

Pub.304 sup.

# Sailing Directions for Coast of Hokkaido

Supplement No.6

29 September 2023



**Japan Coast Guard**

## Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.6 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in February 2020.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 the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 16 June 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.

29 September 2023

Hydrographic and Oceanographic Department,  
Japan Coast Guard

## CAUTION

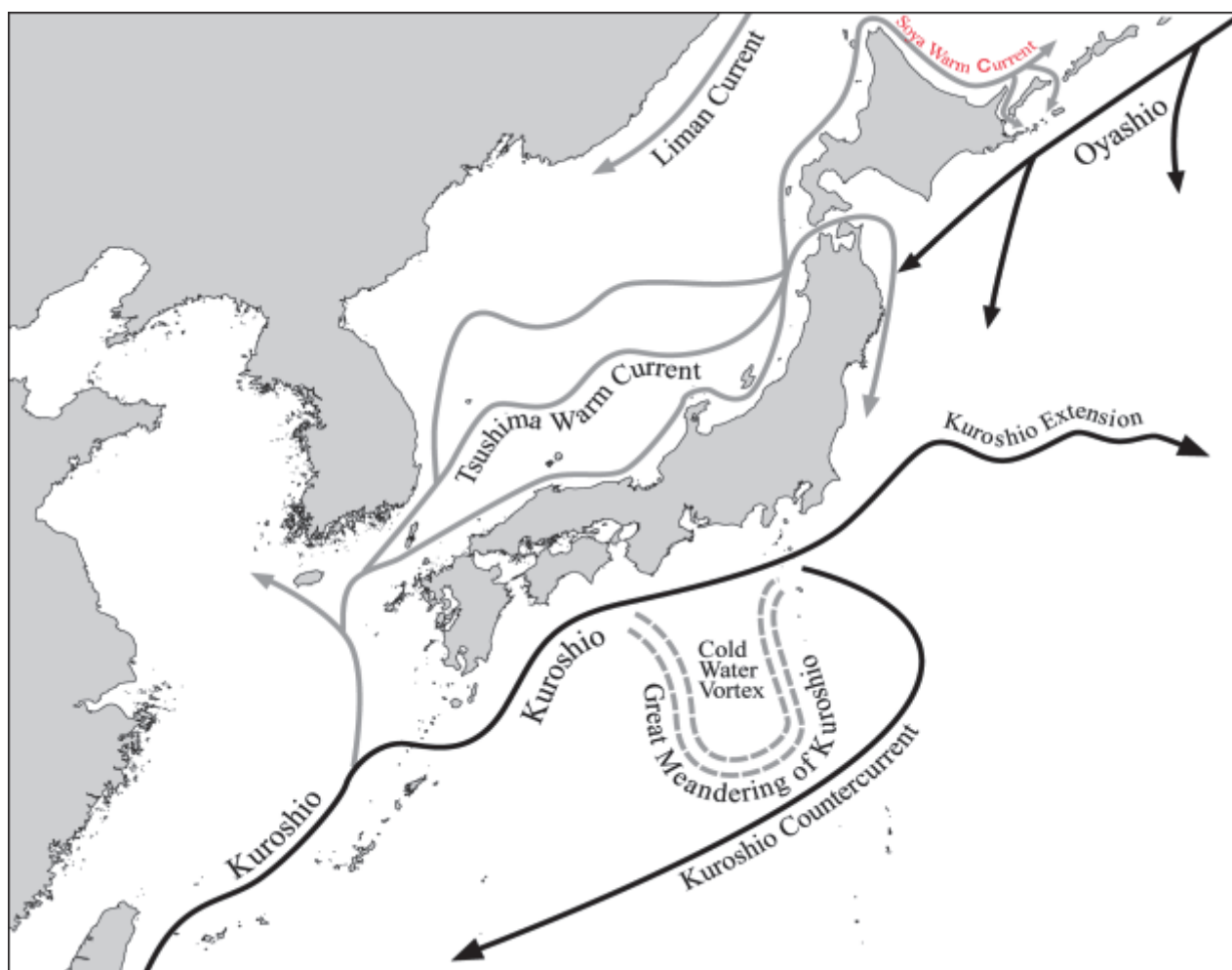
This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

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.



**Fig. 5 Patterns of Ocean Currents flowing around Japan**

5 Mariners are advised to pay attention to the fresh information given by the Japan Coast Guard such as “Quick Bulletin of Ocean Conditions” issued everyday (except Saturday, Sunday, national holiday, end of the year and beginning of the year) and the “Ocean Currents Forecasting” issued two days later on every Friday which estimates current conditions. But as for the figure of Ocean Current guess in the case of consecutive holidays, an issue date and a guesday may be changed.

10 The services of “Quick Bulletin of Ocean Conditions” are provided on the following website.

|     |                                                                                                                                                   |                      |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| URL | <a href="https://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/index_E.html">https://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/index_E.html</a>           | (for PC)             |
|     | <a href="https://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/keitai/index.html">https://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/keitai/index.html</a> | (for cellular phone) |

### Tides

Tides other than those described below are mentioned in Part 2 “OFFSHORE AND THROUGH ROUTES” or Part 3 “COASTAL ROUTES AND HARBOURS.”

15 In the N part of Tsugaru Kaikyo, diurnal inequality is rather small, and single day tides rarely occur. On the other hand diurnal inequality is somewhat larger on the S coast of Hokkaido (except for Tsugaru Kaikyo) and on the E coast of the same. At neap tides in spring and autumn single day tides occasionally are observed.

In eastern islands, and the N and W coasts of Hokkaido also, diurnal inequality is large and single day tides are common.

|                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Tomakomai Pilot Association<br/>Tel: +81-144-34-3070<br/>Fax: +81-144-34-6210</p> | <p>1. When entering Section 1 ~ 3: Near a position 195°, about 2,400 m from Tomakomai Ko E Outer Breakwater Light.<br/>2. When entering Section 4 (Higashi Ko); Near a position about 2.3 M WSW of Tomakomai Ko Higashi Ko Chiku E Breakwater Light.<br/>3. When entering Section 4 (Idemitsu Sea Berth {Idemitsu Hokkaido Sea-berth}); Near a position 2 to 3 M SE of the sea berth.</p> | <p><b>Pilot ladder</b> in accordance with the IMO requirements and IMPA recommendation shall be provided on the opposite side of wind waves or swell.</p>                                                                                                                                                                                                                                                                                                                                                                                             |
| <p>Kushiro Pilot Association<br/>Tel: +81-154-52-6352<br/>Fax: +81-154-52-6358</p>   | <p>1. Higashi Ko Ku; 274°, 2,100 m from Kushiro Ko Higashi Ku S Sub-breakwater Light.<br/>2. Nishi Ko Ku; 201°, 1,600 m from Kaihatukyoku Kushiro Ko Nishi Ko Ku Shima Breakwater Light.</p>                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>Rumoi Pilot Association<br/>Tel: +81-164-43-4128<br/>Fax: +81-164-43-4128</p>     | <p>1. N passage inward-bound vessels; 300°, 1,500 m <b>Kaihatukyoku Rumoi Ko W Breakwater N Light</b>.<br/>2. S passage inward-bound vessels; 270°, 1,500 m from Rumoi Ko W Breakwater S Light.<br/>3. In bad weather; (in cases where pilots cannot embark outside the port because waves are high) 140°, 300 m from <b>Kaihatukyoku Rumoi Ko W Breakwater N Light</b>.</p>              | <p>1. During strong winds, particularly in winter, high waves often prevent a pilot from boarding outside the breakwater. In this case a pilot boat (tugboat) waits the vessel near the port entrance of the N end of W Breakwater, and boards while the vessel is proceeding on inbound course. The pilot ladder shall be rigged on the port side.<br/>2. When the weather worsens, vessel intending to enter the port shall be sure to contact Rumoi Coast Guard or the ship's agent for information on weather, oceanographic conditions, etc.</p> |
| <p>Otaru Pilot Association<br/>Tel: +81-134-22-5380<br/>Fax: +81-134-33-0228</p>     | <p>Near a position 050°, 0.8 M from Otaru Ko N Sub-breakwater Light (red).</p>                                                                                                                                                                                                                                                                                                            | <p>Inbound vessels are recommended to wait for a pilot in the quarantine anchorage.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## Chapter 7 PRECAUTIONS

### Navigational Precautions

- 5 **Standards for nautical charts, etc.** In order to prevent marine accidents, the Japan Coast Guard is giving the following guideline which includes standards for necessary nautical charts to be carried onboard.
1. Necessary charts for safe navigation should be on board.  
Vessels navigating in the seas around Japan are to keep charts covering the areas to be navigated.  
Nautical publications, such as “Sailing Directions”, “Tide Tables”

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(7) Whether or not you have ever entered Japanese port.

