japan has an obligation to make a report in advance of the security information of the vessel to the designated Japan Coast Guard office. This report is required when entering a designated sea area (Tokyo Wan, Ise Wan or Seto Naikai) as well as entering Japanese ports.

20 The security information of the vessel in the main Japanese port is publishing on the following web page.

URL <https://www.kaiho.mlit.go.jp/ope/apply/hoan00.html>

Customs Law. This law is provided a matter necessary to plan the appropriate handling of customs procedure.

25 A port (an open port) where the import and export of freight, the entry into or departure from of the foreign trader is permitted in the Cabinet Order for the Enforcement of the Customs Law is provided.

The foreign trader cannot enter and leave the port which is not an open port unless to obtain permission of the Mayor of customs.

Refer to the article of each port listed in Part 3 “COASTAL ROUTES AND HARBOURS”.

30 **Quarantine Law.** A purpose of this law is to prevent invading Japan through the vessel or airplane of the infectious disease pathogen which is not in Japan.

This law is applied to all vessels which enters the Japanese port from the foreign country in principle.

35 The captain of the vessel, etc. intending to invoke quarantine procedures shall, when approaching a quarantine port, give notice in an appropriate manner, as to whether or not there exists any quarantinable infection patients or any deceased persons and so to any other matters specified in an Ordinance of the Health, Labour and Welfare Ministry, to the chief of the quarantine station (including branches or quarantine station field office; the same shall apply hereinafter) located in the quarantine port, as the case may be.

The quarantine inspection methods of the ship are as follows.

1. Inspection that a quarantine officer gets in the vessel in a quarantine area and performs

	<p>(2) When the center of the cold water eddy is situated somewhere between Omae Saki and Daio Saki and the formation is long in a N-S direction, the current near the shore flows SW at 0.3 ~ 1.5 kn.</p> <p>(3) When the center of the cold water eddy is situated S of Shio-no-Misaki, or when the formation is long in a NW - SE direction even the center remains E, the Kuroshio goes NW pushing this cold water eddy, approaches between Daio Saki and Kumano-Nada, then turn to the NE producing a strong NE-going current (1 ~ 3 kn). In this condition, the current off Shio-no-Misaki flows NW ~ SW frequently, which sometimes generates on shore currents, so care must be taken when navigating this area.</p>
Shio-no-Misaki ~ Hi-no-Misaki	The current generally flows NW or SE along the coast; rates are 0.3 ~ 1 kn.
Kamoda Misaki ~ Muroto Saki	The current generally flows NE or SW along the coast at 0.3 ~ 1 kn.
Tosa Wan	<p>The nature of the currents in the bay is influenced greatly by the Kuroshio flowing E further offshore. When the Kuroshio flows close to the coast, a part of it flows into the bay and forms two turning currents, one of which revolves counterclockwise in the W part and the other revolves clockwise in the E part. When the Kuroshio stays at a distance from Ashizuri Misaki and goes straight towards Muroto Saki, current in the bay generally forms a large circle revolving counterclockwise all over the bay, but a small clockwise turning current may sometimes appear in the E part.</p> <p>The surface temperature is 16 ~ 18°C in winter and 27 ~ 29°C in summer. The temperature in the interior of the bay is 1°C lower than one at the entrance.</p>
Ashizuri Misaki ~ Komo Saki	The current is generally E-going but sometimes W-going current appears when the Kuroshio stays off the coast. The current between Oki-no-Shima and Ojime Hana usually goes SE when the Kuroshio flows close to the shore but goes NW when the Kuroshio stays further off.

Landmarks.

Landmark	Position	Remarks	
Tsurugi Saki	35° 09' N, 139° 41' E	Surmounted by a lighthouse.	
O Shima	Mihara Yama	34° 44' N, 139° 24' E	A volcano, 758 m high, emitting some smokes all the time. The area below half way is covered by trees.
	Chi-ga-Saki	34° 48' N, 139° 22' E	A cape of steep cliffs, 95 m high. It is seen as an outlying island from a distance from NE and SW.
	Kazehaya Saki		A black cape of high and steep cliffs surmounted by Izu O Shima Light. The peak is slightly sharper than one of Chi-ga-Saki.
Mikomoto Shima	34° 35' N, 138° 57' E	33m high, surmounted by a lighthouse.	
Iro Saki	34° 36' N, 138° 51' E	A high and steep rocky cape surmounted by a lighthouse, a direction light.	
Omae Saki	34° 36' N, 138° 14' E	A trapezoid shaped cape, about 50 m high, surmounted by a lighthouse. The E and S sides slope steeply to the flat sandy beach. In a distant view, the upper part is visible to green and the lower part is seen in the shape of 2 white belts. The white belts are prominent when seen from the S. A radio and radar tower to the NW of the lighthouse are conspicuous.	
Daio Saki	34° 17' N, 136° 54' E	A low cape. A lighthouse stands on around the S extremity.	
O Shima { Kii O Shima }	33° 28' N, 135° 50' E	171 m high. There are 2 conspicuous domes (light green, visible to white from a distance) on the top of island.	
Kashino Saki	33° 28' N, 135° 52' E	A cape of cliffs surmounted by a lighthouse.	
Shio-no-Misaki	33° 26' N, 135° 45' E	A high cape with a flat peak, surmounted by a lighthouse. A tower, about 700 m E of the lighthouse, is prominent.	
Ichie Saki	33° 35' N, 135° 24' E	A cape of cliffs backed by a low hill surmounted by a lighthouse.	
Hi-no-Misaki	33° 53' N, 135° 04' E	A cape of steep cliffs surmounted by a lighthouse. Hi-no-Yama (202 m high) rising close NE of the lighthouse is prominent.	

Hachinohe Ko (40° 32' N, 141° 32' E) (Chart JP65) (Port Code: JP HHE)

(Photographed May. 2018)

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

General information. This port is divided into three sections, (No.1 ~ No.3), and has two passages, the E and the
W Passage.

The harbour area is sheltered from waves from the open sea by the completed offshore the Middle Breakwater and
No.2 Middle Breakwater (under construction). However, a passage in the W Passage sometimes becomes difficult
10 affected by the rebound waves in strong E winds; and moored vessels in Section 1 and Section 2 may experience
difficulty to remain on the berths safely due to swells entering in strong N winds.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon, tsunami and
low atmospheric depression etc., Hachinohe Ko Tsunami and Typhoon etc. Vessels Safety Measures Council is
established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in the port, and gives
15 countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry
into the port, cancellation of them, etc. (Inquiries: Hachinohe Coast Guard Office).

Weather. WSW land breezes are most frequent throughout year. Strong easterly or northerly winds blow when a
depression passes close S of Hachinohe Ko. Thick fog, which may restricts visibility for a whole day, sometimes set
from June through August. There are a few days of snowstorms which extremely restrict visibility in winter.

Tides. In Hachinohe Ko, mean higher high water is 1.2 m, mean lower low water is 0.3 m, and mean sea level is
20 0.85 m.

Marine disasters. Stranding cases of drifting ashore have been reported during strong E winds due to the
development of swells and ocean waves outside of the breakwater.

The largest vessel to enter the port. On April 24, 2014, a LNG tanker “TANGGUH HIRI” (101,957t, draught
25 12.2m) berthed at **ENEOS** LNG Service Hachinohe LNG terminal Private pier.

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	Hachinohe Coast Guard Office	

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).
--	---------------------------	---

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 leave 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 enter or depart 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.**

Bridge buildings. There is Hachinohe Seagull Bridge (40° 32.0' N, 141° 31.5' E, height 4.5 ~ 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.

30 **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.

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.

35

Landmarks.

Landmark	Position	Remarks
Kame-ga-Saki	39° 28' N, 142° 04' E	A cape of black cliffs.
Aka Shima		An islet of red brown barren rock, 13 m high; the peak is pointed.
Todoya Saki	39° 26' N, 142° 03' E	A cape of white cliffs.
O Shima	39° 24' N, 142° 00' E	A thickly wooded (Machilus of the Lauraceae, evergreen trees) islet, the lower part is white cliffs; a lighthouse stands on the S end.
Benten Shima	39° 25' N, 141° 59' E	Rocky islet, 50 m high, surmounted by a lighthouse; the lower part is gray cliffs.
Kujira San	39° 24' N, 141° 55' E	A conspicuous mountain, 610m in height. The peak is seen round shaped from the SE and seen pointed from the NE.
No Shima	39° 23' N, 141° 58' E	A thickly wooded islet, 42 m in height, surmounted by white cliffs. Same Hana located at its N end is a white cliffy island.
Ohako Saki	39° 21' N, 142° 00' E	A cape surmounted by a lighthouse. In its vicinity lies a stretch of dark gray steep cliffs.
Sangan Shima	39° 18' N, 141° 59' E	126 m high; it appears as a gray brown bare mountain from the NE ~ E exposing the rocky skin, and is seen as a rugged and thickly wooded rocky island from the entrance of Ryoishi Wan.
Mada Saki	39° 16' N, 141° 56' E	A rock above water lying at the end may be a help to identify the cape.
O Saki	39° 15' N, 141° 58' E	A cape of red brown cliffs; a lighthouse located on its half way up the cliff at the end is conspicuous. A black small rocky islet lies at the end of the cape.
One Saki	39° 13' N, 141° 57' E	A cape of brown and sheer cliffs; a small islet lies at the end.

Caution: It is reported that there are complicated streams and strong return waves E of Ohako Saki.

Many aquaculture facilities of seaweeds and shellfish are laid in the waters within 1 M of shore all over the coast of Funakoshi Wan, Otsuchi Wan and Ryoishi Wan.

Kamaishi Wan (39° 15' N, 141° 56' E) (Charts W71, W1091)

General information. Kamaishi Wan is entered to the W between Mada Saki and O Saki; the coast consists mostly of cliffs intermingled with gravel beaches in places. The majority of the part of the bay is Kamaishi Ko. There are some small coves on its S side, but caution is necessary with stationary nets and aquaculture facilities of seaweeds laid all over the area.

Landmarks.

Landmark	Position	Remarks
Yoko Yama	39° 15.4' N, 141° 54.1' E	A white statue of the kannon (49 m high above the ground) standing on the top of Yoko Yama. It exhibits a red light on the top. A pagoda (white) is located NE about 100 m of it. Keeping course to it on azimuth line with Mainemori Yama (268°) becomes target for arrival at the port.
Mainemori Yama	39° 15.4' N, 141° 52.8' E	317 m high. The peak is slightly pointed and the N side slopes gently.

Directions. (Refer to Fig. 18)

Approaching from S.

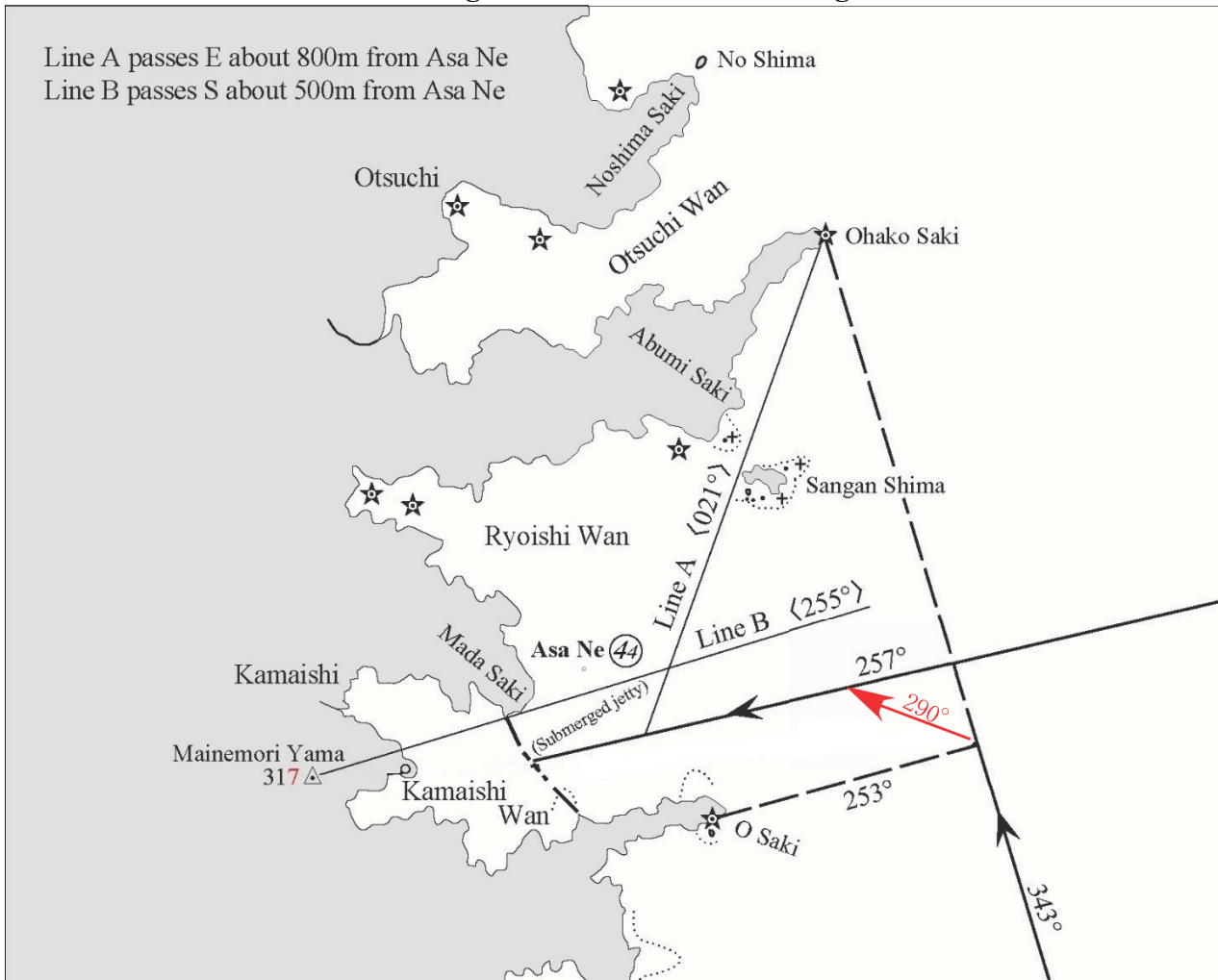
Alter course to 343° at a position about 9M ESE from Kobesaki Light (39° 06.4' N 141° 55.1' E), steer for Ohakosaki Light. Then, alter course 290° at a position abeam of Osaki (39° 15' N 141° 58' E). Then, alter course to 257° at a position (39° 16.3' N 141° 59.7' E) near 1.7M NE from Rikuchuosaki Lighthouse (39° 14.9' N 141° 58.2' E). Then, alter course as appropriate to steer for the middle of the harbour entrance. Caution should be exercised to keep clear of the submerged jetty with a depth of about 18m at its shallowest part.

Approaching from N.

Alter course 257° at a position about 5M from ESE of Ohakosaki Light (39° 21.0' N 141° 59.7' E). Then, steer for the middle of the harbour entrance of Kamaishi Ko.

Fig. 18

Directions for entering Kamaishi Wan and Clearing lines off Asa Ne



Directions.Approaching from N.

1. Proceed S from Ryori Saki Light (39° 01.8' N 141° 51.0' E). Then, alter course to 272° at a position about 11M ESE from Goishi Saki Light (38° 59.2' N 141° 44.5' E).

2. When Koguro Saki (39° 01.5' N 141° 47.8' E) is abeam, alter course to starboard so as to proceed to the navigable channel indicated by Ofunato Ko Directional Light (white light, bearing 311°). ~~Due to the disaster recovery work in the Ofunato Ko entrance area, the directional light will be suspended during the period when the temporary route is set.~~

3. At a position abeam of O Saki (39° 01.7' N 141° 43.7' E), alter course to starboard as necessary for the anchorage.

Approaching from S.

