PUB. 158

SAILING DIRECTIONS (ENROUTE)

★

JAPAN VOLUME I

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Prepared and published by the
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY
Bethesda, Maryland

2011

THIRTEENTH EDITION

SECTOR 3

SOUTHEAST COAST OF HONSHU—INUBO SAKI TO IRO SAKI

Plan.—The sector describes the SE coast of Honshu from Inubo Saki in a SW direction to Iro Saki including Sagami Nada, Sagami Wan, and Tokyo Wan. The island of O Shima lies almost in the middle of the entrance to Sagami Nada, and although a member of the Izu Shichito group, it is described in this sector.

Caution.—Due to the earthquakes that occurred on 11 March 2011, offshore of the Tohoku region in Japan, and the resultant tsunami, variation of the coastline and seafloor must be considered and caution exercised. Wrecks and obstructions may be displaced from previously charted positions and new obstructions experienced along the E coast of Honshu and in the harbors. Breakwaters may be altered in position and length and many aids to navigation destroyed. The charts of these areas have been significantly affected and will be updated as surveys and time allow. See sector-paragraph 2.3 for operational status of the ports described in this sector.

General Remarks

3.1 From Inubo Saki, the coast trends SW for about 120 miles to Iro Saki. Between Inubo Saki and Noshima Saki, the NE half of this stretch, consisting of two bights, has no pronounced indentations, but between Noshima Saki and Iro Saki, about 55 miles WSW, lies the entrance to Sagami Nada. This extensive bay, with Tokyo Wan, its inner arm, penetrates the Honshu mainland in a N direction for a distance of almost 60 miles.

Caution.—Vessels making the coast, between Inubo Saki and Noshima Saki from the E, must exercise great care as the complex current system and the prevalance of fog, especially in the summer, render this section particularly hazardous. Continuous soundings and frequent readings of the sea temperature may afford warnings. During the summer months, a swell usually causes heavy breakers on this coast.

Inubo Saki to Katsuura Wan

3.2 From Inubo Saki the coast trends SSW for 44 miles to Katsuura Wan. The middle of this stretch, for a distance of 27 miles, is composed of a flat sandy beach known as Kujujuri Hama (Kuzyukuri Hama). The coast on either side of the beach is considerably more rugged.

The land backing this coast consists mainly of low hills. It has been reported that the mountain located about 3 miles N of Katsuura Wan gives good radar returns up to 40 miles when approaching this coast.

The 20m curve lies nearly 8 miles from shore in the vicinity of Kujujuri Hama, but is less than 1 mile from shore to the S of Toriyama Hana. There are no depths under 10m beyond 2 miles from the shore.

Winds—Weather.—From spring through autumn, a NE wind blows offshore while a strong N wind blows near the shore in the vicinity of Katsuura Ko. This is caused by the NE wind being deflected to a N wind by the mountains of the lower Boso Hanto.

Tides—Currents.—The Kuroshio flows close offshore S of Katsuura Ko, becoming a strong NE flowing current; N of Katsuura Ko the current directions become unstable, with the velocity never going over 1 knot.

From Inubo Saki, the coast trends S for 1 mile to Nagasaki Hana; the water between these two points is foul and a small islet lies 0.25 mile SE of Nagasaki Hana.

Togawa Ko (35°42'N., 140°51'E.), a small fishing village, is situated about 0.8 mile W of Nagasaki Hana.

Inuwaka Hana, with a breakwater close W with a light on it, lies about 0.3 mile W of Togawa Ko.

Naarai Ko (35°42'N., 140°51'E.), a small fishing harbor N of Inuwaka Hana, provides refuge when weather and sea conditions make it impractical to enter Choshi Ko.

Byobuga Ura, a cliffy red coast, extends 5 miles WSW from a position 1.5 miles NW of Naarai Ko. A light is situated on a point at the W extremity of this cliff.

There are several fish haven obstructions and wrecks dangerous to navigation beyond the 10m and 20m curves along Kujujuri Hama; vessels should navigate with caution. Fish havens are situated 2 miles S, 2.1 miles SSE, 6 miles SE, 8.4 miles SSE, and 10.5 miles SW of the light on Byobuga Ura. Sunken wrecks lie 3.5 miles SSE, 7 miles SE, 5.7 miles SSE, 12.6 miles S, and 12.6 and 16 miles SSW of this light.

3.3 **Taito Saki** (35°18'N., 140°25'E.) lies at the S end of Kujujuri Hana. This prominent wooded point has a white and red bluff on its N side and a vertical white chalk cliff on its S side, 69m high. A light is displayed from an octagonal concrete tower, 8.2m high, situated on the point. Fish haven obstructions lie 8.4 and 12 miles NE of Taito Saki Light.

An irregularly-shaped area, about 4.5 miles in extent from E to W, lies with its center about 7 miles ESE of the lighthouse on Taito Saki; this area has been wire dragged to a depth of 9m in the W part and 10m elsewhere. There are other areas in the vicinity that have been wire dragged; their positions may be seen on the chart.

Hatiman Saki, 3.5 miles S of Taito Saki, is composed of reddish-yellow cliffs 30m high. A light is situated on the point and lights are also situated on the rocky area that extends about 0.5 mile N of Hatiman Saki.

Toriyama Hana (35°11'N., 140°22'E.) is located 4.75 miles SSW of Hatiman Saki; there is a white monument on the point rising to a height of 79m. When seen from the SW, Toriyana Hana appears round and is easy to distinguish, but from the E it greatly resembles Hachiman Saki, on the E side of Katsuura Ko entrance. Vessels approaching from the E should bear this in mind.

There are shoals lying within 0.8 mile SSW and 1 mile E of Toriyama Hana. The sea breaks heavily on these shoals with S and E winds.

Hachiman Saki (Hatiman Saki) (35°08'N., 140°19'E.), the E

entrance point of Katsuura Ko, is a black, wooded point 50m high, located 5 miles SW of Toriyama Hana. Three dangerous rocks are charted outside the 10m lcurvee. 1 mile E of Hachiman Saki, and a 4.1m patch is charted close S of the E rock. There is a lighthouse on this point.

