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Sailing Directions for Coast of Hokkaido

Supplement No.2

November 26, 2021



Japan Chart 150th

Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.2 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in February 2020.

This supplement contains English translation of COAST OF HOKKAIDO PILOT – Supplement No.2 issued on February 12, 2021 and No.3 issued on August 6, 2021 as well as the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard.

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

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

November 26, 2021

Hydrographic and Oceanographic Department,
Japan Coast Guard

Caution

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

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

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

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

Cover: About the new Japan Coast Guard badge

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

District meteorological observatory (telephone)	Local meteorological observatory (telephone)
Sapporo (+81-11-611-0170)	Hakodate (+81-138-46-2212)
	Asahikawa (+81-166-32-6368)
	Muroran (+81-143-22-3227)
	Kushiro (+81-154-31-5110)
	Abashiri (+81-152-44-4348)
	Wakkanai (+81-162-23-2678)
Sendai (+81-22-297-8104)*	Aomori (+81-17-741-7411)

* : This mark is located outside the mention area, but shows the Weather office having jurisdiction over the same area.

Chapter 3 OCEANOGRAPHY

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Ocean Currents

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The general tendency of the ocean currents in the sea near Hokkaido is described in the following fig. 5 on page 11, and includes the Tsushima Warm Current and its branch currents such as Tsugaru Warm Current, Soya Warm Current, and Oyashio, which is a cold current system. Generally warm currents are dominant in summer and the cold current in winter.

Ocean Current	Summary
Tsushima Warm Current	It follows up N along the NW coast of Honshu in the Japan Sea and continues to flow N along the W coast of Hokkaido. The flow rate in summer is 1 kn or so and some places see 1.5 kn or more. However, the flow rate decreases in winter.
Tsugaru Warm Current	Near the W entrance to Tsugaru Kaikyo, Tsushima Warm Current divides into two, the most becomes Tsugaru Warm Current and goes E. As soon as it clears the strait, it turns S or it does so after it has reached about 40 M SW of Erimo Misaki. The former case occurs mostly in winter and the latter in summer. The flow rate of Tsugaru Warm Current ranges 1 to 3 kn and is high in summer than in winter.
Soya Warm Current	Part of the low-end current of Tsushima Warm Current becomes Soya Warm Current and flows into Soya Kaikyo, thence flows SE along the NE coast of Hokkaido reaching the offing of Shiretoko Misaki. The streaming belt of the current remains within about 20 M off the coast and the low-end divides into several branches such as one turning N and flowing away into the Sea of Okhotsk, or one going down the S after flowing into Nemuro Kaikyo and Kunashiri Suido. The flow rate is about 1.5 kn from spring and autumn. In summer there are some places where it reaches 3 kn, but in winter the current almost loses its strength.
Oyashio Current	Oyashio which flows SW on the SE side of Etorofu To creates S-going offshoots in the vicinity of areas between longitudes 150° and 151° E, and between longitudes 146° and 147° E and part of it continue to flow SW along the E part of the S coast of Hokkaido, thence meets Tsugaru Warm Current forming a current rip between them, thence goes S in the vicinity of an area between longitudes 142° and 143° E. The flow rate is about 0.5 kn, the current is stronger in winter to next spring than in summer.

Realtime tidal observation data (Tidal level data in Japan). This data at main ports are provided on the following website.

URL https://www1.kaiho.mlit.go.jp/TIDE/gauge/index_eng.php

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Tidal Currents

Those are mentioned in Part 2 “OFFSHORE AND THROUGH ROUTES” or Part 3 “COASTAL ROUTES AND HARBOURS.”

Sea ice

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Sea ice has two types; one is fast ice (coastal ice formation) which grows without moving after the sea water has frozen in ports or along coasts, the other is drift ice which is carried by winds and currents from places where it has formed.

Fast ice (coastal ice formation).

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1. Ports and coasts on the Pacific side between Kushiro Ko and Soya Kaikyo, and on the Sea of Okhotsk side, ice begins to form around late December and melts by around late March in following year.
2. At the S coast of Hokkaido and the S shore of Soya Kaikyo, the navigation of vessels becomes difficult from several days to two weeks or so. Ports such as Nemuro, Abashiri and Monbetsu are not navigable for one month and a half to two months.
3. Accordind to past record the principal ports where navigation was hampered for more than 80 days are as follows.

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Port	Year	Period
Monbetsu	1986	81 days
Abashiri	1984	83 days
Nemuro	2003	96 days

[Source: Statistical data by the 1st Regional Coast Guard Headquarters (1981 to 2010)]

Drift ice. Ice being formed mainly on the E coast of Sakhalin is carried by winds and currents.