1. Steer for Ryori Saki Light, on a course of 002°.

2. When Kuro Saki (38° 57.2' N, 141° 43.7' E) is earlier than abeam, alter course gradually to starboard so as to proceed to the navigable channel indicated by Ofunato Ko Directional Light (white light, bearing 311°). And proceed to the course indicated by above "3" afterwards. ~~Due to the disaster recovery work in the Ofunato Ko entrance area, the directional light will be suspended during the period when the temporary route is set.~~

It is recommended that vessels entering to this port for the first time should avoid entering the harbor at night or in poor visibility.

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

1. Public quays (water depths of 4.5 m or greater) may be tentatively used; however, before entering port, detailed information related to port facilities, etc., must be acquired from the port authority, etc.

2. Drifting debris or flotsam may be found within the port when the wind direction changes or because of flotsam drifting in from the river; therefore, ships should navigate taking adequate precautions. Care should also be taken to avoid obstacles on the sea bed such as vehicles, fishing appliances, etc.

Anchorage. The most part of the water of the innermost area is 10 ~ 20 m deep with muddy bottom, the holding ground of which is not very good. The outbursts of NW wind coming along Sakari Kawa are sometimes so strong that it may cause the anchor to drag. In this case, anchorage S of Nonoda is recommended. Most vessels usually anchor in the area in front of the above quays in Nonoda Section, about 400 m offshore and depths between 15 and 16 m.

The quarantine anchorage is located WSW of Koori Saki in position (39° 00.9' N, 141° 44.7' E).

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
Chayamae	- 9 m Quay	39° 03.9' N, 141° 43.6' E	330	8~9.5	10,000 × 2	
	- 6 m Quay	39° 03.9' N, 141° 43.4' E	210	5	2,000 × 2	
	- 4 m Lading place	39° 04.0' N, 141° 43.3' E	195	3	—	
Nonoda	- 13 m Quay	39° 03.5' N, 141° 43.5' E	270	13	40,000 × 1	
	- 7.5 m Quay	39° 03.6' N, 141° 43.6' E	260	6.5~8	5,000 × 2	
	- 4.5 m Quay	39° 03.4' N, 141° 43.4' E	120	4.5	1,000 × 2	

Apart from the above table, there is a quay (- 13 m) in the Nagahama-Yamaguchi areas, but berthing is only for emergency because it is under construction.

Many berthing facilities are provided for small craft, and many private berthing facilities and roadsteads (39° 04.2' N, 141° 43.8' E) are located in Kamihira on the W shore and along the N shore. In addition, a log pond (39° 03.1' N, 141° 44.3' E) is located in a small cove NE of Biwa Shima on the E shore of the port.

Supply. Fresh water, ice and fuel oil are available.

Repair. Repairs can be arranged.

Maritime authorities and facilities.

Name	Telephone
Ofunato Branch Customs	+81-192-26-2326

Kesenuma Ko (38° 54' N, 141° 35' E) (Chart W1099) (Port Code: JP KSN)

(Photographed Aug. 2018)

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

5 **General information.** The port is located in the N end of Sei Wan.

The inner part is well sheltered and affords good anchorage with muddy bottom and depth of 5 ~ 9 m. The fairway becomes to be very narrow in the vicinity of Hachi-ga-Saki (See item “Landmarks”) at the entrance of the inner harbour, so large vessels may encounter difficulties in passing.

There is a commercial port quay on the left bank at the estuary of O Kawa SSE of Hachi-ga-Saki.

10 **Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon and tsunami etc., Kesenuma City Earthquake and Tsunami Disaster Measures Conference is established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in the port and give countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Kesenuma Coast Guard Station).

15 **Landmarks.**

Landmark	Position	Remarks
Hachi-ga-Saki	38° 53.7' N, 141° 35.3' E	It is surmounted by a steel tower, 64 m high. (There is a steel tower of 60m high on the opposite bank.)
A conspicuous building	38° 54.3' N, 141° 34.7' E	Hotel, on a cliff about 1.3 km northwest of Hachi-ga-Saki

Directions. From a position S about 1.5 M of the entrance, steer for Kesenuma Ko Leading lights (front light: 38° 53.7' N, 141° 35.7' E; rear light: 38° 54.0' N, 141° 35.7' E) in line, bearing 354.8°, then proceed to the anchorage properly from the estuary of O Kawa.

20 **Precaution for entering the port.** There were some quays that suffered ground settlement and were partially damaged after the Great East Japan Earthquake. These should be confirmed from the port authority before entering port.

Overhead bridge. An overhead bridge (38° 53.6' N 141° 35.6' E, with a height of about 32m, a spans of 480m) which is a part of Sanriku Coastal Highway, crosses the passage between Asahi Wharf and Kogoshio in a SW-NE direction.

25 **Anchorage.** The quarantine anchorage is located near the entrance of To Wan (38° 51.4' N, 141° 38.8' E).

while a tanker carrying flammable dangerous substance is berthed in the said area.

Precaution for entering the port. In the case of vessels intending to enter to Shiogama Ku, should be kept enough distance from O Ne Light Buoy (38° 15' 56.2" N, 141° 09' 51.5" E, Morse code A (· —), Green light, every 8s) and Oki-no-Taka Ne Light Bouy (38° 17' 26.8" N, 141° 09' 18.5" E, Morse code B (— · · ·), Green light, every 8s) and be navigated on the E of those. In addition, the precautions below are necessary after the Great East Japan Earthquake.

1. Public quays (water depths of 4.5 m or greater) may be tentatively used; however, before entering port, detailed information related to port facilities, etc., must be acquired from the port authority, etc.

2. Care is necessary against foul substances scattered in the port.

Overhead cables. An overhead cable (38° 20.0' N, 141° 06.3' E; 24 m high) spans between the NE coast of Katsura Shima and the W coast of Nono Shima, and another one (38° 20.3' N, 141° 07.0' E; 25 m high) between the E coast of Nono Shima and the W coast of Sabusawa Shima. Besides that it is also in between the E coast of Sabusawa Shima and Miyato Shima (38° 20.3' N, 141° 07.9' E, 15m high).

Anchorage. The anchorage in the outer harbour of Sendai-Shiogama Ko is protected on the E side by the reefs around Funairi Shima and Karakai Shima and on the S side by reefs extending to the NE from Hanabuchi Saki; it is suitable for vessels, 6 m or less in draughts, but the holding ground is not very good with sandy bottom. In the vicinity of the anchorage E of Karakai Shima, waves may suddenly rise in strong E to SE winds due to the shape of the sea bed, so care is necessary to prevent dragging anchor and shifting cargoes. It should be noted that aquaculture facilities of seaweed are laid N of a line joining Mizu Shima and the N extremity of Funairi Shima, and the N side of the anchorage situated E of Karakai Shima.

A quarantine anchorage (38° 18.5' N, 141° 08.5' E) is provided at the entrance of Shiogama Ku, and another one in position (38° 13.2' N, 141° 06.5' E) SE of Sendai Ku. The designated anchorages for vessels carrying dangerous substance are provided in Shiogama Ku Sections 3 and 4, and in Sendai Ku.

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
Shiogama Ku						
Teizan Wharf	No.1 Quay	38° 19.1' N, 141° 02.6' E	149	5.5 ~ 7.5	15,000 × 1	There is a pier at NE end.
	No.2 Quay	38° 19.1' N, 141° 02.7' E	160	5.5 ~ 8	15,000 × 1	
	No.3, 4 Piers	38° 18.9' N, 141° 02.6' E	130	5.5 ~ 6	7,500 × 2	
E Wharf No.1 ~ 3 Quays		38° 19.1' N, 141° 02.5' E	320	6.5 ~ 7.5	4,500 × 3	
Naka Wharf	No.4 ~ 6 Quays	38° 19.1' N, 141° 02.4' E	130 128	3.5 ~ 5	7,500 × 1 1,500 × 2	
	No.7, 8 Quays	38° 19.1' N, 141° 02.2' E	157	3 ~ 5.5	700 × 2	
	Front Pier	38° 19.2' N, 141° 02.3' E	168	3 ~ 5	3,000 × 2	
West Wharf Pier No.1 ~ 4 Quays		38° 19.2' N, 141° 02.0' E	120 200	4	1,500 × 2 2,000 × 2	
Togu Wharf Pier		38° 18.7' N, 141° 02.9' E	180	4.5	3,000 × 2	
Sendai Ku						
Takamatsu Wharf Quay		38° 16.5' N, 141° 01.5' E	240	12	30,000 × 1	
Takasago Wharf No.1 Quay		38° 16.1' N, 141° 01.2' E	270	11 ~ 12.5	30,000 × 1	
Takamatsu Wharf No.2 Quay		38° 16.3' N, 141° 01.4' E	280	14	55,000 × 1	
Takasago Wharf No.2 Quay		38° 16.1' N, 141° 01.4' E	330	12.5 ~ 14	50,000 × 1	
Koyo Wharf No.1 Quay		38° 16.0' N, 141° 01.9' E	240	11.5	30,000 × 1	

Nakano Wharf	No.1 Quay	38° 16.3' N, 141° 01.2' E	240	11.5 ~ 12	40,000 × 1	
	No. 2 ~ 6 Quays	38° 16.3' N, 141° 00.9' E	925	8.5 ~ 10	15,000 × 5	
	Raijin Wharf No.1, 2 Quays	38° 16.4' N, 141° 00.1' E	440	9	10,000 × 3	

Apart from the above table, there are private berths in Shiogama Ku and Sendai Ku.

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

Repair. Available.

5

Maritime authorities and facilities.

Name	Telephone
2nd Regional Coast Guard Headquarters	+81-22-363-0111
Miyagi Coast Guard Office (Captain of the Port)	+81-22-367-3917
Shiogama Office of Sendai-Shiogama Branch Customs	+81-22-259-4306
Tohoku District Transport Bureau	+81-22-299-8851
Sendai Quarantine Station	+81-22-367-8100
Shiogama Branch of Yokohama Plant Protection Station	+81-22-362-6916
Sendai Regional Immigration Bureau	+81-22-256-6076
Miyagi Prefectural Sendai-Shiogama Port and Harbour Office	+81-22-254-3132~3133

Tugboats and ferryboats. Tugboats and ferryboats are available.

Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Asahi kosan	+81-22-362-1510	0830 ~ 1730	Bilge, Sludge etc.	Sludge etc.

Apart from the above table, there are several facilities that can process oil waste.

10

Medical facilities.

Name	Telephone	Remarks
Shiogama City Hospital	+81-22-364-5521	
Saka General Hospital	+81-22-365-5175	

Maritime traffic. There are car ferry services (15,795 G/T etc.) between Nagoya or Tomakomai. In addition, between Shiogama Ku and each island within Matsushima Wan is served by passenger boats.

15

Hanabuchi Saki ~ Unoo Saki (Chart JP1098)

General information. The coast extending about 31 M between Hanabuchi Saki and Unoo Saki forms a bow-shaped line and consists of sandy beaches. The inland is generally low with few landmarks.

Yuriage Gyoko lies at the estuary of Natori Kawa and Arahama Gyoko is situated at the estuary of Abukuma Kawa.

20

Soma Ko lies at the S extremity of this area; Matsukawaura Gyoko is located at the entrance of Matsukawa Ura in the SE part of Soma Ko, which is used by small vessels.

The 10 m depth contour runs mostly within 0.5 M offshore except about 7 M of the coast in the S part, where the contour lies within about 1 M offshore.

It should be noted that there are aquaculture facilities of seaweeds along this coast.

25

Landmarks.

Landmark	Position	Remarks
Unoo Saki	37° 49' N, 140° 59' E	A cape formed of cliffs of red clay, is at the E end of an isthmus separating Matsukawa Ura from the open sea. Pine trees grow on the cape, and there is a lighthouse on the top.

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.)

5 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.)

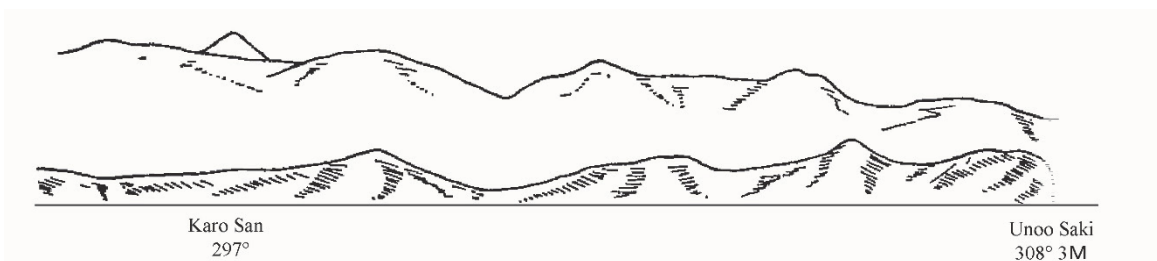
Both these units will emit AIS signals at all times. Submarine cable (Electric power, etc.) have been laid on the sea bad in the WSW direction up to the shore in the proximity of Hirono Thermal Power Station (37° 14.4' N, 141°01.0' E).

10 ~~A buoyant wind turbine was installed in the S approximately 1M (37° 17' 41" N, 141° 15' 44"E) of the buoyant wind turbine (buoyant Yellow color, Light Yellow) in operation newly.~~ Vessels navigating these neighborhood is far more 1M, and navigate it.

Approaches to Unoo Saki



The vicinity of Unoo Saki seen from the NE



15 Unoo Saki seen from the SE

Okuma ~ Tonokami Saki



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

20

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

Hitachinaka Ko (36° 25' N, 140° 37' E) (Chart W1345) (Port Code: JP HIC)

(Photographed Oct. 2018)

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

5 **General information.** The port is still under construction at present. In the central part of Hitachinaka Ko, construction of a coal ash disposal site from a coal-stream power station is underway. For this reason, the navigation of the construction work ship is intense.

The N and S Wharfs and the central Wharf, as well as a total 6,000 m of the E Breakwater, are under construction. Currently, the N Wharf public quay, the central Wharf and S Wharf public quays, and part of the docks are all complete.

10 In the S part of the port lies Isozaki Gyoko where fishing boats move in and out.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami etc., Hitachinaka Ko 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: Ibaraki Coast

15 Guard Office, TEL +81-29-262-4106).

Weather. The wind prevails to the NE throughout the year. Also, in this region of the ocean between June and July, fog appears and gathers.

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

Call name	Frequency	Hours of Operation	Contact	Remarks
IBARAKI PORT RADIO No.2	16 / 12, 14ch	24 hours	TEL: +81-299-82-7438	

20

Landmarks.

Landmark	Position	Remarks
A chimney	36° 26.4' N, 140° 36.9' E	233 m high, gray.
A ferries wheel	36° 23.9' N, 140° 35.9' E	About 100 m high, located in the Hitachi Seaside Park.
A conspicuous building	36° 22.9' N, 140° 37.5' E	A hotel, a white 3-storied building.

Precaution for entering the port. ~~After the Great East Japan Earthquake, public quays are usable; however, Before~~ entering port, detailed information related to port facilities, etc., must be acquired from the port authority beforehand.

25 From April to July, drift net fishery will be conducted from the E Breakwater to the offshore about 5M. For this reason, attention is required for navigation.

Indication of Course and Destination etc.