3.4 **Katsuura Ko** (35°08'N., 140°18'E.) is a small harbor protected by breakwaters situated on the E side of Katsuura Wan. In the harbor are depths of about 4m. A lighted tower stands at the head of each of the W and S breakwaters. The harbor limit is bound on the S by a line extending from Hachiman Point to a point 1 mile WNW. Small vessels may anchor here, in depths of 6.5 to 9.5m. The holding ground is not good and anchoring is not possible when strong SW winds occur.

Vessels passing Katsuura Wan should keep at least 3 miles offshore, as the depths are irregular and the bottom is rocky.

Katsuura Wan to Emino Saki

3.5 From Katsuura Wan, the coast trends in a SW direction 25 miles to Noshima Saki (Nozima Saki), then continues in a NW direction 8 miles to Suno Saki.

For a distance of 12 miles WSW of Katsuura Wan, the coast is steep and much indented, consisting for the most part of continuous whitish cliffs. From this point, the coast consists of sandy beaches and a much less indented shoreline to Suno Saki. The mountains which back this shore are under 400m high.

Myoken Yama (35°10'N., 140°09'E.), located 8 miles W of Katsuura Wan, rises to a height of 418m and is the highest point on Boso Hanto. The tall dark cedars make this a good mark, and inbound vessels spot this point first. Takatsuka Yama (Takatuka Yama), 214m high, located 3.25 miles NE of Noshima Saki, is a wooded peak which is a good mark from the offing.

The 20m curve lies from 0.2 mile to 2 miles offshore along this coast. There are dangers and shoal patches close outside this curve which are charted.

Winds—Weather.—In summer, relatively weak SE winds dominate and blow across the Kuroshio and the temperatures become extremely high. During the winter period of the Northwest Monsoon, the climate is generally mild, due to the influence of the Kuroshio.

Tides—Currents.—The Kuroshio flows at a rate of 1 to 3 knots toward the NE, 20 miles off the coast between Toriyama Hana and Noshima Saki. South of Katsuura Ko, the Kuroshio flows much closer to shore, becoming a strong NE current.

Between Toriyama Hana and Noshima Saki, the tidal flood currents set SW, while ebb currents set NE less than 1 mile from shore. When the tidal currents and ocean currents meet, the rate will exceed 3 knots.

3.6 From the W entrance point of Katsuura Wan to Emino Hana, about 12 miles distant WSW, the coast is steep and much indented, consisting for the most part of continuous whitish-colored cliffs.

Uchiura Wan (35°07'N., 140°12'E.), located about 5 miles WSW of Katsuura Wan, has numerous shoals and gradually shallows from the 25m curve to the shore. There are rock ledges on the E and W side of the bay, with the E half of the bay being especially rocky. Small vessels, with local knowledge, can anchor, in 5.5 to 28m, sand. However, heavy SW winds bring waves into the bay.

Kamogawa, a small port sheltered by islets and a series of breakwaters, is situated about 4.5 miles WSW of Uchiura Wan. There are a N and E entrances to the harbor.

Emino Hana (Yoshiurano Hana) (35°03'N., 140°04'E.), 3 miles SW of Kamogawa, is fringed by a rocky ledge. A hill, 93m high, lies close within the point. This densely-wooded hill is conspicuous from the NE and SW.

Emino Saki to Suno Saki

3.7 From Emino Hana to Kottono Hana, about 8.5 miles SW, the coast recedes in a gentle curve of sandy beach. The coast in the vicinity of Kottono Hana is fringed by foul ground and a vessel should not approach within 0.5 mile of it; tide rips frequently occur off the point. It has been reported that Kottono Hana is a good radar target up to 40 miles.

Between Kottono Hana and Noshima Saki, 4.5 miles SW, the coast consists of a series of rocky and sandy beaches backed by low hills.

A 1.4m patch lies close inside the 20m curve, 1.5 miles ESE of Noshima Saki. A 4.6m rocky patch lies outside the 20m curve, 0.4 mile SE of the 1.4m depth, and an isolated 12m rocky patch lies 0.5 mile farther SE.

Noshima Saki (Nozima Saki) (Nojima Saki) (34°54'N., 139°54'E.), a long flat cape, extends about 0.3 mile S. A light is situated on the point and is shown from an octagonal concrete tower, 29m high. The light structure was reported to be a good radar target from 18 miles.

A signal station is situated on Noshima Saki at the lighthouse.

3.8 From Noshima Saki, the coast trends WNW for about 3.3 miles to Dottsuno Hana and then NW for about 5 miles to Suno Saki. This coastline consists of sand beaches and rocky shores backed by low hills.

