

Pub.301 sup.

Sailing Directions for South and East Coasts of Honshu

Supplement No.5

29 September 2023



Japan Coast Guard

Explanatory Notes

Sailing Directions for South and East Coasts of Honshu - Supplement No.5 is issued to correct the outdated information in Publication No.301 Sailing Directions for South and East Coasts of Honshu which was published in March 2021.

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

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AIS Signal Station Ship-ridden receivers of AIS (Automatic Identification System) or radars Capable of displaying on AIS multiple display or ECDIS (Electronic Chart Display and Information System) indicating the facilities for emitting radio waves on their display screens in order to show symbol marks and such to be the Aid to Navigation to navigating vessels. The classification can be divided into Real and Virtual. A Real in which AIS Signal Station are juxtaposed to an Aid to Navigation, and a Virtual in which an Aid to Navigation that does not actually exist is displayed on a radar, etc.

In the vicinity of area depicted this Sailing Directions, there are 25 AIS signal stations.

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

E end of recommended route Off the coast of Shio-no-Misaki	33°25.9'N, 135°52.5'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
W end of recommended route Off the coast of Shio-no-Misaki	33°24.3'N, 135°45.3'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
S of recommended route Off the coast of Shio-no-Misaki	33°22.7'N, 135°45.3'E	Virtual	Controlled by Osaka Wan Vessel Traffic Service Center.
Wabukasaki SW Floating Fish Haven Facilities	33°25.5'N, 135°27.3'E	Real	Fitted with the Wabukasaki SW Floating Fish Haven Facility Light
Ichiesaki SW Floating Fish Haven Facilities	33°26.3'N, 135°18.3'E	Real	Fitted with the Ichiesaki SW Floating Fish Haven Facility Light
Migusasaki SW Floating Fish Haven Facilities	33°27.5'N, 135°07.7'E	Real	Fitted with the Migusasaki SW Floating Fish Haven Facility Light
Setosaki SW Floating Fish Haven Facilities	33°30.3'N, 135°05.3'E	Real	Fitted with the Setosaki SW Floating Fish Haven Facility Light
Tosa-kuroshio Marine Farm No.18 Facilities	33°29.1'N, 133°12.1'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.18 Facility Light
Tosa-kuroshio Marine Farm No.20 Facilities	33°01.0'N, 133°12.1'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.20 Facility Light
Tosa-kuroshio Marine Farm No.21 Facilities	32°23.2'N, 132°28.9'E	Real	Fitted with the Tosa-kuroshio Marine Farm No.21 Facility Light

SSE of Kashino Saki Light.

(3) Direct route to Shio-no-Misaki.

Steer 270° from a position about 4 M SE of Mikomoto Shima Light, then alter course to 245° when Iro Saki Light abeam, or alter course to 240° when Omae Saki Light abeam, both of which lead to a position about 4.5 M SSE of Kashino Saki Light.

Reaching a position about 4.5 M SSE of Kashino Saki Light according to the route (1), (2), or (3) above, then alter course to 250° , which leads to a position about 5 M S of Shio-no-Misaki.

Caution:

1) In Enshu Nada, W ~ NW wind prevail in winter and spring. Such winds gather strength and may remain 1 ~ 3 days after extra-tropical cyclones pass through the Sea of Japan and continental high pressures develop. Route (1) above is for small vessels and vessels in light condition in such weather conditions, which gives easier passages and handy shelters in comparison with routes further offshore. Within 10 M offshore from the coast of Enshu Nada, flows E-going or W-going current at about 0.5 ~ 1.0 kn generating some intricate currents such as on shore current occasionally; so care must be taken when navigating in restricted visibility.

2) In the vicinity of O Shima (E of Kushimoto Ko), in order to avoid the strong current of the Kuroshio, it is recommended to navigate close by the shore as much as safety allows. The rates vary a lot day by day but the current within 2 M offshore is somewhat easier. The current is generally liable to go S in this area and in the area S of Shio-no-Misaki.

3. **Off the coast of Shio-no-Misaki**

The IMO's recommended route 'Off the coast of Shio-no-Misaki' has been established to the south of Shio-no-Misaki Light and has been in operation since 0900 on 1 June 2023 (see to Fig. 12-1).

