

Pub.304 sup.

Sailing Directions for Coast of Hokkaido

Supplement No.3

March 25, 2022



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.3 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in February 2020.

This supplement contains English translation of COAST OF HOKKAIDO PILOT – Supplement No.4 issued on January 28, 2022 as well as the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard.

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

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

March 25, 2022

Hydrographic and Oceanographic Department,
Japan Coast Guard

Caution

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

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

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

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

| | | | | | | |
|----------------------|---------------------------|---------------------------|-----|-----------|---------------------------|-----------------------------|
| Central Wharf | Liner ship Quay | 42° 19.5' N, 140° 58.3' E | 271 | 9 | 20,000 × 1 | E side of the Central Wharf |
| | No. 3 Quay | 42° 19.6' N, 140° 58.3' E | 125 | 6.8 ~ 7.5 | 4,000 × 1 | |
| | No. 4 and 5 Quays | 42° 19.6' N, 140° 58.3' E | 198 | 4 ~ 6 | 2,000 × 1 4,000 × 1 | |
| | No. 6 Quay | 42° 19.5' N, 140° 58.3' E | — | 4 | — | Landing place |
| Irie Aseismatic Quay | 42° 19.5' N, 140° 58.6' E | 233 | 8 | 6,000 × 1 | Earthquake-resistant quay | |

Note: Apart from the above table, there are private mooring facilities for company use.

Supplies. Fresh water and fuel oil are available by supply boats.

Repairs.

| Name | Telephone | Remarks |
|--|-----------------|---------|
| Muroran Manufactory of The Hakodate Dock Co., Ltd. | +81-143-27-1251 | |

5

Maritime authorities and facilities.

| Name | Telephone |
|--|-------------------|
| Muroran Coast Guard Office (Captain of the port) | +81-143-23-3133 |
| Muroran Branch Customs | +81-143-22-7201 |
| Irie-Cho Chosha, Muroran Transport Branch Office of Hokkaido District Transport Bureau | +81-143-23-5001 |
| Muroran Detached Office of Otaru Quarantine Station (To be contacted to Chitose Airport Quarantine Branch Office of Otaru Quarantine Station) | (+81-123-45-7007) |
| Muroran and Tomakomai Sub-branch, Sapporo Branch of Yokohama Plant Protection Station (located in Tomakomai City) | +81-144-33-2913 |
| Tomakomai Office, Chitose-Tomakomai Branch Office of Sapporo Regional Immigration Bureau (located in Tomakomai City) | +81-144-32-9012 |
| Administration Division, Port Department of Muroran City | +81-143-22-3191 |

Tugboats. Tugboats are available.

Ferry boats. Ferries are available. The pier is located within Kaigan Machi Basin in Section 2.

10

Oil waste disposal facilities.

| Name | Application | Hours of operation | Waste oil to be disposed | |
|---------------------------|----------------------|--------------------|--|--|
| | | | Waste heavy oil | Light waste oil |
| Tekuno Co., Ltd. | TEL: +81-133-64-5222 | 0830 ~ 1800 | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge |
| Kegasa Concrete Co., Ltd. | TEL: +81-144-87-3255 | 0800 ~ 1700 | Bilge, collect oil, sludge | Bilge, collect oil, sludge |

Medical facilities.

| Name | Telephone | Remarks |
|--------------------------|-----------------|---------|
| Muroran General Hospital | +81-143-25-3111 | |

tsunami, typhoon etc., Tomakomai Ko Earthquake, Tsunami, Typhoon etc. Safety Measures Committee is established to issue information on earthquake, tsunamis, typhoons etc. to vessels and relevant 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: Tomakomai Coast Guard Station).

5 **Weather.** The climate in this region is somewhat milder than other region of Hokkaido, and also the snowy season is short.

Tides. In Tomakomai Ko, Mean higher high water is 1.3 m, Mean lower low water is 0.3 m, and Mean sea level is 0.88 m.

10 **Tidal currents.** The tidal current is weak in both the inner and outer harbours with the maximum rate of around 0.3 kn. However, there are some differences in the flow condition between the inner and outer harbours.

The largest vessel to enter the port.

1 Ku: A passenger vessel “Asuka II” (50,142 t; draught: 8.0 m) was berthed at Irifune Wharf Quay on August 28, 2011.

15 4 Ku (Western Part): A tanker “C. INNOVATOR” (164,533 t; draught: 20.5 m) was moored to the Idemitsu-Hokkaido Sea-Berth on February 11, 2015.