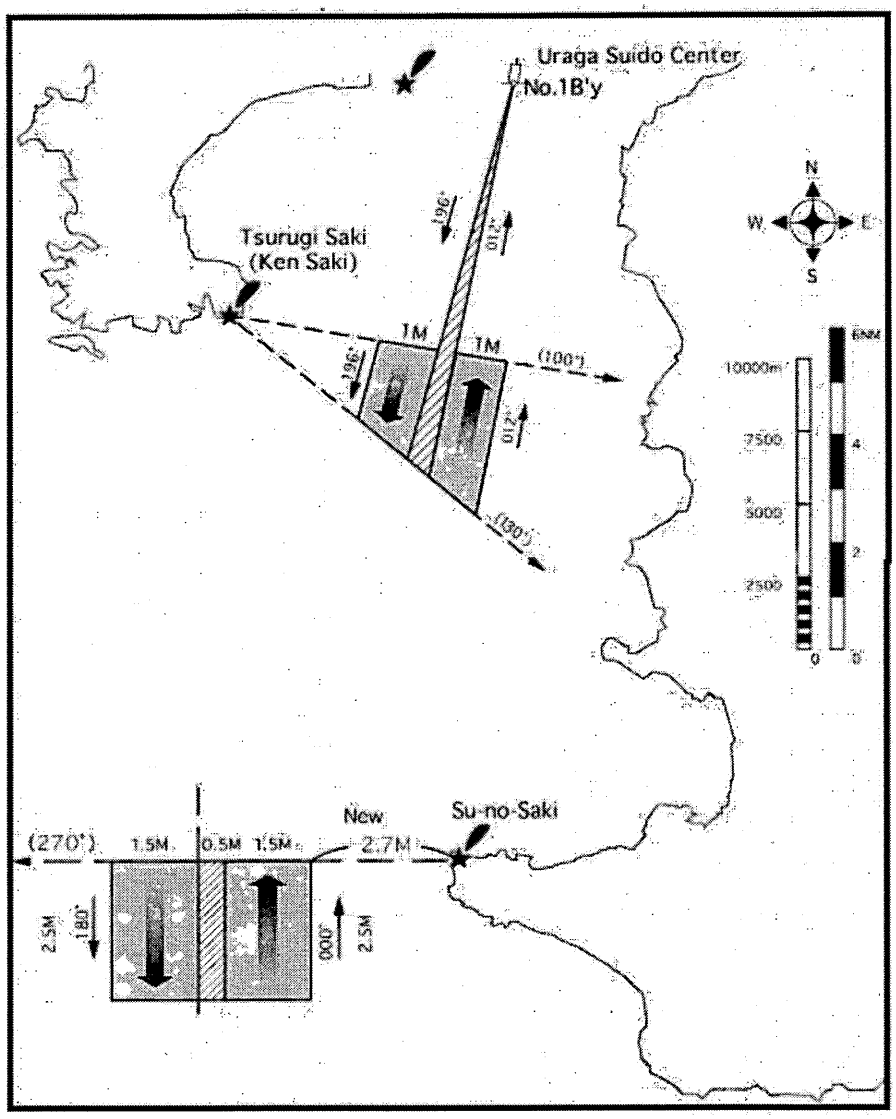
The 20m curve lies 0.3 mile S of Noshima Saki, about 1.8 miles SW of Dottsuno Hana, and closes to 0.25 mile off a point 0.75 mile S of Suno Saki. There are no charted dangers outside the 20m curve. However, overfalls occur in some seasons in an area which extends from 2.5 to 5.75 miles SW of Dottsuno Hana.

Suno Saki (34°58'N., 139°46'E.) rises to an elevation of 35m and appears from the S or N as a row of small hills.

O Yama, the highest hill in the vicinity, lies 1.25 miles SE of Suno Saki and is 193m high and conical. A lighthouse stands on Suno Saki.

Tides—Currents.—The current 1.5 miles SW of Dottsuno Hana sets regularly between the E and SE, with a velocity of 2 to 4 knots, but at times, this current runs in a reverse direction for a week or more at a time.

In a position 1.5 miles W of Suno Saki, the flood current has a maximum rate of 1.5 knots and sets NW, while the ebb current has a maximum rate of 2.2 knots and sets S. The currents reverse about 1 hour after maximum flood and maximum ebb.



Courtesy of Japan Captains Association

Suno Saki and Tsurugi Saki—Voluntary Traffic Separation Schemes

Further, in this vicinity, a strong onshore tide occasionally occurs from the W producing overfalls in an area close NW of Suno Saki. Vessels should navigate with care in the vicinity of Suno Saki, as the strong E currents may change to W currents in some seasons.

Caution.—A voluntary traffic separation scheme has been established by the Japan Captains' Association W of Suno Saki. The traffic scheme should be adhered to as far as practicable in the interest of safe navigation. Further information can be found in Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

Suno Saki to Tokyo Wan

3.9 **Oniga Se** (34°54'N., 139°49'E.), with a depth of 4.1m, lies near the extremity of a reef extending about 1.3 miles SW of Dottsuno Hana. The least depth over the reef, less than 1.9m, lies about 0.3 mile NE of Oniga Se.

Kohage Dashi (Kahage Dashi), a detached rocky patch with a depth of 5.8m, lies about 0.8 mile NW of Suno Saki.

Sagami Nada (35°00'N., 139°30'E.) is an extensive bay which, with Tokyo Wan, deeply indents the SE coast of Honshu. It lies between two peninsulas, the Boso Hanto on the E and the Izu Hanto on the W, with its entrance between their S extremities, Noshima Saki and Iro Saki, about 55 miles WSW. O Shima lies almost in the middle of the entrance and the channels on either side are wide and deep. A peninsula named Miura Hanto projects from the head of Sagami Nada; that part of the bay to the W of this projection is known as Sagami Wan. Uraga Suido leads off the E side of Sagami Nada and into

Tokyo Wan, passing between the E side of the Miura Hanto and the W side of the Boso Hanto.

Winds—Weather.—Doyo Nami is the name given a wave phenomenon which occurs in Sagami Nada at about the time of the greatest heat of summer. This phenomenon lasts for several days, and its effects are felt as far as Uraga Suido. Typhoons, which normally form far to the S of Japan, send out in all directions a long swell which becomes higher as it approaches the shallow coastal waters and causes great waves to break on the shore. Doyo Nami can be expected during the typhoon season particularly in August and September. A sign of its approach is the gathering of a dense bank of clouds high up to the E of O Shima. As it nears the coast, its size and velocity increase. It is reported that a 3m wave in the offing will increase in height to more than 6.1m in the proximity of the coast, and that the strength of the wind does not materially affect this characteristic. There is a relation between the acceleration of force and the duration of this phenomenon; if the acceleration is rapid the duration is shortened, and if the acceleration is gradual the duration tends to be lengthened. After the subsidence of this phenomonen, it is reported that light S winds and a calm sea prevail. Vessels expecting to encounter this disturbance should maintain a good offing.