(8) Something wrong during your sailing, the matters concerning to maintain the security of the ship in question engaged in international sailing.

## Chapter 9 METHOD OF ACQUISITION ABOUT DANGER WARNINGS

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

### Notices to Mariners

**Notices to Mariners.** Notices to Mariners provide information for updating nautical charts at the aim of ensuring maritime traffic safety. Notices to Mariners are posted on the JCG's website once a week, available in Japanese and English.

**Regional Coast Guard Headquarters Notices to Mariners.** Local Notices to Mariners are published weekly and also whenever the need arises through JCG's website and email in Japanese and English as needed. LNMs contains information relevant to maritime safety within the Regional Coast Guard Headquarters jurisdictional district as well as the waters under the Coast Guard Office jurisdiction and their surrounding waters.

### Navigational Warnings

**NAVAREA XI Navigational Warnings.** Under the World-Wide Navigational Warnings Service, Japan is the area coordinator for NAVAREA XI, Northwest Pacific and Southeast Asia region. Urgent safety related information within the NAVAREA XI area are broadcast in English for automatic dissemination via the Inmarsat C Enhanced Group Calling (EGC) SafetyNET service. The information is also published on the website.

Information of high urgency, e.g., information on active submarine volcano, drifting mine, falling/flying objects such as satellite and obstruction, are broadcast at any time when necessary.

**NAVTEX Navigational Warnings.** High-urgency information relevant to maritime safety within 300M off the coast of Japan is provided through NAVTEX. NAVTEX receiver has to be equipped to receive NAVTEX Navigational Warning. The information is also published on JCG's website.

| Coast station | Identification character | Language used | Emission | Frequency | Regular transmission starting time (JST) |
|---------------|--------------------------|---------------|----------|-----------|------------------------------------------|
| Kushiro       | K                        | Japanese      | F1B      | 424 kHz   | 0208 0608 1008 1408 1808 2208            |
|               |                          | English       |          | 518 kHz   | 0240 0640 1040 1440 1840 2240            |
| Otaru         | J                        | Japanese      | F1B      | 424 kHz   | 0151 0551 0951 1351 1751 2151            |
|               |                          | English       |          | 518 kHz   | 0230 0630 1030 1430 1830 2230            |

Apart from the regularly scheduled broadcasts, urgent marine safety information is transmitted whenever the need arises.

**Local Navigational Warnings.** For the safety of vessels navigating in the jurisdictional district of the Regional Coast Guard Headquarters, the jurisdictional district of the Coast Guard Office, or the vicinity of these districts, The Japan Coast Guard provides information needing urgent reporting from local coast radio stations by the radiotelephone system. And also this information is provided on the website (for PC or for cellular phone) as well.

## Chapter 1 THE SOUTH COAST OF HOKKAIDO

### Tsugaru Kaikyo (Chart JP 10)

**General information.** Tsugaru Kaikyo separates Hokkaido from Honshu and connects the Japan Sea with the Pacific Ocean. It is entered from the E between Shiriya Saki and Esan Misaki and from the W between Tappi Saki and Shirakami Misaki. It is about 50 M in length to the east and west, and about 10 M in width with its narrowest parts being the W entrance and between Oma Saki and Shiokubi Misaki. Elsewhere it is wide and reaches about 30 M.

### Shirakami Misaki ~ Kattoshi Misaki (Charts W1159, W9)

**General information.** The coast for about 14 M in length between Shirakami Misaki and Kitsunegoe Saki is closely backed by mountains and mostly consists of rocky beaches. Fukushima Ko (41° 29' N, 140° 16' E; Port designated by Port Regulations Law; Port Code: JP FKU) lies basically midway between the capes with the sea in front of it being shallow for a considerable distance from the shore and where large vessels can obtain suitable anchorages. Elsewhere the sea reaches 20 m in depth in areas within 500 m offshore and quickly deepens.

The mountains recede slightly inland from the coast for about 14 M in length between Kitsunegoe Saki and Kattoshi Misaki. The W coast of Kikonai Wan consists of a series of sandy beaches, but the coast from the N part of it to Kattoshi Misaki is fringed with numerous sunken rocks outside rock ledges lying along there.

Kikonai Wan is a good anchorage for large vessels.

#### Landmarks.

| Landmark         | Position                  | Remarks                                                                                                                                                               |
|------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shirakami Misaki | 41° 23.8' N, 140° 11.8' E | A high and cliffy cape which is surmounted by a lighthouse at the end. A radio tower which is with a parabolic antenna and several structures are built on the cliff. |
| Shirakami Take   | 41° 25.0' N, 140° 12.4' E | A mountain, 352 m high, of which a radio tower is located on the top.                                                                                                 |
| Ikenodai Yama    | 41° 30.8' N, 140° 16.2' E | A conical mountain, 526 m high.                                                                                                                                       |
| Yagoshi Misaki   | 41° 31.0' N, 140° 24.5' E | A high steep and rocky cliffy cape with two small hills on the top. The outside hill has a lighthouse on the hillside.                                                |
| Okumaru Yama     | 41° 32.6' N, 140° 22.6' E | A mountain, 826 m high, the highest peak in this vicinity. The summit is often covered with clouds or fog in summer.                                                  |
| Ikarikai Shima   | 41° 32.1' N, 140° 25.9' E | An islet which consists of three rocks above water. The outermost rock (17 m high) with conical shape is conspicuous and will be got a good radar response.           |
| Togari Yama      | 41° 32.7' N, 140° 25.4' E | A mountain, 361 m high, of which two radio towers (a parabolic antenna is attached to one of them) are located on the WNW about 500 m of the summit.                  |
| Kitsunegoe Saki  | 41° 33.2' N, 140° 26.4' E | A rocky cape.                                                                                                                                                         |
| A chimney        | 41° 35.0' N, 140° 25.6' E | A chimney stack, about 203 m high, which is white in color and exhibits white lights (flashing type) at the top and midway.                                           |
| Saraki Misaki    | 41° 42.0' N, 140° 31.5' E | A cape with concrete seawalls in the vicinity.                                                                                                                        |
| Kattoshi Misaki  | 41° 44.5' N, 140° 36.0' E | A cape which is surmounted by a lighthouse.                                                                                                                           |



| Section | Description of the Anchorage                                                                                                                                                |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 3       | The holding ground on the E side of No. 2 fairway is reported to be rather poor with a muddy bottom. Vessels have been known to have dragged anchor during strong NW winds. |
| 5       | The anchorage has limited space because this section contains a sea-berth, mooring buoys, a submarine pipeline and fairways.                                                |

**Facilities.**

| Name                    | Position                  | Length (m)                | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks    |  |
|-------------------------|---------------------------|---------------------------|-------------------|-------------------------|------------|--|
| Minato Cho Wharf A Quay | 41° 47.9' N, 140° 42.8' E | 280                       | 14                | 50,000 × 1              |            |  |
| Minato Cho Wharf B Quay | 41° 48.1' N, 140° 42.7' E | 240                       | 12                | 30,000 × 1              |            |  |
| N Wharf                 | A Quay                    | 41° 47.9' N, 140° 43.1' E | 51                | 3.5                     | 700 × 1    |  |
|                         | B Quay                    | 41° 47.8' N, 140° 43.2' E | 330               | 4.5 ~ 5                 | 2,000 × 3  |  |
|                         | N Quay                    | 41° 47.7' N, 140° 43.1' E | 130               | 5 ~ 6                   | 5,000 × 1  |  |
|                         | S Quay                    | 41° 47.7' N, 140° 43.3' E | 90                | 4.5                     | 2,000 × 1  |  |
| Bandai Wharf            | N-1 Quay                  | 41° 47.3' N, 140° 43.5' E | 130               | 7.5                     | 5,000 × 1  |  |
|                         | N-2 Quay                  | 41° 47.3' N, 140° 43.6' E | 90                | 3 ~ 5.5                 | 2,000 × 1  |  |
|                         | Front Quay                | 41° 47.2' N, 140° 43.4' E | 185               | 9 ~ 10                  | 15,000 × 1 |  |
|                         | S-1 Quay                  | 41° 47.2' N, 140° 43.5' E | 130               | 7.5                     | 5,000 × 1  |  |
|                         | S-2 Quay                  | 41° 47.2' N, 140° 43.6' E | 90                | 2 ~ 6                   | 2,000 × 1  |  |
| Kaigan Machi Basin      | No. 2 Bashin No. 1 Quay   | 41° 46.8' N, 140° 43.5' E | 70                | 5                       | 1,000 × 1  |  |
|                         | No. 2 Bashin No. 2 Quay   |                           | 200               | 4.5                     | 50t × 5    |  |
|                         | No. 4 Bashin No. 1 Quay   |                           | 210               | 5                       | 100 t × 4  |  |
|                         | No. 4 Bashin No. 2 Quay   |                           | 150               | 5                       | 100 t × 3  |  |
|                         | No. 4 Bashin No. 3 Quay   |                           | 210               | 5                       | 100 t × 4  |  |
|                         | No. 4 Bashin S Quay       |                           | 190               | 6.5                     | 500 t × 2  |  |
|                         | No. 4 Bashin Front Quay   |                           | 270               | 6.5                     | 500 t × 4  |  |
|                         |                           |                           |                   |                         |            |  |
| Central Wharf           | N-1 Quay                  | 41° 47.0' N, 140° 43.4' E | 171               | 7.5 ~ 8                 | 10,000 × 1 |  |
|                         | N-2 Quay                  | 41° 47.0' N, 140° 43.5' E | 165               | 7.5 ~ 8                 | 10,000 × 1 |  |
|                         | N-3 Quay                  | 41° 47.1' N, 140° 43.6' E | 90                | 2.5 ~ 5.5               | 3,000 × 1  |  |
|                         | Front Quay                | 41° 47.0' N, 140° 43.3' E | 133               | 6 ~ 7                   | 1,000 × 1  |  |
|                         | S Quay                    | 41° 46.9' N, 140° 43.4' E | 133               | 7 ~ 8                   | 7,000 × 1  |  |
| Wakamatsu Wharf Quay    | 41° 46.4' N, 140° 43.3' E | 360                       | 9                 | 90,000t × 1             |            |  |
| Toyokawa Wharf Quay     | 41° 46.2' N, 140° 43.2' E | 530                       | 4 ~ 5             | 1,000 × 7               |            |  |