Indication of Course and Destination (Japan Coast Guard Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
	2nd Substitute, O	O	Proceeding to mooring facilities N of a line drawn from the NE extremity of Fukashiba Public Quay to a position 325° 610 m.
	2nd Substitute, C, N	C N	Proceeding to mooring facilities on the N side of Central Waterway (the sea area enclosed by the line drawn from the NE extremity of Fukashiba Public Quay to a position 325° 610 m, the line drawn thence to a position 236.5° 250 m, the line (hereafter referred to as "Line A") drawn at 227.5° from a position (hereafter referred to as "Point A") 035° 890 m from Kashima Central Signal Station, the line (hereafter referred to as "Line B") drawn at 272.5° from a position 169° 760 m from Point A, and the shore lines; this clause is applied hereinafter correspondingly).
	2nd Substitute, C, S	C S	Proceeding to mooring facilities on the S side of Central Waterway.
	2nd Substitute, S, E	S E	Proceeding to mooring facilities on the E side of South Waterway (the sea area enclosed by Line B and the shorelines; this clause is applied hereinafter correspondingly).
	2nd Substitute, S, W	S W	Proceeding to mooring facilities on the W and S sides of South Waterway.
	2nd Substitute, N, W	N W	Proceeding to mooring facilities on the SW and NW side of North Waterway (the sea area enclosed by Line A and the shorelines; this clause is applied hereinafter correspondingly).
	2nd Substitute, N, E	N E	Proceeding to mooring facilities on the NE side of North Waterway.

Directions. On approaching the port, proceed to the navigable fairway indicated by the Kashima Ko Directional Light (35° 57.2' N, 140° 41.4' E; white), then reach the entrance to the passage marked by Kashima Ko No. 1 and No. 2 Light Buoys (with a reflector), and then proceed to the inner port by keeping Kashima Leading lights (35° 55.5' N, 140° 42.3' E; front light) in line (bearing 183.5°).

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

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

Precaution for entering the port. Before entering port, detailed information related to port facilities, etc., must be acquired from the port authority beforehand.

Caution: Seas off the coast tend to be high except in summer. Care should be taken that S Breakwater can not be reflected on a radar and liable to be confused with the groin on the N shore in high waves in rough weather.

A breakwater etc. is under construction at the N end of S Breakwater being the port entrance and in the outer port. Construction sites are marked by light-buoys and beacon lights.

Overhead cables. There are three overhead cables (35° 54.0' N, 140° 40.6' E, 57 m, 55 m, 45 m high respectively seen from N) span from Ikemuko Quay to the SW opposite shore. In addition, there is an overhead cable (35° 55.5' N, 140° 39.6' E, about 59 m high) that spans S to N quay in the front sea area of N public wharf.

Anchorage. The quarantine anchorage (35° 59.1' N, 140° 42.3' E) is designated in the vicinity of the NE corner of the harbour limit. It should be noted that many casualties of dragging anchor have happened in rough weather in the area

Fig. 24 Designated tracks on the sea area in the vicinity of Tokyo Wan Aqua-Line E Fairway [Replaced by a new image]

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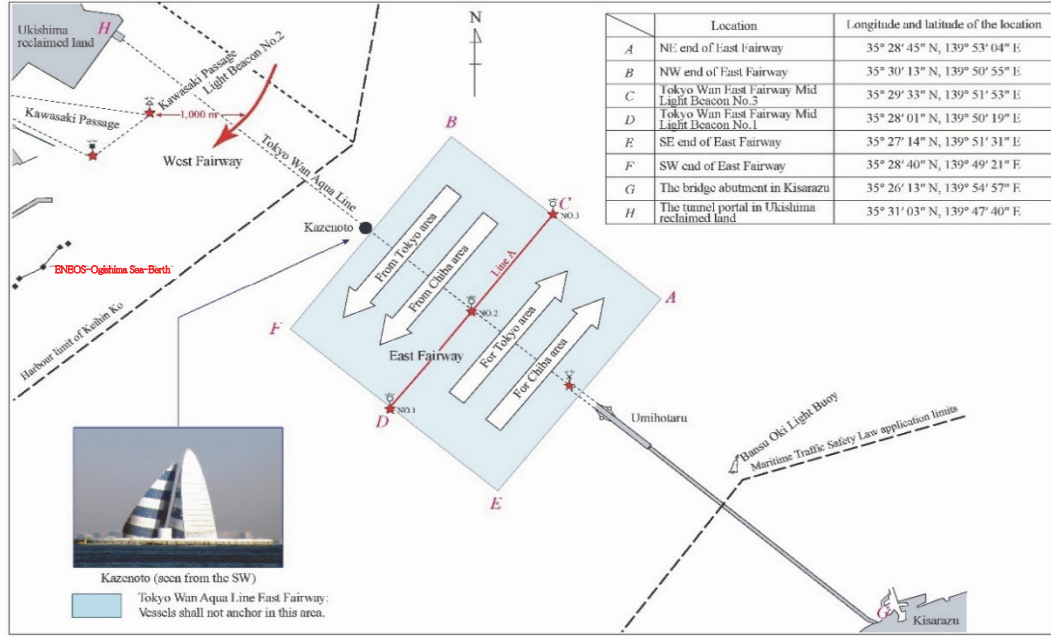
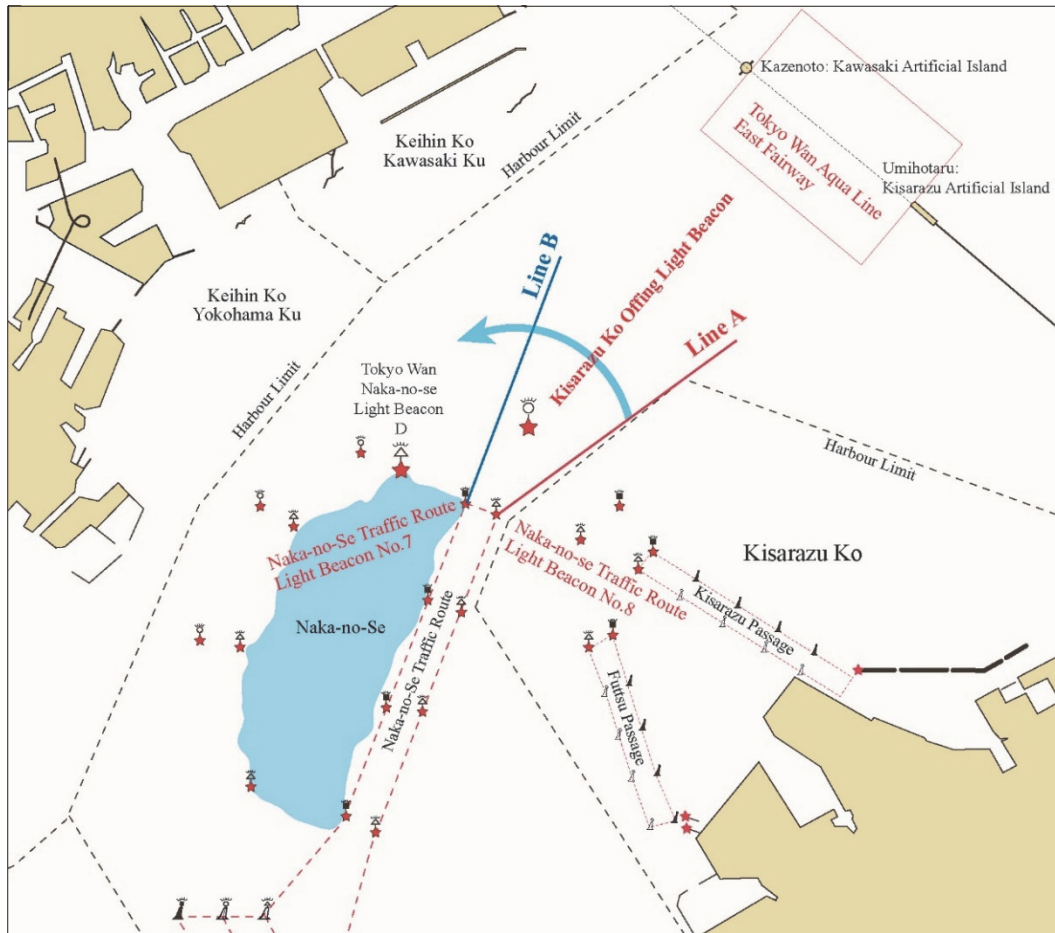


Fig. 25 Designated tracks on the sea area in the vicinity of Kisarazu Ko Offing Light Beacon



to the other specified vessels.

(6) Information considered necessary to be observed by the specified vessels besides from (1) to (5) above.

Fig.28 The sea area where the specified vessels shall report the information in Tokyo Wan (except in cases of emergency)

5

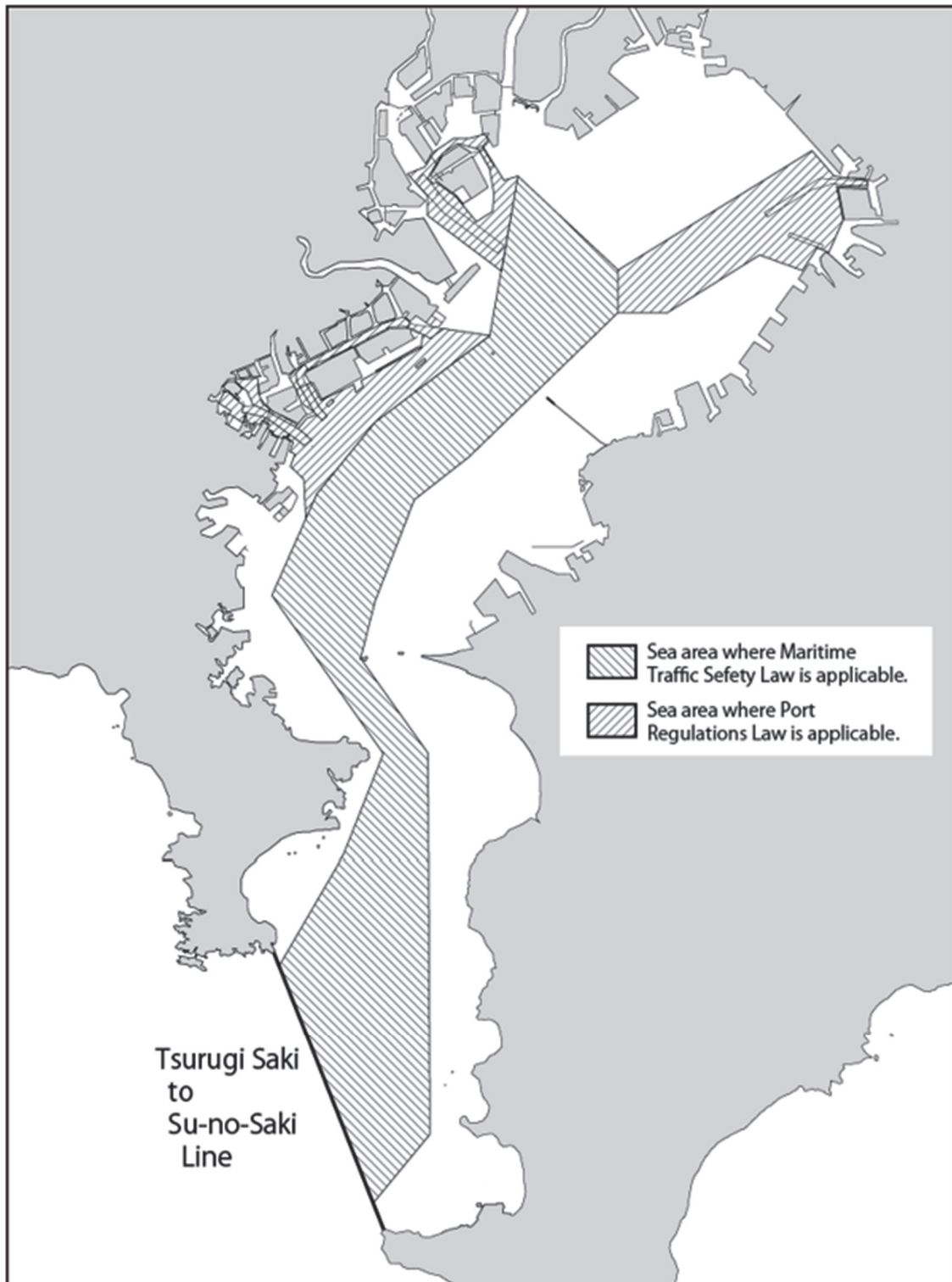
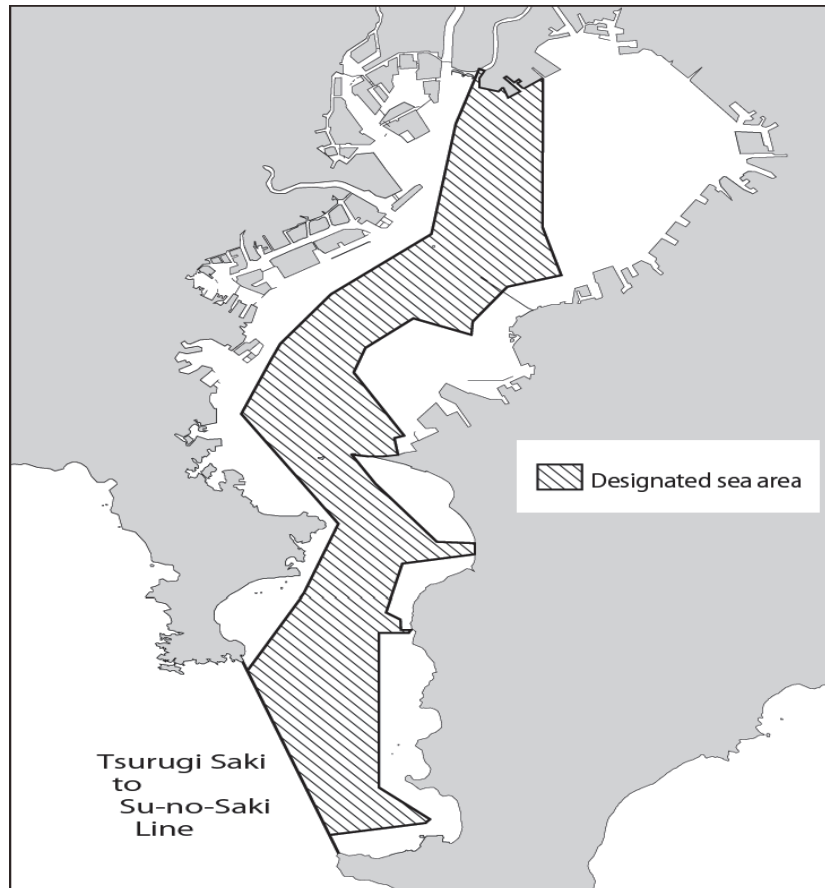


Fig.28-2 The designated sea area

9. Notification (Safety instructions)

5 3rd Regional Coast Guard Headquarters instructs vessels to take the following safety measures.

Except a vessel of paragraph 8, vessels with gross tonnage of 100 tons or more, or a maximum number of people on board of 30 or more, are also requested to report to Tokyo Wan Vessel Traffic Service Center, when they are entering a designated sea areas (Refer to Fig.28-2) .