3.10 O Shima (34°44'N., 139°24'E.), the largest and northernmost of the Izu Shichito, lies in about the middle of the entrance to Sagami Nada, in a position almost 20 miles SW of Suno Saki. The N and E sides of the island are steep and rocky, but the S and W sides have some sandy beaches. Habu Ko, a small landlocked inlet, indents the SE end of the island. Okada Ko, a small harbor, lies about 1 mile SE of the N extremity of the island.

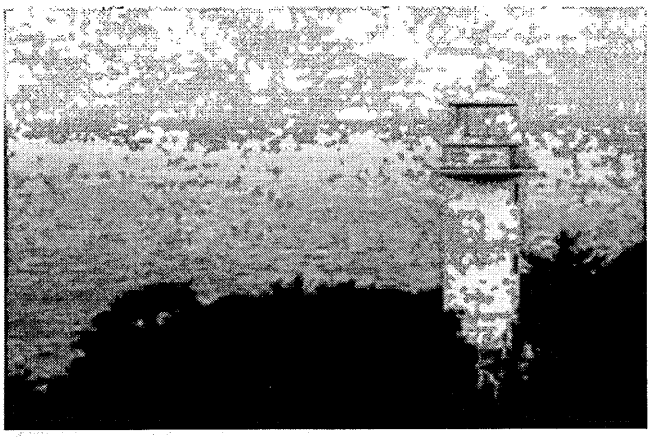
Tides—Currents.—The effect of the current in the vicinity of O Shima is greatly modified by the tidal currents. The E Kuroshio impinges on the island in the vicinity of Semba Saki, the SW extremity of the island, and divides, with one branch flowing N along the W coast and the other flowing E along the S coast. The N branch flows NE past Chiga Saki, the island's NW extremity, at a rate of about 3 knots; tide rips occur here. The S branch flows E past Habu Ko, at a rate of 3 knots, but during spring tides in the summer, a resultant W set has been observed during the flood. Tide rips occur off this SE point. Off the E side of O Shima, the flood sets N and the ebb sets S at respective rates of 0.5 and 1.5 knots.

Aspect.—O Shima (Mihara Yama) is volcanic; its summit is an active volcano which continuously emits smoke. A light is situated at Kazahaya Saki on the N coast. The island was reported to be a good radar target from 26 miles.

Caution.—A voluntary traffic separation scheme has been established by the Japan Captains' Association NW of O Shima. The traffic scheme should be adhered to as far as practicable in the interest of safe navigation. Further information can be found in Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

Tokyo Wan

3.11 Tokyo Wan is an open bay entered between Suno Saki and Ken Saki (Tsurugi Saki), 10.5 miles NNW. It trends in a general N direction for about 14 miles to the narrows between



Kazahaya Saki Light

Futtsu Saki and Kannon Saki; then it curves NE for about 25 miles. The coast immediately adjacent to Tokyo Wan is low, but to the N and NW are high mountains, which afford some protection against wind from the NW quadrant. The S portion of the bay is called Uraga Suido; its middle and N portions are the locales of the major ports of Tokyo, Yokohama, Yokosuka, Tiba Ko (Chiba Ko), and Kisarazu Ko.

Winds—Weather.—In Tokyo Wan, fog is most frequent in the months of May, June, July, and December. In fine weather fog, usually sets in from midnight to early morning and lifts as the sun rises high, but there are exceptions. Fog is comparatively frequent in the vicinities of Kannon Saki, Suno Saki, and Joga Shima, but the visibility is rarely less than 0.1 mile.

Tides—Currents.—The tidal currents in Tokyo Wan are weak and irregular and are usually stronger on the W side than on the E. In the narrows between Futtsu Saki and Kannon Saki, the flood sets NW and then follows the trend of the shore to Yokohama; the ebb sets in the opposite direction. At springs, a drift of 1 to 1.5 knots is experienced.

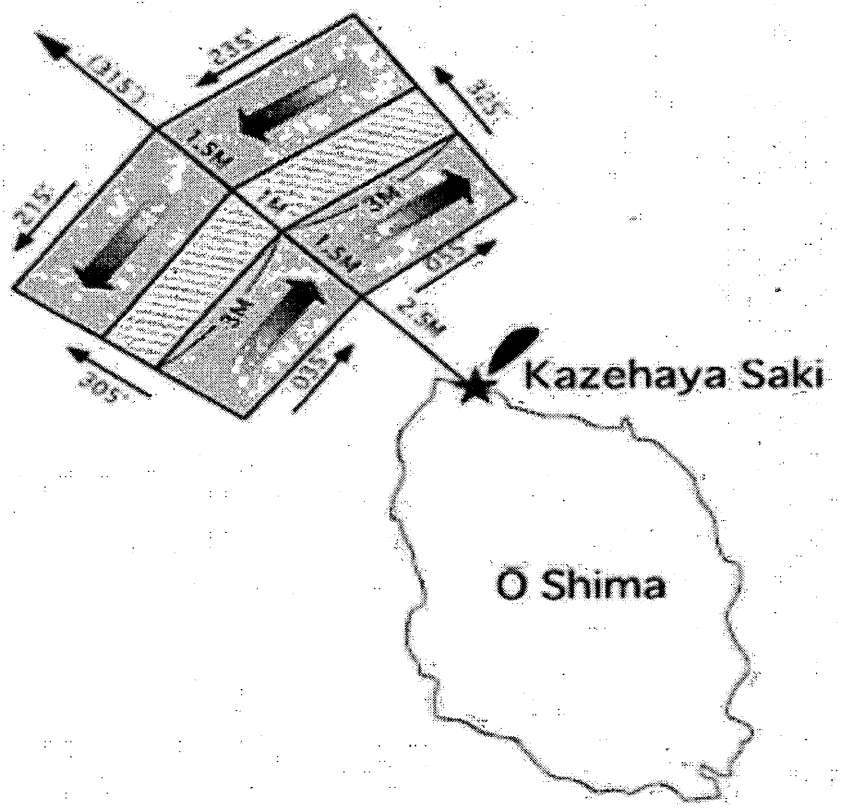
Depths—Limitations.—The depths through Uraga Suido vary from over 200 to 37m in the narrows. In the inner part of the bay depths of more than 37m prevail on the W side for a few miles, and over the central part the depths range from 18.3 to 33m, but depths of less than 18.3m extend for almost 10 miles from the head.

