

Pub.304 sup.

# Sailing Directions for Coast of Hokkaido

Supplement No.7

23 February 2024



**Japan Coast Guard**

## Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.7 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in February 2020.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 24 November 2023.

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

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

23 February 2024

Hydrographic and Oceanographic Department,  
Japan Coast Guard

## CAUTION

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

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

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

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



casualties.

### Landmarks.

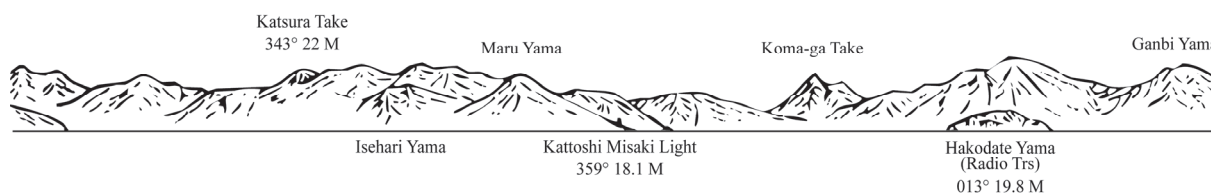
Landmark	Position	Remarks
A sea-berth	41° 48.1' N, 140° 39.3' E	Taiheiyo Cement Sea-berth on which a belt conveyor is laid between the sea berth light (with a radar reflector and motor siren) and a factory on the opposite shore on the NW side. There are many buoys in the vicinity, which is conspicuous from the offing.
7 chimneys	41° 49.2' N, 140° 37.9' E	All of them are grey in color. They always emit white smoke and are prominent. The light in the factory will become a good landmark at night.
Tanks group	41° 49.4' N, 140° 42.0' E	Inside the Cosmo Oil Co.,Ltd. Hakodate Distribution Terminal.
Hakodate Yama	41° 45.6' N, 140° 42.3' E	A mountain where the peak is called "Goten Yama", 333 m high. Landmarks such as a TV-relay tower and radio towers are located near the peak and conspicuous from all directions by day and night.
<del>A radio tower</del>	<del>41° 44.9' N, 140° 42.3' E</del>	<del>A radio relay station of Hokkaido Railway Company on which a white structure with a parabolic antenna on the roof and each of the towers with white lights are located.</del>

**Precaution for navigation.** When NW winds blow in winter and it starts to snow in the Kamiiso area, vessels entering into the port occasionally experience snowstorms and difficulties with navigation. Therefore, if the chimneys in Kamiiso Factory of Taiheiyo Cement Corp. (41° 49' N, 140° 38' E) or their lights can not be seen, vessels should not attempt entering into the port for a while.

**Anchorage.** If vessels need to delay entering into the port for a while, the anchorage (depth: 18 m, bottom: sand and mud) in the vicinity of the area 135° about 0.8 M from Hakodate Ko Outside Taiheiyo Cement Sea-berth Light (41° 48.1' N, 140° 39.3' E) is suitable.

## Hakodate Wan

Hakodate Wan seen from the S



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 ~ 8.5	10,000 × 1	
	N-2 Quay	41° 47.0' N, 140° 43.5' E	165	7.5	10,000 × 1	
	N-3 Quay	41° 47.1' N, 140° 43.6' E	90	2 ~ 5	3,000 × 1	
	Front Quay	41° 47.0' N, 140° 43.3' E	133	7 ~ 7.5	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	10 ~ 10.5	90,000t × 1		
Toyokawa Wharf Quay	41° 46.2' N, 140° 43.2' E	530	4 ~ 5	1,000 × 7		

W Wharf	D- <del>Ku</del> Quay	41° 46.4' N, 140° 42.7' E	140	3	1,000 × 2	
	E- <del>Ku</del> Quay	41° 46.5' N, 140° 42.7' E	165	9	10,000 × 1	
	F- <del>Ku</del> Quay	41° 46.5' N, 140° 42.6' E	105	6	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 (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 Services 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 TEL: +81-11-242-7183	0830 ~ 1700		

**Medical facilities.**

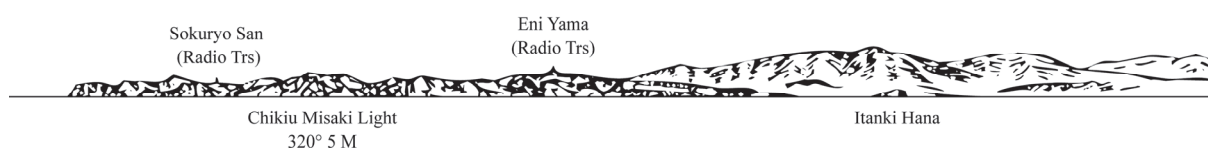
Name	Telephone	Remarks
Hakodate Municipal Hospital	+81-138-43-2000	
National Hospital Organization Hakodate National Hospital	+81-138-51-6281	
Hakodate General Central Hospital	+81-138-52-1231	
Hakodate Red Cross Hospital	+81-138-51-5315	
Hakodate Goryoukaku Hospital	+81-138-51-2295	

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

Eni Yama	42° 19.2' N, 141° 00.5' E	A mountain, 188 m high. A radio tower with gray in color is located on the western side of the mountaintop and will become a good landmark.
A radio tower	42° 20.6' N, 141° 01.5' E	A parabolic antenna which is owned by Nippon Telegraph and Telephone Corp. and is prominent from the eastern sea area.
Washibetsu Saki	42° 21.1' N, 141° 03.2' E	A black and precipitous cliffy cape, 107 m high.

