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Sailing Directions for South and East Coasts of Honshu

Supplement No.6

23 February 2024

Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.6 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 17 November 2023.

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

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

23 February 2024

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

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

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

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

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

Sailing Directions for South and East Coasts of Honshu

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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 an Aid to Navigation, and a Virtual in which an 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 24 AIS signal stations.

AIS Signal Station Name	Position	Classification	Remarks
~~Kuji Ko Offing Oceanographic Observatory Facilities~~	~~40° 13.5′ N, 142° 00.8′ E~~	~~Real~~	~~Fitted with the Kuji Ko Offing Oceanographic Observatory Facility Light~~
Tokyo Wan Entrance Virtual AIS aid to navigation No 1	35° 05.8′ N, 139° 44.5′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo Wan Entrance Virtual AIS aid to navigation No 2	35° 08.1′ N, 139° 45.2′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo Wan Entrance Virtual AIS aid to navigation No 3	35° 10.4′ N, 139° 45.9′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Tokyo W Passage No.6	35° 34.8′ N, 139° 48.1′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
Keihin Kawasaki Sea-Berth	35° 28.0′ N, 139° 46.1′ E	Real	
Uraga Suido Traffic Route Center No.1	35° 12.7′ N, 139° 46.6′ E	Real	Fitted with Uraga Suido Traffic Route Center No.1 Light Buoy
N end of recommended route off the W coast of Izu O Shima	34° 48.0′ N, 139° 17.0′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
S end of recommended route off the W coast of Izu O Shima	34° 42.2′ N, 139° 10.0′ E	Virtual	Controlled by Tokyo Wan Vessel Traffic Service Center.
E end of N entrance of Irago Suido Traffic Route	34° 34.8′ N, 136° 59.4′ E	Virtual	Controlled by Ise Wan Vessel Traffic Service Center.
SE of Irago Suido Traffic Route	34° 32.4′ N, 137° 01.8′ E	Real	Fitted with Ise Wan No.2 light buoy
Nakayama Suido Development and Conservation Route No.1	34° 37.7′N, 136° 58.6′E	Real	Fitted with Nakayama Suido Development and Conservation Route No.1 Light Beacon
Yokkaichi Ko Showayokkaichi Oil Sea-Berth	34° 55.8′N, 136° 42.2′E	Real	
Kantorisaki SE Floating Fish Haven facilities	33° 30.7′N, 136° 05.7′E	Real	Fitted with the Kantorisaki SE Floating Fish Haven Facility Light
Kashinosaki E Floating Fish Haven facilities	33° 27.9′N, 135° 57.6′E	Real	Fitted with the Kashinosaki E Floating Fish Haven Facility Light

Facilities.

Name			Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks
Shirogane Wharf	No.1 Quay		40° 32.0' N, 141° 33.1' E	92	1.5 ～ 6.5	2,000 × 1	
	No.2 Quay		40° 31.8' N, 141° 33.0' E	132	3 ～ 5	3,000 × 1	
	No.3 Quay		40° 31.8' N, 141° 32.8' E	140	3.5 ～ 4	1,000 × 1	
	No.4 Quay			140	4.5	1,000 × 1	
	A Quay		40° 31.8' N, 141° 32.7' E	165	8	10,000 × 1	
	B Quay		40° 31.8' N, 141° 32.6' E	180	8.5 ～ 9	15,000 × 1	
	C Quay		40° 31.7' N, 141° 32.6' E	115	6.5	5,000 × 1	
Kawaragi	No.1 Quay		40° 31.9' N, 141° 30.1' E	116	4.5	3,000 × 1	
	No.2 Quay		40° 31.9' N, 141° 29.6' E	115	5.5	3,000 × 1	
	No.2 Pier		40° 32.0' N, 141° 31.4' E	~~Each~~ 44	6.5	5,000 × 1	Dolphin
	No.3 Pier		40° 32.0' N, 141° 31.3' E	44	7	5,000 × 1	
	No.4 Pier		40° 32.1' N, 141° 31.2' E	~~Each~~ 37	6	5,000 × 1	
	No.5 Pier		40° 32.1' N, 141° 31.2' E	37	6.5	5,000 × 1	
	No.6 Pier		40° 32.2' N, 141° 31.2' E	26	7.5	3,000 × 1	
	No.1 Wharf	B ~ D Quays	40° 32.4' N, 141° 31.4' E	Each 130	6.5 ～7	5,000 × 3	
		F Quay	40° 32.1' N, 141° 31.8' E	150	3.5	2,000 × 1	
		G Quay		250	3 ～ 4	2,000 × 1	
	No.2 Wharf	A Quay	40° 32.5' N, 141° 30.9' E	280	7 ～ 13.5	50,000 × 1	
		E Quay	40° 32.4' N, 141° 31.0' E	80	3 ～ 4.5	1,000 × 1	
Hattaro	No.1 Wharf	No.1 Quay	40° 33.4' N, 141° 29.3' E	75	3.5	1,000 × 1	
		No.2 Quay		70	2.5	1,000 × 1	
		A, B Quays	40° 33.5' N, 141° 29.4' E	Each 130	6 ～ 7	5,000 × 2	
		C Quay		185	8.5	15,000 × 1	
		D, E Quays	40° 33.5' N, 141° 29.8' E	Each 270	~~11.5 ～~ 13	50,000 × 2	Crane
		F, G Quays	40° 33.3' N, 141° 30.0' E	Each 185	9 ～ 9.5	15,000 × 2	
		No. 3, 5 ~ 7 Quays	40° 33.1' N, 141° 29.9' E	Each 60	3～3.5	700 × 4	
		No.4 Quay		70	3.5	700 × 1	
	No.2 Wharf	H, I Quays	40° 33.1' N, 141° 30.0' E	Each 130	7	5,000 × 2	
		J Quay	40° 33.2' N, 141° 30.2' E	260	11.5 ～ 12.5	40,000 × 1	With 2 gantry cranes
		L, M Quays	40° 33.0' N, 141° 30.1' E	Each 130	5 ～ 7	5,000 × 2	
	No.3 Wharf, N, O Quays		40° 32.8' N, 141° 30.2' E	Each 130	5.5 ～ 7	5,000 × 2	
	No.4 Wharf, P Quays		40° 33.8' N, 141°29.3' E	240	10.5 ～ 12	30,000 × 1	