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1. From mid to late January drift ice approaches the N coasts of Hokkaido and Kunashiri To, and the NW coast of Etorofu To. At an early stage it moves mostly in belts of sheet ice 30 to 70 cm thick and broken ice.
2. In late January ice reaches the whole area of the N coasts and partly flows S through Nemuro Kaikyo and Kunashiri Suido into the North Pacific. Also part of it flows into Soya Kaikyo and occasionally appears in the Japan Sea.
3. Drift ice becomes strongest in the S-going momentum between mid February and mid March. The N coasts of both Hokkaido and Kunashiri To, the NW coast of Etorofu To, and the whole of Nemuro Kaikyo turn into large ice fields of dense floes from 1 to 2 m thick, where vessels can not navigate.

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Also ice fields flow into Soya Kaikyo. When strong E winds blow continuously they drift into the Japan Sea reaching areas near Rebun To and Rishiri To and usually melt rapidly due to relatively high sea temperature in these areas. However, occasionally vessels are obstructed from navigating in these areas.

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4. Drift ice which has passed the islands E of Hokkaido and various channels into the North Pacific moves SW being carried by Oyashio and reaches the S coast of Hokkaido. This drift ice mainly consists of sheet ice and broken ice in the form of a belt, but ice floes from 2 to 3 m high above water are sometimes contained in it. The belt occasionally becomes several tens of miles in width.

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Owing to relatively high sea temperatures in the North Pacific, the ice belt gradually melts, but

Aids to navigation utilizing radio waves. Aids to navigation utilizing radio waves available in the area covered by this volume are as follows.

Loran C Station.

Name	Main station	Secondary station	Rate
Russian Chain	Aleksandrovsk (Russia)	Petropavlovsk (Russia)	7950-W
		Ussuriisk (Russia)	7950-X
		Okhotsk (Russia)	7950-Z
Korean Chain	Pohang (Korea)	Kwangju (Korea)	9930-W
		Ussuriisk (Russia)	9930-Z

Note: Ussuriisk (Russia) station of Russian chain and Korean chain is not in service officially.

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Chapter 6 PILOTAGE

Pilotage Areas

Pilotage Areas mean areas to which the Pilotage Law is applied, and those appellations and areas are designated by the Cabinet Order for Enforcement of the Pilotage Law. (Refer to Article 33 of the Pilotage Law and Article 3 of the Cabinet Order for Enforcement of the Pilotage Law)

The names and areas on Pilotage Areas within the area covered by this volume are as follows.

Appellations	Areas
Hakodate	Area surrounded by a line joining Ohana Misaki and Kattoshi Misaki, and shoreline.
Muroran	Areas within the port limit of Muroran Ko and within a radius of 3,000 m from Muroran Ko S Outer Breakwater Light.
Tomakomai	Tomakomai Ko
Kushiro	Kushiro Ko
Rumoi	Rumoi Ko
Otaru	Otaru Ko

Pilot Associations

Services of Pilot Associations are outlined as follows.

Name of associations and Contact information	Boarding Point	Remarks
Hakodate Pilot Association Tel: +81-138-40-8435 Fax: +81-138-40-8435	Near a position 220°, 2 M from Hakodate Ko W Sub-breakwater Light.	
Muroran Pilot Association Tel: +81-143-22-4049 +81-143-23-5656 Fax: +81-143-23-8085	1. For general vessels: Near a position 250°, 1.5 M from S Outer Breakwater Light. 2. For large tankers (VLCC): Near a position 230°, 2.3 M from S Outer Breakwater Light.	1. The pilot ladder must be provided on the lee side. Especially in winter the lee side shall be secured for boarding. 2. In principle tankers do not enter or leave port at night.

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about 2.5 M of Shirakami Misaki Light.

(2) Westbound from a position S about 4.5 M of Shiokubi Misaki Light.

Steer 236° and proceed to a position N about 4 M of Tappi Saki Light.

To Hakodate Ko: Alter course to 290° with Kattoshi Misaki Light ahead at the position mentioned in above “(2)”, then turn gradually to starboard at a position S about 2 M of Ohana Misaki, and head for the port.

To Mutsu Wan: Alter course to 254° with Yagoshi Misaki Light ahead at the position mentioned in above “(2).” After that, follow the directions mentioned in above “2-(1)-c”, and proceed to each port in the bay.

To Otaru region: Alter course to 247° with Shirakami Misaki Light ahead at the position mentioned in above “(2).” After that, follow the directions mentioned in above “2-(1)-c”, and proceed to a middle area between Benten Shima and Ko Shima when having reached a position SE about 2.5 M of Shirakami Misaki Light.