### Approaches to Chikiu Misaki

Chikiu Misaki seen from the SE



5

### Muroran Ko (42° 21' N, 140° 58' E) (Chart JP16) (Port Code: JP MUR)



(Photographed in Aug. 2017)

**Port classification.** Specified port, Open port, Quarantine port, Immigration port, Domestic animal quarantine port, Plant protection port, International hub port.

10 **General information.** Muroran Ko situates on the E shore of Uchiura Wan and consists of three sections from 1 to 3 and a passage. This port is a good natural harbour about 1 to 2 M in width and indented about 4 M. However, as the port entrance opens to the NW and the hinterland on its E side lies low the water, even within the harbour, can be considerably rough when W winds blow.

15 Muroran Ko is visited by many tankers and ore carriers, with the amount of cargo handled being the second in Hokkaido after Tomakomai Ko.

Gales blow most often in winter (from November to next February) and the average number of days with westerly winds with a speed of 10 m/s or more can reach 10 to 15 days or more.

20 **Safeguards against Typhoon and Tsunami.** In order to prevent marine disasters caused by typhoon, tsunami etc., Typhoon and Tsunami etc. Measures Special Interest Group of Muroran Traffic Safety 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: Muroran Coast Guard Office).

**Tides.** In Muroran Ko, Mean higher high water is 1.4 m, Mean lower low water is 0.4 m, and Mean sea



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.
<del>A chimney</del>	<del>42° 21.1' N, 140° 59.8' E</del>	<del>A chimney, 55 m high.</del>
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.

- 20 **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 the root of S Breakwater to the root of N Breakwater, and is illuminated at night.

**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.

10 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.

**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	Crane
	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	Crane
	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	410	10 ~ 12.5	18,000 × 1	Crane
	No. 2 Quay	42° 20.8' N, 140° 56.6' E		12.5	18,000 × 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 ~ 4.5	—	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 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		

**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 ~ 5	2,000 × 2		
E Wharf No. 3 ~ 6 Quays	42° 38.5' N, 141° 37.6' E	571 in total	6.5 ~ 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	9.5 ~ 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	10.5 ~ 14	40,000 × 1	Crane	
Harumi Wharf	No. 1 Quay	42° 38.6' N, 141° 39.2' E	240	11.5 ~ 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	6.5 ~ 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	
	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	Container crane	
Central Wharf No. 3 Quay	42° 36.7' N, 141° 47.0' E	360	13.5 ~ 14	50,000 × 1	Container crane	
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.

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

### Landmarks.

Landmark	Position (Area)	Remarks
A silo	43° 11.4' N, 141° 17.7' E	Gray in color, 48 m high, which is prominent.
A chimney	43° 11.7' N, 141° 16.4' E	White in color, 87 m high, which is prominent.
A radio tower	43° 11.6' N, 141° 16.4' E	100 m high, which is prominent.
14 wind turbines	The area surrounded by the following four points. (1) 43° 13.5' N, 141° 15.8' E (2) 43° 12.9' N, 141° 16.5' E (3) 43° 11.9' N, 141° 14.9' E (4) 43° 12.4' N, 141° 14.3' E	Air obstruction lights (red) on all units. Mark lights (yellow, synchronised flashing) at (1), (2), (3) and (4) (23m in height). Simple beacon lights (yellow, synchronised flashing) between (1) and (4), (2) and (3). Submarine power cables are laid between each wind turbine, and from (3) to the SE shoreline.
6 wind turbines	43° 10.9' N, 141° 15.6' E	Installed at intervals of approximately 200m on the shoreline.
4 wind turbines	43° 10.2' N, 141° 14.2' E	Installed at intervals of approximately 200m on the shoreline.

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

**Entry Restricted.** In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30 m from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by Captain of the Port.

It is required that such tankers show a sign "Loaded flammable dangerous substance" which is discernible by night while berthing or anchoring in the port.

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

### Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
E Wharf	Timber Quay	43° 12.8' N, 141° 18.0' E	185	7 ~ 10	15,000 × 1	
	No. 2 Quay	43° 12.9' N, 141° 18.3' E	130	6.5 ~ 7	5,000 × 1	
	No. 3 Quay	43° 12.8' N, 141° 18.3' E	130	6.5	5,000 × 1	
Bannaguro Wharf	No. 1 Quay	43° 11.5' N, 141° 17.5' E	185	6 ~ 8.5	15,000 × 1	Container crane
	No. 2 Quay	43° 11.4' N, 141° 17.6' E	185	8 ~ 9	15,000 × 1	
	No. 3 Quay	43° 11.3' N, 141° 17.6' E	170	9.5 ~ 10	5,000 × 1	Aseismatic quay
	No. 4 Quay	43° 11.2' N, 141° 17.6' E	220	6.5 ~ 7	5,000 × 1	
Tarukawa Wharf	No. 1 Quay	43° 11.5' N, 141° 17.3' E	185	8 ~ 9	15,000 × 1	
	No. 2 Quay	43° 11.4' N, 141° 17.3' E	185	6 ~ 8	15,000 × 1	
	No. 3 Quay	43° 11.3' N, 141° 17.3' E	130	6.5	5,000 × 1	
	No. 4 Quay	43° 11.2' N, 141° 17.3' E	130	3 ~ 6	5,000 × 1	
	No. 5 Quay	43° 11.1' N, 141° 17.4' E	130	2.5 ~ 3.5	5,000 × 1	
W Wharf No. 1 Quay	43° 11.9' N, 141° 16.9' E	280	14	50,000 × 1		