The centerline and the virtual AIS buoys of the Recommended Route are shown on the electronic charts. Vessels are recommended to navigate right side of the centerline.

The recommended navigational position:

The line connecting the following 2 points (Centre line)

The E end $33^\circ 25' 54''$ N $135^\circ 52' 30''$ E

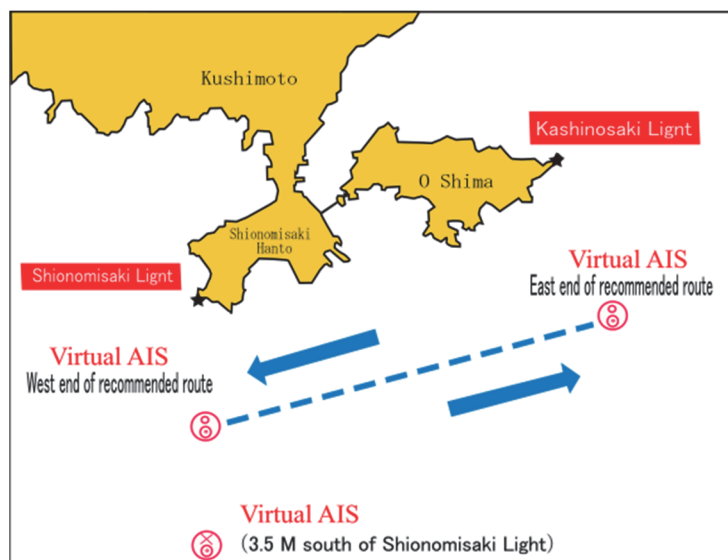
The W end $33^\circ 24' 18''$ N $135^\circ 45' 18''$ E

Virtual symbols appear at the E and W ends.

The length of the recommended route is approx. 6 M.

The recommended route does not apply to vessels navigating south of 3.5M south of Shionomisaki Light (offshore)

Fig.12-1 The Recommended route 'Off the coast of Shio-no-Misaki'



4. Off the coast of Shio-no-Misaki ~ Toi-Misaki.

Steer 295° from a position about 5 M S of Shio-no-Misaki Light; at a position about 5 M SW of Ichie Saki Light (33° 35.3' N, 135° 23.9' E), alter course to 315°, which leads to a position about 5.5 M SW of Kii Hino Misaki Light (33° 52.9' N, 135° 03.7' E).

5

Off the coast of Shio-no-Misaki or I Shima {Kii Suido} ~ Ashizuri Misaki (Charts W157, JP77, JP108)

(1) The route passing through off Muroto Saki.

Steer 262° from a position about 5 M S of Shio-no-Misaki Light, or steer 222° from a position about 5 M E of I Shima Light (33° 50.7' N, 134° 48.9' E); at a position about 5 M S of Muroto Saki Light (33° 14.8' N, 134° 10.6' E), alter course to 242°, which leads to a position about 5 M S of Ashizuri Misaki Light (33° 43.4' N, 133° 01.2' E).

Proceeding to Kochi Ko, steer 303° or 028° from a position about 5 M S of Muroto Saki or Ashizuri Misaki respectively with Kochi Light (33° 29.8' N, 133° 34.4' E) ahead.

(2) Direct route to Ashizuri Misaki.

From a position about 5 M S of Shio-no-Misaki Light, steer for a position about 5 M S of Ashizuri Misaki Light bearing 253°.

Caution:

When navigating from a position about 20 M S of Shio-no-Misaki Light to a position about 20 M S of Ashizuri Misaki Light, caution is necessary with Tosa Kuroshio Bokujo Light 6 buoys and numerous fishing vessels operating in the vicinity.

Ashizuri Misaki ~ Bungo Suido or Toi Misaki. (Charts W157, JP108)

(1) Proceeding to Bungo Suido (32° 57' N, 132° 12' E), from a position about 5 M S of Ashizuri Misaki Light, steer 268° for a position about 5 M S of Tosa Okino Shima Light (32° 42.3' N, 132° 32.6' E), then proceed to Hayasui Seto (33° 19' N, 131° 59' E) passing through the W of Oki-no-Shima, keeping away from Shibiko Se (32° 56.8' N, 132° 16.2' E).