|         |           |                           |     |     |            |  |
|---------|-----------|---------------------------|-----|-----|------------|--|
| W Wharf | D-Ku Quay | 41° 46.4' N, 140° 42.7' E | 140 | 3   | 1,000 × 2  |  |
|         | E-Ku Quay | 41° 46.5' N, 140° 42.7' E | 165 | 9   | 10,000 × 1 |  |
|         | F-Ku Quay | 41° 46.5' N, 140° 42.6' E | 105 | 6.5 | 3,000 × 1  |  |

**The largest ship ever to enter port** On 9 May, 2023, the passenger ship MSC BELLISSIMA (171,598t, 8.7m draught) arrived at the port.

**Supplies.** Fuel oil are available by supply boats.

5

**Repairs.**

| Name                    | Telephone       | Remarks |
|-------------------------|-----------------|---------|
| Hakodate Dock Co., Ltd. | +81-138-22-3111 |         |
| Kanto Kogyo Co., Ltd.   | +81-138-42-1256 |         |

**Maritime authorities and facilities.**

| Name                                                                                                                                      | Telephone         |
|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Hakodate Coast Guard Office (Captain of the port)                                                                                         | +81-138-42-5658   |
| Hakodate Customs Headquarters                                                                                                             | +81-138-40-4261   |
| Hakodate Transport Branch Office of Hokkaido District Transport Bureau                                                                    | +81-138-49-9901   |
| Hakodate Detached Office of Otaru Quarantine Station<br>(To be contacted to Hakodate Airport Detached Office of Otaru Quarantine Station) | (+81-138-59-0248) |
| Hakodate Sub-branch, Sapporo Branch of Yokohama Plant Protection Station                                                                  | +81-138-42-6671   |
| Hakodate Branch Office of Sapporo Regional Immigration <b>Services</b> Bureau                                                             | +81-138-41-6922   |
| Wharf Management Office, Port and Airport Department of Hakodate City                                                                     | +81-138-41-3543   |

**Tugboats.** Tugboats are available for large vessels.

10

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

**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 |
| Hakodate Kankyo Eisei Co., Ltd. | TEL: +81-138-51-7750                                                  | 0830 ~ 1700        | Bilge, water ballast, tank cleaning water, collect oil, slop oil         | Bilge, water ballast, tank cleaning water, collect oil, slop oil         |
| Taiheiyo Cement Corp.           | Environmental Business Development Department<br>TEL: +81-11-242-7183 | 0830 ~ 1700        |                                                                          |                                                                          |

**Medical facilities.**

| Name                                                      | Telephone       | Remarks |
|-----------------------------------------------------------|-----------------|---------|
| Hakodate Municipal Hospital                               | +81-138-43-2000 |         |
| National Hospital Organization Hakodate National Hospital | +81-138-51-6281 |         |
| Hakodate General Central Hospital                         | +81-138-52-1231 |         |
| Hakodate Red Cross Hospital                               | +81-138-51-5315 |         |
| Hakodate Goryoukaku Hospital                              | +81-138-51-2295 |         |

**Maritime traffic.** Car ferry services are in operation to Aomori Ko and Oma Ko.

level is 0.95 m.

**Secondary undulation.** The sea level of this port undulates with an interval of about 53 min but the range rarely exceeds 10 cm.

**Sea ice.** In 1987, some areas in the port froze over.

5 **The largest vessel to enter the port.** A passenger ship “QUANTUM OF THE SEAS” (168,666 t; draught: 8.5m) was berthed at Sakimori Wharf No.6 Quay on June 24, 2016.

**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 / 12ch | 24 hours           | Muroran Coast Guard Office |         |

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

**Landmarks.**

| Landmark       | Position                  | Remarks                                                                                                           |
|----------------|---------------------------|-------------------------------------------------------------------------------------------------------------------|
| A chimney      | 42° 21.0' N, 140° 58.9' E | A chimney with grey in color, 79 m high.                                                                          |
| A chimney      | 42° 21.1' N, 140° 59.8' E | A chimney, 55 m high.                                                                                             |
| Iyoshisanbe    | 42° 20.2' N, 140° 57.1' E | A conical mountain, 140 m high.                                                                                   |
| A chimney      | 42° 20.6' N, 140° 59.3' E | A chimney, 154 m high, which has been painted in white and red, and is located at the W end of the chimney group. |
| A chimney      | 42° 21.9' N, 140° 56.9' E | A chimney, 185 m high.                                                                                            |
| A wind turbine | 42° 20.7' N, 140° 56.5' E | A Wind Turbine with in white, 100 m high.                                                                         |
| A wind turbine | 42° 19.6' N, 140° 58.9' E | A Wind Turbine with in white, 100 m high.                                                                         |
| A wind turbine | 42° 19.6' N, 140° 59.1' E | A Wind Turbine with in white, 120 m high.                                                                         |

**Directions.** The passage leads from an area WNW of Daikoku Shima to an area W of Nippon Steel Wharf.

15 **The port has four pairs of leading lights at the Nippon Steel Wharf, one pair of leading beacons at the Central Wharf and two pairs of leading beacons at the Moto-Wanishi Wharf.**

These are useful as berthing aids.

**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.** Fish preserves and aquaculture facilities are laid along the E side of N Outer Breakwater and other aquaculture facilities in the W of Nima Misaki (42° 20.1' N, 140° 55.8' E), therefore caution needs to be exercised.

25 At night, the various leading lights, light buoys, and the lights on N Breakwater and S Breakwater are often difficult to distinguish from the background city lights. The sight of harbour is often obstructed when vessels navigate the passage because many vessels are usually at anchor within the port. In addition, it is necessary to exercise caution because vessels entering to or leaving from Nippon Steel Wharf can meet vessels entering to or leaving from each southern wharf of the section 1 in the vicinity of the E end of the passage.

30 **Overhead cable.** There is an overhead cable (with a vertical clearance of about 14m) between Moto-Wanishi Wharf and Nakau Wharf.

**Overhead bridge.** Hakucho O-hashu Bridge (with a vertical clearance of 53m, equipped with bridge lights ) extends from an area S of the root of S Breakwater to an area S of the root of N Breakwater, and is illuminated at night.

35 **Anchorage.** A quarantine anchorage is established WSW about 1.8 M of Poroshireto Misaki (42° 22.4' N,

140° 54.9' E) but it is necessary to exercise caution because there are aquaculture facilities nearby. The anchorage for vessels carrying dangerous cargoes is designated on the N of the passage within Section 3 as a common rule. The bottom of both inner and outer harbours are mostly sand and generally affords a good holding.

5 The anchorage within the port is narrow and also many vessels carrying dangerous cargoes can be anchored there, so that vessels should take preventive measures to avoid marine disasters by keeping special watch on weather information and their anchorage.

After an atmospheric depression passes through the sea area, easterly winds often suddenly turn into westerly stiff winds. Therefore, when SE winds (or NE winds) shift clockwise (or anticlockwise) vessels will need to re-anchor without delay in anticipation of winds from between W and NW.

10 **Anchoring prohibited.** Vessels are prohibited from anchoring in the middle part of Section 1 between the vicinity of Muroran Ko No. 4 Lighted beacon and Central Wharf.