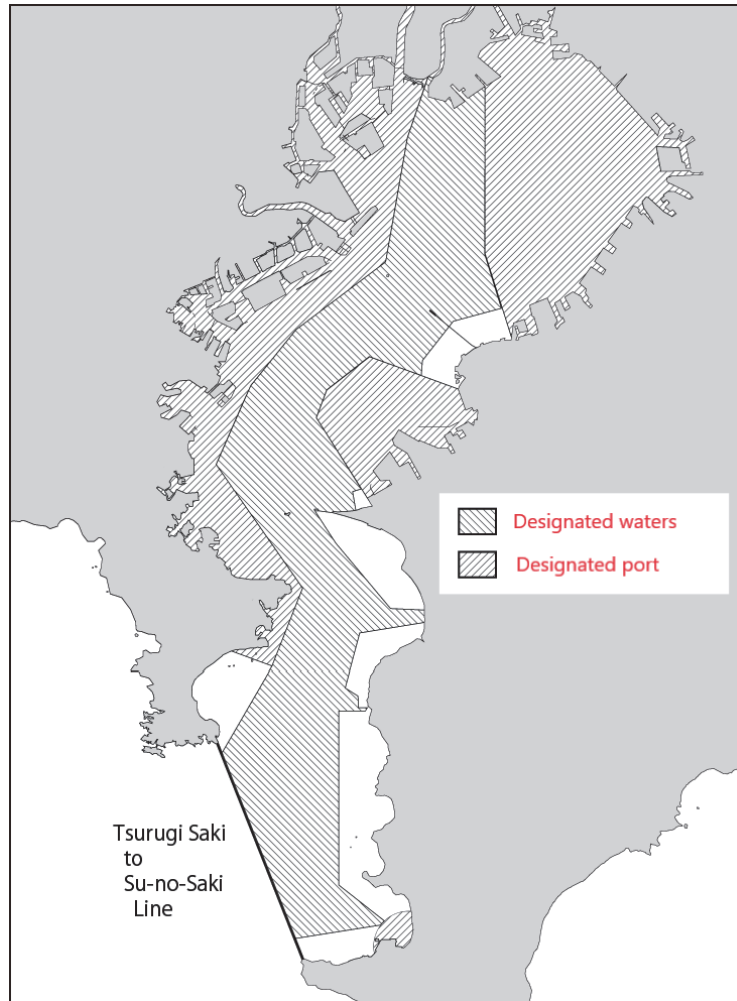
10 10. Measures when an emergency breaks out (Articles 33,34 & 35 of the Maritime Traffic Safety Law, Article 23-6 of the Regulations for the Enforcement of the Maritime Traffic Safety Law) (Article 44 and Article 45 of the Port Regulations Law, Article 20-7 of the Regulations for the Enforcement of the Port Regulations Law)

15 In case there is a fear of danger(s) to a vessel(s) in the designated waters and designated port (Refer to Fig.28-3), the Commandant of the Japan Coast Guard shall take necessary emergency measures when deemed necessary to prevent the said danger in order to spare no effort and make immediately known to vessels in the said and surrounding waters and designated port that there will a fear that similar might break out due this.

The Commandant of the Japan Coast Guard shall provide information regarding emergency casualty(s) happening, information concerning vessels traffic restrictions in practice over the VHF wireless phone(s) to vessels in the designated waters vessel has a length of 50 m or more and designated port deemed necessary to hear in order to secure the navigational safety of vessels in the designated waters and designated port.

20 When the emergency disaster measures in position, the vessels in the designated waters and designated port shall listen to information provided by the Commandant of the Japan Coast Guard till the emergency measures are removed.

When the emergency disaster measures taken in position, the restrictions of entry and navigation, exit order(s) in and out of Tokyo Wan to the extent to prevent navigational dangers(s) may be taken.

Fig.28-3 The designated water and the designated port.

Caution: Vessels navigating in Uraga Suido Traffic Route and in Naka-no-Se Traffic Route should pay strict attention to the following, in addition to observing the rules applicable to the traffic routes prescribed in the Maritime Traffic Safety Law, such as general ways of navigation, ways of navigation for each traffic route, special rules for special vessels and display of lights.

(1) The traffic in the water between Kannon Saki and each Kaiho is very heavy where vessels coming from Yokohama, Tokyo and Chiba cross the course of vessels entering Yokosuka Ko.

(2) Area around Daini Kaiho is mist-prone. In addition, Daini Kaiho is easily mistaken for a structural object at Futtsu Misaki or Daiichi Kaiho as they resemble each other. Also, Daiichi Kaiho and Daini Kaiho may be confused with each other on radar screens by trusting radars too much. As a result, frequent stranding accidents occur between Daiichi Kaiho and Daini Kaiho.

(3) When a tidal steam flows strongly between Kannon Saki and Futtsu Misaki, vessels may be pushed towards Daini Kaiho at times.

(4) In the water N of Naka-no-Se, vessels bound for Tokyo or Chiba from Naka-no-Se Traffic Route cross the track of vessels bound for W of Naka-no-Se from Kisarazu.

(5) In the approaches to the S entrance of Uraga Suido Traffic Route, tracks of vessels bound N and S along the route and tracks of car ferries between Kurihama ~ Kanaya cross each other. (Refer to Fig. 29)

(6) In the area on the N side of the E Fairway of Tokyo Wan Aqua-Line, vessels bound for Tokyo cross the track of the vessels bound for N entrance of the E Fairway from Chiba. In the vicinity of the S entrance of the E Fairway vessels departing from Tokyo or Chiba cross the track of vessels bound for the E Fairway from Yokohama or Kawasaki.

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
Communication		ch12/13/14/66/69	
By the telephone	+81-45-225-9140, +81-45-225-9141		

3. Internet service.

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

Anchoring caution area. (Refer to Fig. 32) Anchoring caution areas are set in the area with each of a radius of 2 nautical miles centring on Tokyo Bay Aqua Line Kazenoto and Tokyo Bay Aqua Line Umihotaru by Administrative guidance. And this purpose is for taking measures of prevention of accidents caused by dragging anchor (e.g. Preparation of sheet anchor, engine and weighing anchor. Through watch keeping and monitoring of International VHF ch. 16 etc.). In addition, when the recommendation about anchoring restricted area is issued, warning will be issued. (Inquiries: 3rd Regional Coast Guard Headquarters)

Anchoring areas exist in 2 areas, one is a radius of 2 miles centring on Tokyo Bay Aqua Line Kazenoto Light (35° 29' 28" N, 139° 50' 06" E) and the other is a radius of 2 miles centring on Tokyo Bay Aqua Line Umihotaru Light (35° 27' 52" N, 139° 52' 28" E). But the Anchoring restricted area where a recommendation will be issued based on Article 39 Paragraph 4 of the Port Regulations Law with the rough weather (2 nautical miles area around Tokyo International Airport excluding routes and some areas) and the Tokyo Bay Aqua Line East Fairway are excluded.

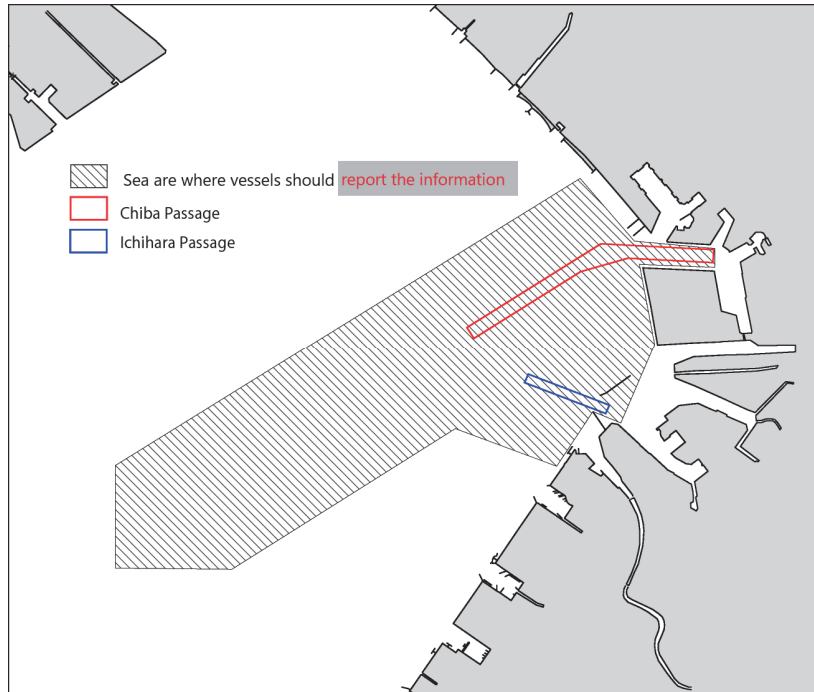
And, when the recommendation about Anchoring restricted area is issued, vessels (without AIS equipment), which are anchoring in Anchoring caution area (except for port area of Keihin Ko, KI anchorage and KL anchorage), are instructed to report "position of anchorage" and "how to contact" to Tokyo wan Vessel Traffic Service Center.

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-

Fig.33 The sea area where the specified vessels shall report the information in Chiba Ko

(except in cases of emergency)



5

Chiba Ku and Outer Harbour (Charts JP1086, JP1087)



Chiba Ku

(Photographed Jan. 2019)

General information. These areas occupy the greater part of Chiba Ko and include four passages and the quarantine anchorage. Chiba Ku is further divided into five sections.

10 Principal public port facilities exist in Sections 1, 2, and 4. Section 4, where Keiyo Sea-berth is located is frequented by VLCCs.

Port communications.

With the Captain of the Port.

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

Fairway, the adjustment of vessel's head-on situation is carried out by the Chiba Prefectural Katsunan Port and Harbor Office.

Overhead cable. An overhead cable (35° 40.7' N, 139° 58.9' E; 58 m high) spans between Funabashi Central Wharf and Funabashi E Wharf.

5 **Anchorage.** — The quarantine anchorage (35° 34.5' N, 140° 01.2' E) is located W 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.

Facilities.

Name	Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks	
Hinode A ~ E Quays	35° 41.0' N, 139° 59.0' E	90 × 5	5 ~ 5.5	2,000 × 5		
Funabashi E Wharf	A, B Quays	35° 40.7' N, 139° 59.1' E	260	7.5	5,000 × 2	Aseismatic quays
	C ~ G Quays	35° 40.6' N, 139° 59.2' E	525	6 ~ 6.5	3,000 × 5	
	H, I Quays	35° 40.5' N, 139° 59.4' E	180	5.5	2,000 × 2	
Funabashi Central Wharf	N-A1 ~ A6 Quays	35° 40.8' N, 139° 58.2' E	540	5.5	2,000 × 6	
	N-B ~ L Quays	35° 40.7' N, 139° 58.6' E	1,430	7~ 7.5	5,000 × 11	
	M1 ~ M4 Quays	35° 40.5' N, 139° 58.3' E	365	5.5 ~ 7.5	2,000 × 4	
	S-A ~ C Quays	35° 40.5' N, 139° 58.5' E	555	10	15,000 × 3	
	S-D Quay	35° 40.3' N, 139° 58.7' E	160	8.5 ~ 10	15,000 × 1	
	S-E Quay	35° 40.2' N, 139° 58.7' E	240	12	30,000 × 1	Aseismatic quays
Ichikawa Wharf A, B Quays	35° 40.2' N, 139° 55.8' E	125 × 2	5.5	2,000 × 2		

Apart from the above table, there are many private berths in Koya-Shinmachi, Takase Cho and Chidori Cho.

10 Maritime authorities and facilities.

Name	Telephone
Funabashi Branch of Chiba Coast Guard Office	+81-47-432-4118
Funabashi-Ichikawa Sub-branch of Chiba Branch Customs	+81-47-432-5312
Chiba Annex, Tokyo Sub-branch, Haneda Airport Branch of Animal Quarantine Service	+81-47-432-7241
Chiba Prefectural Katsunan Port and Harbor Office	+81-47-433-1895

Medical facilities.

Name	Telephone	Remarks
Social Insurance Funabashi Central Hospital	+81-47-433-2111	

The Westside of the North Part of Tokyo Wan (Charts JP1061, JP1065)

15 **General information.** This section describes the coast of Keihin Ko.

Landmarks.

Landmark	Position	Remarks
Tokyo Ku	A tower	35° 39.5' N, 139° 44.7' E Tokyo Tower, 350 m high, red and white.
	A chimney	35° 36.9' N, 139° 45.4' E 104 m high, a white flue with blue at the top, located in the yard of Oi thermal power station.
	A museum	35° 37.2' N, 139° 46.3' E The exterior to look like a passenger vessel, 77 m high, white.
An artificial structure	35° 29.5' N, 139° 50.1' E	Kawasaki Artificial Island (popular name: Kazenoto), with 2 ventilation towers (90 m high and 75 m high) of Tokyo Wan Aqua Line, blue and white. They look like a yacht which unfurled two sails. (Refer to Fig. 24)

Fig.34 The sea area where the specified vessels shall report the information in Keihin Ko, Tokyo Ku (except in cases of emergency)



5 **Signals.** Traffic control signals on Tokyo E Passage are indicate at 4 signal stations of 15 Go Chi S (35° 36.8' N, 139° 50.1' E), 15 Go Chi N (35° 37.1' N, 139° 49.9' E), Central Breakwater (35° 36.8' N, 139° 48.6' E) and 10 Go Chi (35° 36.9' N, 139° 47.7' E). And those on Tokyo W Passage are indicate at 5 signal stations of Harumi (35° 38.8' N, 139° 46.4' E), Aomi (35° 36.9' N, 139° 46.6' E), Aomi No.2 (35° 36.8' N, 139° 46.5' E), Oi (35° 34.8' N, 139° 47.1' E) and Haneda Senpaku (35° 32.5' N, 139° 49.5' E).

10 The certain vessels, when entering or leaving those passages, 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.

Tokyo E Passage.

Designation	Signal Stations	Meanings of signals
	15 Go Chi S, 15 Go Chi N, Central Breakwater, 10 Go Chi	
Inward signal	Flashing letter “I”	Inward-bound vessels may proceed to the passage. Outward-bound vessels with a length of 50 m or more (excluding vessels less than 500 G/T) shall stop navigating and stand by. Outward-bound vessels with a length of less than 50 m or less than 500 G/T may take departure through the passage.
Outward signal	Flashing letter “O”	Outward-bound vessels may take departure through the passage. Inward-bound vessels with a length of 50 m or more (excluding vessels less than 500 G/T) shall avoid the course of other outward-bound vessels and stand by out of the passage. Inward-bound vessels with a length of less than 50 m or less than 500 G/T may proceed to the passage.