4 Ku (Eastern Part): A tanker “TSURUGA” (160,068 t; draught: 14.4 m) was berthed at Hokkaido-Sekiyu Kyodobichiku Pier on July 19, 2015.

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

| Call name | Frequency | Hours of Operation | Contact | Remarks |
|----------------------------|------------|--------------------|-------------------------------|---------|
| HOKKAIDO COAST GUARD RADIO | 16 / 12 ch | 24 hours | Tomokomai Coast Guard Station | |

20

Pilotage. Pilotage is available on request through the Tomakomai Pilot Association (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 18.).

25 **Signals.** Traffic control signals on Tomakomai Fairway (Section 1 on the W of a line drawn from the eastern extremity of Central N Wharf No. 1 E Quay to the western extremity of the Central S Wharf W Quay, and Section 2) are indicate by Tomakomai Signal Station (42° 37.8' N, 141° 37.4' E), and on Yufutsu Fairway (Section 1 except Tomakomai Fairway) are indicate by Yufutsu Signal Station (42° 38.9' N, 139° 40.3' E).

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

30 The traffic control signals are as follows.

| Fairway | Signal type | Meanings of signals |
|--|---------------------|---|
| Tomakomai Fairway [Section 1 and 2 in the W sea area of the line drawn at 353° from the W end of the W quay of Central South Wharf to the shore.] | Flashing letter “I” | Inward-bound vessels may proceed to the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Outward-bound vessels of less than 500t may take departure through the fairway. |
| | Flashing letter “O” | Outward-bound vessels may take departure through the fairway. Inward-bound vessels of 500t or more shall avoid the course of other outward-bound vessels and stand by off the fairway. Inward-bound vessels of less than 500t may proceed to the fairway. |

| | | |
|---|---------------------|--|
| | Flashing letter "F" | Inward-bound vessels of 500t or more shall avoid the course of other outward-bound vessels and stand by off the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound and outward-bound vessels of less than 500t may proceed to and take departure through the fairway. |
| | Lighting letter "X" | All traffic prohibited except the vessels instructed by Captain of the Port. |
| Yufutsu Fairway [Section 1 except for Tomakomai Fairway] | Flashing letter "I" | Inward-bound vessels may proceed to the fairway. Outward-bound vessels of 500t or more shall stop navigating and stand by. Outward-bound vessels of less than 500t may take departure through the fairway. |
| | Flashing letter "O" | Outward-bound vessels may take departure through the fairway. Inward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound vessels of less than 500t may proceed to the fairway. |
| | Flashing letter "F" | Inward-bound and outward-bound vessels of 500t or more shall stop navigating and stand by. Inward-bound and outward-bound vessels of less than 500t may proceed to and take departure through the fairway. |
| | Lighting letter "X" | All traffic prohibited except the vessels instructed by Captain of the Port. |

Landmarks.

| Landmark | Position | Remarks |
|------------------------|---------------------------|--|
| A conspicuous building | 42° 37.8' N, 141° 37.4' E | Tomakomai Signal Station, a steel tower, about 40 m high. |
| A chimney | 42° 38.1' N, 141° 39.3' E | A chimney with scaffold structure, 161 m high, which has been painted in red and white. A red light is attached to it. It constitutes a good landmark to identify the location of the port. |
| A chimney | 42° 38.3' N, 141° 39.5' E | A chimney stack with four flue, 176 m high, which has been painted in red and white and located in the yard of Tomakomai Thermal Power Station. Another chimney, 106 m high, is situated at WSW about 240 m of it. These chimneys constitute a good landmark to identify the location of the port. |
| 2 pylons | 42° 38.9' N, 141° 40.4' E | Two power transmission towers, 104 m high both, which have been painted in red and white. Red lights are attached to each of them and an overhead cable with a vertical clearance of 55 m spans between them. They will become good landmarks to approach for the inner port of Section 1. |
| 2 chimneys | 42° 36.7' N, 141° 48.4' E | One is 204 m high and the other is 174 m high. These chimneys have been painted in light blue and four flashing white lights are attached to the top and middle part of them respectively (each one at the N, S, E, and W side, four in total). They constitute good landmarks to identify the location of the port. |

Indication of Course and Destination etc. Follow the provisions of Article 11 of the Enforcement Regulations of the Act on Port Regulations.