#### Facilities.

| Name           |                           | Position                  | Length (m) | Depth (Approx. m) | Capacity (D/W × vessel)  | Remarks                  |
|----------------|---------------------------|---------------------------|------------|-------------------|--------------------------|--------------------------|
| Sakimori Wharf | No. 1 Quay                | 42° 22.2' N, 140° 55.1' E | 185        | 10                | 15,000 × 1               |                          |
|                | No. 2 Quay                | 42° 22.2' N, 140° 55.2' E | 185        | 10                | 15,000 × 1               |                          |
|                | No. 3 Quay                | 42° 22.1' N, 140° 55.4' E | 185        | 10                | 15,000 × 1               |                          |
|                | No. 4 Quay                | 42° 22.1' N, 140° 55.5' E | 240        | 12                | 30,000 × 1               |                          |
|                | No. 5 Quay                | 42° 22.0' N, 140° 55.7' E | 240        | 12                | 30,000 × 1               |                          |
|                | No. 6 Quay                | 42° 21.9' N, 140° 55.8' E | 280        | 14                | 50,000 × 1               |                          |
|                | No. 7 Quay                | 42° 21.9' N, 140° 56.0' E | 206        | 10                | 15,000 × 1               |                          |
|                | Mooring pillars           | 42° 21.8' N, 140° 56.1' E | 25         | 10                | 15,000 × 1               |                          |
| Shukuzu Wharf  | Quays for coasters        | 42° 20.8' N, 140° 56.8' E | 200        | 6                 | 3,000 × 2                | Crane                    |
|                | No. 1 Quay                | 42° 20.8' N, 140° 56.7' E | 200        | 10 ~ 12.5         | 15,000 × 1               | Crane                    |
|                | No. 2 Quay                | 42° 20.8' N, 140° 56.6' E | 185        | 12.5              | 15,000 × 1               |                          |
| W No. 1 Wharf  | No. 1 and 2 Quays         | 42° 20.2' N, 140° 57.9' E | 256        | 7                 | 5,000 × 2                |                          |
|                | No. 3 Quay                | 42° 20.3' N, 140° 57.9' E | 211        | 2.5               | —                        | Revetment structure      |
|                | No. 4 and 5 Quays         | 42° 20.2' N, 140° 57.8' E | 333        | 2.5 ~ 4.5         | 2,000 × 4                |                          |
| W No. 2 Wharf  | No. 1 and 2 Quays         | 42° 20.1' N, 140° 58.1' E | 360        | 7.5 ~ 10          | 10,000 × 1<br>15,000 × 1 |                          |
|                | No. 3 Quay                | 42° 20.2' N, 140° 58.1' E | 150        | 6                 | 5,000 × 1                |                          |
|                | No. 4 and 5 Quays         | 42° 20.1' N, 140° 58.0' E | 257        | 6.5               | 5,000 × 2                |                          |
|                | No. 6 Quay                | 42° 20.1' N, 140° 57.9' E | 130        | 3.5               | 700 × 2                  |                          |
| W No. 3 Wharf  | A Quay                    | 42° 19.9' N, 140° 58.2' E | 100        | 5.5               | 2,000 × 1                | E side of the No. 1 Quay |
|                | B Quay                    | 42° 19.8' N, 140° 58.3' E | 100        | 5.5               | 2,000 × 1                | S side of the A Quay     |
|                | No. 1 Quay                | 42° 19.9' N, 140° 58.2' E | 125        | 4 ~ 7             | 5,000 × 1                |                          |
|                | No. 2 Quay                | 42° 20.0' N, 140° 58.2' E | 185        | 8.5               | 10,000 × 1               |                          |
|                | No. 3 Quay                | 42° 20.1' N, 140° 58.2' E | 135        | 7.5               | 5,000 × 1                |                          |
|                | No. 4 Quay                | 42° 20.0' N, 140° 58.1' E | 195        | 9 ~ 10            | 10,000 × 1               |                          |
| No. 5 Quay     | 42° 20.0' N, 140° 58.0' E | 150                       | 4.5        | 700 × 2           |                          |                          |

|                      |                   |                           |     |           |                        |                             |
|----------------------|-------------------|---------------------------|-----|-----------|------------------------|-----------------------------|
| 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<br>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              |                             |

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 |         |

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**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<br>(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<br>(located in Tomakomai City)                             | +81-144-33-2913   |
| Tomakomai Sub-branch Office, Chitose-Tomakomai Branch Office of Sapporo Regional Immigration Services Bureau                                     | +81-144-32-9012   |
| Administration Division, Port Department of Muroran City Port and Harbor Division                                                                | +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 |         |

| 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. <del>2E</del> Quay in Section 1.    |
|                                                                                                                                                                                                      | 2nd Substitute, N    | N                                           | Proceeding to the mooring facilities between Central N Wharf No. <del>3 Quay</del> 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 light and two leading beacons: a pair of leading beacon indicates the center of the dredged fairway (14 to 17.5 m in depth; bearing 059° of two marks in line); other pair of leading beacon indicates the fairway leading to Hokkaido-Sekiyu Kyodobichiku Pier (bearing 082.7° of two marks in line) ; a pair of leading light indicates the fairway leading to Central Wharf (bearing 012.3° of two lights in line), respectively.

#### Navigation safety instructions.

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>

**Quarantine anchorage.** A quarantine anchorage is established near the harbour limit within Section 3 (42° 36.4' N, 141° 36.0' E). 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.

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.

### 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              | Crane      |       |
| 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° 39.6' E | 206               | 10                      | 15,000 × 1 |       |
|                           | No. 2 Quay                | 42° 38.8' N, 141° 39.8' E | 260               | 12                      | 30,000 × 1 |       |
|                           | No. 3 Quay                | 42° 38.8' N, 141° 39.9' E | 256               | 11.5 ~ 12.5             | 30,000 × 1 |       |
|                           | No. 4, 5, 6 Quays         | 42° 38.9' N, 141° 40.2' E | 349 in total      | 7.5                     | 5,000 × 3  |       |
| 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 | Crane |
|                           | No. 2 Quay                | 42° 38.6' N, 141° 40.3' E | 240               | 12                      | 30,000 × 1 | Crane |
|                           | No. 3 Quay                | 42° 38.7' N, 141° 40.4' E | 130               | 7 ~ 8                   | 5,000 × 1  |       |
| Yufutsu Wharf             | No. 1 Quay                | 42° 39.0' N, 141° 41.5' E | 280               | 12                      | 30,000 × 1 |       |
|                           | No. 2 Quay                | 42° 39.1' N, 141° 41.7' E | 185               | 10                      | 15,000 × 1 |       |
|                           | No. 3 and 4 Quays         | 42° 39.1' N, 141° 41.9' E | 260 in total      | 7.5                     | 5,000 × 2  |       |
|                           | No. 5 Quay                | 42° 39.3' N, 141° 41.8' E | 240               | 12                      | 30,000 × 1 |       |
|                           | No. 6 Quay                | 42° 39.4' N, 141° 41.8' E | 165               | 9                       | 10,000 × 1 |       |
| Central Wharf No. 2 Quay  | 42° 36.5' N, 141° 46.9' E | 360                       | 14                | 30,000 × 1              |            |       |
| Central Wharf No. 3 Quay  | 42° 36.7' N, 141° 47.0' E | 360                       | 14                | 50,000 × 1              |            |       |
| Shubun Wharf No. 2 Quay   | 42° 36.7' N, 141° 49.2' E | 240                       | 12                | 30,000 × 1              |            |       |

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

**Supplies.** Fresh water and fuel oil are available. Fuel supply boats are stationed.

**Maritime authorities and facilities.**

| Name                                                                                                                                               | Telephone         |
|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Tomakomai Coast Guard Station (Captain of the port)                                                                                                | +81-144-33-0118   |
| Tomakomai Branch Customs                                                                                                                           | +81-144-34-1953   |
| Tomakomai Maritime Office, Muroran Transport Branch Office of Hokkaido District Transport Bureau                                                   | +81-144-32-5901   |
| Tomakomai Detached Office of Otaru Quarantine Station<br>(To be contacted to Chitose Airport Quarantine Branch Office of Otaru Quarantine Station) | (+81-123-45-7007) |
| Hokkaido and Tohoku Branch, Animal Quarantine Service                                                                                              | +81-123-24-6080   |
| Muroran and Tomakomai Sub-branch, Sapporo Branch of Yokohama Plant Protection Station                                                              | +81-144-33-2913   |
| Tomakomai Office, Chitose-Tomakomai Branch Office of Sapporo Regional Immigration Bureau                                                           | +81-144-32-9012   |
| Tomakomai Port Authority                                                                                                                           | +81-144-34-5551   |

5 **Tugboats.** Tugboats are available.