Prohibition signal	3 red flashings and 3 white flashings every 6 seconds.	Lighting letter "X"	All traffic prohibited except the vessels instructed by the Captain of the Port.
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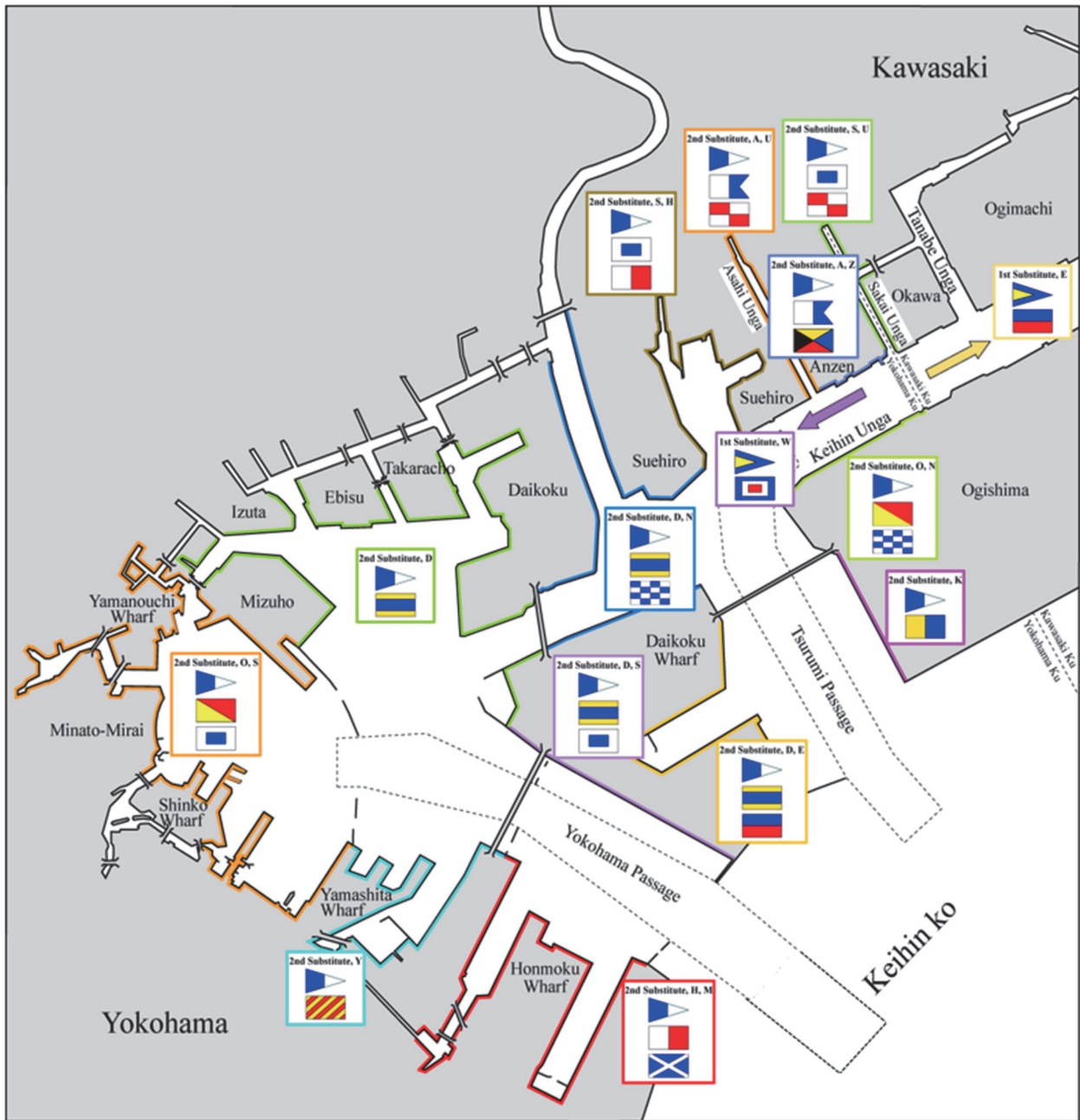
Landmarks.

Landmark	Position	Remarks
A bridge building	35° 38.2' N, 139° 45.8' E	Rainbow Bridge, a suspension bridge structure with 2 gate-type piers, white. The vertical bridge clearance is about 50 m high.
A ferris wheel	35° 37.6' N, 139° 46.9' E	About 123 m high, located in Tokyo 13 Gochi (1).
A bridge building	35° 36.6' N, 139° 49.6' E	Tokyo Gate Bridge, a truss bridge structure with box girders, white. The vertical bridge clearance is about 52 m high.

Indication of Course and Destination, etc. (Refer to Fig. 35)

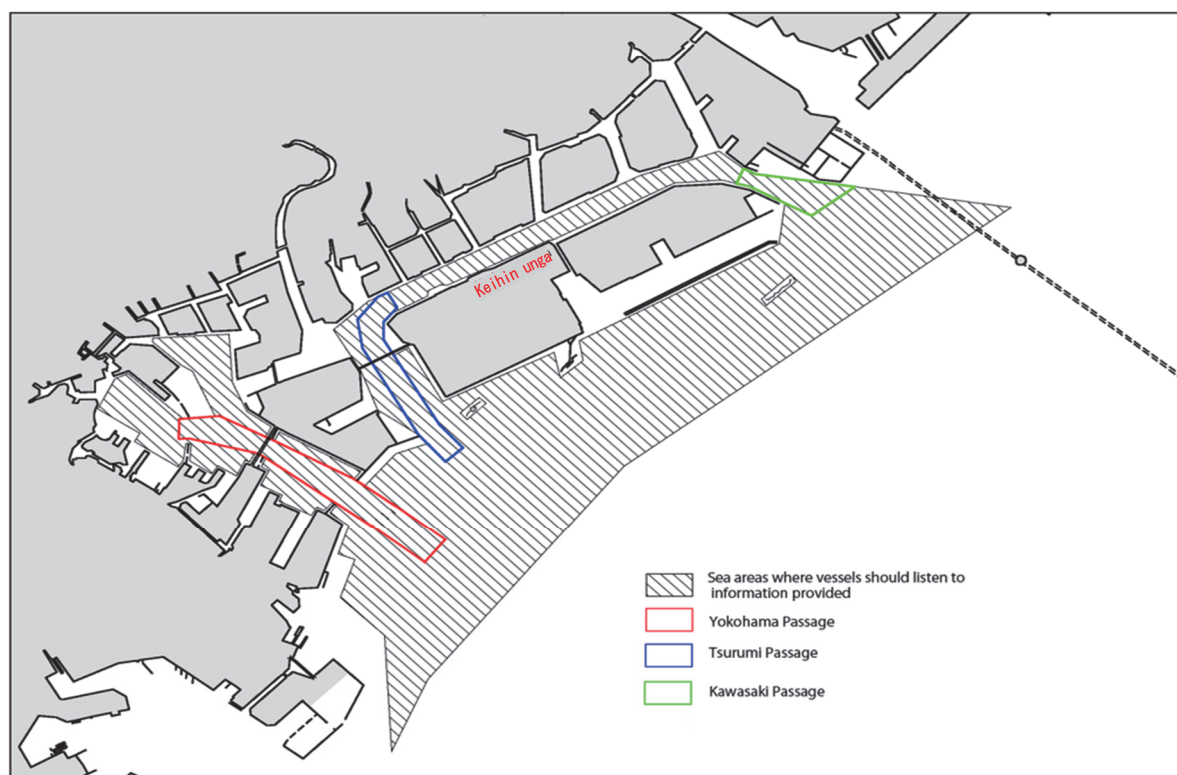
Indication of Course and Destination (Japan Coast Guard Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No. 94, 2010)	Flag Signals	Symbols showing the destination in the port	Meanings of Signals and Symbols
	2nd substitute, L	L	Proceeding to mooring facilities on the W side of 15 Go Chi or N side of 15 Go Chi.
	2nd substitute, M	M	Proceeding to 10 Go Chi (1), 11 Go Chi Lumber Wharf, Tatsumi Wharf, M1, M2 dolphin berths or 12 Go Chi Log Handling Pond mooring buoy berths.
	2nd substitute, V	V	Proceeding to 10 Go Chi (2) or Odaiba Liner Wharf .
	2nd substitute, H	H	Proceeding to mooring facilities N of the line joining Harumi Signal Station and the S extremity of Shibaura Wharf.
	2nd substitute, T	T	Proceeding to mooring facilities E of the line joining Harumi Signal Station and the NW extremity of Toyosu Wharf.
	2nd substitute, A	A	Proceeding to Ariake Wharf or piers for the Government in Odaiba.
	2nd substitute, S	S	Proceeding to Shinagawa Wharf.
	2nd substitute, R	R	Proceeding to Tokyo International Cruise Pier or Aomi Container Wharf .
	2nd substitute, O	O	Proceeding to JERA Co. Oi Thermal Power Station Pier, Oi Container Wharf, Oi Marine Products Wharf Quay, Oi Food Wharf or mooring facilities W of the line joining the S extremity of Oi Food Wharf and the N extremity of Oi Wharf No.2.
2nd substitute, C	C	Proceeding to mooring facilities in the Central Breakwater-inner Reclaimed land.	
2nd substitute, C • W	C • W	Proceeding to mooring facilities in the Central Breakwater-outer Reclaimed land the West side.	

Fig. 39 Flag signals to indicate the course and destination in Yokohama Ku



Passages. There are Kawasaki Passage (about 1 M long, 300 ~ 1,000 m wide and 12 ~ 21 m deep, at the E entrance of Keihin Unga), Tsurumi Passage (about 2 M long, about 450 m wide and 12 ~ 18 m deep, at the W entrance of Keihin Unga) and Yokohama Passage (about 3.0 M long, about 400 ~ 650 m wide and 11 ~ 25 m deep, at the SW of Daikoku Wharf).

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



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.

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.

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).

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).

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

25

Area surrounded by the following five points (1) 35° 29' 23" N, 139° 47' 56" E (4) 35° 27' 56" N, 139° 48' 01" E (2) 35° 28' 50" N, 139° 48' 33" E (5) 35° 28' 33" N, 139° 47' 28" E (3) 35° 28' 15" N, 139° 48' 33" E		
Name of Anchorage	K2	For General Service vessels & Tankers
Area bounded by the line joining (1) to (4), (4) to (5) lining along the circle designated as Quarantine area, and joining (5) to (7) (1) 35° 29' 35" N, 139° 46' 58" E (5) 35° 28' 39" N, 139° 46' 36" E (2) 35° 29' 24" N, 139° 47' 06" E (6) 35° 28' 33" N, 139° 46' 23" E (3) 35° 29' 11" N, 139° 46' 37" E (7) 35° 29' 09" N, 139° 45' 59" E (4) 35° 29' 00" N, 139° 46' 44" E		
Name of Anchorage	Y1	For All Vessels & Takers Except the Tankers Carrying Dangerous Cargo
Area surrounded by the following five points (1) 35° 26' 49" N, 139° 41' 44" E (4) 35° 26' 33" N, 139° 43' 22" E (2) 35° 27' 11" N, 139° 42' 07" E (5) 35° 26' 01" N, 139° 43' 02" E (3) 35° 27' 19" N, 139° 42' 31" E		
Name of Anchorage	Y2	For All Vessels & Takers Except the Tankers Carrying Dangerous Cargo
Area surrounded by the following five points (1) 35° 27' 10" N, 139° 43' 17" E (4) 35° 27' 23" N, 139° 44' 27" E (2) 35° 27' 34" N, 139° 43' 53" E (5) 35° 26' 48" N, 139° 43' 42" E (3) 35° 27' 54" N, 139° 44' 05" E		

Area & Position of Anchorage for other Vessels		
Name of Anchorage	ON	For Vessels offshore Lighting Operations (except for bunkering and etc.)
Circle with a radius of 450 m centred the position 35° 27' 22" N, 139° 45' 01" E		
Name of Anchorage	N4	For Vessels offshore Lighting Operations (except for bunkering and etc.)
Circle with a radius of 450 m centred the position 35° 22' 29" N, 139° 41' 06" E		
Name of Anchorage	TK	For Tank Cleaning Operations
Circle with a radius of 650 m centred the position 35° 21' 52" N, 139° 41' 08" E		

Water Area for Navigating Vessels to / from the sea-berth		
Water Area of the sea-berth	S1	Tokyo Gas Ogishima LNG Berth
Circle with a radius of 520 m centred the position 35° 27' 32" N, 139° 43' 18 " E		
Water Area of the sea-berth	S2	JERA Ogishima LNG Berth
Area bounded by the line joining (1) to (2) and lining along the circle with a radius of 620 m centred the position 35° 28' 00 " N, 139° 44' 34"E (1) 35° 28' 18" N, 139° 44' 46" E (2) 35° 27' 44" N, 139° 44' 52" E		
Water Area of the sea-berth	S3	Kawasaki Sea-Berth
Circle with a radius of 600 m centred the position 35° 28' 01" N, 139° 46' 05" E		
Water Area of the sea-berth	S4	ENEOS Ogishima Sea-Berth
Area bounded by the line joining (1) to (5) in order, (5) to (6) lining along the circle with a radius of 620 m centred the position 35° 28' 47" N, 139° 47' 09" E, and (6) to (1) lining along the circle designated as Quarantine area (1) 35° 28' 59" N, 139° 46' 44" E (4) 35° 29' 23" N, 139° 47' 55" E (2) 35° 29' 03" N, 139° 46' 56" E (5) 35° 28' 33" N, 139° 47' 26" E (3) 35° 29' 37" N, 139° 47' 24" E (6) 35° 28' 45" N, 139° 47' 26" E		

	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.

Areas designated for the reinforcement for preveneting dragging anchor (Refer to Fig. 42)

5 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 and the JERA Ogishima LNG Berth. 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 watchkeeper on bridge watchkeeping duties. 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.

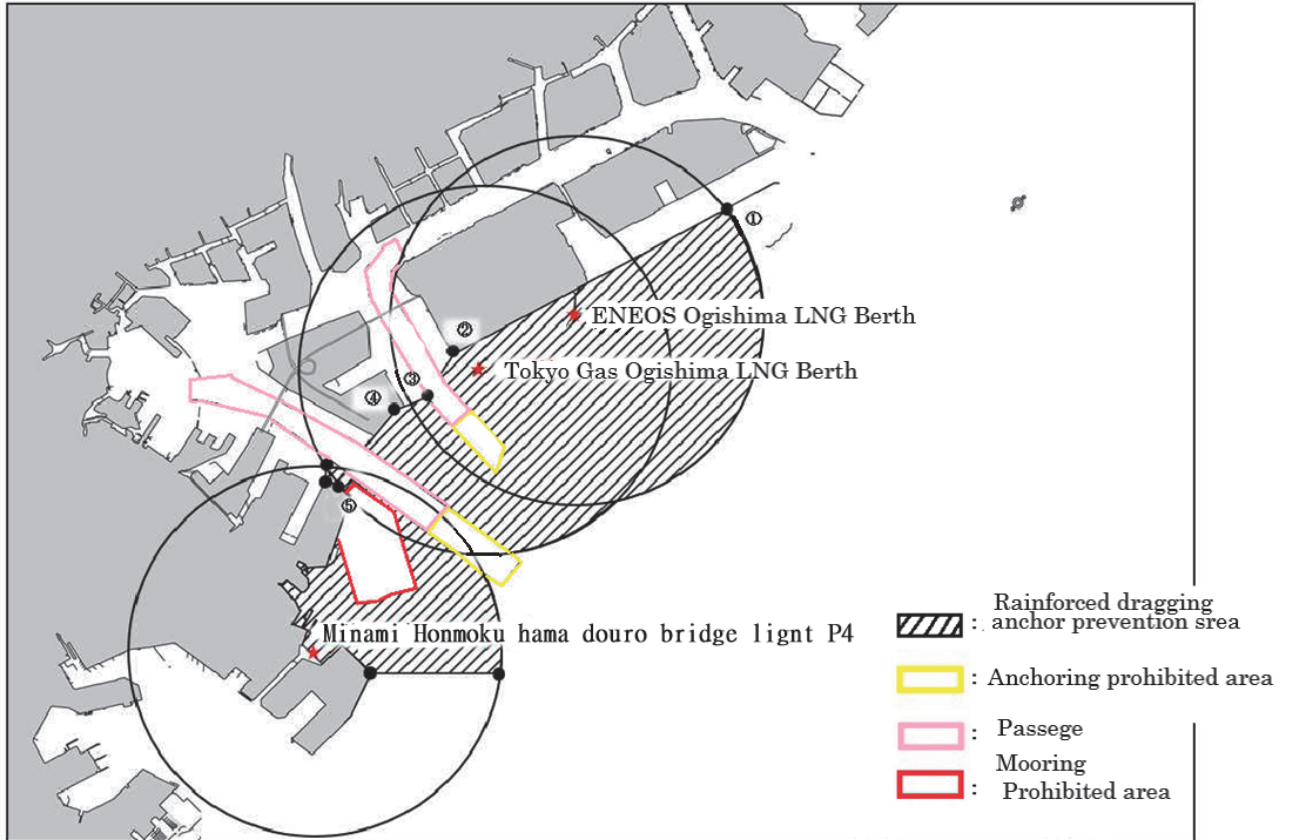
1 S of the line joining five points listed in the following table within a circle 2M radius of Tokyo Gas Ogishima LNG Berth Light (35° 27' 43" N 139° 43' 08" E) and the JERA Ogishima LNG Berth Light (35° 28' 15" N 139° 44' 20" E). Excluding the Yokohama Passage, Tsurumi Passage and the area where anchoring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

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.