Pilotage.—Pilotage is compulsory in Tokyo Wan and its approaches, including Uraga Suido, for vessels of 10,000 grt or over; pilotage is recommended for all other vessels. The pilot boards in a position 2 to 3 miles S of Lighted Buoy No. 1 (35°12'30"N., 139°46'48"E.)

Regulations.—Pre-Entry Reports.—The Tokyo Wan Traffic Advisory Service Center must be notified of a vessel's ETA by noon of the day prior to the date of entering Uraga Suido and Naka-no-Se Traffic Routes. Notification may be made by telephone, telegram, VHF, or in writing. Notification may also be sent directly to the coastal radio station of the Maritime Safety Agency in Yokohama.

Vessels carrying dangerous cargo should further advise concerning their arrival 3 hours prior to entering the traffic route.

Any change of ETA should be reported immediately.



Courtesy of Japan Captains Association

O Shima—Voluntary Traffic Separation Scheme

Tokyo Wan Traffic Advisory Service Center (Tokyo MARTIS)—Vessels must maintain continuous contact with Tokyo Wan Traffic Advisory Service Center on VHF channels 16 and 13 while navigating in the traffic routes, approaches to the traffic routes and in the adjacent sea area.

Navigation of the following ports is coordinated through Tokyo Wan Traffic Advisory Service (TAS):

1. Chiba, including Funabashi
2. Kawasaki
3. Kisarazu
4. Tokyo
5. Yokohama
6. Yokosuka

Additional information is available at the Tokyo MARTIS website:

Tokyo MARTIS
http://www6.kaiho.mlit.go.jp/tokyowan

Vessels of 50m or more in length, excluding vessels which are equipped with and operating AIS, and vessels of 100 grt or more having a carrying capacity of 30 persons or more, inclusive of crew, passengers, and other members onboard, should report to Tokyo Wan Traffic Advisory Service Center (Tokyo MARTIS) on VHF channel 16 or by telephone when crossing the following position reporting lines, the limits of which are best seen on the appropriate chart:

1. The reporting line for vessels leaving Tokyo West, Tokyo East, Chiba passages, and Funabashi fairway.
2. The reporting line for vessels leaving Ichihara, Anegasaki passages and Sodegaura fairway.
3. The reporting line for vessels leaving Kawasaki passage, and Ogishima East fairway.
4. The reporting line for vessels leaving Yokohama, Tsurumi passages and Ogishima fairway.

Reporting Lines		
Name of Reporting Lines	**Abbreviation**	**Description**
Urago Suido Traffic Route South	US	A line bearing 270° from Hamkanaya Ko Breakwater Light to the coast.

Reporting Lines		
Name of Reporting Lines	**Abbreviation**	**Description**
Urago Suido Traffic Route West	UW	A line connecting Yo-kosuka Ko Northeast Breakwater Light to the N end of Saru Shima.
Urago Suido Traffic Route North	UN	A line bearing 270° from Lighted Buoy B at Nakanose in Tokyo Wan to the coast.
Off Honmoku	HE	A line bearing 090° and extending 8,400m from Homoku Signal Station.
Off Kawa-saki Ogi-shima	KE	A line bearing 090° and extending 9,900m from Tonen Ogishima East Sea Berth Light.
Tokyo Wan North	BN	A line bearing 269°30' from Chiba Light through Tokyo Light for 2,600m.
Off Chiba	TW	A line bearing 225° and extending 15,900m from Chiba Light.
Kisarazu Traffic Route	KW	A line bearing 210° from Kisarazu Ko Lighted Buoy No. 5 through Lighted Buoy No. 6 to the boundary line.

The following information should be included in the report:

1. Vessel's name and call sign.
2. Abbreviation of Reporting Line .
3. Time of crossing.
4. Destination of vessel.

Outbound vessels or vessels shifting in Tokyo Wan should be governed as described above.

Steering and Sailing Rules: The following regulations apply to vessels transiting Tokyo Wan:

1. A vessel navigating in Tokyo Wan should not use an automatic pilot.

2. Sailing rules in the vicinity of each entrance and exit of the traffic routes; refer to accompanying illustration.

a. A vessel navigating in the vicinity of the N exit of Naka-no-Se Traffic Route leaving Kisarazu Ko should pass Kisarazu Ko Lighted Buoy (35°24.9'N., 139°47.2'E.) on its port side.

b. A southbound vessel from Tokyo or its vicinity in the offing of Kawasaki should pass Kawasaki Ku Lighted Buoy No. 2 on its starboard side at a distance of 1,000m or more.

c. A southbound vessel in the area W of Naka-no-Se should keep a distance of 1,000m or more from Tokyo Wan Naka-no-Se Lighted Buoy D, Lighted Buoy C, and Lighted Buoy B on its port hand. A vessel intending to anchor W of Naka-no-se should keep at least 1 mile from a line joining Lighted Buoy B, Lighted Buoy C, and Lighted Buoy D.

d. A southbound vessel from Tokyo, Chiba, or their vicinity, approaching Naka-no-Se at an oblique angle, should navigate on the W side of Tokyo Wan Naka-no-Se Lighted Buoy A, keeping distance as far as practicable.

e. A southbound vessel leaving Uraga Suido Traffic Route should not take such action as greatly altering its course which might impede the passage of a vessel entering the traffic route.

f. A vessel entering Uraga Suido Traffic Route from the open sea, after passing through the Ken Saki, should navigate in the middle part of the entrance of Tokyo Wan so as to avoid a crossing situation with a southbound vessel in the vicinity of the entrance of the route.

Note.—The Naka-no-Se traffic route and applicable rules are not mandatory for vessels having drafts of less than 20m.