Apart from the above table, there are some private berths in each area.

Supply. Fresh water and fuel oil are available.

Repair. Repairs can be arranged.

Maritime authorities and facilities.

Name	Telephone
Hachinohe Coast Guard Office (Captain of the Port, Hachinohe and Mutsu-Ogawara)	+81-178-32-4691
Hachinohe Branch Customs	+81-178-33-0423
Hachinohe Maritime Branch of Tohoku District Transport Bureau	+81-178-33-0718
Hachinohe Detached Office of Sendai Quarantine Station (To be contacted to Aomori Detached Office of Sendai Quarantine Station)	(+81-17-722-7687)
Hachinohe Sub-branch, Shiogama Branch of Yokohama Plant Protection Station	+81-178-33-5424
Aomori Prefectural Hachinohe Port and Harbour Office	+81-178-21-2280

Tugboats and Ferryboats. Tugboats are available. Ferry service between vessels and shore is available on request to the ferry union located in Hachinohe Gyoko (Same Area).

Oil waste disposition facilities.

Name	Application	Hours of operation	Waste oil to be disposed	
			Waste heavy oil	Waste light oil
Kankyogijutsu	Oil tank section TEL: +81-178-20-2666	0800 ~ 1630	Bilge etc.	

Facilities.

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

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

Supply. Fresh water and fuel oil are available.

Maritime authorities and facilities.

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

Medical facilities.

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

Paragraph 2 TODO-GA-SAKI ~ KINKASAN

(Chart JP54)

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

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

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

Landmarks.

Landmarks	Position	Remarks
Utatsu Saki	38° 41' N, 141° 34' E	A flat and low cape; it is thinly covered with pine trees and seen black from a distance. A lighthouse stands at N about 900 m from the end. A drying rock is jutted to S from the end, and there is a light buoy at the S side of there.
Kara Shima	38° 42' N, 141° 32' E	18 m high.
No Shima	38° 41' N, 141° 31' E	23 m high.
Ara Shima	38° 40' N, 141° 28' E	39 m high.
Tsubaki Shima	38° 39' N, 141° 29' E	28 m high.
Funagata Shima	38° 39' N, 141° 32' E	A flat rock, 2.8 m high and about 60 m long. The distant view is of a small boat.
Matsu Shima	38° 38' N, 141° 32' E	An islet, 30 m high. There is a lighthouse near the SW of the islet.
Horoha Yama	38° 38' N, 141° 30' E	328 m high. The peak is pointed and covered with many big cedars. It is very conspicuous from every direction.

Oppa Wan and Approaches (38° 35' N, 141° 30' E) (Chart W1047)

General information. This bay lies between Osashi Saki and Maru Shima S about 3.5 M of Osashi Saki, and the entrance is open to the E.

Naburi Wan and Funagoshi Wan lying between Yakei Shima and Kujiri Shima on the S coast are used for anchorage of small vessels.

It should be noted that there are stationary nets and aquaculture facilities of seaweeds everywhere in the bay.

Landmarks.

Landmark	Position	Remarks
Futago Shima	38° 37' N, 141° 32' E	A black and rocky islet, 27 m high.
Kuro Shima		A black islet, 15 m high. It is prominent from a distance.
Osashi Saki		Rocky reefs are scattered in places in its vicinity.
Yakei Shima	38° 33' N, 141° 31' E	An island long in N-S direction, 75 m high. Its central part is constricted in a form of a saddle back. Pine trees thickly grow on the top.
Hate Shima	38° 34' N, 141° 31' E	40 m high. There are 3 small islands within 400 m to the S.
Maru Shima	38° 33' N, 141° 32' E	An islet, covered with coppices. A rock; 1.2 m high and a rock to dry 1.9 m etc. lie NE about 500 m.
Osu Saki	38° 31' N, 141° 33' E	A cape surmounted by a lighthouse. There is a breakwater which connected between the cape and Kuroiso (black rocky shore, 12 m high) in the E side of the cape, and the inside there has a basin.