(2) Proceeding to Toi Misaki, steer 242° from a position about 5 M S of Ashizuri Misaki Light and pass through a position about 24 M SSW of Tosa Okino Shima Light, or navigate from a position about 5 M S of Ashizuri Misaki Light to a position about 5 M SE of Toi Misaki Light (31° 22.0' N, 131° 20.7' E).

(3) Proceeding from off **the coast of** Shio-no-Misaki to Toi Misaki directly, navigate from a position about 5 M S of Shio-no-Misaki Light, pass through a position about 25 M S of Ashizuri Misaki Light, then pass through the naval sea training area used by U.S. Military Forces stationed in Japan (Area Lima: Refer to Chapter 7 "NAVIGATIONAL PRECAUTIONS" in Part 1 "GENERAL INFORMATION") clearing its N limit, and proceed to off Toi Misaki.

Eastbound.

Follow the routes described in above 1 ~ 4 backward.

Proceeding to Kochi Ko, steer 028° from a position about 5 M S of Ashizuri Misaki respectively with Kochi Light (33° 29.8' N, 133° 34.4' E) ahead.

Proceeding to Shimizu Ko, steer 060° from a position about 4.5 M SSE of Kashino Saki Light (33° 28.3' N, 135° 51.7' E); when Gozen Iwa Light (34° 35.9' N, 138° 15.6' E) abeam, alter course to 027°, which leads to a position about 2 M E of Shimizu Light (35° 00.6' N, 138° 31.8' E).

Facilities.

Name	Position	Length (m)	Depth (approx. m)	Capacity (DW×vessel)	Remarks	
Public Wharf	- 11 m Quay	39°16.0' N, 141°53.8' E	190	10~11	18,000 × 1	
	- 7.5 m Aseismatic Quay	39°15.9' N, 141°53.8' E	130	7~8	5,000 × 1	
	- 7.5 m Quay	39°16.1' N, 141°53.5' E	130	6.5~7	5,000 × 1	Foul bottoms are lying scattered in the sea area of a front face of the quay.
	- 4.5 m Quay	39°16.0' N, 141°53.6' E	120	4~4.5	1,000 × 1	

Apart from the above table, there are piers and landing places for private use.

Supply. Fresh water, ice and fuel oil are available. There is an oil supply boat.

5 **Repair.** Repairs can be arranged.

Maritime authorities and facilities.

Name	Telephone
Kamaishi Coast Guard Office (Captain of the Port)	+81-193-22-3830
<u>Kamaishi sub-branch Custom of Hakodate Customs Headquarters</u>	+81-193-22-3010
Kamaishi Detached Office of Sendai Quarantine Station (To be contacted to Sendai Quarantine Station)	(+81-22-367-8100)
Public Works Department, Wide-area Coastal Promotion Bureau of Iwate Prefecture	+81-193-25-2708

Tugboats. available.

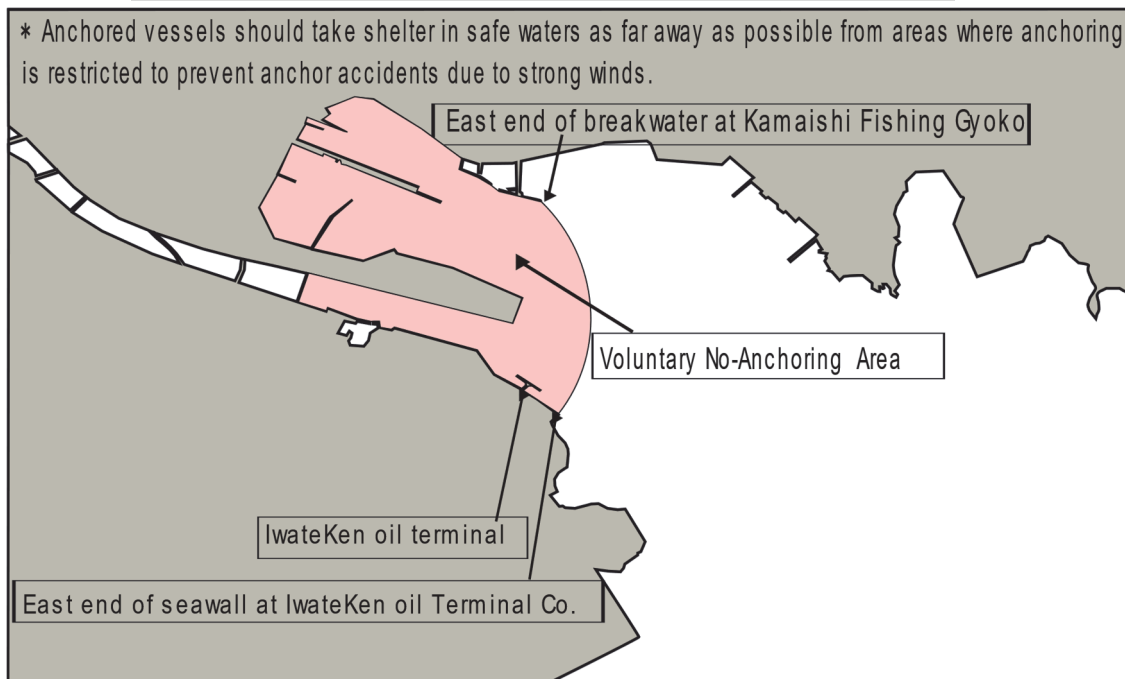
Medical facilities.