Vessels of less than 500 GRT anchoring in the designated areas are required to report to Yokohama Coast Guard Office of their anchoring position and the means of communication in the event of a recommendation is issued.

Fig. 42 Areas designated for the reinforcement for preveneting dragging anchor of Keihin Ko (Kawasaki Ku and Yokohama Ku) [Replaced by a new image]



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plies. Various supplies are available.

Repair. Available

Maritime authorities and facilities.

	Name	Telephone
Kawasaki Ku	Kawasaki Coast Guard Station (Captain of the Port)	+81-44-266-0118
	Kawasaki Branch Customs	+81-44-266-5621
	Higashiogisima Sub-branch of Kawasaki Branch Customs	+81-44-287-6195
	Kawasaki Maritime Branch of Kanto District Transport Bureau	+81-44-266-3878
	Kawasaki Quarantine Branch Office of Tokyo Quarantine Station	+81-44-277-1856
	Kawasaki Annex of Animal Quarantine Service	+81-44-287-7412
	Kawasaki Sub-branch of Yokohama Plant Protection Station	+81-44-288-3408
	Kawasaki Branch office, Yokohama District Immigration Office of Tokyo Regional Immigration Services Bureau	+81-44-965-0012
Yokohama Ku	Kawasaki Port Administration Center, Port and Harbor Bureau of Kawasaki City	+81-44-287-6028
	3rd Regional Coast Guard Headquarters	+81-45-211-1118
	Yokohama Coast Guard Office (Captain of the Port)	+81-45-201-1671
	Yokohama Customs Headquarters	+81-45-212-6000
	Tsurumi Sub-branch of Yokohama Customs	+81-45-501-4421
	Daikoku-Futo Sub-branch of Yokohama Customs	+81-45-506-8303
	Honmoku-Futo Sub-branch of Yokohama Customs	+81-45-625-5005
	Yamashita Office, Honmoku-Futo Sub-branch of Yokohama Customs	+81-45-201-2536
Kawasaki Overseas Mail Sub-branch of Yokohama Customs	+81-44-270-5780	

Kanto District Transport Bureau	+81-45-211-7232
Yokohama District Marine Accident Tribunal	+81-45-201-7501
Yokohama Quarantine Station	+81-45-201-4456
Yokohama Head Office of Animal Quarantine Service	+81-45-201-9478
Yokohama Plant Protection Station	+81-45-211-7150
Yokohama Port Annex office, Yokohama District Immigration Office of Tokyo Regional Immigration Services Bureau	+81-45-211-0365
Port and Harbor Bureau of Yokohama City	+81-45-671-2880

Tugboats and Ferryboats. Tugboats and ferryboats are available.

Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Tokyo Sekiyu Co., Ltd.	+81-44-266-8817	From sunrise to sunset	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge etc.	Water ballast, tank cleaning water, slop oil, sludge etc.

5 **Medical facilities.**

Name	Telephone	Remarks
Kawasaki Municipal Hospital	+81-44-233-5521	
Yokohama Chuo Hospital	+81-45-641-1921	
Yokohama City Minato Red Cross Hospital	+81-45-628-6100	
Yokohama Hodogaya Central Hospital	+81-45-331-1251	

Prevention of Maritime Accidents Caused by Dragging Anchor

10 In Keihin Ko (consists of Yokohama Ku and Kawasaki Ku), dragging anchor have caused under the condition that the maximum instantenous wind speed in excess of 13 m/s. Vessels anchoring in this area should understand of the risks of dragging anchor and take thorough measures against dragging anchor. Vessels are required to comply with following items in order to detect dragging anchor and eliminate the risk at early stage.

1. To obtain the latest weather information;
- 15 2. Ships in ports should keep sufficient safe distance from other ships, shore and lighted buoy and maintain continuous listening watch on VHF ch16 and take strict measures to prevent anchor dragging, for instance, assign more watchkeeper on bridge watchkeeping duties, ensure that there is sufficient chain, and keep engines ready for immediate use if necessary;
3. To continue operating AIS equipment if it is fitted;
4. To encourage maintaining anchor dragging watch for own ship and other ships;
5. To establish communication so that a tugboat can be arranged in case of emergency;
- 20 6. Moored ships should take adequate measures to maintain their good mooring condition by deploying additional mooring ropes, extra personnel, etc.

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

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
YOKOSUKA PORT RADIO	16 / 12, 11, 14, 18, 20, 22ch	24 hours	TEL: +81-46-841-0369	

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

Navigation. Vessels navigating to the N along Uraga Suido Traffic Route with the intention of entering the harbour area of Yokosuka Ko crossing the W limit of the traffic route, and vessels leaving the harbour area of Yokosuka Ko with the intention of entering Naka-no-Se Traffic Route crossing Uraga Suido Traffic Route shall indicate the signals specified in Article 6 of the Regulations for the Enforcement of the Maritime Traffic Safety Law. (Refer to Fig. 22)

10 **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 the Captain of the Port. (July 31, 2020, No.2-5 Public Notice, Captain of the Port, Yokosuka)

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.

Measures at the time of emergency disasters (Articles 44 & 45 of the Port Regulations Law, Article 20-7 of the Regulations for the Enforcement of the Port Regulations Law).

20 As this port is designated by the concerned Act, the measures of emergency disaster breakouts (Refer to **Navigation Rules. 10. Measures when an emergency breaks out on page 143.**) to give the widest possible publicity, when the emergency disaster shall occur, and the notification measures stipulated in the Maritime Traffic Safety Act shall be applied, the Commandant of the Japan Coast Guard shall take the notification measures (designated port emergency disaster notification measures)

25 The Commandant of the Japan Coast Guard shall provide information needed for listening to information and authorization in regard to emergency disaster occurrence and the restriction on the navigational traffic through VHF wireless phone to secure the navigational safety for vessels in the designated port waters (applied to ships 50m and over in length in the designated port).

Vessels in the designated waters shall listen to information provided by the Commandant of the Japan Coast Guard when the emergency disaster occurrence notification measures are taken till cancelled.

30 When the emergency disaster measures taken in position, the restrictions of entry and navigation, exit order(s) in and out of Tokyo Wan to the extent to prevent navigational dangers(s) may be taken.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Remarks
- 7 m Quay	35° 08.5' N, 139° 36.6' E	Total 215	6 ~ 7	
- 6m Quay	35° 08.5' N, 139° 36.8' E	Total 290	5 ~ 6	
- 5m Quay	35° 08.4' N, 139° 36.8' E	90	5	
Miyagi Mooring Quay	35° 08.4' N, 139° 36.9' E	55	4	
- 6 m Quay		100	4	
No.1 Landing fish Quay		155	3.5	
No.2 Landing fish Quay		190	5.5 ~ 6	
Hanagure No. 1 Departure preparation Quay	35° 08.4' N, 139° 37.0' E	150	3.5 ~ 4.5	
Hanagure No. 2 Departure preparation Quay	35° 08.3' N, 139° 37.1' E	145	3.5 ~ 4.5	
Jo-ga-Shima No. 1 Mooring Quay	35° 08.2' N, 139° 36.9' E	360	6	Shallow waters exist at both end.
Jo-ga-Shima No. 4 Mooring Quay	35° 08.1' N, 139° 37.5' E	205	4	Water along the NW end becomes shallower.
Futamachiya -10m Quay	35° 08.6' N, 139° 36.5' E	226	9 ~ 10	
Futamachiya -8m Quay	35° 08.7' N, 139° 36.4' E	296	7.5 ~ 8	

Anchorage. The quarantine anchorage is located in position NE of Awa Saki.

Maritime authorities and facilities.

Name	Telephone
Misaki Customs Guard Post of Yokosuka Branch Customs	+81-46-881-6641
Yokosuka Misaki Detached Office of Yokohama Quarantine Station (To be contacted to Yokohama Quarantine Station)	(+81-45-201-4456)
Kanagawa Prefectural Eastern Region Fishing Ports Management Office	+81-46-882-1232

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Supplies. Fresh water, fuel oil and ice are available but supply of fresh water at Jo-ga-Shima Quays is difficult. An oil supply boat is available.

Repairs. Available.

Medical facilities.

Name	Telephone	Remarks
Miura Municipal Hospital	+81-46-882-2111	

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(including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels 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.

- 5 **Precautions for entering the port.** For the purpose of avoiding head-on situation of vessels at the entrance of the port, entering vessels or leaving vessels are applied an arrival or a departure adjustment of the port. The entering vessels will receive information about leaving vessels from the Toyo Shingo Tsushinsha Tagonoura Ko Office (TEL: 81-545-33-0577) with VHF radio telephone, etc., and are to enter the port after confirming that there are no leaving vessels. Furthermore, the vessels which schedule to departure from the port shall get in contact with the same office about the estimated time of departure.

10 **Caution:** Depths near the estuaries of Numa Kawa and Urui Kawa are very changeable. Entering vessels needs to obtain the latest information from Sizuoka Prefectural Tagonoura Authority.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Sekiyu Wharf	No. 1 Quay	35° 08.4' N, 138° 41.7' E	145	5.5 ~ 7	5,000 × 1
	No.2 Quay	35° 08.5' N, 138° 41.9' E	145	3.5 ~ 5.5	2,000 × 1
	No. 3 ~ 5 Dolphins	35° 08.5' N, 138° 41.9' E	—	5 ~ 6	2,000 × 3
Suzukawa Wharf	No. 1, 2 Quays	35° 08.6' N, 138° 41.8' E	175	3.5 ~ 5.5	2,000 × 2
	No. 3 ~ 5 Quays	35° 08.6' N, 138° 41.9' E	310	3 ~ 6	2,000 × 3
Yoshihara Wharf	No. 1 Quay	35° 08.6' N, 138° 41.7' E	167	7.5 ~ 8.5	10,000 × 1
	No. 2 Quay		125	5 ~ 7.5	5,000 × 1
Central Wharf	No. 1 Quay	35° 08.6' N, 138° 41.5' E	240	10.5 ~ 11.5	30,000 × 1
	No. 2 Quay	35° 08.6' N, 138° 41.4' E	240	12	30,000 × 1
	No. 3, 4 Quays	35° 08.6' N, 138° 41.3' E	250	5.5 ~ 8	5,000 × 2
Fuji Wharf	No. 1 Quay	35° 08.5' N, 138° 41.3' E	240	9~ 10	12,000 × 1
	No. 2 Quay	35° 08.6' N, 138° 41.2' E	135	4~ 9	5,000 × 1
	No. 4 Quay		115	4 ~ 6	3,000 × 1
	No. 5 Quay	35° 08.4' N, 138° 41.4' E	120	7~10	5,000 × 1
	No. 6 Quay		130	7.5~9	5,000 × 1

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

Maritime authorities and facilities.

Name	Telephone
Tagonoura Branch of Shimizu Coast Guard Office (Acting Captain of the port)	+81-545-31-0118
Tagonoura Sub-branch of Shimizu Branch Customs	+81-545-33-2791
Sizuoka Prefectural Tagonoura Port Authority	+81-545-33-0496

Tugboats. Tug boats are available.

Medical facilities.

Name	Telephone	Remarks
Fuji City General Hospital	+81-545-52-1131	

Landmarks.

Landmark	Position	Remarks
A wind turbine	34° 37.3' N, 138° 13.3' E	70 m high.
A conspicuous building	34° 36.2' N, 138° 13.3' E	A white 5-storied building.
A tower	34° 36.1' N, 138° 13.0' E	145 m high, red and white. There are three radio towers near to the E and a radar tower near to the W.
A wind turbine	34° 36.4' N, 138° 13.6' E	50 m high.
A tank	34° 36.5' N, 138° 13.0' E	Located on the roof of an ice factory (white building).

Precaution for entering the port.

- In the vicinity of Omae Saki, rocky reefs are scattered and tidal currents are sometimes strong; so vessels should not navigate close to this cape.
- Vessels should not navigate between Omae Saki and Gozen Iwa Light (34° 35.9' N, 138° 15.6' E) as many sunken reefs are there.
- It is recommended to keep a distance at least 1 M from Gozen Iwa Light.

Anchorage. The anchorage is protected against southerly waves by rocky reefs extending to E from Omae Saki and a plateau to W shields from westerly winds. The depths at 0.5 M offshore are 10 m or more; the bottom is shingle or rocks; the holding ground is not very good. The breakwater protects it from easterly waves but swells enter in N ~ NE winds. When a typhoon approaches, vessels are occasionally forced to take shelter in Shimizu Ko or Yaizu Ko.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
West Wharf	No. 1, 2 Quays	34° 37.3' N, 138° 13.2' E	511	12	30,000 × 2	
	No. 3 ~ 5 Quays	34° 37.2' N, 138° 13.0' E	390	7.5	5,000 × 3	
	No. 6, 7 Quays	34° 37.2' N, 138° 12.9' E	200	5.5	2,000 × 2	
	No. 8, 9 Quays	34° 37.2' N, 138° 12.7' E	200	5.5	2,000 × 2	
	No. 10 Quay	34° 37.5' N, 138° 13.2' E	311	14	50,000 × 1	
Central Wharf	No. 1, 2 Quays	34° 36.7' N, 138° 13.2' E	260	7	5,000 × 2	The waters at S and N ends are shallow.
	No. 3, 4 Quays	34° 36.6' N, 138° 13.1' E	160	5	1,000 × 2	Located in front of a fish market.
	No. 5 Quay	34° 36.6' N, 138° 13.0' E	90	5	1,000 × 1	
East Wharf	No. 1 ~ 4 Quays	34° 36.5' N, 138° 13.1' E	372	4~5	1,000 × 4	
	No. 5, 6 Quays	34° 36.5' N, 138° 13.3' E	161	4~5	1,000 × 2	

Apart from the above table, there is a private mooring facility inside the central part of Breakwater (C).

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

Maritime authorities and facilities.

Name	Telephone
Omaezaki Coast Guard Station	+81-548-63-4999
Omaezaki Sub-branch of Shimizu Branch Customs	+81-548-63-6343
Shimizu Branch of Nagoya Plant Protection Station (Located in Shizuoka City)	+81-54-352-3775
Shizuoka Prefectural Omaezaki Port Authority	+81-548-63-3211

Tugboats. Available.

Paragraph 3 OMAE SAKI ~ IRAGO MISAKI

(Charts JP70, JP1051, JP1053)

General information. This coast consists of a stretch of sandy beaches with a range of sand dunes; trees grow in places; and low lands undulate behind. There are not many high peaks of 500 m high or more inland within 20 km from the shore.

In its central part Hamana Ko (lake) lies and Tenryu Kawa flows into the sea.

Weather. W ~ NW wind prevails throughout the year.

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

Call name	Frequency	Hours of Operation	Contact	Remarks
MIKAWAWAN PORT RADIO	ch16 / 11, 12	24 hours	TEL: +81- 532-34-7850	
MIKAWAWAN PORT RADIO NO. 2				

5 **Pilotage.** Pilotage is available on request through the Ise-Mikawa Wan Pilot Association (Refer to Chapter 6 "PILOTAGE" of Part 1).

Landmarks.