3. Restriction on Overtaking.—Huge vessels or other particular types of vessels in the traffic route should not overtake a vessel of 500 grt or more, except when there are unavoidable reasons.

4. Restrictions on Speed.—A vessel shall not navigate at a speed exceeding 12 knots in the traffic routes. Outside the traffic routes, vessels should not navigate at a high speed.

5. Notification of Traffic Routes and Notification of Change.—A vessel of 10,000 grt or more should give the "Notification of Traffic Routes" and the "Notification of Change" following the example as set forth for a huge vessel.

6. Position Report.—Huge vessels, other particular types of vessels, and vessels of 10,000 grt or more intending to enter or leave Tokyo Wan or shift their positions in the bay, should report their positions to Tokyo Wan Traffic Advisory Service Center when they arrive at the first reporting line.

7. Maintenance of Communications with the Center.—Huge vessels, other particular types of vessels, and vessels of 10,000 grt or more should guard VHF channel 16 while navigating within the radar service of the center even after leaving the traffic route.

8. Vessels of 10,000 grt or more may not enter the traffic route when the visibility is less than 0.5 mile, except with the permission of the Maritime Traffic Advisory Center.

9. Provision of Emergency Fire Wires.—A vessel carrying dangerous cargo specified in the Maritime Traffic Safety Law should provide, on board, the following emergency fire wires and auxiliary ropes, on her bow and stern.

a. Fire wires, with an eye in the end, strong enough to tow the vessel and long enough to reach the water.

b. Auxiliary ropes, with an eye in the end, strong enough to lead the fire wires to the water surface, hanging down by the board, as close to the water surface as practicable, without impeding safe navigation.

10. The owner or operator of tankers of 220,000 dwt or

more carrying dangerous cargo into Tokyo Wan for the first time should first submit "The Written Pledge for Safety Measures" to the Maritime Safety Agency and fulfill its requirements. These same requirements apply also to liquified gas tankers of 25,000 grt or larger, entering Japanese waters for the first time.

Vessels of more than 150 grt carrying hazardous and noxious substances, in liquid form, as defined in MARPOL 73/78 Annex II, and calling at ports or terminals within Tokyo, Wan Ise Wan, and the Naikai, must comply with regulations effective April 1, 2008.

Vessels may be instructed by the captain of the port to evacuate the port in the event of abnormal weather or condtions such as typhoons or martime accidents.

Further information can be found in Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

3.12 Between Taibu Saki and Myogane Saki, about 7 miles N, the coast is indented and shows three lights. Between Myogane Saki and Huttu Saki (Futtsu Saki), about 9.5 miles farther N, the coast recedes to form a comparatively large shallow bay. A blunt point named Isone Misaki projects from the head of the bay.

Uraga Suido (35°05'N., 139°45'E.) leads off the E side of Sagami Nada into the inner part of Tokyo Wan. From the middle of its entrance between Suno Saki and Ken Saki, it trends in a general N direction for about 14 miles; its N limit lies between Kannon Saki on the W and Futtsu Saki, about 4 miles NNE.

Winds—Weather.—Fog is frequent during May, June, and July.

Tides—Currents.—In Uraga Suido, the tidal currents set generally N on the flood and S on the ebb; they are greatly affected by the wind.

Depths—Limitations.—With the exception of Yebi Ne, a rocky patch with a depth of 11.9m, and Yoshino Se, a rocky patch with a least depth of 16.8m, which lie 1.75 and 2.5 miles SE, respectively, of Ken Saki, the fairway is deep and clear.

3.13 Tateyama Wan (35°00'N., 139°48'E.) (World Port Index No. 61370) is an open bay, entered between Suno Saki and Taibu Saki, 4.5 miles NE, which affords good protection against winds from the SE quadrant. Tateyama Ko is in the SE section of the bay and Funakata Ko in the NE section.

Winds—Weather.—Prevailing winds are from the S in the summer and from the NW in winter.

Tides—Currents.—The mean range of the tide in the N part of the bay is 0.8m, and the spring range is 1.1m.

Depths—Limitations.—The depths in the middle of the entrance to Tateyama Wan shoal quickly to the 10m curve, 0.3 to 0.5 mile off the beach at its head. Shira Ne, a dangerous rock, lies outside the 10m curve, 0.45 mile SSW of Taibu Saki. Okina Shima, surmounted by a light, lies close off the S shore of Tateyama Wan, 3.5 miles ENE of Suno Saki. Shoals, with a least depth of 4.2m, lie about 0.5 mile N of this island.

Kohage Dashi, about 1 mile NW of Suno Saki, has a least depth of 5.9m. Vessels should navigate with caution in this area as tide rips occur off of Suno Saki.

There is a cargo wharf on the SE shore of the port, with a length of 190m and depths alongside of 3 to 4m; on the W side of the cargo wharf is a pier 130m long with a depth alongside 5.5m. Tateyama Pier, on the NE side of the cargo wharf, is a 230m long wooden pier having a depth alongside of 3.5m.

Aspect.—Taibu Saki, the N entrance point of Tateyama Wan, is covered with a dense growth of pines; from a distance it appears black and is easy to identify.

Okino Shima is prominent, wooded, and surmounted by a lighted tower. An aero light is shown from a metal framework tower at Tateyama Airport, which lies close SE of Okino Shima.

Signals.—Storm signals are displayed at the head of Tateyama Ko.

Anchorage.—The recommended anchorage lies about 1 mile ENE of Okino Shima, in a depth of 17m, mud. The anchorage is sheltered from N, E, and SW winds. During strong W winds, high waves and rough seas are experienced, and the anchorage is untenable. Due to the prevailing wind from the NW, use of the port in winter is considered hazardous.

Caution.—Mariners are advised when approaching Tateyama Wan to observe the two lines of fixed fishing nets, which extend 1 mile N from a position on the S shore of Tateyama Wan 1.5 miles E of Suno Saki. Fish havens are also prevalent throughout the approach.