Name	Telephone	Remarks
Iwate Prefectural Kamaishi Hospital	+81-193-25-2011	

10

A Voluntary No-Anchoring Area in stormy weather is designated around the public wharf (see to Fig. 18-1). (inquiries : Kamaishi Coast Guard Office.)

Fig. 18-1 The Voluntary No-Anchoring Area in Kamaishi Ko



O Saki ~ Ryori Saki (Charts JP54, W71)

General information. Toni Wan, Yoshihama Wan, Okkirai Wan and Ryori Wan are entered on this coast; waters are deep but subjected to swell because these bays are open to the E. Okkirai Wan is better anchorage than other bays. Yoshihama Wan affords anchorage only in W winds.

- 5 It should be noted that there are stationary nets and aquaculture facilities of seaweeds along the coast. In addition, it is necessary to attention because some breakwaters of each fishing port on the coast were damaged by the Great East Japan Earthquake.

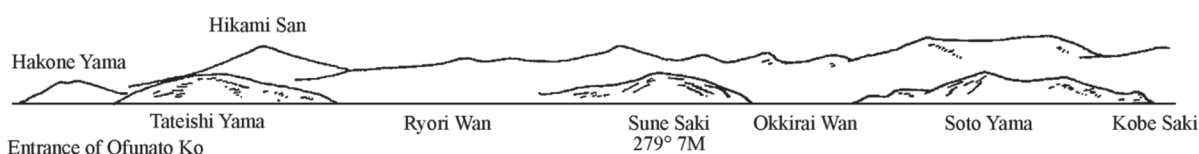
Landmarks.

Landmark	Position	Remarks
Shikotsu Saki	39° 11' N, 141° 55' E	A steep cliffy cape, light gray, the end of which is adjacent to Kana Shima (There is a lighthouse, and several pine trees grow in the top.).
Kobe Saki	39° 06' N, 141° 55' E	A white rocky cape which appears rugged and pointed when seen from the N and S. A lighthouse stands on the highest peak. Many triangular waves offshore have been reported.
Soto Yama	39° 06' N, 141° 53' E	A thickly wooded mountain, 445 m high.
Sune Saki	39° 04' N, 141° 53' E	A cape of sheer cliffs.

10

Approaches to Ryori Wan

Kobe Saki ~ Ofunato Ko, Seen from the off Ryori Wan

**Ryori Saki ~ Hirota Saki** (Charts JP54, W56)

- 15 **General information.** Ofunato Ko is entered deeply between Koori Saki and Goishi Saki W of Ryori Saki. Minato Wan (39° 02' N, 141° 47' E) is situated between Ryori Saki and Koori Saki, Kadonohama Wan, Ono Wan etc. lie W of Goishi Saki, but all of which are exposed to the open sea and not suitable for anchorage. In the cove on the W of Minato Wan lies many sunken reefs such as Yakushi Ne.