Ogatsu Wan (38° 29' N, 141° 31' E) (Chart W1047)

General information. This bay lies between Shirokane Saki and Izu Shima; the entrance is open to the E; Oiso Saki, which faces the entrance, divides Ogatsu Wan into two areas, N and S; the N branch is Ogatsu Ko and the S one is Onmae Wan. The water is deep and the inlets in the N and S are protected from wind waves; but it should be noted that many stationary nets and aquaculture facilities of seaweeds are laid all over the bay.

Landmarks.

Landmark	Position	Remarks
Kofuji San	38° 31' N, 141° 31' E	306 m high, sharp fully forested peak, striking vistas.
Shirokane Saki	38° 29' N, 141° 32' E	A cape surmounted by a lighthouse, near a conspicuous house (white).
Aka Saki	38° 30' N, 141° 30' E	A cape surmounted by a lighthouse.
Oiso Saki	38° 29' N, 141° 30' E	A cape covered with weeds. A small rocky islet lies at the end.
Kurakake Shima	38° 28' N, 141° 32' E	An islet, 27 m high. Masa Shima (5 m high) lies about 200 m E of it.

Directions. (Refer to Fig. 19)

From outside the bay, steer for Oiso Saki (38° 28.7' N, 141° 29.9' E), bearing 270°, which lead to the entrance. In approaching from the S, care is necessary to O Ne (38° 27.0' N, 141° 34.5' E) and Atari Ne (38° 27.5' N, 141° 33.0' E)

lying off Izu Shima, which are in line with Oiso Saki, bearing 295°.

In the case of proceeding to Ogatsu Ko, steer for Aka Saki Light (38° 30.0' N, 141° 29.8' E), bearing 315°when O-Nabakari Ne (38° 28.4' N, 141° 31.4' E; rock of 7 m high) is abeam on the left; after passing Chona Saki (38° 29.6' N, 141° 30.9' E) is abeam, keep in the middle of the fairway, and proceed to the anchorage.

In the case of proceeding to Onmae Wan, take a suitable course to the anchorage after passing O-Nabakari Ne.

Izushima Suido. (38° 27' N, 141° 31' E) (Chart W1095) This channel runs between Izu Shima and the mainland leading to Onagawa Wan. The width of the narrowest part is about 200m, but the width of 10 m or more in depth is only 100 m or less. This channel is not a suitable passage for vessels as there are many aquaculture facilities of shellfish and seaweed.

Overhead cables. Power transmission cables (38° 27.1' N, 141° 30.8' E) with the vertical clearance of 19 m span the central part of Izushima Suido.

Overhead bridge. Construction of a bridge over the Izushima Suido is underway.

Izu Shima ~ Kinkasan (Charts JP54, JP79)

General information. The coast between Izu Shima and Kinkasan is rugged and bays are open to the E. Ogatsu Wan mentioned above, Onagawa Wan and Samenoura Wan are entered along this coast. Hayasaki Suido and Kinkasan Seto separate the mainland from Enoshima Retto and Kinkasan respectively.

Onagawa Wan (38° 25' N, 141° 32' E) is entered between Shigo-no-Saki at the S extremity of Izu Shima and Haya Saki; Onagawa Ko lies at its head.

Samenoura Wan (38° 23' N, 141° 31' E) is open to the E and exposed to swells.

It should be noted that there are stationary nets and aquaculture facilities of seaweeds in Onagawa Wan and Samenoura Wan.

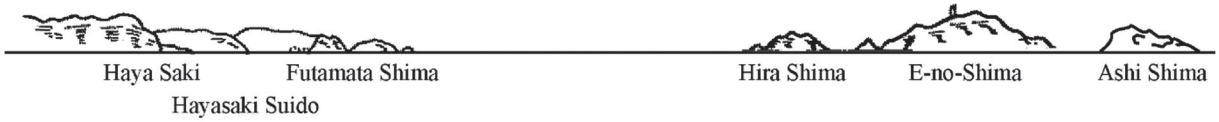
Enoshima Retto (38° 24' N, 141° 35' E) comprises Futamata Shima, Hira Shima, E-no-Shima and Ashi Shima running eastward from Haya Saki in the above order. Another island, Kasagai Shima lies N separately from these islands. Between E-no-Shima and Ashi Shima runs a deep water channel, but it is encumbered with stationary nets at the W entrance and along the N coast of E-no-Shima. Each island is fringed with numerous rocky reefs.

Landmarks.

Landmark	Position	Remarks
Kasagai Shima	38° 25' N, 141° 36' E	A rocky islet with a round shaped peak, 30 m high. It is seen pointed from E or W.
E-no-Shima	38° 24' N, 141° 36' E	75 m high. There is a lighthouse on the top.
Ashi Shima	38° 23' N, 141° 36' E	A white and rocky islet. Pine tees grow on the top.
Azumanomori Yama	38° 24' N, 141° 32' E	A mountain, 152 m high. It is very prominent having pine trees on the top.
A chimney	38° 24' N, 141° 30' E	174 m high, gray.
Oshika Hanto	38° 19' N, 141° 32' E	The mountains such as Hikari San (443 m high) and Koma-ga-Mine (322 m high with a radio tower (366 m high) on the top) in the southern part are ranging to the N and S.
Kinkasan	38° 18' N, 141° 34' E	A conical shaped island, 444 m high. It is a landfall of vessels approaching from the E. On Awabiara Saki at the SE end lies a lighthouse.