	Landmark	Position	Remarks
Tahara	2 chimneys	34° 42.3' N, 137° 16.0' E	There are silos close to the W.
	Kasa Yama	34° 42.4' N, 137° 16.7' E	A conical mountain, 79 m high.
	Zao San	34° 41.1' N, 137° 15.7' E	A mountain, 250 m high; located in the S interior of the port.
Toyohashi	Wind turbines Group	34° 43.6' N, 137° 17.5' E	8 wind turbines, 110-112 m in height.
	3 portal cranes	34° 43.4' N, 137° 18.6' E	Red and white, located in the shipyard.
	A chimney	34° 43.4' N, 137° 19.0' E	83 m high, red and white; located in the yard of Toyohashi Power Station, Akemi Electric Power, Ltd.
Gamagori	Take Shima	34° 48.6' N, 137° 13.9' E	An island where trees grow thickly; surmounted by a shrine on the top of there.
	Omae Saki	34° 46.0' N, 137° 10.6' E	A cape where trees grow thickly; surmounted by a shrine on the point of there.

10 **Navigation Rules.** In the sea area (self-imposed restraint waters) of about 2 M from the fairway between Jinno N Breakwater and Jinno S Breakwater to the inside of Mikawa Port Toyohashi district, a self-imposed restraint rule is established to prevent overtaking or head-on situation for vessels with a length of 100 meters or more.

The details are shown in the following web page.

URL: <https://www.kaiho.mlit.go.jp/04kanku/safety/rule/000002.html>

15 **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 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.

20 **Overhead cable.** An overhead cable (34° 42.8' N, 137° 18.3' E; 54 m high) spans between the N side of Akemi Wharf No.6 Quay (Toyohashi district) and the westward opposite shore.

Anchorage.

Toyohashi district. A water about 2 M WSW of the estuary of Toyo Kawa, about 7 m deep, affords anchorage. The quarantine anchorage (34° 44.1' N, 137° 13.2' E) is located in the vicinity of position NW about 2 M of Hime Shima. It tends to drag in W wind in these anchorages.

25 Gamagori district. A water, about 6 m deep, W of the area about halfway between Take Shima (34° 48.6' N, 137° 13.9' E) and O Shima (34° 47.3' N, 137° 14.0' E) outside the breakwater is a good anchorage.

When strong W winds blow in winter, the E side of O Shima is relatively suitable for the anchorage. Paying attention to nearby aquaculture facilities is needed.

30 The quarantine anchorage (34° 44.9' N, 137° 12.0' E) is located in the vicinity of position SE about 2 M of Hashida Hana.

countermeasures to be taken including relevant warning arrangements, evacuation orders and instructions, restrictions on entry into the port, cancellation of them, etc. (Inquiries: Kinuura Coast Guard Station).

The largest vessel to enter the port. The cargo vessel "SHIN YAHAGI MARU" (59,842t, draught 11.8m) berthed at **Raised Coal Pier at JERA Thermal Power Station.**

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

Call name	Frequency	Hours of Operation	Contact	Remarks
MIKAWAWAN PORT RADIO	ch16 / 11, 12	24 hours	TEL: +81-532-34-7850	
MIKAWAWAN PORT RADIO NO. 2				

Pilotage. Pilotage is available on request through the Ise-Mikawa Wan Pilot Association (Refer to Chapter 6 "PILOTAGE" of Part 1).

10 **Landmarks.**

Landmark	Position	Remarks
A chimney	34° 52.2' N, 136° 56.2' E	74 m high, red and white. There are many other chimneys.

Signals. **JERA Hekinan Thermal Power Station.** provides information by signal mast for vessels which are berthing or intending to berth at mooring facilities.

15 **Entry restricted.** In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m, or 20 m in case in the canal or river, from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels 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.

20 **Overhead cable.** An overhead cable (34° 50.9' N, 136° 55.8' E; Height 42 m) spans from the NE extremity of 3 Go Chi to its northeastward opposite shore.

Anchorage. In the entire port, holding ground is good with muddy bottom; tidal currents are weak. The quarantine anchorage is located near the center (34° 48.3' N, 136° 57.2' E) of the harbour limit.

It is advisable for the large vessels to anchor near the quarantine anchorage; for small vessels, E of 5 Go Chi is recommended.

25 The voluntary anchoring restricted area is set up about 4 nautical miles SSE from the entrance of Kinuura Ko. (Refer to Fig. 52 of The Voluntary Anchoring Restricted Areas At Chita Wan).

	2nd substitute, W and 5	W 5	Proceeding to mooring facilities on the S side of Yatomi Wharf or in Nabeta Wharf.
	2nd substitute, P and 1	P 1	Proceeding to the anchorage for vessels carrying dangerous substance located in the area within a radius of 350 m from the position 022° 2,010 m from Nagoya Ko Storm Tide Breakwater E Signal Station.
	2nd substitute, S and 1	S 1	Proceeding to mooring facilities in Minamihama Wharf or the anchorage for vessels carrying dangerous substance located in the area enclosed by the line drawn from the position (hereinafter referred to as "Point A") 144.5° 820 m from Nagoya Ko Storm Tide Breakwater E Signal Station to the position 214° 800 m, the line drawn thence to the position 128° 250 m, the line drawn thence to the position 066.5° 460 m, the line drawn thence to the position 034° 400 m, and the line drawn thence to "Point A".

Passages. N Passage (about 2.7 M long, 200 ~ 400 m wide, and 10 ~ 14 m deep) leads from the vicinity of the S end of Shionagi Wharf in Section 1 to the vicinity of the SE end of Kinjo Wharf, and its S entrance connects with E Passage (about 5.5 M long, 580 ~ 1,060 m wide, and 12 ~ 16 m deep) which leads towards the harbour limit through the main opening of the port between Storm Tide Breakwater Middle Breakwater and Storm Tide Breakwater Chita Breakwater.

In addition, on the W side of the E Passage, there is W Passage (about 4.3 M long, 350 ~ 400 m wide, and 12 ~ 16 m deep) in a dog-leg shape which passes through the sub-opening between Storm Tide Breakwater Middle Breakwater and Storm Tide Breakwater Nabeta Breakwater.

In each passage traffic control is implemented (Refer to item "Signals").

Entry restricted. In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m, or 20 m in case in the canal or river, from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels 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. (2018, No.30-1 Public Notice, Captain of the Port, Nagoya)

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 East Fairway, West Fairway and North Fairway 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 said principal vessel.

Navigation Rules. Vessels shall observe the following in addition to navigation pursuant to the provisions of the Port Regulations Law within Nagoya Ko:

1. Observation of information provided by the Captain of the Port (Article 41 of the Port Regulations Law, Article 20-3, 20-4 of the Regulations for the Enforcement of Port Regulations Law).

Nagoya Ko Vessel Traffic Service Center provides the following information by the VHF radiotelephone system to specified vessels (Vessels of 500 G/T or more navigating the sea areas shown in Fig. 55 at Nagoya Ko E, W, N Passages and peripheral waters). The specified vessels shall listen to the information provided by Nagoya Ko Vessel Traffic Service Center.

(1) Information concerning to traffic rules when there is a possibility of specified vessels navigating the traffic routes and the sea areas surrounding the traffic routes (Refer to Fig. 55) against the traffic rules applied to the areas.

(2) Information pertaining to occurrence of sinking vessels, failure of aids to navigation and problems of other vessel traffic that are likely to hinder considerably the safety of the navigation of the specified vessels.

(3) Information pertaining to the sea areas which are under construction or other work, extremely shallow, or difficult

Additional Notification Items		
7	Call sign	
8	MMSI	
9	Type of the vessel	
10	Kind and quantity of loaded dangerous substances	
11	Maximum draught at the time of the navigation within the port	
12	Kind of the navigation	Entering the port / leaving the port / Shifting within the port
13	Fairway which uses for proceeding	East Fairway / West Fairway / North Fairway / Kinjo Zone *
14	Anchoring	Before entering the port / After leaving the port / Nothing
15	Embarkation of the pilot	Yes / No
16	Use of the tugboat	Yes / No
17	Remarks	
<p>< Matters to be instructed ></p> <p>a. Any alteration from the reported items shall to Nagoya Ko Vessel Traffic Service Center immediately.</p> <p>b. Report to the Center when the estimated time of entry into each fairway will be altered 10 minutes or more.</p> <p>c. Vessels shall keep watching a VHF radiotelephone system (16ch) in the information service area, and enforce Position Report as maintaining a communication state with the Center.</p> <p>d. Establish communication with the Center by 30 minutes ago when vessels will take departure or shift within the port.</p>		

* Kinjo Zone is the area N of the line extending from the S end of Kinjo Wharf to the SE end of Tobishima Wharf.

(2) Means of reports (Report it by any of following ways.)

a. Reports by radio communication

5 Reports by a VHF radiotelephone system between a vessel and Nagoya Ko Vessel Traffic Service Center are available through the NAGOYA COAST GUARD RADIO. (Refer to item "Port communications")

b. Reports in writing

Take directly the form to the Center, or send by post or FAX to the following addresses.

3-1 Kinjo-Futoh, Minato-ku, Nagoya 445-0848

10 Nagoya Ko Vessel Traffic Service Center

FAX: +81-52-398-0716

TEL: +81-52-398-0715 (Operator Room)

In the case of sent by post or FAX, confirm control time in contact with the Center after the report.

c. Reports by electronic application

15 An electronic application system "Sea-NACCS" is available. In case of using "Sea-NACCS", obtain ID and Password from "Nippon Automated Cargo and Port Consolidated System, Inc." in advance separately.

URL: <https://www.naccs.jp/>

2. Change Report

a. Any alteration from the reported items shall be reported to the Center immediately.

20 b. Vessels should report to the Center in case of 10 minutes or more of alteration in the estimated time of entry into each fairway or starting the operation from each berth.

3. Position Report

Since it is necessary to distinguish each vessel by a radars of the Center in order that the Center provides information properly, vessels with a length of 50 m or more and the applicable vessels shall enforce Position Report.

25 However, the vessels which enforced Advanced Report and are transmitting information appropriately with AIS, may transmit information for Position Report by AIS. (See Fig. 55)

(1) Applicable vessels, Report time, Means of reports

Applicable vessels	Report time	Means of reports
Arrival	1) When passing position reporting line. (Refer to Fig. 55) 2) In case of vessels anchoring in the information service area, when 30 minutes before starting the operation and also after starting the operation.	1) VHF radiotelephone system Call Name; “Nagoya Harbour Radar” Call frequency; 156.8 MHz (16ch) Communication frequency; 156.65 MHz (13ch) 156.7 MHz (14ch) 156.325 MHz (66ch)
Departure	1) When 30 minutes before untying ropes and also after untying ropes. 2) In case of vessels anchoring in the information service area, when 30 minutes before starting the operation and also after starting the operation.	2) Telephone +81-52-398-0712

* “Vessels Towing Object etc.” means that vessels navigating while pushing or towing vessels or rafts or other objects and with a distance of 50 m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects.

5

(2) Matters of reports

Arrival	1) Name of vessel and call sign 2) Estimated time of passing position reporting line or time of starting the operation 3) Name of the position reporting line being passed (NW line / NS line) 4) Berth name or anchoring position 5) Name of passage intended to proceed (E Passage / W Passage / N Passage)
Departure	1) Name of vessel and call sign 2) Estimated time of starting the operation 3) Berth name or anchoring position 4) Name of passage intended to proceed (E Passage / W Passage / N Passage)

4. Maintaining a communication state with Nagoya Ko Vessel Traffic Service Center

Because there are cases that information about navigational safety is provided by Nagoya Ko Vessel Traffic Service Center, vessels which equipped with a VHF radiotelephone system shall keep watching 16ch (156.8 MHz) within the information service area and maintain a communication state with the Center.

In addition, the Center may call vessels by 13ch (156.65 MHz) when 16ch is busy, therefore vessels should keep watching 13ch as long as possible within the sea area if vessels equip with 13ch.

Bridge buildings and Overhead cables.

Name	Position	Clearance height (m)	Remarks
Meiko West Bridge	35° 03.1' N, 136° 50.0' E	32 ~ 39	Between Kibakanaoka Wharf and Kinjo Wharf
Meiko Central Bridge	35° 03.2' N, 136° 51.6' E	45 ~ 55	Between Kinjo Wharf and Shiomi Wharf
Meiko East Bridge	35° 03.2' N, 136° 52.7' E	40	Between Shiomi Wharf and Shinpo Wharf
An overhead cable (power)	35° 03.9' N, 136° 53.0' E	40 high	Between Shiomi Wharf and Shinpo Wharf
An overhead cable (power)	35° 04.1' N, 136° 52.9' E	9.3 high	Between Shiomi Wharf and Funami Wharf

15

Isewan Sea-Berth. This sea-berth is located in position (34° 55.6' N, 136° 44.4' E), almost halfway between Nagoya Ko and Yokkaichi Ko, the capacity of which is D/W 310,000 × 1. It is equipped with a sea-berth light with radar reflector and four subsidiary lights. A subsidiary light at S extremity is fitted with siren.

Mooring buoys. There are 8 mooring buoys with capacities 15,000 D/W class in the log pond handing pond in Section 4.

20

Anchoring. The Quarantine anchorage lies near the entrance of E and W passages (34° 58.5' N, 136° 47.1' E).

Also, anchorages for ships carrying dangerous cargos are designated as follows in District No. 2 to District No. 5 (2018, No.30-2 Public Notice, Caption of the Port, Nagoya) (Refer to Fig.54).

1. The area enclosed by the line drawn from the SW extremity of Shiomi Wharf to the position 180° 400 m, the line drawn

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
YOKKAICHI PORT RADIO	ch16 / 11, 12	24 hours	TEL: +81-59-366-7042	

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

Signals. Traffic control signals are indicated by Yokkaichi Signal Station (34° 57.1' N, 136° 38.3' E) and Yokkaichi Breakwater Signal Station (34° 56.7' N, 136° 39.7' E), and private signals are shown by Passage 2 Private Signal Tower (34° 58.4' N, 136° 39.9' E) and Passage 3 Private Signal Tower (34° 59.2' N, 136° 40.6' E).

Traffic control signals.

10 The certain vessels, when entering or leaving Passage 1 or Umaokoshi Passage, shall navigate subjected to the corresponding traffic control signals on Yokkaichi Signal Station and Yokkaichi Breakwater Signal Station. (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.

Designation	Signal type	Meanings of signals
Inward signal	1 white flashing every 2 seconds	Inward-bound vessels may proceed to each passage. Outward-bound vessels of 500 G/T or more shall stop navigating and stand by. Outward-bound vessels less than 500 G/T may take departure through each passage.
Outward signal through Passage 1	1 red flashing every 2 seconds	Outward-bound vessels may take departure through Passage 1. Outward-bound vessels of 500 G/T or more intending to take departure through Umaokoshi Passage shall stop navigating and stand by. Outward-bound vessels less than 500 G/T intending to take departure through Umaokoshi Passage may take departure through the passage. Inward-bound vessels of 500 G/T or more shall avoid the course of other outward-bound vessels and stand by out of each passage. Inward-bound vessels of less than 500 G/T may proceed to each passage.
Outward signal through Umaokoshi Passage	2 red flashings every 3 seconds	Outward-bound vessels may take departure through Umaokoshi Passage. Outward-bound vessels of 500 G/T or more intending to take departure through Passage 1 shall stop navigating and stand by. Outward-bound vessels less than 500 G/T intending to take departure through Passage 1 may take departure through the passage. Inward-bound vessels of 500 G/T or more shall avoid the course of other outward-bound vessels and stand by out of each passage. Inward-bound vessels of less than 500 G/T may proceed to each passage.
Restriction signal	1 red flashing and 1 white flashing every 3 seconds	Inward-bound vessels of 3,000 G/T or more shall avoid the course of other outward-bound vessels and stand by out of each passage. Outward-bound vessels of 3,000 G/T or more shall stop navigating and stand by. Inward-bound and outward-bound vessels less than 3,000 G/T may proceed to and take departure through each passage.
Prohibition signal	3 red flashings and 3 white flashings every 6 seconds	All traffic prohibited except the vessels instructed by the Captain of the Port.