3. Hakodate Ko and Mutsu Wan ~ the W and E entrances to Tsugaru Kaikyo

Almost retrace the directions mentioned in above “1-a”, “2-(1)” and “2-(2).”

4. Hakodate Ko ~ Mutsu Wan

An appropriate course should be chosen considering the weather, the time of tide and navigation in the daytime or nighttime. For reference, regular routes adopted by Higashi Nihon Ferries are mentioned below.

(1) Southbound

	Waypoints	Remarks
1	111° 2.0 M from Kattoshi Misaki Light (41° 44.5' N, 140° 36.0' E)	
2	270° 13.2 M from Oma Saki Light (41° 33.3' N, 140° 54.7' E)	
3	090° 2.0 M from Tairadate Light (41° 10.5' N, 140° 38.6' E; located on Myojin Saki)	
4	274° 4.2 M from Hanaguri Saki (40° 52' N, 140° 50' E; located in Aomori Ko)	Then proceed to Aomori Ko (Okidate) Ferry piers.

(2) Northbound

	Waypoints	Remarks
1	270° 3.7 M from Hanaguri Saki	
2	090° 3.5 M from Tairadate Light	
3	270° 10.1 M from Oma Saki Light	
4	270° 1.1 M from Anama Misaki (41° 45' N, 140° 42' E)	Then proceed to the entrance of Hakodate Ko South Passage.

Precautions for navigation. When navigating in Tsugaru Kaikyo, precaution needs to be taken as follows.

General precautions:

(1) In Tsugaru Kaikyo eastbound vessels are recommended to take routes within the mainstream zone, with visibility permitting the countercurrent zone along the coast being recommended for routes taken by westbound vessels.

(2) Vessels taking routes between Mutsu Wan and Hakodate Ko may be influenced by the current when crossing the mainstream zone. Vessels experiencing this should carefully check the helm to maintain her course, and properly adjust course to counteract the pressure flow. Mariners should be aware that these cautions are particularly important at the W entrance of the strait (Shirakami Misaki ~ Tappi Saki) and E

Hakodate Ko (41°48'N, 140°42'E) (Chart W6) (Port Code: JP HKP)

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

General information. Hakodate Ko occupies the E part of **Hakodate Wan**. The port area is composed of six sections and **two passages, one is North passage and the other is South passage**. Hakodate Gyoko is located on the E side of Section 6.

Most of the depth within the port area is more than 10 m, and the bottom affords a good holding. The depth of the major quays is between 7 to 11 m. **There is a lot of traffic of car ferries and fishing boats entering and departing the port.**

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

Tides. In Hakodate Ko, Mean higher high water is 0.9 m, Mean lower low water is 0.2 m, and Mean sea level is 0.57 m.

Secondary undulation. The sea level of this port undulates with intervals of between 46 and 58 min. and about 23 min. The resultant range often reaches 50 cm.

Sea ice. During the winters of 1880, 1918, 1919, 1939 and 1951 some slightly conspicuous solid ice was observed near the coast, but recently has seldom obstructed maritime traffic.

The largest vessel to enter the port. A tanker "NISSEKI MARU" (184,855 t; draught: 7.0 m) was docked at Hakodate Dockyard on May 28, 1985.

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	Hakodate Coast Guard Office	

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

Landmarks.

Landmark	Position	Remarks
A silo	41° 47.2' N, 140° 43.6' E	
A conspicuous building	41° 47.0' N, 140° 43.5' E	Hakodate Port and Harbour Joint Government Office Building, a 5-storied building.
A memorial ship	41° 46.4' N, 140° 43.3' E	Hakodate Municipal Seikan Ferry Museum “Mashu Maru”, Which is located at Wakamatsu Wharf.
A radio tower	41° 46.4' N, 140° 44.4' E	A parabolic antenna, 98 m high, which has been painted red and white.
A tower	41° 46.3' N, 140° 43.7' E	An advertising tower on the roof of a department store.

Indication of Course and Destination etc. Follow the provisions of Article 11 of the Enforcement Regulations of the Act on Port Regulations. [Replace by a new table]

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 and Pennants	AIS input code	Direction signal messages
	2nd sub over 1	1	Proceed toward a mooring facility in Section 1.
	2nd sub over 2 and E	2E	Proceed toward a mooring facility between Bandai Wharf Front and Wakamatsu Wharf in Section 2.
	2nd sub over 2 and W	2W	Proceed toward a mooring facility between Benten Wharf A and Hakodate Dock 4 in Section 2.
	2nd sub over 3	3	Proceed toward a mooring facility in Section 3.
	2nd sub over 4 and N	4N	Proceed toward a mooring facility between Cosmo Oil Dolphin and Minatocho Mooring Piles in Section 4.
	2nd sub over 4 and S	4S	Proceed toward a mooring facility between Minatocho Wharf and North Wharf in Section 4.