The water on this coast are generally deep to the shore but rocks above water and sunken reefs are scattered in the area within 0.6 M offshore and its outside is steep-to. So care should be taken in navigating in restricted visibility.

- 20 It should be noted that there are stationary nets and aquiculture facilities of seaweeds along the coast.

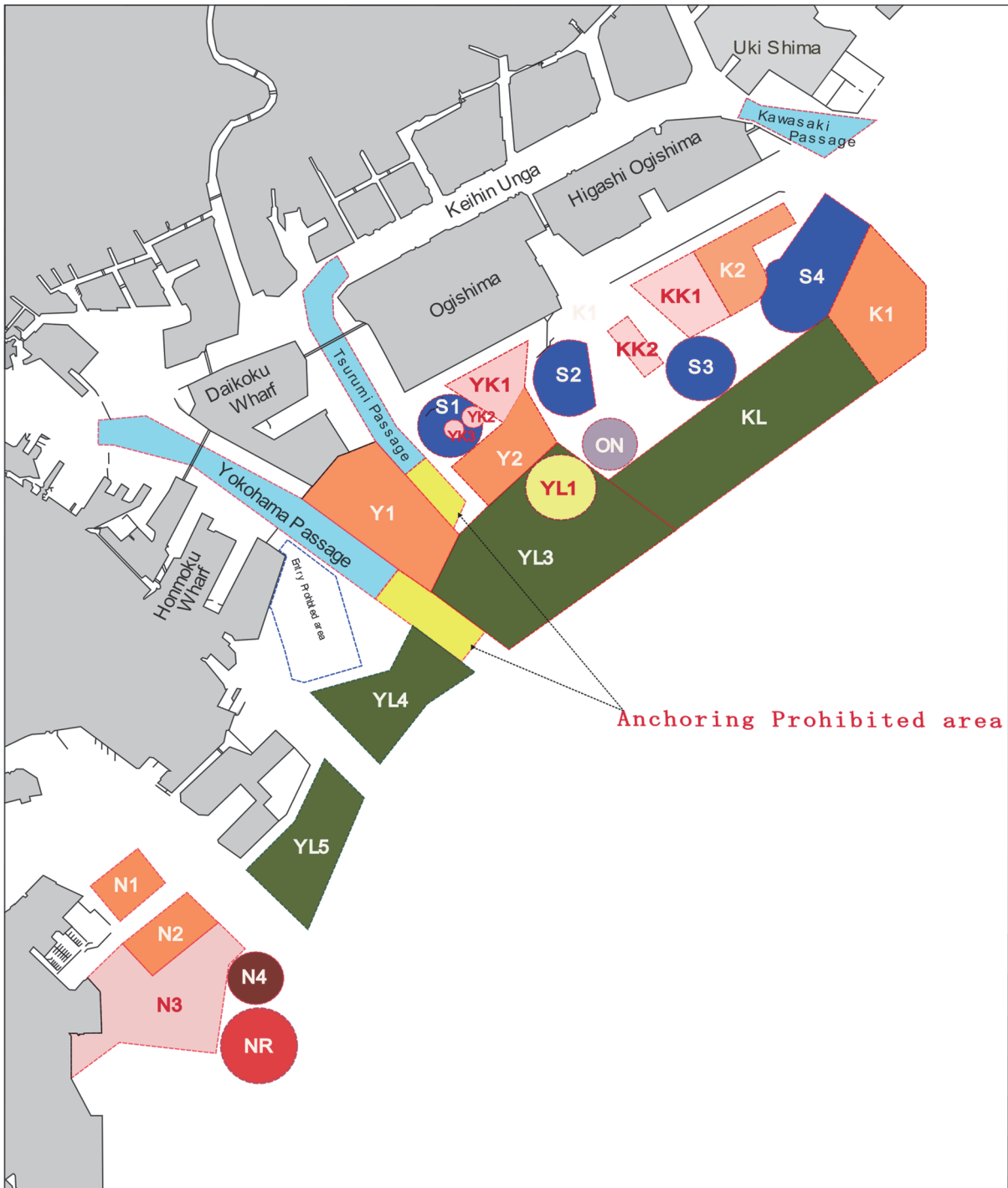
Landmarks.