15 Private signals.

For the purpose of avoiding head-on situation of vessels within the passage, Yokkaichi Port Authority provides information for vessels of 500 G/T or more intending to pass through Passage 2 and Passage 3 by private signals.

Those vessels should adjust an arrival in or a departure from the port in accordance with private signals by Passage 2 Private Signal Tower and Passage 3 Private Signal Tower.

20 The private signals are as follows.

(1) Passage 2 Private Signal Tower

Self-imposed restraint waters of anchoring.

Name	Areas or places
Y-1	The extended waters from the E entrance of Passage 1 to offing 300 m wide and 1,500 m long.
Y-2	The extended waters from the E entrance of Passage 2 to offing 400 m wide and 1,500 m long.
Y-3	The waters enclosed by the line drawn at 130° from Yokkaichi Ko Passage 3 Light Beacon No. 2, the line drawn from Yokkaichi Ko Passage 3 Light Beacon No. 2 to Yokkaichi Ko Passage 3 Light Beacon No. 1, the line drawn at 146° from Yokkaichi Ko Passage 3 Light Beacon No. 1, and the boundary line between Y-4 waters.
Y-4	The circular area within a radius of 0.4 M (740.8 m) centred at Yokkaichi Ko Passage 3 Offing Light Buoy.
Y-5	The waters of 500 m wide on the line which are connected between the position 270° 1,250 m from the N extremity of Isewan Sea-Berth and Yokkaichi Ko Passage 3 Offing Light Buoy.
Y-6	The circular area within the radius of 1,000 m centred at Cosmo Sea-Berth. (Limited to cases where there are berthing vessels.)
Y-7	The circular area within the radius of 1,000 m centred at Showayokkaichi Sea-Berth. (Limited to cases where there are berthing vessels.)

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
Coal Wharf No. 7	34° 56.9' N, 136° 38.0' E	125	4.5~7	5,000 × 1		
No.1 Wharf	No. 1 Quay	34° 56.9' N, 136° 38.2' E	160	5.5	2,000 × 1	
	No. 2, 3 Quays	34° 56.9' N, 136° 38.4' E	245	8.5	10,000 × 1	
	No. 4, 5 Quays	34° 57.0' N, 136° 38.4' E	215	9	10,000 × 1	
	No. 6 Quay	34° 57.1' N, 136° 38.3' E	179	3	300 × 3	
No.2 Wharf	No. 8 Quay	34° 57.1' N, 136° 38.4' E	190	10	15,000 × 1	
	No. 9 Quay	34° 57.1' N, 136° 38.5' E	200	10	15,000 × 1	
	No. 10 Quay	34° 57.1' N, 136° 38.6' E	200	5.5	2,000 × 2	
	No. 11 Quay	34° 57.2' N, 136° 38.5' E	200	10	15,000 × 1	
	No. 12 Quay	34° 57.2' N, 136° 38.5' E	140	5	1,000 × 2	
No.3 Wharf	No. 19 Quay	34° 57.3' N, 136° 38.4' E	110	5	1,000 × 1	
	No. 13 Quay	34° 57.3' N, 136° 38.6' E	245	12	30,000 × 1	
	No. 14, 15 Quays	34° 57.3' N, 136° 38.7' E	220 × 2	10	15,000 × 2	
	No. 16 Quay	34° 57.4' N, 136° 38.5' E	94	7.5	5,000 × 1	
Kasumigaura S Wharf	No. 17, 18 Quays	34° 57.3' N, 136° 38.4' E	163	5.5	2,000 × 2	
	Kasumi W No.1 Pier	34° 59.4' N, 136° 39.1' E	450	4	700 t class	
	No. 22 Quay	34° 59.3' N, 136° 40.5' E	280	14	60,000 × 1	With 2 unloader cranes.
	No. 23 Quay	34° 59.3' N, 136° 40.4' E	240	12	40,000 × 1	With 1 gantry crane.
	No. 24, 25 Quays	34° 59.4' N, 136° 40.1' E	240 × 2	12	40,000 × 2	
	No. 26 Quay	34° 59.5' N, 136° 39.9' E	300	13.2	30,000 × 1	With 2 gantry cranes.
	No. 27 Quay	34° 59.6' N, 136° 39.8' E	240	12	25,000 × 1	With 1 gantry crane.
	No. 30 ~ 36 Quays	34° 59.6' N, 136° 39.3' E	420	4.5	700 × 7	
No. 37 ~ 41, 43, 44 Quays	34° 59.8' N, 136° 39.6' E	630	5.5	2,000 × 7		
No. 60 ~ 62 Quays	34° 59.2' N, 136° 40.6' E	390	7.5	5,000 × 3		
No. 70 ~ 73 Quays	34° 59.7' N, 136° 39.7' E	300	4.5	700 × 4		
No. 74, 75 Quays	34° 59.8' N, 136° 39.9' E	130 × 2	7.5	5,000 × 2		
Kasumigaura N Wharf No. 80 Quay	34° 59.8' N, 136° 40.2' E	330	14	50,000 × 1	With 2 gantry cranes.	
Hamazono Wharf No. 50 ~ 59 Quays	34° 59.7' N, 136° 39.2' E	600	4.5	700 × 10		
Fuso Wharf	No. 1, 2 Quays	35° 00.3' N, 136° 39.9' E	123	6	750 × 2	
	No. 3 Quay	35° 00.2' N, 136° 39.9' E	85	6	1,500 × 1	
	No. 4, 5 Quays	35° 00.2' N, 136° 39.8' E	125 × 2	7.5	5,000 × 2	
	No. 6 Quay	35° 00.1' N, 136° 39.7' E	170	7.5	5,000 × 1	

5 Apart from the above table, there are many private mooring facilities in the S part of Section 1, in Umaokoshi in Section 3 and Kasumi-ga-Ura.

There are mooring facilities for large liquefied gas tankers in the Kasumigaura and Kawagoe districts.

Supplies. Fresh water and fuel oil are available.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by Typhoon and tsunami etc., Owase Ko Occurrence of Abnormal Weather etc. Safty Measures Committee Earthquake Tsunami Disasters Prevention Measures Committee are individually established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in port and give countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into port, cancellation of them, etc. (Inquiries: Owase Coast Guard Office).

Weather. E wind prevails from April to September; swells often enter the port in strong wind. W wind is dominant from October to next March, which gives the port little disturbance.

Tides. In Owase Ko, mean higher high water is 1.5 m, mean lower low water is 0.4 m, and mean sea level is 1.04 m.

The largest vessel to enter the port. On March 20, 1989, the oil tanker “MINOTAVROS”(68,630 t, draught 15.3 m) berthed at Owase-Mita **construction site** Pier.

Landmarks. [Delete table]

Directions.

1. Large vessels normally pass through between Warigame Shima and Nage Ishi.

(1) From the quarantine anchorage (See item “Anchorage”), steer for Warigame Shima (34° 05.2' N, 136° 14.5' E), bearing 293°.

(2) When Nageishi Light (34° 04.7' N, 136° 14.9' E) abeam, alter course to 258° with Suzume Shima (34° 04.7' N, 136° 13.3' E), a brown rocky islet, 17 m high to the top of trees, ahead, then pass through between Warigame Shima and Nage Ishi.

(3) When the E extremity of Warigame Shima abeam, alter course to 245° and proceed to the appropriate anchorage.

2. Small vessels normally pass through between Nage Ishi and Sabaru Shima (34° 04.3' N, 136° 15.2' E).

(1) Near the quarantine anchorage, steer for the S extremity of Suzume Shima, bearing 274°, then pass through midway between Nage Ishi and Sabaru Shima.

(2) When Owase Ko Hitose Light Buoy (34° 04.5' N, 136° 14.6' E) abeam, alter course to 264° with Owase Ko No.1 Breakwater Light (34° 04.4' N, 136° 12.4' E) ahead, then proceed to anchorage. In taking this route, attention must be paid to the strong influence of tidal currents.

Precautions for entering the port.

1. When entering or leaving the basin protected by breakwaters at the head, attention must be paid to the movements of other vessels, as No.1 and No.2 Breakwaters are so high that they may obstruct the clear view.

2. In the season for pole and line fishery from April to August, traffic of fishing vessels to and from this port is extremely heavy. In the water around the entrance between Sawa Saki and Miki Saki, numbers of fishing vessels with fish lumps may be encountered at night. In such situation, approaching to the quarantine anchorage is dangerous.

3. The crossing situations often develop with the fishing vessels coming from Hikimoto Ko area.

Overhead cable. A power transmission cable, 30 m high, spans between Toga Shima and Semoto Hana (34° 03.7' N, 136° 15.2' E).

Sea-berth. ~~Owase-Mita construction site Pier, (34° 04.1' N, 136° 13.1' E), 150 m long, 16.5 ~ 18.5 m deep, lies NE of Bezaï Shima (34° 03.9' N, 136° 12.9' E), the N side of which can accommodate D/W 100,000 class vessel and the S side has a capacity of D/W 4,500.~~

Anchorage. The quarantine anchorage, 60 ~ 67 m deep, is located in the vicinity of a position (34° 04.4' N, 136° 16.5' E), NE of Toga Shima. There are aquaculture facilities near the quarantine anchorage, so it is necessary to be careful.

When a vessel is to anchor outside the breakwater, it is advisable to use an area enclosed by a line drawn from Owase Ko No.1 Breakwater Light to the S end of Suzume Shima, thence to the W end of **Owase-Mita construction site Pier**, thence to the N end of the groin of the reclaimed land for **Chubu Electric Power Owase-Mita construction site**, except

an area within a radius of 500 m from **Owase-Mita construction site Pier** (As dangerous situations will develop when a large vessel is to be berthed to or unberthed from **Owase-Mita construction site Pier**).

Around the water where the S extremity of Suzume Shima bears 062° with a distance of 850 m, 20 m deep and muddy bottom, is a good anchorage.

5 , except an area within a radius of 500 m from Owase-Mita Thermal Power Station Pier (As dangerous situations will develop when a large vessel is to be berthed to or unberthed from Owase-Mita **construction site Pier**).

Around the water where the S extremity of Suzume Shima bears 062° with a distance of 850 m, 20 m deep and muddy bottom, is a good anchorage.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
No.1 Quay	34° 04.5' N, 136° 12.1' E	Overall 120	3 ~ 4	300 t × 2	
- 5.5 m Quay		91	5.5	500 t class	
No.2 Quay	34° 04.4' N, 136° 12.1' E	Overall 73	2 ~ 3	300 t × 2	
No.2 Pier		114	2 ~ 3.5	700 × 2	
No.3 Quay	34° 04.3' N, 136° 12.2' E	80	1.5 ~ 3.5	2,000 × 1	
No.4 Quay	34° 04.2' N, 136° 12.2' E	161	2 ~ 3.5	2,000 × 2	
Tenma Quay	34° 04.5' N, 136° 12.4' E	250	4	500 t × 2	

10 Apart from the above table, there are private quays and piers.

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

Maritime authorities and facilities.

Name	Telephone
Owase Coast Guard Office	+81-597-25-0118
Owase Branch Office, Yokkaichi Customs Branch, Nagoya Customs (To be contacted to Yokkaichi Customs Branch, Nagoya Customs)	+81-59-353-6421
Owase Katsuura Detached Office of Nagoya Quarantine Station (To be contacted to Yokkaichi Quarantine Branch Office of Nagoya Quarantine Station)	(+81-59-352-3574)

15 **Tugboats.** Tugboats are arranged from other ports when tankers enter this port.

Medical facilities.

Name	Telephone	Remarks
Owase General Hospital	+81-597-22-3111	

Kochi Ko (33° 31' N, 133°34' E) (Chart W110) (Port Code: JP KCZ)

(Photographed May. 2018)

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

General information. The passage (120 ~ 210 m wide) in the vicinity of the entrance is regularly dredged to maintain the planned depth, but it tends to become shallower at times because of the narrow and long features of the passage and sand drifting from Tanezaki Hama in case of storms. Thus the vessels must be cautious when passing the passage.

Depths in the port are generally shallow (depth 8 m or less); the depth water is about 12 m in the vicinity of port entrance.

Extreme weather including typhoon makes the water depth irregular in the area E of the No.7 wharf. Caution should be exercised as groundings have been occurred there. The construction of breakwaters is underway.

The reclaimed land on the E side of the port is utilized by enterprises relating to petroleum, limestone, shipbuilding.

A water on the W side, 2 ~ 4 m deep, muddy bottom, is safe against every wind and wave and affords anchorage to vessels of 500 t or less.

Kagami Kawa and Kokubu Kawa running through Kochi City flow into the port at its head.

Safeguards against Typhoon and Tsunami. In order to prevent marine disasters caused by typhoon and tsunami etc., Kochi Ko Typhoon, Tsunami etc. Disaster Measures Committee is established to issue information on typhoons, tsunamis etc. to vessels and concerned parties in port and give countermeasures to be taken including warning arrangements, evacuation orders and instructions, restrictions on entry into port, cancellation of them, etc. (Inquiries: Kochi Coast Guard Office).

Weather. W wind prevails throughout the year. Wind speed is very low with annual average about 2 m/s or below.

Tides. In Kochi Ko, mean higher high water is 1.6 m, mean lower low water is 0.3 m, and mean sea level is 1.08 m.

Tidal currents. In a port entrance of Kochi Ko (33° 30.0' N, 133° 33.9' E), flood (ebb) stream flows W (E) at the rate of around 0.6 ~ 0.9 (1.0) kn.

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

Call name	Frequency	Hours of Operation	Contact	Remarks
KOBE COAST GUARD RADIO	ch16 / 12	24 hours	Kochi Coast Guard Office	

Pilotage. There is not sea area of pilotage to be established in the Pilotage Law, but pilotage of private qualification



Minami-Io To seen from the W

(Photographed Jan. 2019)

Paragraph 3 OTHER ISLANDS

5 **Oki-no-Tori Shima** (20° 25' N, 136° 05' E) (Chart W49)

General information. This is an oval shaped atoll, about 4.5 km long in E-W direction and about 1.7 km wide at the maximum.

The depths of the lagoon are 1 ~ 5 m but there are numerous shallow coral reefs all over the water. The outer rim is enclosed by drying reefs which are dry to about 1 m. Kita-Ko Shima, a brown rock, 1 m high, lies in the vicinity of the W extremity of the atoll. Higashi-Ko Shima is another rock lying about 0.7 M E of Kita-Ko Shima, 0.9 m high.

Landmarks. The observational facilities (It is attached Oki-no-Tori Shima light (20° 25.4' N, 136° 04.6' E) at the NW end.) lie between Kita-Ko Shima and Higashi-Ko Shima. It is a good landmark for identifying Oki-no-Tori Shima, and has been seen at an eye-height of about 9 m at about 14 M from the seaward in a good visibility in daytime.

Caution: ~~There is Oki no Tori Shima offing GPS Wave Observation Light Buoy (20° 24.1' N, 136° 06.6' E) in SSE about 0.1M.~~

Oki-no-Tori Shima is steep-to. It can be distinguished from the open sea by waves breaking over the outer rim and light green color of the inside; but it was reportedly difficult to find until navigating 2 ~ 3 M offshore (the eye-height at that time was 9 m).

The radar response is so poor that it is difficult to identify by radars. The radar response of breakers over the outer rim may be obtained in a calm condition from about 5 M offshore but it can easily be confused with squalls and fishing vessels. Therefore it is recommended to navigate with an enough sea room to Oki-no-Tori Shima.