| Indication of Course and Destination (Japan Coast Guard Public Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010) | Flag Signals | Symbols showing the destination in the port | Meaning of Signals and Symbols |
|--|----------------------|---|--|
| | 2nd Substitute, C | C | Proceeding to the mooring facilities between Kaihatsu Ferry Wharf and Central N Wharf No. 1 E Quay in Section 1. |
| | 2nd Substitute, N | N | Proceeding to the mooring facilities between Central N Wharf No. 2 and Maruichi Steel Tube Quay in Section 1. |
| | 2nd Substitute, E | E | Proceeding to the mooring facilities between Yufutsu Wharf and Central S Wharf W Quay in Section 1. |
| | 2nd Substitute, S | S | Proceeding to the mooring facilities between Hokuren Pier and Tomakomai Wharf in Section 1. |
| | 2nd Substitute, 2, E | 2 E | Proceeding to the mooring facilities between Irifune Wharf and N Wharf in Section 2. |
| | 2nd Substitute, 2, W | 2 W | Proceeding to the mooring facilities at W Wharf or S Wharf in Section 2. |

Directions.

- When entering in the western part of the port, vessels pass through the fairway which is about 300 m in width with about 14 m in depth and located at the W of E Breakwater. This fairway is indicated by two light buoys inside the port, but the depth can suddenly become shallow in places with the exception of the fairway, therefore it is necessary to exercise sufficient caution for keeping the course when wind waves from between S and SSW are high around the breakwaters.
- When entering in the eastern part of the port, vessels can use one leading mark and two leading lights: a pair of leading mark indicates the center of the dredged fairway (14 to 17.5 m in depth; bearing 059° of two marks in line); two pairs of leading lights indicate the fairway leading to Hokkaido-Sekiyu Kyodobichiku Pier (bearing 082.7° of two lights in line) and the fairway leading to Central Wharf (bearing 012.3° of two lights in line), respectively.

Navigation safety instructions. [Full text revision]

The Tomakomai Maritime Traffic Safety Council has been established aiming at ensuring the safety of maritime traffic inside and vicinity of the port. The council is organised by the following members: Tomakomai Port Authority, administrative agencies related to Tomakomai Ko including Tomakomai Coast Guard Office, and the stakeholders including administrative agencies, private companies and organisations. The members made the agreements to ensure the safety of maritime traffic. The details of the agreements are available through the website of the Tomakomai Port Authority.

<http://www.jptmk.com/030business/03cautions.html>

[The following blanks are due to the revision of **Navigation safety instructions** on page 89.]

5

10

15

20

25

30

35

40

45

[The following blanks are due to the revision of Navigation safety instructions on page 89.]

5

10

15

20

25

30 **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.

35 **Precautions for entering the port.** Many domestic liners etc. as well as passenger liners and cargo ferries enter into or depart from Tomakomai Ko, so that a traffic control system is applicable to certain vessels of 500 t or more in Nishi Ko. The port tends to be congested with many inward and outward bound vessels in the early morning and evening, and even vessels being not under a traffic control are instructed to report when anchoring, entering into or departing from the port in advance to the signal station.

40 In narrow visibility times from early spring to summer when dense fog oftentimes foam, the restrictions may be imposed at entry and departure under the agreement for the safety of sea navigation with Marine Traffic Safety Conference of Tomakomai.

Obstructions. There are some submerged obstructions (42° 36.8' N, 141° 36.1' E; concrete blocks) at the SW about 1 M of Tomakomai Ko W Breakwater Light. There are also numerous obstructions around the Sea-berth.

45 **Ex-dumping ground.** There is a disused dumping ground at the S about 3.6 M of Tomakomai Ko W Breakwater Light.

Overhead cable. An overhead cable with a vertical clearance of 55 m spans Yufutsu fairway from the shore on the E side of Central N Wharf No. 4 Quay to the opposite shore.

Quarantine anchorage. Anchorages afford a poor holding because the bottom is mainly sand and pumice etc., and there is a risk of the dragging anchor during high wind waves from the S, so that these are not suitable for anchoring.

A quarantine anchorage is established near the harbour limit within Section 3 (42° 36.4' N, 141° 36.0' E).
5 Vessels carrying dangerous cargo shall anchor in Section 4.

Anchoring restricted. Vessels are restricted from anchoring within Section 1 and Section 2. Furthermore, all vessels are prohibited from anchoring to ensure the security of inward-bound and outward-bound vessels in the vicinity of the entrance of Nishi Ko.