**Ferry boats.** Ferries are available. The pier is located in Section 2.

**Oil waste disposal facilities.**

| Name                           | Application          | Hours of operation | Waste oil to be disposed                                                 |                                                                          |
|--------------------------------|----------------------|--------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|
|                                |                      |                    | Waste heavy oil                                                          | Light waste oil                                                          |
| Kankyokaihatsu Kogyo Co., Ltd. | TEL: +81-11-373-2728 | 0800 ~ 1730        | Bilge, water ballast, collect oil, sludge                                |                                                                          |
| 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 |
|----------------------------|-----------------|---------|
| Tomakomai City Hospital    | +81-144-33-3131 |         |
| Tomakomai Nisshou Hospital | +81-144-72-7000 |         |



cancellation of them, etc. (Inquiries: Hiroo Coast Guard Station).

**Tides.** In Tokachi Ko, Mean higher high water is 1.2 m, Mean lower low water is 0.3 m, and Mean sea level is 0.85 m.

**The largest vessel to enter the port.** A cargo vessel "PRABHU SHAKIT" (83,690 D/W; draught: 10.9 m) was berthed at No. 3 Quay of No. 4 Wharf on May 22, 2015.

#### Landmarks.

| Landmark     | Position                  | Remarks                                                            |
|--------------|---------------------------|--------------------------------------------------------------------|
| 4 silos      | 42° 17.5' N, 143° 19.1' E | Four silos for cement use of which all are grey in color.          |
| Tate Iwa     | 42° 17.3' N, 143° 19.5' E | An upright rock, 21 m high.                                        |
| A radio mast | 42° 18.4' N, 143° 19.2' E | A radio tower, 97 m high, which has been painted in red and white. |

**Precautions for entering the port.** When strong winds blow from between NE and SE, sufficient caution for the steering is required in the case of entering into or departing from the port because chopping waves get up near the end of the S breakwater and the swell usually surges abeam.

Even if the waves are low at the time of E wind off the port, high waves sometimes occur near the port entrance because the sea around this port is shallow for a considerable distance from the shore.

**Anchorage.** Anchorages are available within a 20 m contour line to the E of S breakwater. While a strong westerly wind blows, some vessels which can not round Erimo Misaki seek for temporary shelters off Hyakunin Hana or to the NE of Shoya Hana, but most of them return to the offing of Tokachi Ko for shelter because numerous stationary nets lie in the vicinity and also those areas are beyond the limits of the cellular phone service.

#### Facilities.

| Name                          |                   | Position                  | Length (m) | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks                   |
|-------------------------------|-------------------|---------------------------|------------|-------------------|-------------------------|---------------------------|
| S Wharf                       | No. 1 Quay        | 42° 17.4' N, 143° 19.2' E | 93         | 5                 | 2,000 × 1               |                           |
|                               | No. 2, 3, 5 Quays | 42° 17.5' N, 143° 19.3' E | 230        | 5.5               | 2,000 × 3               |                           |
|                               | No. 4 Quay        | 42° 17.6' N, 143° 19.3' E | 130        | 7.5               | 5,000 × 1               |                           |
| No. 2 Wharf<br>No. 1, 2 Quays |                   | 42° 17.6' N, 143° 19.3' E | 260        | 7.5               | 5,000 × 2               |                           |
| No. 3 Wharf                   | No. 1 Quay        | 42° 17.8' N, 143° 19.4' E | 90         | 4~5.5             | 2,000 × 1               |                           |
|                               | No. 2, 3 Quays    | 42° 17.8' N, 143° 19.5' E | 260        | 7.5               | 5,000 × 2               |                           |
|                               | No. 4 Quay        | 42° 17.9' N, 143° 19.7' E | 185        | 10                | 15,000 × 1              |                           |
|                               | No. 5 Quay        | 42° 17.9' N, 143° 19.6' E | 130        | 7.5 ~ 10          | 5,000 × 1               |                           |
|                               | No. 6 Quay        | 42° 17.9' N, 143° 19.5' E | 90         | 5.5               | 2,000 × 1               | Earthquake-resistant quay |
|                               | No. 7, 8 Quays    | 42° 18.0' N, 143° 19.5' E | 180        | 5.5               | 2,000 × 2               |                           |
| No. 4 wharf                   | No. 1 Quay        | 42° 18.1' N, 143° 19.6' E | 240        | 8                 | 10,000 × 1              |                           |
|                               | No. 2 Quay        | 42° 18.0' N, 143° 19.8' E | 240        | 12                | 30,000 × 1              |                           |
|                               | No. 3 Quay        | 42° 18.1' N, 143° 19.9' E | 260        | 13                | 40,000 × 1              |                           |
| Fishery Wharf                 |                   | 42° 17.3' N, 143° 19.3' E | 130        | 2                 | 500 G/T × 2             |                           |

**Supplies.** Fresh water and fuel oil are available. Fuel supply boats are stationed.

**Facilities.**Nishi Ku.

|                          |                           | Name                       | Position                  | Length<br>(m)             | Depth<br>(Approx. m) | Capacity<br>(D/W × vessel) | Remarks            |
|--------------------------|---------------------------|----------------------------|---------------------------|---------------------------|----------------------|----------------------------|--------------------|
| Section 1                | No. 1 Oil Piers No. 1 ~ 4 |                            | 42° 59.7' N, 144° 20.7' E | 520                       | 5.5 ~ 7.5            | 5,000 × 4                  | Dolphin berths     |
|                          |                           | No. 1 Wharf                | E side Quay No. 1         | 42° 59.8' N, 144° 20.6' E | 90                   | 5                          | 2,000 × 1          |
| E side Quays No. 2 and 3 | 42° 59.7' N, 144° 20.5' E |                            | 330                       | 6.5 ~ 9                   | 10,000 × 2           |                            |                    |
| S side Quay No. 4        | 42° 59.6' N, 144° 20.4' E |                            | 240                       | 11                        | 30,000 × 1           |                            |                    |
| W side Quay No. 5        | 42° 59.7' N, 144° 20.3' E |                            | 185                       | 9.5                       | 15,000 × 1           |                            |                    |
| W side Quays No. 6 and 7 | 42° 59.8' N, 144° 20.4' E |                            | 330                       | 9                         | 10,000 × 2           |                            |                    |
| Landing Place            | 43° 00.0' N, 144° 20.3' E |                            | 316                       | 4 or less                 | —                    |                            |                    |
| Section 2                | No. 2 Wharf               | E side Quay No. 8          | 42° 59.9' N, 144° 20.2' E | 90                        | 5.5                  | 2,000 × 1                  |                    |
|                          |                           | E side Quay No. 9          | 42° 59.9' N, 144° 20.2' E | 130                       | 7.5                  | 5,000 × 1                  |                    |
|                          |                           | E side Quay No. 10         | 42° 59.8' N, 144° 20.1' E | 185                       | 10                   | 15,000 × 1                 |                    |
|                          |                           | S side Quays No. 11 and 12 | 42° 59.8' N, 144° 19.9' E | 480                       | 11 ~ 12.5            | 30,000 × 2                 | Crane              |
|                          |                           | W side Quay No. 13         | 42° 59.8' N, 144° 19.8' E | 165                       | 9                    | 10,000 × 1                 |                    |
|                          |                           | W side Quay No. 14         | 42° 59.9' N, 144° 19.8' E | 130                       | 7.5                  | 5,000 × 1                  |                    |
|                          |                           | Landing Place              | 43° 00.0' N, 144° 19.8' E | 125                       | 3 ~ 4                |                            |                    |
|                          |                           | Chokusenbu Landing Place   | 43° 00.0' N, 144° 19.8' E | 205                       | 4                    | —                          |                    |
|                          |                           | S side Bulk Pier No. 1     | 42° 59.7' N, 144° 20.0' E | 300                       | 14                   | 85,000 × 1                 |                    |
|                          |                           | S side Bulk Pier No. 2     | 42° 59.7' N, 144° 19.9' E | 170                       | —                    | 12,000 × 1                 |                    |
|                          | No. 3 Wharf               | E side Landing Place       | 43° 00.0' N, 144° 19.7' E | 100                       | 4                    |                            |                    |
|                          |                           | E side Quay No. 15         | 43° 00.0' N, 144° 19.7' E | 90                        | 5.5                  | 2,000 × 1                  |                    |
|                          |                           | E side Quays No. 16 and 17 | 42° 59.9' N, 144° 19.6' E | 260                       | 7.5                  | 5,000 × 2                  |                    |
|                          |                           | S side Quay No. 18         | 42° 59.8' N, 144° 19.5' E | 240                       | 11 ~ 12              | 30,000 × 1                 | Container<br>Crane |
| W side Quay No. 19       |                           | 42° 59.9' N, 144° 19.4' E  | 240                       | 12                        | 30,000 × 1           |                            |                    |
| W side Quay No. 20       |                           | 43° 00.0' N, 144° 19.4' E  | 185                       | 10                        | —                    |                            |                    |
| No. 4 Wharf              | E side Quay No. 21        | 43° 00.0' N, 144° 19.2' E  | 170                       | 10                        | 12,000 × 1           |                            |                    |
|                          | E side Quay No. 22        | 42° 59.9' N, 144° 19.2' E  | 240                       | 12                        | 30,000 × 1           |                            |                    |
|                          | S side Quay No. 23        | 42° 59.8' N, 144° 19.0' E  | 282                       | 14                        | 50,000 × 1           | Crane                      |                    |