Landmark	Position	Remarks
Ryori Saki	39° 02' N, 141° 51' E	A cape with low cliffy end. A lighthouse stands on the top of a hill in the vicinity.
Tateishi Yama	39° 02' N, 141° 49' E	A mountain with flat peak and long in E-W direction, 359 m high. There is atmosphere environment observatory of the Japan Meteorological Agency in the S side on the top.
Koori Saki	39° 01' N, 141° 46' E	A thickly wooded cape surmounted by a lighthouse. There are many dark brown rock which does not cover in front of the cape.
Goishi Saki	38° 59' N, 141° 45' E	A thickly wooded cape surmounted by a lighthouse. Reefs are scattered in the area extending to the S about 700 m from the cape.
Hikami San	39° 04' N, 141° 40' E	A well-proportioned mountain with slightly pointed peak, 874 m high. This is the highest peak in the vicinity and is a good mark.
Hakone Yama	39° 01' N, 141° 42' E	446 m high. A hollow near the summit is conspicuous from the E.
Tsubaki Shima	38° 56' N, 141° 43' E	A light yellow and small rocky islet with round shaped peak. A lighthouse stands on the top. There are many seabirds on this islet.

Anchorage. Quarantine anchorages are provided in position (35° 28.9' N, 139° 46.5' E), SE of Higashi Ogishima in Kawasaki Ku Section 2 and in position (35° 27.1' N, 139° 42.2' E), N of Yokohama Passage in Yokohama Ku Section 3. Anchorages for vessels carrying dangerous cargo are designated in Kawasaki Ku Section 2, and Yokohama Ku Sections 3 and 5 (Refer to Fig. 41.).

5 **Anchoring prohibited.** Area prohibited from laying at anchor are designated from the SE entrance of Yokohama Passage to about 1 M southeastward and from the SE entrance of Tsurumi Passage to about 0.6 M southeastward. (Refer to Fig. 41.)

10 **Fig. 41 Anchorages in Kawasaki Ku and Yokohama Ku** [Replaced by new image]



Anchoring prohibited area
Anchoring prohibited area (Keihin Ko Yokohama Ku Section 5)
Area surrounded by the following four points (1) 35° 26' 14" N, 139° 42' 40" E (Yokohama Passage No.2 Light Beacon) (2) 35° 25' 39" N, 139° 43' 39" E (On the harbour limit) (3) 35° 25' 23" N, 139° 43' 23" E (On the harbour limit) (4) 35° 25' 58" N, 139° 42' 26" E (Yokohama Passage No.1 Light Beacon)
Anchoring prohibited area (Keihin Ko Yokohama Ku Section 3)
Area surrounded by the following four points (1) 35° 27' 06" N, 139° 42' 45" E (Tsurumi Passage No.1 Light Beacon) (2) 35° 27' 16" N, 139° 42' 59" E (Tsurumi Passage No.2 Light Beacon) (3) 35° 26' 52" N, 139° 43' 26" E (4) 35° 26' 36" N, 139° 43' 19" E

Area & Position of Anchorage for Large Vessel	
Name of Anchorage	KL For Large-Sized Vessels (Except VLCC, etc.)
Area surrounded by the following four points (1) 35° 27' 03" N, 139° 45' 02" E (3) 35° 27' 56" N, 139° 48' 01" E (2) 35° 28' 33" N, 139° 47' 28" E (4) 35° 26' 36" N, 139° 45' 47" E	
Name of Anchorage	YL1 For Large-Sized Vessels (Priority Anchorages for VLCCs, etc., use with YL3.)
A circle with a radius of 575m centred the position 35° 26' 59" N, 139° 44' 29" E	
Name of Anchorage	YL3 For Large-Sized Vessels (Except VLCC, etc.)
Area surrounded by the following six points (1) 35° 26' 01" N, 139° 43' 02" E (4) 35° 27' 23" N, 139° 44' 27" E (2) 35° 26' 33" N, 139° 43' 22" E (5) 35° 26' 36" N, 139° 45' 47" E (3) 35° 26' 48" N, 139° 43' 42" E (6) 35° 25' 30" N, 139° 43' 54" E	
Name of Anchorage	YL4 For Large-Sized Vessels (Except VLCC, etc.)
Area surrounded by the following six points (1) 35° 25' 06" N, 139° 41' 43" E (4) 35° 25' 17" N, 139° 43' 32" E (2) 35° 25' 19" N, 139° 42' 36" E (5) 35° 24' 58" N, 139° 42' 57" E (3) 35° 25' 43" N, 139° 42' 51" E (6) 35° 24' 27" N, 139° 42' 30" E	
Name of Anchorage	YL5 For Large-Sized Vessels (Except VLCC, etc.)
Area surrounded by the following five points (1) 35° 23' 29" N, 139° 40' 59" E (4) 35° 24' 08" N, 139° 42' 19" E (2) 35° 23' 57" N, 139° 41' 33" E (5) 35° 22' 56" N, 139° 41' 41" E (3) 35° 24' 30" N, 139° 41' 53" E	