Enoshima Retto

Seen from SW about 3.5 M of Ashi Shima



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	160	5.5 ~ 7	10,000 × 1	There is a pier at NE end.
	No.2 Quay	38° 19.1' N, 141° 02.7' E	213	5.5 ~ 8	10,000 × 1	
	No.3, 4 Piers	38° 18.9' N, 141° 02.6 ' E	130 each	6 ~ 8.5	7,500 × 2	
E Wharf No.1 ~ 3 Quays		38° 19.1' N, 141° 02.5' E	320	6 ~ 7	4,500 × 3	
Naka Wharf	No.4 ~ 6 Quays	38° 19.1' N, 141° 02.4' E	130 128	3.5 ~ 9	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 ~ 5.5	3,000 × 2	
West Wharf Pier ~~No.1 ~ 4 Quays~~		38° 19.2' N, 141° 02.0' E	320	3 ~ 4.5	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	
Takamatsu Wharf No.2 Quay		38° 16.3' N, 141° 01.4' E	280	13.5	55,000 × 1	
Takasago Wharf No.1 Quay		38° 16.1' N, 141° 01.2' E	270	11.5 ~ 12.5	30,000 × 1	Container crane
Takasago Wharf No.2 Quay		38° 16.1' N, 141° 01.4' E	330	13.5	50,000 × 1	Container crane
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	40,000 × 1	Crane
	No. 2 ~ 6 Quays	38° 16.3' N, 141° 00.9' E	925	7.5 ~ 10	15,000 × 5	
Raijin Wharf No.1, 2 Quays		38° 16.4' N, 141° 00.1' E	440	8.5 ~ 9	10,000 × 2	

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.

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.

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.

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.

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.

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.

(including tank ship) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by Caption of the Port. It is required that such tankers show a sign “Loaded flammable dangerous substance” which is discernible by night which berthing or anchoring in the port. (October 1, 2017, No.1 Advertisement, Caption of the Port, Soma)

Facilities.

Name		Position	Length (m)	Depth (approx. m)	Capacity (D/W×vessel)	Remarks
No.1 Wharf	No.1, 2 Quays	37° 50.0' N, 140° 57.6' E	Each 90	4.5 ~ 6	2,000×2	
	No.3 Quay	37° 50.1' N, 140° 57.5' E	Each 130	5.5 ~ 7	5,000×1	
	No.4 Quay				5,000×1	
	No.5 Quay				5,000×1	
	No.6~ 8 Quays	37° 50.2' N, 140° 57.3' E	Each 90	4 ~ 4.5	2,000×3	
No.2 Wharf	No.1 Quay	37° 50.3' N, 140° 57.3' E	90	5	2,000×1	
	No.2, 3 Quays	37° 50.4' N, 140° 57.5' E	Each 130	6 ~ 8	5,000×2	
	No.4 Quay	37° 50.5' N, 140° 57.4' E	240	12	30,000×1	
No.3 Wharf	No.1Quay	37° 50.6' N, 140° 57.3' E	240	12	30,000×1	Aseismatic quay
	No.4 Quay	37° 50.8' N, 140° 57.4' E	170	7.5 ~ 8.5	10,000×1	
No.4 Wharf	No.1 Quay (JAPEX Berth)	37° 51.0' N, 140° 57.3' E	480	14.5	143,000 ×1 G/T	LNG dolphin
	No.2 Quay (JAPEX Berth)	37° 51.1' N, 140° 57.2' E	110	7.5	5,700 ×1 G/T	LNG dolphin
No.5 Wharf	No.1, 2 Quays	37° 51.3' N, 140° 57.2' E	560	14	60,000 ×1	Coal pier (Crane)
	No.3 Quay	37° 51.4' N, 140° 57.4' E	140	8	5,000 ×1	Oil dolphin
	No.4 Quay	37° 51.5' N, 140° 57.4' E	100	5 ~ 5.5	2,000×1	

~~Apart from the above table, there are private berth in the N of the port.~~

Caution: There are loading restrictions on the apron at Pier 1.

Each of the wharves listed at Pier No. 4 is a private mooring facility for use by a company. In addition, a mooring for small vessels is located on the west side of the base of the S Breakwater.

Maritime authorities and facilities.

Name	Telephone
Fukushima Coast Guard Office (Captain of the Port, Onahama and Soma)	(Location, Iwaki City) +81-246-54-3450
Soma Sub-branch of Onahama Branch Customs	+81-244-38-6130
Fukushima Prefectural Soma Port and Harbour Construction Office	+81-244-36-5029

Tugboats. Available.

Medical facilities.

Name	Telephone	Remarks
Public Soma General Hospital	+81-244-36-5101	

Unoo Saki ~ Shioya Saki (chart JP1098)

General information. The coast between Unoo Saki and Shioya Saki extends roughly in a N-S direction for about 50 M and has neither particular inlets nor projections. There are some cliffy beaches accompanied by sandy beaches here and there, but no noticeable capes. The inland is of many mountains, but no particular peaks. The 10 m depth contour lies 0.5 ~ 1 M offshore.