## Higashi Ku.

|           |                         | Name                      | Position                  | Length<br>(m) | Depth<br>(Approx. m) | Capacity<br>(D/W × vessel)   | Remarks                                  |
|-----------|-------------------------|---------------------------|---------------------------|---------------|----------------------|------------------------------|------------------------------------------|
| Section 1 |                         | Irifune Quay              | 42° 58.8' N, 144° 22.7' E | 280           | 3 ~ 5                | —                            |                                          |
|           |                         | Irifune (B) -6.0 m Quay   | 42° 58.8' N, 144° 22.9' E | 165           | 4.5 ~ 6              | 2,000 × 3                    |                                          |
|           |                         | Omachi Quay               | 42° 58.8' N, 144° 23.0' E | 250           | 1 ~ 5                | —                            |                                          |
|           |                         | Nishikicho Quay           | 42° 58.9' N, 144° 23.0' E | 201           | 1 ~ 4                | —                            |                                          |
|           |                         | Saiwaicho Quay            | 42° 58.9' N, 144° 22.9' E | 120           | 4.5 ~ 5              | 2,000 × 2                    |                                          |
| Section 2 | Central Wharf           | East Quay No. 7           | 42° 58.9' N, 144° 22.7' E | 370           | 7.5 ~ 9              | 10,000 × 1<br>(50,000 t × 1) | An aseismatic quay for passenger vessels |
|           |                         | East Quays No. 4 ~ 6      | 42° 58.9' N, 144° 22.4' E | 390           | 6 ~ 6.5              | 5,000 × 3                    |                                          |
|           |                         | Wast Quay No. 3           | 42° 58.9' N, 144° 22.2' E | 180           | 8 ~ 9                | 15,000 × 1                   |                                          |
|           |                         | Wast Quays No. 1 and 2    | 42° 59.0' N, 144° 22.3' E | 339           | 7 ~ 8                | 10,000 × 2                   |                                          |
|           | N Wharf                 | East Quays No. 5 and 6    | 42° 59.1' N, 144° 22.2' E | 155           | 4 ~ 6.5              | 6,000 × 1                    |                                          |
|           |                         | South Quay No. 4          | 42° 59.1' N, 144° 22.1' E | 126           | 7 ~ 8                | 3,000 × 1                    |                                          |
|           |                         | Wast Quays No. 1 ~ 3      | 42° 59.2' N, 144° 22.1' E | 396           | 7 ~ 8                | 10,000 × 2                   |                                          |
|           |                         | Chokusenbu -9.0 m Quay    | 42° 59.3' N, 144° 22.1' E | 150           | 7 ~ 7.5              | 6,000 × 1                    |                                          |
|           |                         | Chokusenbu -8.1 m Quay    | 42° 59.3' N, 144° 22.0' E | 157           | 6.5 ~ 7              | 3,000 × 1                    |                                          |
|           |                         | Chokusenbu -5.0 m Quay    | 42° 59.4' N, 144° 22.0' E | 56            | 3.5 ~ 4              | —                            |                                          |
|           | Gyoko Wharf             | East Quays No. 1 ~ 4      | 42° 59.3' N, 144° 21.9' E | 424           | 7                    | 500 × 6                      |                                          |
|           |                         | S side Quays No. 1 and 2  | 42° 59.2' N, 144° 21.8' E | 203           | 7 ~ 7.5              | 5,000 × 1                    |                                          |
|           |                         | W side Quays No. 1 ~ 3    | 42° 59.3' N, 144° 21.7' E | 322           | 7                    | 500 × 5                      |                                          |
|           |                         | North -6.0 m Quay         | 42° 59.4' N, 144° 21.7' E | 150           | 5                    | 349 × 2                      |                                          |
|           |                         | North -5.0 m Quay         | 42° 59.5' N, 144° 21.7' E | 172           | 4 ~ 5.5              | 200 × 3                      |                                          |
|           | Fuku Ko A Quay          | 42° 59.5' N, 144° 21.7' E | 300                       | 5             | —                    | There is a fish market.      |                                          |
|           | Fuku Ko B Quay          | 42° 59.6' N, 144° 21.8' E | 250                       | 5             | 200 × 4              |                              |                                          |
| Section 3 | S Wharf                 | Coal Loader Quay          | 42° 58.3' N, 144° 21.8' E | 217           | 6 ~ 8                | 5,000 × 1                    |                                          |
|           |                         | General Cargo Quay        | 42° 58.3' N, 144° 21.9' E | 91            | 5                    | 2,000 × 1                    |                                          |
|           | Mimamishin Wharf        | South Dolphin             | 42° 58.4' N, 144° 21.9' E | 130           | 6                    | 5,000 × 1                    |                                          |
|           |                         | General Cargo Quay        | 42° 58.5' N, 144° 22.0' E | 130           | 5.5 ~ 6              | 5,000 × 1                    |                                          |
|           |                         | W side Dolphin            | 42° 58.5' N, 144° 22.0' E | 70            | 5                    | 1,000 × 1                    | E side of the wharf                      |
|           |                         | Irifune -7.5 m Quay       | 42° 58.7' N, 144° 22.4' E | 130           | 6 ~ 7.5              | 5,000 × 1                    |                                          |
|           | Irifune (A) -6.0 m Quay | 42° 58.7' N, 144° 22.5' E | 260                       | 5 ~ 6         | 2,000 × 2            |                              |                                          |

**Oil waste disposal facilities.**

| Name             | Application          | Hours of operation | Waste oil to be disposed                                                 |                                                                          |
|------------------|----------------------|--------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|
|                  |                      |                    | Waste heavy oil                                                          | Light waste oil                                                          |
| Assist Co., Ltd. | TEL: +81-153-75-0811 | 0800 ~ 1800        | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge |

**Medical facilities.**

| Name                            | Telephone       | Remarks |
|---------------------------------|-----------------|---------|
| Abashiri-Kosei General Hospital | +81-152-43-3157 |         |

- 5 **Maritime traffic.** Cruiseferries “AURORA” (491t) and “AURORA 3” (19t) are in operation around Abashiri Ko from January to April.

**Notoro Misaki ~ Uenhirari Misaki** (Chart W1039)

- 10 **General information.** The coast for about 41 M in length between Notoro Misaki and Uenhirari Misaki (44° 21.9' N, 143° 21.3' E) consists of sandy beaches and contains the estuaries or inlets of Notoro Ko (lake), Saroma Ko (lake), Tokoro Kawa and Yubetsu Kawa.

Notoro Gyoko lies within Notoro Ko (lake) and Saromako Gyoko lies at the inlets of Saroma Ko (lake).

A 10 m contour line generally runs along 0.5 to 1 M offshore and no dangerous reefs 10 m or less in depths lie further than 1 M offshore.

- 15 Monbetsu Ko is the only port which can accommodate 30,000 D/W class vessels on this coast.

**Landmarks.**

| Landmark                    | Position                  | Remarks                                                                                                                                                                                                                       |
|-----------------------------|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bushi Yama                  | 43° 58.9' N, 144° 01.0' E | A mountain, 480 m high, which is the highest mountain around there and clearly visible from the N to NE direction.                                                                                                            |
| Iwakeshi Yama               | 44° 02.7' N, 143° 58.7' E | A mountain, 425 m high, which can be seen from all directions and will become a good landmark.                                                                                                                                |
| Horoiwa Yama                | 44° 05.7' N, 143° 50.3' E | A mountain with a flat top, 376 m high, and prominent around there.                                                                                                                                                           |
| Saroma Ko                   | 44° 10.9' N, 143° 47.2' E | A lake which is detectable by radar within 5 M.                                                                                                                                                                               |
| The estuary of Yubetsu Kawa | 44° 13.9' N, 143° 37.3' E | A river with training walls at the estuary which will be got good radar responses from 10 M offshore. A red bridge spans this river at the estuary.                                                                           |
| Naka Yama                   | 44° 07.9' N, 143° 35.6' E | A conical mountain, 360 m high, which is prominent but difficult to distinguish it from mountains behind from the N direction.                                                                                                |
| Fumi Yama                   | 44° 09.6' N, 143° 29.1' E | A mountain, 437 m high, which has a cliffy ridge with blackish rocks lining up in a shape of horse's manes. The mountaintop as seen from the E is flat but the N is pointed peak and so prominent.                            |
| Monbetsu Yama               | 44° 20.6' N, 143° 19.1' E | A mountain with a flat top, 334 m high, which appears to be blackish as fully covered with woods. Numerous radio towers stand all over the top, and a belvedere is located nearby. A ski resort on a hillside is conspicuous. |

**Tides.** In Monbetsu Ko, Mean higher high water is 1.1 m, Mean lower low water is 0.3 m, and Mean sea level is 0.71 m. And also diurnal inequality is remarkable.