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

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

Water Area for Navigating Vessels to / from the sea-berth		
Water Area of the sea-berth	S1	Tokyo Gas Ogishima LNG Berth
Circle with a radius of 520 m centred the position 35° 27' 32" N, 139° 43' 18 " E		
Water Area of the sea-berth	S2	JERA Ogishima LNG Berth
Area bounded by the line joining (1) to (2) and lining along the circle with a radius of 620 m centred the position 35° 28' 00 " N, 139° 44' 34"E (1) 35° 28' 18" N, 139° 44' 46" E (2) 35° 27' 44" N, 139° 44' 52" E		
Water Area of the sea-berth	S3	Kawasaki Sea-Berth
Circle with a radius of 600 m centred the position 35° 28' 01" N, 139° 46' 05" E		
Water Area of the sea-berth	S4	ENEOS Ogishima Higashi Sea-Berth ENEOS Ogishima Nishi Sea-Berth
Area bounded by the line joining (1) to (5) in order, (5) to K2 (6) lining along the circle with a radius of 620 m centred the position 35° 28' 47" N, 139° 47' 09" E, and K2 (6) to (1) lining along the circle designated as Quarantine area (1) 35° 28' 59" N, 139° 46' 44" E (4) 35° 29' 23" N, 139° 47' 55" E (2) 35° 29' 03" N, 139° 46' 56" E (5) 35° 28' 33" N, 139° 47' 26" E (3) 35° 29' 37" N, 139° 47' 24" E (6) 35° 28' 45" N, 139° 47' 26" E		

Facilities.