The ports on this coast are not capable of shelters to large vessels but some ports such as Hisanohama Ko (37° 09' N, 141° 00' E), Yotsukura Ko (37° 06' N, 141° 00' E Chart W 1096, port designated by Port Regulations Law, Port Code: JP YOT), Ukedo Gyoko (37° 29' N, 141° 03' E) are suitable for small vessels and fishing vessels.

Landmarks.

Landmark	Position	Remarks
A chimney	37° 40' N, 141° 01' E	221 m high, located in the yard of a thermal power station.

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

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

Signals. Traffic control signals on Kawasaki Passage are indicated by Kawasaki signal station (35° 30.6' N, 139° 46.6' E), those on Tsurumi Passage are indicated by Tsurumi (35° 28.7' N, 139° 42.1' E) and Tsurumi No.2 (35° 27.9' N, 139° 42.8' E), and those on Yokohama Passage are indicated by Honmoku (35° 26.4' N, 139° 41.4' E), Inner Harbour 35° 27.1' N, 139° 38.5' E) and Daikoku (35° 28.4' N, 139° 40.1' E). In addition, traffic control signal on Keihin Unga are indicated by Tsurumi, Tanabe (35° 29.4' N, 139° 43.3' E), Ikegami (35° 29.7' N, 139° 44.1' E), Shiohama (35° 30.6' N, 139° 45.2' E), Mizue (35° 30.9' N, 139° 44.8' E), Kawasaki and Daishi (35° 31.6' N, 139° 45.5' E).

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

The traffic control signals are as follows.

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

Landmarks.

Landmark	Position	Remarks
A conspicuous house	35° 03.5' N, 138° 26.9' E	A radio relay station, located on halfway up the Taka Yama, 446 m high, square shaped, white.
A temple	35° 02.9' N, 138° 30.8' E	Kiyomi temple.

Passage. A passage, about 2.7 M long, about 200 ~ 300 m wide and 12 ~ 25 m deep, is provided from the entrance of the port to the entrance of Section 1. Alignment of Shimizu Ko Leading Lights (front light: 34° 59.7' N, 138° 29.9' E; rear light: 34° 59.6' N, 138° 29.9' E; bearing 181.4° of two lights in line), leads to the center of the passage.

Precautions for entering the port. At weekends, there are many windsurfers, sailing boats, ferryboats etc. in the passage in the vicinity of Ma Saki.

Shimizu Ko Miho Breakwater N Light (35° 01.4' N, 138° 31.5' E) and Shimizu Ko Outer Harbour Breakwater S Light (35° 01.7' N, 138° 31.2' E) are reportedly difficult to be distinguished from the lights in the background at night.

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.

Mooring buoy. There are two mooring buoys in Section 1.

Anchorage. The quarantine anchorage is located in the vicinity of the position (35° 02.0' N, 138° 31.5' E) which is E of the Outer Harbour Breakwater. During rough weather, the quarantine services are offered in the area SSW of Ma Saki. Anchorage for vessels carrying dangerous substance is designated within Section 3.

Facilities.

Name			Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Shin-Okitsu	Shin-Okitsu Wharf	No. 1, 2 Quays	35° 02.4' N, 138° 31.1' E	700	15	60,000 × 2	Container Aseismatic quay
Okitsu	Okitsu No. 1 Wharf	No. 1 ~ 3 Quays	35° 02.4' N, 138° 30.8' E	556	9.5 ~ 10	15,000 × 3	Aquatic products
		No. 4, 5 Quays	35° 02.6' N, 138° 30.7' E	181	3.5 ~ 6	2,000 × 2	Metals
	Okitsu No. 2 Wharf	No. 6 ~ 9 Quays	35° 02.4' N, 138° 30.7' E	740	7 ~ 9.5	15,000 × 4	Aquatic products
		No. 10 Quay	35° 02.2' N, 138° 30.7' E	168	6.5 ~ 7.5	5,000 × 1	
		No. 11, 12 Quays	35° 02.3' N, 138° 30.6' E	440	11.5 ~ 12	30,000 × 2	Aseismatic quay Pulp
		No. 13, 14 Quays	35° 02.5' N, 138° 30.5' E	370	9.5 ~ 10	15,000 × 2	Aseismatic quay Plywood
Sodeshi	Sodeshi No. 1 Wharf	No. 1 ~ 4 Quays	35° 02.6' N, 138° 30.4' E	240	3.5 ~ 4	700 × 4	Recyclable materials
		No. 5 Quay	35° 02.4' N, 138° 30.4' E	135	7	5,000 × 1	
		No. 6 ~ 8 Quays	35° 02.2' N, 138° 30.4' E	720	11~ 12	30,000 × 3	Container Chassis
		No. 9, 10 Quays	35° 01.9' N, 138° 30.4' E	350	9	10,000 × 2	
		No. 11 Quay	35° 02.0' N, 138° 30.3' E	240	12	30,000 × 1	Coal products, Timber
		No. 12 ~ 15 Quays	35° 02.1' N, 138° 30.2' E	520	6 ~ 7	5,000 × 4	Metals
	Sodeshi No. 2 Wharf	No. 16 Quay	35° 02.0' N, 138° 30.1' E	340	9.5 ~ 12	30,000 × 1	Recyclable materials
		No. 17 Quay	35° 01.8' N, 138° 30.0' E	165	9	10,000 × 1	Petroleum products
		No. 18 Quay	35° 01.9' N, 138° 29.9' E	72	1.5 ~ 7.5	1,000 × 1	LPG
Ejiri	Ejiri Wharf	No. 1 ~ 5 Quays	35° 01.1' N, 138° 29.6' E	497	5 ~ 5.5	3,000 × 5	Aquatic products
		No. 6, 7 Quays	35° 01.2' N, 138° 29.5' E	149	2 ~ 4	700 × 2	
		No. 8 ~ 12 Quays	35° 01.3' N, 138° 29.4' E	340	3 ~ 4	700 × 5	Heavy oil
		No. 13 ~ 16 Quays	35° 01.3' N, 138° 29.7' E	262	3.5 ~ 4.5	700 × 4	
		No. 17, 18 Quays	35° 01.2' N, 138° 29.7' E	185	3.5 ~ 5.5	3,000 × 2	Aquatic products
		Shimizu Wharf No. 1 ~ 5 Quays	35° 00.7' N, 138° 29.7' E	323	3.5 ~ 4	700 × 5	Feeding stuffs and fertilisers
Hinode	Hinode Wharf	No. 1 Quay	35° 00.2' N, 138° 29.8' E	80	5 ~ 6	700 × 1	Aquatic products
		No. 2, 3 Quays	35° 00.3' N, 138° 29.8' E	260	8 ~ 12	5,000 × 2	Pulp
		No. 4, 5 Quays	35° 00.5' N, 138° 29.8' E	480	12	30,000 × 2	Ferry Passenger ship, Pulp Aseismatic quay
		Tomoe Sagan Quay	35° 00.2' N, 138° 29.8' E	100	3 ~ 4.5	1,000 × 1	