**The largest vessel to enter the port.** On July 28, 2004, a passenger vessel “Asuka” (28,856 t; draught: 6.7 m) was berthed at Konan Quay.

5 **Landmarks.**

| Landmark          | Position                  | Remarks                                                     |
|-------------------|---------------------------|-------------------------------------------------------------|
| A radio tower     | 44° 21.3' N, 143° 21.5' E | A radio tower, 53 m high, which is silver in color.         |
| A buddhist temple | 44° 21.3' N, 143° 21.0' E | Kogenji temple, which has a triangle roof and is prominent. |
| 2 silos           | 44° 20.9' N, 143° 21.6' E | Two silos for cement use.                                   |
| A chimney         | 44° 20.2' N, 143° 22.1' E | A chimney, about 89 m high (above ground level).            |

**Directions.** When entering into the port from the E or SE, it is necessary to exercise caution for the stationary nets lying on the SE about 2 M of Monbetsu Ko.

10 When entering from the N, in order to avoid Onne Se, vessels should keep away at least 1 M or more from the shore, thence steer 180° or more with No. 2 Breakwater Light directly ahead and approach to the port. Once get close to the port entrance, vessels may proceed along No. 2 Breakwater.

In this case, the S end of No. 1 Breakwater protrudes about 70 m from the extension of No. 2 Breakwater, therefore caution is required.

15 **Precaution for entering the port.** Numerous concrete blocks lie on the bottom at the NNE about 130 m of Monbetsu Ko N Auxiliary Breakwater Light.

**Anchorage.** Generally, vessels anchor at a depth of about 7 m with a sandy bottom around the area with Kaihatsukyoku Monbetsu Ko No. 3 Breakwater Light bearing 240° at a distance of 400 m.

20 An area inside the port from No. 1 Wharf through No. 2 Wharf to N Quay in No. 3 Wharf is narrow. In addition, a submarine pipeline is laid in the frontal sea of No. 1 Wharf, and therefore this area is not suitable for vessels as an anchorage. The quarantine anchorage is located outside the breakwater and affords a good holding in general.

**Facilities.**

| Name                        | Position                  | Length (m)                | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks    |  |
|-----------------------------|---------------------------|---------------------------|-------------------|-------------------------|------------|--|
| Benten W Quay               | 44° 21.3' N, 143° 21.6' E | 190                       | 2 ~ 3             | 700 × 2                 |            |  |
| No. 2 Basin W Landing Place | 44° 21.0' N, 143° 21.5' E | 312                       |                   |                         |            |  |
| No. 1 Wharf                 | E Quay                    | 44° 20.9' N, 143° 21.7' E | 130               | 6.5 ~ 7.5               | 5,000 × 1  |  |
|                             | S Quay                    | 44° 20.8' N, 143° 21.6' E | 90                | 5.5                     | 2,000 × 1  |  |
| No. 2 Wharf                 | N Quay                    | 44° 20.8' N, 143° 21.7' E | 131               | 6                       | 3,000 × 1  |  |
|                             | E Quay                    | 44° 20.7' N, 143° 21.8' E | 390               | 7.5                     | 5,000 × 3  |  |
|                             | S Quay                    | 44° 20.5' N, 143° 21.9' E | 130               | 7.5                     | 5,000 × 1  |  |
|                             | W Landing Place           | 44° 20.8' N, 143° 21.6' E | 180               | 3 ~ 4                   | 200 t      |  |
| No. 3 Wharf                 | N Quay                    | 44° 20.4' N, 143° 22.2' E | 240               | 12                      | 30,000 × 1 |  |
|                             | S Quay                    | 44° 20.3' N, 143° 22.4' E | 130               | 7.5                     | 5,000 × 1  |  |
| Konan Quay                  | 44° 20.2' N, 143° 22.4' E | 220                       | 7.5               | 5,000 × 1               |            |  |

**Supplies.** Fresh water and fuel oil are available. Fuel supply boats are stationed.

**Maritime authorities and facilities.**

| Name                                                                                                                                       | Telephone         |
|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Mombetsu Coast Guard Office                                                                                                                | +81-158-27-5250   |
| Monbetsu Sub-branch of Kushiro Branch Customs                                                                                              | +81-158-23-3500   |
| Asahikawa Branch Office of Sapporo Regional Immigration <b>Services</b> Bureau<br>(located in Asahikawa City)                              | +81-166-38-6755   |
| Monbetsu Detached Office of Otaru Quarantine Station<br>(To be contacted to Asahikawa Airport Detached Office of Otaru Quarantine Station) | (+81-166-83-5180) |
| Port Administration Office of Mombetsu City                                                                                                | +81-158-24-2828   |

**Tugboats.** Tugboats are available.

5 **Oil waste disposal facilities.**

| Name             | Application          | Hours of operation | Waste oil to be disposed                                                 |                                                                          |
|------------------|----------------------|--------------------|--------------------------------------------------------------------------|--------------------------------------------------------------------------|
|                  |                      |                    | Waste heavy oil                                                          | Light waste oil                                                          |
| Assist Co., Ltd. | TEL: +81-153-75-0811 | 0800 ~ 1800        | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge |

**Medical facilities.**

| Name                      | Telephone       | Remarks |
|---------------------------|-----------------|---------|
| Mombetsu General Hospital | +81-158-24-3111 |         |

**Maritime traffic.** There are two sightseeing boats (150t and 366t) that cruise around Monbetsu Ko throughout the year.

**Uenhirari Misaki ~ Kamui Misaki** (Chart W1039)

**General information.** The coast for about 24 M in length between Uenhirari Misaki and Otoineppu Misaki (44° 37.7' N, 142° 55.6' E) consists mainly of sandy beaches with a few small capes.

The sea along this coast is shallow for a considerable distance from the shore but with no rocky reefs except around the capes. A 20 m contour line generally runs along 1.5 to 2 M offshore.

Omu Ko (44° 35.2' N, 142° 58.0' E; Port designated by Port Regulations Law; Port Code: JP OUM) is located on the SE about 3 M of Otoineppu Misaki. The coast for about 32 M in length between Otoineppu Misaki and Kamui Misaki (45° 03.6' N, 142° 30.3' E) is closely backed by the feet of Kitami Mountains and has cliffs in many places. The coast is fringed with numerous rocky reefs and abundant seaweed. Dangerous reefs lie scattered within 1 M offshore, whereas outside 1 M offshore, the depths are 10 m or more.

Esashi Ko (44° 56' N, 142° 36' E; Port designated by Port Regulations Law; Port Code: JP ESS) can accommodate 500 t class vessels at the berths on this coast.

**Weather.** A stormy wind from the WSW known locally as “Hikata” blows around Omu Ko. A “Hikata” occurs with an atmospheric distribution of southern high pressure and northern low pressure, upon which the atmospheric distribution suddenly causes a strong WSW wind to become even stronger when the isobars run from the E and W, and thereby reaches 20 m/s occasionally. It occurs the most frequently from March to May, but it can occur with the passage of a typhoon or an atmospheric depression even in summer and autumn.

The stormy wind can reach around Saruru Misaki to the S, around Otoshibe Misaki to the N, and occasionally around Esashi Ko. The effect can be felt up to 12 M offshore.