Name	Position	Length (m)	Depth (approx. m)	Capacity (D/W × vessel)	Remarks	
Kawasaki Container No.1 Quay	35° 29.3' N, 139° 45.3' E	431	14	50,000 × 1	Conventional berth Aseismatic quay	
Higashi-Ogishima Quays	No. 1, 2	35° 29.6' N, 139° 45.6' E	185 × 2	-	15,000 × 2	
	No. 3 ~ 9	35° 29.7' N, 139° 46.2' E	240 × 7	12	30,000 × 7	
	No. 21 ~ 31	35° 30.3' N, 139° 45.8' E	130 × 11	5.5~7.5	5,000 × 11	
	A ~ D	35° 29.7' N, 139° 45.5' E	270	-	700 × 4	
Municipal Wharf	No. 1 Quay	35° 30.9' N, 139° 45.0' E	120	6	3,000 × 1	
	No. 2 Pier	35° 30.8' N, 139° 45.0' E	172	9	10,000 × 1	
	No. 3 Pier	35° 30.7' N, 139° 45.0' E	190	10	15,000 × 1	
	No. 4 Quay	35° 30.6' N, 139° 45.1' E	220	9.5	15,000 × 1	
	No. 5 Pier	35° 30.5' N, 139° 45.2' E	211	10	15,000 × 1	
	No. 6 Pier	35° 30.5' N, 139° 45.3' E	209	10	15,000 × 1	
	No. 7 Pier	35° 30.6' N, 139° 45.4' E	180	10	15,000 × 1	
Daikoku Wharf	C1	35° 28.1' N, 139° 40.8' E	300	12 ~ 13	35,000 × 1	Multipurpose berth
	C2	35° 28.1' N, 139° 41.0' E	300	12 ~ 13	35,000 × 1	Multipurpose berth
	C3	35° 27.5' N, 139° 41.6' E	350	15	54,500 × 1	Container terminal
	C4	35° 27.6' N, 139° 41.8' E	350	15	57,500 × 1	Container terminal
	L1 ~ 8	35° 28.0' N, 139° 41.5' E	200 × 8	10 ~ 12.5	15,000 × 8	International liner
	P1 ~ 4	35° 27.6' N, 139° 40.6' E	130 × 4	5.5 ~ 12	5,000 × 4	Inland transport berth P4 is Multipurpose berth
	T1, 2	35° 27.7' N, 139° 41.4' E	240 × 2	12	30,000 × 2	Multipurpose berth
	T3 ~ T8	35° 27.3' N, 139° 41.1' E	185 × 6	11	15,000 × 6	International tramper
Detamachi Wharf	A, B	35° 28.6' N, 139° 38.8' E	135 × 2	6 ~ 6.5	5,000 × 2	Conventional berth
	C, D	35° 28.6' N, 139° 39.0' E	123 × 2	6 ~ 8.5	5,000 × 2	Conventional berth
Mizuho Wharf Quay	35° 28.2' N, 139° 39.3' E	170	10	10,000 × 1	Conventional berth	
Yamanouchi Wharf Quay	35° 28.0' N, 139° 38.2' E	130	6.5 ~ 7.5	5,000 × 1	Conventional berth Aseismatic quay	
Shinko Wharf	No. 5	35° 27.3' N, 139° 38.6' E	202	7	10,000 × 1	Conventional berth
	No. 8	35° 27.4' N, 139° 38.5' E	145	7 ~ 8.5	10,000 × 1	Conventional berth
	No. 9		340	9.5	70,000 G/T × 1	Conventional berth
Osanbashi Wharf	A, B	35° 27.1' N, 139° 38.9' E	225 × 2	12	30,000 × 2	Public liner berth
	C	35° 27.1' N, 139° 38.9' E	350	10~11	30,000 × 1	Public liner berth
	D	35° 27.0' N, 139° 38.9' E	100	10	30,000 × 1	Public liner berth
Yamashita Wharf	No. 1	35° 26.8' N, 139° 39.2' E	180	10	15,000 × 1	Conventional berth
	No. 2	35° 26.9' N, 139° 39.3' E	200	12	20,000 × 1	Conventional berth
	No. 3	35° 27.0' N, 139° 39.4' E	220	12	25,000 × 1	Conventional berth
	No. 4 ~ 10	35° 26.9' N, 139° 39.7' E	180 × 7	9~10	15,000 × 7	Conventional berth
Honmoku Wharf	Root of A Jetty	35° 26.6' N, 139° 39.9' E	100	5.5	2,000 × 1	Inland transport berth
	A1 ~ 3	35° 26.8' N, 139° 40.0' E	200 × 3	8.5 ~ 10	15,000 × 3	Conventional berth
	A5, 6	35° 26.8' N, 139° 40.4' E	300 × 2	12 ~ 13	35,000 × 2	Container terminal Gantry cranes
	A7, 8	35° 26.6' N, 139° 40.2' E	250 × 2	12	25,000 × 2	Container terminal Gantry cranes
	B1	35° 26.4' N, 139° 40.3' E	200	10	15,000 × 1	Conventional berth
	B2~4	35° 26.6' N, 139° 40.4' E	200 × 3	11	15,000 × 3	Conventional berth
	BC1	35° 26.5' N, 139° 40.8' E	390	12~16	60,000 × 1	Container terminal with 3 Gantry cranes Aseismatic quay
	C5 ~ 9	35° 26.2' N, 139° 40.7' E	200 × 5	13	15,000 × 5	Container terminal with 7 Gantry cranes
	D1	35° 26.0' N, 139° 40.8' E	400	13	40,000 × 1	Container terminal with 5 Gantry cranes
	D4	35° 26.3' N, 139° 41.0' E	400	16	40,000 × 1	Container terminal Aseismatic quay
	D5	35° 26.4' N, 139° 41.1' E	300	16	60,000 × 1	Container terminal Aseismatic quay

Fig. 52 The Voluntary No-Anchoring Area in Chita Wan