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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.

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

1. There is a lot of traffic of car ferries and fishing boats entering and departing the port. Car ferries utilizing N wharf transit South Passage for their entry and departure. Car ferries utilizing Tsugaru Kaikyo Ferry Pier transit South Passage for entry and North Passage for departure.
- 15 2. The lights of the N Breakwater and W Auxiliary Breakwater, extending on the N and S sides of the South Passage, are not easily distinguished at night due to the city lights in the background.
3. In winter during snowstorms with winds from the NW, visibility often gets very low and vessels can face difficulty in entering into or departing from the port. Sufficient caution needs to be exercised in this situation.
- 20 4. It is necessary to exercise caution for pleasure boats appearing from behind “Midori-no-Shima” (Green Island).

Mooring buoys. A mooring buoy (Capacity: 10,000 D/W) is laid in Section 2.

Anchorage. A quarantine anchorage is established in Section 6. Vessels loaded with dangerous cargoes shall anchor in Section 4, 5 and 6.

Anchorage in Section 3 and 5 are as follows.

Section	Description of the Anchorage
1	Much of the bottom is mud and the holding is reported to be rather poor. However, during winds from the SE through S to NW, this section is the best place to anchor in the port.
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 ~ 7	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	9.5 ~ 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	2.5 ~ 5.5	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 landing place		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

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

Repairs.

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

5 **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 (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 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.

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 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	

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

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

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

5 Directions.

1. 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.
2. When entering in the eastern part of the port, vessels can use one leading mark and two leading lights: a pair of leading mark indicates the center of the dredged fairway (14 to 17.5 m in depth; bearing 059° of two marks in line); two pairs of leading lights indicate the fairway leading to Hokkaido-Sekiyu Kyodobichiku Pier (bearing 082.7° of two lights in line) and the fairway leading to Central Wharf (bearing 012.3° of two lights in line), respectively.

Navigation safety instructions. In order to secure the safety of maritime traffic within Tomakomai Ko and its bounds, Tomakomai Marine Traffic Council being organized by maritime administrative authorities and other parties concerned including Tomakomai Coast Guard Station, Tomakomai Port Authority etc. has established the rules of mutual agreement and instructs it for vessels entering into and departing from the port. The principal rules are as follows.

1. Traffic control signals and Principles of entry and departure

(1) General Matters

Vessels intending to enter into or depart from the port must notify the signal station of the estimated time of arrival/departure. This rule applies to vessels even when intending to change the estimated time.

(2) Entry and departure for large vessels etc.

When the following vessels enter into or depart from the port, they must obtain approval as “Vessels which have been instructed by Captain of the port” at Tomakomai and Yuufutsu fairways pursuant to Appended table 4 of the Regulation for the Enforcement of the Port Regulations Law (related to Article 20-2), and then must enter into or depart from the port while lighting letter “X.”

- a. Vessels of 10,000 t or more carrying dangerous cargoes

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

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

5 **Anchoring restricted.** Vessels ~~except for ones intending to berth at mooring facilities~~ 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.

10 **Precautions for anchoring** As for the anchoring, the principal anchorages are established in the vicinity of the quarantine anchorage within section 3 and the vicinity of the Sea-berth within section 4, and also the N side of Higashiko Middle Breakwater is the only anchorage which is protected against the wave when southerly winds blow. With these anchorages, however anchors are easy to drag in any place thereof and especially in the strong southerly wind there have occurred several grounding accidents by the dragging anchor. Therefore, for this reason, in case of S winds over 15m/s constantly blowing (including expectation to continuously blow) issued it by Captain of the port, Tomakomai “Anchor Dragging Info (Alert)” to drag anchor and evacuate
15 intended to vessels anchoring in Tomakomai Ko and peripheral waters.

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

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 Branch of Hokkaido District Transport Bureau	+81-144-32-5901
Tomakomai Detached Office of Otaru Quarantine Station (To be contacted to Chitose Airport Quarantine Branch Office of Otaru Quarantine Station)	(+81-123-45-7007)
Hokkaido and Tohoku Branch, Yokohama Head Office of 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

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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

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Medical facilities.

Name	Telephone	Remarks
Tomakomai City Hospital	+81-144-33-3131	
Tomakomai Nisshou Hospital	+81-144-72-7000	