**Facilities.**

| Name                |                                | Position                  | Length (m)    | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks             |
|---------------------|--------------------------------|---------------------------|---------------|-------------------|-------------------------|---------------------|
| N Wharf             | Mooring Quay                   | 45° 25.2' N, 141° 41.0' E | 154           | 5.5 ~ 6           | 3,000 t × 1             |                     |
|                     | S Quay A                       | 45° 25.1' N, 141° 40.9' E | 135           | 5                 | 2,000 t × 1             | E side of the wharf |
|                     | S Quay B                       | 45° 25.1' N, 141° 40.8' E | 133           | 4.5 ~ 5           | 2,000 t × 1             | S side of the wharf |
| Central Wharf       | -5.5 m N Quay                  | 45° 25.0' N, 141° 40.8' E | 100           | 5                 | 2,000 × 1               | -5.5 m N Quay       |
|                     | -7.5 m N Quay                  | 45° 25.0' N, 141° 40.8' E | 130           | 7                 | 5,000 × 1               |                     |
|                     | Ferry Quay No. 1               | 45° 25.0' N, 141° 41.0' E | 135           | 6                 | 3,000 t × 1             | W side No.1         |
|                     | Ferry Quay No. 2               | 45° 24.9' N, 141° 41.0' E | 170           | 7.5               | 6,000 t × 1             | E side No.2         |
|                     | S Quay                         | 45° 24.9' N, 141° 40.9' E | 135           | 6                 | 3,000 t × 1             |                     |
|                     | -5.5 m S Quay                  | 45° 24.9' N, 141° 40.9' E | 100           | 5.5               | 2,000 × 1               |                     |
|                     | -6 m earthquake resistant Quay | 45° 24.9' N, 141° 41.1' E | 135           | 6                 | 3,000 t × 1             |                     |
| No. 2 Fuku Ko Quay  |                                | 45° 24.7' N, 141° 40.7' E | 420           | 4 ~ 4.5           | For fishing boats       |                     |
| No. 1 Fuku Ko Quay  |                                | 45° 24.3' N, 141° 40.6' E | 1025 in total | 5 or less         | For fishing boats       |                     |
| Hokuyou Wharf       | Improved Quay                  | 45° 24.4' N, 141° 40.7' E | 753 in total  | 5 or less         | For fishing boats       |                     |
|                     | - 6.0 m N Quay                 | 45° 24.6' N, 141° 40.9' E | 320           | 5 ~ 6             | For fishing boats       |                     |
|                     | - 7.5 m N Quay                 | 45° 24.6' N, 141° 41.0' E | 130           | 7.5               | 5,000 × 1               |                     |
|                     | No. 2 S Quay                   | 45° 24.5' N, 141° 41.1' E | 300           | 6                 | For fishing boats       |                     |
|                     | No. 1 S Quay                   | 45° 24.4' N, 141° 41.0' E | 210           | 6 ~ 8             | For fishing boats       |                     |
| Suchiro Wharf       | W Quay                         | 45° 24.3' N, 141° 41.3' E | 260           | 4.5               | 400 t × 2               |                     |
|                     | E Quay                         | 45° 24.3' N, 141° 41.5' E | 240           | 10.5 ~ 11.5       | 30,000 × 1              | Crane               |
| Tempoku No. 1 Wharf | W Quay                         | 45° 24.3' N, 141° 41.6' E | 185           | 9                 | 15,000 × 1              |                     |
|                     | N Quay                         | 45° 24.3' N, 141° 41.7' E | 185           | 9                 | 15,000 × 1              |                     |
|                     | E Quay                         | 45° 24.3' N, 141° 41.8' E | 260           | 7.5 ~ 8           | 5,000 × 2               |                     |
| Tempoku No. 2 Wharf | W Quay                         | 45° 24.2' N, 141° 42.0' E | 260           | 7                 | 5,000 × 2               |                     |
|                     | E Quay                         | 45° 24.3' N, 141° 42.2' E | 180           | 5.5               | 2,000 × 2               |                     |

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

**Repairs.**

| Name                              | Telephone       | Remarks |
|-----------------------------------|-----------------|---------|
| Wakkanai Kouwanshisetsu Co., Ltd. | +81-162-23-2365 |         |

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

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

**Landmarks.**

| Landmark     | Position                  | Remarks                                                                                                                                                                |
|--------------|---------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tanks group  | 43° 57.5' N, 141° 38.6' E | A group of 19 tanks with white in color.                                                                                                                               |
| 4 silos      | 43° 56.9' N, 141° 38.5' E | For cement use                                                                                                                                                         |
| A radio mast | 43° 56.5' N, 141° 38.2' E | A radio tower with silver in color, 81 m high, which is located on the rooftop of NTT Building. A parabolic antenna is attached to and red lights are exhibited on it. |
| A silo       | 43° 56.9' N, 141° 38.1' E | For cement use                                                                                                                                                         |

5

**Precautions for entering the port.** The following points should be noted when vessels enter into or depart from the port.

1. Kaihatsukyoku Rumoi Ko W Breakwater N Light, Rumoi Ko W Breakwater S Light and Rumoi Ko S Breakwater Light can be occasionally difficult to identify because of sea spray during bad weather, and they can be decreased in luminous intensity because of ice accretion in winter.
2. During strong winds from between W and N in winter, caution is required to avoid drifting toward the lee shallows.
3. When the weather worsens, vessels bound for Rumoi Ko should maintain keeping watch on VHF communication after passing Shakotan Misaki or Rishiri To in order to quickly respond to calls from the Rumoi Coast Guard Office (through the HOKKAIDO COAST GUARD RADIO; Refer to the section “Communications Services of the Japan Coast Guard” in Chapter 8 “PREVENTION OF MARINE DISASTERS” of Part 1 on page 27.) or shipping agents. (Information on the conditions inside the port and the weather and sea conditions around the port entrance are made available).

15

**Anchorage.**

| Section | Description of the Anchorage                                                                                                                                                         |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1       | It is limited to fishing vessels or sailing vessels less than 300 t, except for vessels to be moored at N Quays on the N side or at S Quays No.3~5 on the S side. The bottom is mud. |
| 2       | It is used by vessels of all types. The bottom is mud.                                                                                                                               |
| 3       | The bottom is mud and sand, and there is a risk of dragging anchor during strong winds from between W and N.                                                                         |
| 4       | The quarantine anchorage is established in the W part of W Breakwater. There is a risk of dragging anchor during winds from between W and N.                                         |

20

**Facilities.**

| Name                 | Position                  | Length (m)                | Depth (Approx. m) | Capacity (D/W × vessel) | Remarks    |
|----------------------|---------------------------|---------------------------|-------------------|-------------------------|------------|
| Kotanhama Wharf      | No.1 Quay                 | 43° 57.2' N, 141° 38.3' E | 185               | 10                      | 15,000 × 1 |
|                      | No.2, 3 Quay              | 43° 57.1' N, 141° 38.3' E | 260               | 7.5 ~ 8                 | 5,000 × 2  |
| N Quay Landing Place | 43° 56.9' N, 141° 38.4' E | 264                       | 2 ~ 3             | —                       |            |



|                     |                           |     |           |            |           |
|---------------------|---------------------------|-----|-----------|------------|-----------|
| N Quay No.1~3       | 43° 56.8' N, 141° 38.6' E | 451 | 8         | 7,000 × 3  |           |
| S Quay No.1, 2      | 43° 56.8' N, 141° 38.2' E | 295 | 6 ~ 8     | 7,000 × 2  |           |
| S Quay No.3~5       | 43° 56.7' N, 141° 38.4' E | 379 | 5.5 ~ 6.5 | 4,000 × 3  |           |
| Landing Place       | 43° 56.7' N, 141° 38.6' E | 160 | 4 ~ 5     | —          |           |
| Sandomari No.1 Quay | 43° 58.2' N, 141° 38.4' E | 240 | 10.5 ~ 11 | 30,000 × 1 | Section 4 |

**Supplies.** Fresh water and fuel oil are available. A small fuel supply boat is stationed.

**Repairs.** Repair services for vessels of 124 t or less are available.

**Maritime authorities and facilities.**

| Name                                                                                                            | Telephone         |
|-----------------------------------------------------------------------------------------------------------------|-------------------|
| Rumoi Coast Guard Office (Captain of the port)                                                                  | +81-164-42-0414   |
| Rumoi Sub-branch of Sapporo Branch Customs                                                                      | +81-164-42-0467   |
| Rumoi and Ishikari Detached Office of Otaru Quarantine Station<br>(To be contacted to Otaru Quarantine Station) | (+81-134-23-4162) |
| Economics and Port Division, Regional Revitalization Department of Rumoi City                                   | +81-164-42-1840   |

5

**Tugboats and barges.** There are tugboats and small tugboats for exclusive use of barges.

**Ferry boat.** There is a ferry boat which is landed at S Quay in Section 2.

**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 |
| Douou Yusetsumori Kosha Co., Ltd. | TEL: +81-126-65-2190 | 0800 ~ 1700        | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge | Bilge, water ballast, tank cleaning water, collect oil, slop oil, sludge |

10

**Medical facilities.**

| Name                | Telephone       | Remarks |
|---------------------|-----------------|---------|
| Rumoi City Hospital | +81-164-49-1011 |         |

### Segoshi Misaki ~ Ofuyu Misaki (Chart W1045)

**General information.** The coast for about 19 M in length between Segoshi Misaki and Ofuyu Misaki (43° 43.5' N, 141° 19.7' E) presents different aspects on both sides of Kamuieto Misaki (43° 50.1' N, 141° 27.4' E).

15

The coast for about 7 M in length from Segoshi Misaki to Nozuka Saki slightly curves inland in a bow shape with a few small indentations near Nozuka Saki. It consists mainly of shingle or sandy beaches closely backed by cliffs about 40 m high.

As for the coast for about 12 M in length from Nozuka Saki to Ofuyu Misaki, the coast on the W side of Nozuka Saki consists of only sandy beaches with a slight indentation for about 3 M in length, but the coast around Kamuieto Misaki and southwestward is faced with cliffs about 100 m high and large stones are scattered

20