Tomitura Wan lies between Daibusano Hana and Namuya Saki, 1.75 miles NNE. It is encumbered with reefs and rocks and a light is shown within.

Uki Shima (35°06'N., 139°49'E.), 48m high, with steep cliffs and surmounted by a light, lies 4 miles N of Daibisano Hana.

Depths—Limitations.—Portions of this coast are fringed with off-lying dangers to a distance of 1.5 miles. The 10m curve lies 0.1 mile off Myogane Saki and about 2 miles off Isone Misaki.

A rectangular area, 3 miles long in a N and S direction and about 1.25 miles wide, centered about 4.5 miles N of Myogane Saki, has been wire dragged to various depths, with the least depth being 8.2m.

Aspect.—Tomi San, a wooden hill with two peaks, the S and higher of which is 370m high and prominent, lies 3.75 miles ESE of Uki Shima. It does not appear twin-peaked from the S.

Nokogiri Yama, 330m high, rises 1.25 miles ENE of Myogane Saki. This hill has a sawtooth profile, but resembles a helmet when viewed from the W. A conspicuous white monument, illuminated at night, stands on an eminence about 1 mile ESE of Isone Misaki.

Anchorage.—There is an open bay S of Huttu Saki that has depths of 5 to 10m; it provides good temporary anchorage when the wind is not too strong.

There are numerous lava beds and set nets in this area.

Caution.—An abandoned submerged wave meter lies approximately 2 miles NW of Myogane Saki; a submarine cable runs from this obstruction SE to the shore.

3.14 Ken Saki (Tsurugi) (Turugi) (35°08'N., 139°41'E.) is the SE extremity of Miura Hanto, and is the W entrance point to Uraga Suido.

The coastline between Ken Saki and Kannon Saki, 8 miles N, is indented by Kaneda Wan, in the S portion, and by Kurihama and Uraga inlets, in the N portion. There are many peaks along this coast as well as continuous stretches of low hills.

Except near Kannon Saki, the water along this coast is shallow, and detached rocks and sunken reefs are numerous.

Kaneda Wan is formed by an open bight that indents the coast for about 2 miles. It is entered between Ame Saki, which is about 1 mile N of Ken Saki, and Senda Saki, which lies about 3.8 miles NNE. The 10m curve lies about 0.8 mile offshore. There are numerous dangers in Kaneda Wan, especially in the N part, where they extend as much as 0.8 mile offshore. The outermost danger is Kakari Ne, with a depth of 5.5m, lying 2 miles NNE of Ame Saki. A lighted tower stands close offshore, about 0.7 mile WNW; lighted piles stand close offshore 0.5 mile WNW and 1.5 miles NW of Ame Saki.

Anchorage can be taken in the SW part of the bay, in depths of 8 to 18m, sand, good holding ground. There are several fixed fishing nets, that are in place year-round, near the center of the bay; care must be exercised when entering and anchoring.

Caution.—The Doyo Nami enters the bay with destructive force and vessels should not anchor here if this phenomenon is anticipated. Many shallow, rocky depths lie up to 2.5 miles E and SE of Turugi Saki; vessels should refer to the chart for this area.

A voluntary traffic separation scheme has been established by the Japan Captains' Association ESE of Ken Saki (Tsurugi) (Turugi). The traffic scheme should be adhered to as far as practicable in the interest of safe navigation. Further information can be found in Pub. 120, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia.

Asika Shima (35°13'N., 139°44'E.), located 4.5 miles NE of Ame Saki, is formed of two black rocks. A light is shown from a black round tower on the W rock of Ashika Shima, and there is a white observation tower on the E rock. A lighted buoy is moored 0.1 mile ESE of Kasa Shima, which dries 0.9m, situated near the SE end of the shoal. A wave meter, connected to Asika Shima by a submarine cable, is moored about 160m S of the rocks.

Kurihama Wan (35°13'N., 139°43'E.)

3.15 Kurihama Wan is a bay open to the E, which is entered between Senda Saki and Otuka Hana, about 1 mile to the NE; it is an open bight and indents the coast for about 0.7 mile. The port consists of a harbor protected by reclamation and breakwaters on its S side. It provides anchoring and berthing facilities for medium-size vessels.

Kurihama Wan lies within the harbor limits of Yokosuka Ko and is known as District No. 7.

Winds—Weather.—The wind is primarily SW in summer and NE in winter. The harbor is relatively calm, even during the NE winds of the winter season; however, when E to SW winds are strong during a typhoon, it is not safe to remain in port and all vessels are evacuated. Especially during a SW wind, waves approaching from the SE enter the harbor at right angles to the depth curves, when care must be exercised.

Tides—Currents.—The flood current sets NE and the ebb current sets SW, NW of Asika Shima. The NE flow reaches maximum velocity 2.5 hours after LW; the SW flow reaches maximum velocity 2.5 hours after HW. The velocity during spring tides averages 0.5 to 0.6 knot.

Depths—Limitations.—Otuka Ne, with a depth of 3m, lies about 0.1 mile SSE of Otuka Hana, in the entrance to the bay and is marked close SSE by a lighted buoy. The main mooring facilities range in depth from 2.5 to 9m. A vessel, with a length of 220m, and a draft of 5.2m can berth alongside.

Aspect.—A gray monument commemorating Commodore Perry, who landed here in 1853, stands at the head of the bay. There are three chimneys situated 0.65 mile SSE of the monument; the tallest of these chimneys is 204m high. There are two chimneys, 0.15 mile farther S, that are about 183m high.

Pilotage.—Pilots are available 24 hours. The pilot boarding station is situated 0.5 mile NNE of Ashika Shima.

Anchorage.—There is good anchorage 0.2 mile E of the NE end of the inner breakwater, in a depth of 8m, sand. Inside the harbor the holding ground is generally poor.

At the time of a typhoon, the anchorage is dangerous and vessels must seek shelter elsewhere.

Caution.—When tankers carrying dangerous cargo are moored at Quay C and Quay D at the electric power plant, general shipping must not approach within 50m of them.