Cautions for anchoring and evacuation advisory. The anchorage cannot be considered safe because the anchorage affords poor holding ground and the bottom is mostly sand and pumice. Some vessels have had dragging anchors which resulted in stranding especially when a southerly strong wind is blowing.

10 For the reasons above, the Captain of the Port of Tomakomai issue "Advice for preventing dragging anchor" which order the vessels anchoring inside and the vicinity of Tomakomai Ko to weigh anchor and evacuate in cases that southerly winds with a velocity of 15m/s and more blow continuously.

15

Facilities.

| Name | Position | Length (m) | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks | |
|---------------------------|---------------------------|---------------------------|-------------------|-------------------------|------------|--|
| N Wharf No. 1 and 2 Quays | 42° 38.5' N, 141° 37.3' E | 260 in total | 7~7.5 | 5,000 × 2 | | |
| N Wharf No. 3 and 4 Quays | 42° 38.6' N, 141° 37.5' E | 180 in total | 4.5 | 2,000 × 2 | | |
| E Wharf No. 3 ~ 6 Quays | 42° 38.5' N, 141° 37.6' E | 571 in total | 7 ~ 9 | 10,000 × 4 | | |
| W Wharf No. 1 ~ 4 Quays | 42° 38.3' N, 141° 37.4' E | 660 in total | 8 ~ 9 | 10,000 × 4 | | |
| S Wharf No. 1 and 2 Quays | 42° 38.0' N, 141° 37.5' E | 370 in total | 10 | 15,000 × 2 | | |
| S Wharf No. 3 Quay | 42° 37.9' N, 141° 37.5' E | 195 | 11 | 20,000 × 1 | | |
| Irifune Wharf Quay | 42° 38.3' N, 141° 37.7' E | 330 in total | 14 | 40,000 × 1 | | |
| Harumi Wharf | No. 1 Quay | 42° 38.6' N, 141° 39.2' E | 240 | 12 | 30,000 × 1 | |
| | No. 2 Quay | 42° 38.5' N, 141° 39.1' E | 240 | 12 | 30,000 × 1 | |
| | No. 3 Quay | 42° 38.5' N, 141° 38.9' E | 170 | 10 | 10,000 × 1 | |
| Central N Wharf | No. 1 Quay | 42° 38.7' N, 141° 39.7' E | 185 | 10 | 15,000 × 1 | |
| | No. 1 E Quay | 42° 38.8' N, 141° 39.8' E | 240 | 12 | 30,000 × 1 | |
| | No. 2 ~ 4 Quays | 42° 38.9' N, 141° 40.2' E | 329 in total | 7.5 | 5,000 × 3 | |
| Timber Dolphin | | 42° 38.9' N, 141° 40.0' E | 220 | 10 | 15,000 × 1 | |
| Central S Wharf | W Quay | 42° 38.6' N, 141° 40.0' E | 165 | 9 | 10,000 × 1 | |
| | No. 1 Quay | 42° 38.6' N, 141° 40.2' E | 240 | 12 | 30,000 × 1 | |
| | No. 2 Quay | 42° 38.6' N, 141° 40.3' E | 240 | 12 | 30,000 × 1 | |
| | No. 3 Quay | 42° 38.7' N, 141° 40.4' E | 130 | 7~8 | 5,000 × 1 | |

sufficient distance from Shirito Sho and other dangerous reefs, and then proceed to an appropriate quay or anchorage in Higashi Ku or Nishi Ku.

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.

Precautions for entering the port.

1. Vessels entering into or departing from the port are required to display the relevant International Code flags to indicate their route.
2. Miscellaneous vessels should enter into or depart from the port through the passage between the W and N Breakwater in Higashi Ku.
3. The passage may be congested due to the numerous fishing boats which gather from various places during the fishing season.
4. When passing off Shirito Sho and Shirito Se in dense fog, vessels should endeavor to ascertain their position using all available means including radar watch and sounding.

Anchorage. A quarantine anchorage is established at the SW of the entrance to the passage (42° 58.4' N, 144° 20.4' E). Vessels carrying dangerous cargo shall anchor in the Outer Harbour.

The bottom of Section 2 and Section 3 in Higashi Ku is mostly mud, so that the anchorage in these sections affords a good holding. Section 2 is better than Section 3 as an anchorage. The best one can be obtained in an area at a depth of about 9 m with a muddy bottom, with Kushiro Ko Higashi Ku N Breakwater S Light bearing 230° at a distance of about 600 m.