Fujimi	Fujimi Wharf	No. 1, 2 Quays	34° 59.6' N, 138° 30.2' E	113	4 ~ 5	700 × 2	Feeding stuffs and fertilisers
		No. 3 Quay	34° 59.6' N, 138° 30.1' E	140	7.5 ~ 8.5	5,000 × 1	Cement, Crane
		No. 4, 5 Quays	34° 59.7' N, 138° 30.0' E	480	12	30,000 × 2	Crane Wood chips, Cement, Grain
		No. 6, 7 Quays	34° 59.9' N, 138° 29.8' E	329	8.5 ~ 9.5	10,000 × 2	Feeding stuffs and fertilisers, Grain
Tsukama		Tsukama Quay	35° 00.3' N, 138° 30.3' E	71	—	1,000 × 1	Metal

Apart from the above table, there is a crude oil handing pier NE of Ejiri Wharf; private mooring facilities are located on the both sides of Section 2. Basins are provided in Sodeshi, Ejiri, Shimizu, Tsukama and Miho.

Supplies. Fresh water and fuel oil are available. Ice can also be supplied at Ejiri Wharf.

Repair. Available.

Maritime authorities and facilities.

Name	Telephone
Shimizu Coast Guard Office (Captain of the Port)	+81-54-355-0225
Shimizu Branch Customs	+81-54-352-6116
Okitsu Sub-branch of Shimizu Branch Customs	+81-54-369-3571
Shimizu Chosha, Shizuoka Branch of Chubu District Transport Bureau	+81-54-352-0174
Shimizu Quarantine Branch Office of Nagoya Quarantine Station	+81-54-352-6012
Shimizu Annex of Animal Quarantine Service	+81-54-353-5086
Shimizu Branch of Nagoya Plant Protection Station	+81-54-352-3775
Shizuoka Branch Ofiice of Nagoya Regional Immigration Bureau	+81-54-653-5571
Sizuoka Prefectural Shimizu Port Authority	+81-54-353-2201

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
Kurenai sangyo	+81-54-334-1310	0800 ~ 1700	Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge etc.	Water ballast, tank cleaning water, slop oil, sludge etc.

Medical facilities.

Name	Telephone	Remarks
Shizuoka City Shimizu Hospital	+81-54-336-1111	

Maritime traffic. There is a car ferry service (1,554 t) to Toi Ko.

The West Coast of Suruga Wan (Chart W1075)

General information. The coast between Miho Saki and Omae Saki has few indentations and consists of low lying beaches of stones and sand with Wada Hana located almost in the center. The lands around the lower reaches of Abe Kawa and Oi Kawa are flat but in the area N of Oi Kawa is a mountainous region with Udo Yama and Takakusa Yama lying close to the shore.

The area S of Katsumada Kawa estuary (34° 44' N, 138° 14' E) forms a trapezoidal shaped tableland, 90 m high. There is no high peak on the inland up to about 20 km from the coast.

The 10 m depth contour runs around 0.5 M offshore. The waters near Miho Saki and Wada Hana are deep to the shore and there are many dangerous reefs scattered in the vicinity of Omae Saki.