The Outer Harbour is suitable for vessels as an emergency anchorage in low visibility with dense fog. However, vessels require exercising caution for a wave meter, which lies on the bottom in the WSW about 1.5 M of Shirito Hana, and submarine cables (power transmission lines) when lying at anchor.

Staying prohibited. In the area between the E end of the passage and Nusamai Bridge in Section 1 of Higashi Ku, vessels are prohibited from staying such as stopping or lying at anchor.

Nishi Ku is also prohibited from lying at anchor.

Cautions for anchoring. There have been grounding accidents caused by dragging anchor when strong westerly or southerly winds were blowing as the topography of the port is exposed to them. For this reason, the Captain of the Port of Kushiro issues “Advice for preventing dragging anchor” when westerly or southerly winds with a velocity of 15 m/s and more blow continuously, to warn vessels to exercise caution.

| Call name | Frequency | Hours of Operation | Contact | Remarks |
|----------------------------|-------------------|--------------------|--------------------------|---------|
| HOKKAIDO COAST GUARD RADIO | 16 / 12ch | 24 hours | Otaru Coast Guard Office | |
| ISHIKARI PORT RADIO | 16 / 11, 12, 14ch | 0600 ~ 2000 | TEL: +81-134-31-5635 | |

Landmarks.

| Landmark | Position | Remarks |
|---------------|---------------------------|--|
| A silo | 43° 11.4' N, 141° 17.7' E | Gray in color, 48 m high, which is prominent. |
| A chimney | 43° 11.7' N, 141° 16.4' E | White in color, 87 m high, which is prominent. |
| A radio tower | 43° 11.6' N, 141° 16.4' E | 100 m high, which is prominent. |

Fairway. There is a fairway (about 300 m in width and 7.5 m to 10 m in depth) from the middle part of the port to Bannaguro Wharf and Tarukawa Wharf. Ishikariwan Ko Kanrikumiai Leading lights (bearing 167.7° in a line) lead the way. The outside of the fairway is shallow because the fairway has been dredged.

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.

Anchorage. Anchorages afford a poor holding because the bottom is mainly sand, and there is a risk of the dragging anchor during high wind waves from the N, so that these are not suitable for anchoring.

Facilities.

| Name | Position | Length (m) | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks | |
|--------------------|---------------------------|--------------------------------------|-------------------|-------------------------|----------------------|-----------------|
| E Wharf | Timber Quay | 43° 12.8' N, 141° 18.0' E | 185 | 7 ~ 10 | 15,000 × 1 | |
| | No. 2 Quay | 43° 12.9' N, 141° 18.3' E | 130 | 7.5 | 5,000 × 1 | |
| | No. 3 Quay | 43° 12.8' N, 141° 18.3' E | 130 | 7.5 | 5,000 × 1 | |
| Bannaguro Wharf | No. 1 Quay | 43° 11.5' N, 141° 17.5' E | 185 | 8.5 ~ 11 | 15,000 × 1 | |
| | No. 2 Quay | 43° 11.4' N, 141° 17.6' E | 185 | 8 ~ 9.5 | 15,000 × 1 | |
| | No. 3 Quay | 43° 11.3' N, 141° 17.6' E | 170 | 9.5 ~ 10 | 5,000 × 1 | Aseismatic quay |
| | No. 4 Quay | 43° 11.2' N, 141° 17.6' E | 220 | 6.5 ~ 7 | 5,000 × 1 | |
| | No. 5 Quay | 43° 11.2' N, 141° 17.6' E | 130 | 6.5 | 5,000 × 1 | |
| Tarukawa Wharf | No. 1 Quay | 43° 11.5' N, 141° 17.3' E | 185 | 7.5 ~ 9 | 15,000 × 1 | |
| | No. 2 Quay | 43° 11.4' N, 141° 17.3' E | 185 | 6 ~ 8 | 15,000 × 1 | |
| | No. 3 Quay | 43° 11.3' N, 141° 17.3' E | 130 | 6 ~ 7.5 | 5,000 × 1 | |
| | No. 4 Quay | 43° 11.2' N, 141° 17.3' E | 130 | 3 ~ 6 | 5,000 × 1 | |
| | No. 5 Quay | 43° 11.1' N, 141° 17.4' E | 130 | 2.5 ~ 5 | 5,000 × 1 | |
| W Wharf No. 1 Quay | 43° 11.9' N, 141° 16.9' E | 280 | 14 | 50,000 × 1 | | |