Yoshida Gyoko (34° 45' N, 138° 16' E) and Sagara Ko (34° 41' N, 138° 13' E) on this coast are only for use of local vessels.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Central Wharf (E)	E No. 1 Quay	34° 52.4' N, 136° 58.3' E	630	3 ~ 4.5	2,000 × 7	Scrap metal
	E No. 2 Quay	34° 52.3' N, 136° 58.1' E	130	5.5 ~ 6.5	5,000 × 1	Scrap metal
	E No. 3 Quay	34° 52.2' N, 136° 58.0' E	185	10	15,000 × 1	Scrap metal
	E No. 4 Quay	34° 52.1' N, 136° 57.9' E	240	12	30,000 × 1	Aseismatic quay Scrap metal
Shinkawa	No. 1 Quay	34° 53.7' N, 136° 59.0' E	100	4	700 × 2	Coke
	No. 2 Quay	34° 53.7' N, 136° 59.0' E	150	3 ~ 4	500 × 3	
Takahama Wharf	No. 1 Quay	34° 55.2' N, 136° 58.7' E	180	3	700 × 3	
	No. 2 Quay	34° 55.1' N, 136° 58.7' E	130	7.5	5,000 × 1	
Kamezaki Wharf	No. 1 Quay	34° 54.8' N, 136° 58.2' E	370	9 ~ 10	15,000 × 2	
	No. 2 Quay	34° 54.7' N, 136° 58.3' E	185	10	15,000 × 1	Gravel, Sand
	No. 3 Quay	34° 54.6' N, 136° 58.3' E	190	11	15,000 × 1	Scrap metal
Central Wharf (W)	W No. 1 Quay	34° 52.8' N, 136° 57.5' E	300	3.5	500 × 6	
	W No. 2 Quay	34° 52.7' N, 136° 57.7' E	520	6~ 6.5	5,000 × 4	Coke
	W No. 3 Quay	34° 52.5' N, 136° 57.6' E	185	10	15,000 × 1	Aseismatic quay
	W No. 4 Quay	34° 52.5' N, 136° 57.4' E	185	8.5~ 10	15,000 × 1	
	W No. 5 Quay	34° 52.4' N, 136° 57.6' E	240	12	30,000 × 1	Coal
	W No. 6 Quay	34° 52.4' N, 136° 57.4' E	240	8.5~ 11	30,000 × 1	Wood chips
~~Central Wharf~~ S wharf Quay		34° 52.7' N, 136° 56.3' E	705	0.5 ~ 4	500 × 13	
Taketoyo Quay		34° 50.8' N, 136° 55.6' E	180	—	700 × 3	Limestone
Taketoyo N Wharf	No. 1 Quay	34° 51.5' N, 136° 55.8' E	185	10	15,000 × 1	Aseismatic quay Scrap iron
	No. 2 Quay	34° 51.5' N, 136° 56.0' E	240	12	30,000 × 1	Steel material
	No. 3 Quay	34° 51.4' N, 136° 56.1' E	130	7.5 ~ 12	5,000 × 1	Petroleum products

Apart from the above table, there are private quays and piers in various places.

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

Maritime authorities and facilities.

Name	Telephone
Kinuura Coast Guard Station (Captain of the Port)	+81-569-22-4999
Kinuura Sub-branch of Toyohashi Branch Customs	+81-569-21-0160
Kinuura Detached Office of Nagoya Quarantine Station (To be contacted to Nagoya Quarantine Station)	(+81-52-661-4131)

Tugboats and Ferryboats. Tugboats and ferryboats are available.

Medical facilities.

Name	Telephone	Remarks
Handa City Hospital	+81-569-22-9881	
Hekinan Municipal Hospital	+81-566-48-5050	

Paragraph 6 ISE WAN

(Chart JP1051)

General information. This bay is entered to the NNW about 35 M along the W side of Chita Hanto. The entrance, between Irago Misaki and Toshi Shima, is about 6 M wide. The deepest part mainly runs in mid-bay along the coast of Chita Hanto from the entrance to off the estuary of Ibi Kawa. The depth is more or less 35 m except in the vicinity of the entrance. The bottom is flat and consists of mud. The water in the bay gets shallower as going from the deepest area to the shore. The 20 m depth contour on the SW coast of Chita Hanto (the area between Toyohama Ko ~ Noma Saki) comes close to about 500 m from the shore; in other area, it lies mostly about 3 M offshore.

Aquaculture facilities such as seaweed are laid within 1.2 M along the coast of the bay.

Under calm weather, temporary anchorages are obtainable anywhere in the bay.

Ise Wan is a water to which the Maritime Traffic Safety Law is applied.

Safeguards against Typhoon and Tsunami. In order to prevent accidents caused by tsunamis, etc., the Owase Port Typhoon/Tsunami Countermeasures Council has been established to provide guidance to vessels in port regarding disaster prevention measures, such as the dissemination of information, warning systems, evacuation, and the recommendation or lifting of port entry restrictions. (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.

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).~~

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.

, 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	34° 04.4' N, 136° 12.1' E	70	5.5	500 t class	
No.2 Quay		75	2 ~ 3.5	300 t × 2	
No.2 Pier		114	2.5 ~ 4	700 × 2	
Mooring Quay	34° 04.3' N, 136° 12.1' E	118	1 ~ 1.5		
No.3 Quay	34° 04.3' N, 136° 12.2' E	80	1 ~ 3	2,000 × 1	
No.4 Quay	34° 04.2' N, 136° 12.2' E	161	3.5 ~ 4.5	2,000 × 2	
Tenma Quay	34° 04.5' N, 136° 12.4' E	120	4	~~500 t × 2~~	
Tenma S Quay	34° 04.6' N, 136° 12.3' E	110	4		
Tenma Tip Quay		30	3.5		

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)

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

Medical facilities.

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

Port regulations.

Navigational Precautions (Article 43 of the Regulations for the Enforcement of the Port Regulations Law)	1. Vessels of 1,000 G/T or more (tankers 500 G/T or more) proceeding and taking departure by navigating the passages (hereinafter referred to as "Kochi Fairway" in this Paragraph and next Paragraph) S of the line drawn from Kochi Ko Mimase Light (33° 30′ 26″ N, 133° 33′ 34″ E), bearing 90°, shall report the items described in each Item of Article 38 Paragraph 2 of the Port Regulations Law (the items in Item 3 mean the estimated time of arrival near the entrance to Kochi Fairway when proceeding, and the estimated time of departure when taking departure) to Captain of the Port by noon of the day before proceeding or taking departure, respectively. 2. Vessels making reports of the items described in the preceding paragraph, shall report to Captain of the Port immediately when the change has been made on said items. Consultation; the matters described in each Item of the Article 38 Paragraph 2 of the Port Regulations Law: 1) Name of the vessel. 2) Gross tonnage and length of the vessel. 3) Estimated time for the vessel to navigate through the fairway. 4) Means of communicating with the vessel. 5) The mooring facility within the specified port where the vessel is anchored or seeks to anchor.

Caution: Caution should be exercised with southerly swells developed near the entrance when a depression or a typhoon approaches during spring to autumn.

Bridge buildings. Urado O-Hashi (33° 30.0' N, 133° 34.1' E; 39 m high) spans across the passage near the entrance.

Overhead cables. Two overhead cables (33° 31.9' N, 133° 33.8' E; height 50 m and 47 m) span crossing the N part of the passage.

The Largest vessel to enter the port. On 15th May, 2023, a cruise ship "MSC BELLISSIMA" (171,598t, with a draught of 8.7m) berthed at No.3 Quay of No.7 Wharf.

Mooring buoys. There are many mooring buoys in front of a shipyard located in Shinchiku district.

~~**Mooring chain**. A mooring chain is laid in position (33° 30.4' N, 133° 33.8' E) on the N side of Tanezaki.~~

Anchorage. The quarantine anchorage is provided in the vicinity of a position (33° 28.8' N, 133° 35.0' E) SSE of Shimo-Ryuzu Saki.

Facilities.

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
No. 1 Wharf	No. 2 Quay	33° 32.4' N, 133° 33.2' E	115	3 ~ 6	3,000 × 1	
	No. 4 Quay	33° 32.4' N, 133° 33.4' E	390	6 ~ 7.5	5,000 × 3	
	No. 5 Quay	33° 32.3' N, 133° 33.6' E	130	7.5	5,000 × 1	Aseismatic quay
	No. 6 Quay	33° 32.5' N, 133° 33.6' E	310	6 ~ 7.5	5,000 × 2	
	No. 7 Quay	33° 32.6' N, 133° 33.6' E	260	6 ~ 7.5	5,000 × 2	
	No. 8 Quay	33° 32.7' N, 133° 33.6' E	180	2 ~ 4	700 × 3	
No. 2 Wharf No.1 Quay		33° 33.2' N, 133° 33.6' E	735	2.5 ~ 3	—	
No. 3 Wharf	No. 1 Quay	33° 33.0' N, 133° 33.8' E	242	2.5 ~ 4	—	
	No. 2 Quay	33° 32.7' N, 133° 33.8' E	446	3.5	300 × 1	
	No. 3 Quay	33° 32.6' N, 133° 33.8' E	110	3	300 t × 1	There is notation of the foul ground on chart.
	No. 4 Quay		140	3.5	750 t × 2	
No. 4 Wharf	No. 1 Quay	33° 32.5' N, 133° 34.2' E	167	5.5	3,000 × 1	
	No. 2 Quay	33° 32.4' N, 133° 34.2' E	180	4	300 × 1	
	No. 3 Quay	33° 32.4' N, 133° 34.3' E	90	4	300 × 1	
No. 5 Wharf	No. 1 Quay	33° 31.4' N, 133° 33.9' E	130	5.5 ~ 6	5,000 × 1	
	No. 2 Quay	33° 31.3' N, 133° 33.9' E	140	4	1,000 × 2	
	No. 3 Quay	33° 31.1' N, 133° 33.9' E	300	3.5 ~ 4.5	700 × 5	
No. 7 Wharf	No. 1 Quay	33° 30.7' N, 133° 35.1' E	240	8	—	
	No. 2 Quay	33° 30.6' N, 133° 35.1' E	240	12	30,000 × 1	
	No. 3 Quay	33° 30.6' N, 133° 35.4' E	280	12	30,000 × 1	
	No. 4 Quay	33° 30.7' N, 133° 35.5' E	190	11	18,000 × 1	Aseismatic quay
	No. 8 Quay	33° 30.8' N, 133° 35.0' E	180	7.5 ~ 8	12,000 t × 1	Under construction to the W of this quay.

Apart from the above table, there are private mooring facilities on each wharf.