Uraga Ko (35°14'N., 139°43'E.)

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3.16 Uraga Ko is entered about 1.5 miles SW of Kannon Saki, and is located close NNE of Kurihama Wan. It consists of an inner and outer harbor. The inner harbor penetrates about 0.6 mile and is surrounded by a rim of hills, 50 to 80m high. Most of the shores of the inner as well as part of the outer harbor are occupied by shipways, docks, workshops, and quays of a heavy industries company.

Uraga Ko lies within the harbor limits; it is a part of Yokosuka Ko and is known as District No. 6.

Winds—Weather.—North winds in the winter and S winds in the summer are characteristic. The harbor is calm, except when the winds are SE to SW. Even when there is a strong NE wind in District No. 1 or District No. 3 of Yokosuka Ko, there is only a breeze present in this district.

Tides—Currents.—The mean range of tide is 0.9m, and the spring range is 1.2m. The tidal currents are weak, with the maximum velocity of less than 0.3 knot reached about 4 hours after HW and LW. The flood current sets N and the ebb current sets S.

Depths—Limitations.—Depths in the fairway range from 15m in the entrance to 5.9m at the head of the bay. There is a private mooring buoy for use by vessels of 10,000 grt.

There are two drydocks available for repairs, with capacities of 9,000 grt and 12,500 grt.

Aspect.—Myojin Yama, a thickly-wooded hill 71m high, is located N of the inner harbor entrance. Three radio towers, marked by red obstruction lights, stand on Toriga Saki.

Anchorage.—Vessels over 2,000 grt should anchor about 0.8 mile E of Tomyo Saki, on the S side of the entrance, in a depth of 25m, sand. Vessels under 2,000 grt may anchor about

0.3 mile NNE of Tomyo Saki, in 13m, sand and mud, good holding ground. Vessels should anchor so as not to obstruct large vessels entering or leaving the inner harbor.

These anchorages may be untenable during strong E to S winds.

3.17 Kannon Saki (35°15'N., 139°45'E.) is a steep conspicuous bluff, 72m high, densely covered with trees, which lies 1.5 miles NE of Uraga Ko. It lies on the SW side of Uraga Suido, at the entrance to the inner part of Tokyo Wan. A light is shown from an octagonal concrete tower, 14.9m high, situated on Kannon Saki.

The **Tokyo Wan Traffic Advisory Service** is situated about 0.2 mile NW of Kannon Saki Light. The purpose of the center is to provide vessels with information, to control traffic routes, and to ensure the safe navigation of vessels leaving or entering Tokyo Wan. The center consists of a two-story building sumounted by a lookout tower.

Uraga Suido—Naka-no-Se Regulations.—Yokohama Maritime Safety Division, which is responsible for these channels, has established safety rules for all ships navigating Uraga Suido and Naka-no-Se.

Vessels having a length of 50m or more are obliged to follow the traffic routes.

Ships should carefully observe the directions, signals, and traffic routes mentioned and the Japan Maritime Safety Laws and Regulations. The Maritime Traffic Safety Law of Japan must also be used with the applicable charts.

Vessels navigating Uraga Suido Traffic Route should keep to the starboard side of the centerline of the route.

When a vessel intends to navigate the Naka-no-Se Traffic Route along the course of the route, the vessel should navigate northward.

The term "huge vessel" means any vessel whose length is 200m or more.

A vessel (other than a huge vessel) navigating so as to involve risk of collision with a huge vessel navigating Uraga Suido Traffic Route and intending to enter Naka-no-Se Traffic Route, shall keep out of the way of the huge vessel.

Huge vessels navigating Uraga Suido Traffic Route shall keep out of the way of huge vessels intending to enter the Naka-no-Se Traffic Route.

Southbound vessels navigating through the W area of Naka-no-Se should pass Naka-no-Se Traffic Separation Lighted Buoy No. 1, Traffic Separation Lighted Buoy No. 2, and Traffic Separation Lighted Buoy No. 3 on their port hand.

Northbound vessels navigating through the W area of Naka-no-Se except those enroute Negishi section 5, Yokohama Ku and Keihin Ko, should pass the separation lighted buoys on their port side until they have set their course for their destination.

Northbound vessels, with draft 17m and over, should pass at a distance of 400m from the line that connects Lighted Buoy A, Lighted Buoy B, Lighted Buoy C, and Lighted Buoy D at Naka-no-Se.

Vessels wishing to anchor in the W area of Naka-no-Se should do so at a distance of 1,000m from the line that connects the lighted separation buoys.

Vessels with VHF radio should listen to VHF channel 16 while navigating through the radar service area to receive possible transmissions information from the Tokyo Wan Traffic Service Center.

A vessel of 50,000 grt or more carrying dangerous cargo, or a vessel of 25,000 grt or more carrying liquified gas, is prohibited from entering the traffic routes from sunset until 1 hour before sunrise.

Pilotage.—Pilotage is compulsory for vessels of 10,000 grt or more, and is recommended for foreign flag vessels and Japanese flag vessels whose master has no experience in navigating Tokyo Wan. Pilot boards 2 to 3 miles S of Lighted Buoy No. 1 (35°12'30"N., 139°46'48"E.)

The request for pilots is addressed to TI 3852-451 ANJIN YOKOSUKA, giving the ship's name.

A huge vessel or other particular types of vessel, or a vessel which carries dangerous cargo, or is a long tow, or other particular types of vessels as provided in Maritime Traffic Safety Law, should arrange for guarding the course until it confirms its safe navigation even after leaving the traffic routes.

The Traffic Advisory Service Center may place restrictions on entering the traffic routes, for the purpose of ensuring the safety of these routes. The following vessels may be affected: huge vessels, vessels of 25,000 grt or more carrying liquified gas, vessels towing or pushing long objects, and vessels of 10,000 grt or more carrying dangerous cargo.

Vessels should notify the Maritime Safety Agency and provide the following information:

1. The abbreviation of the addressee for each traffic route the vessel intends to navigate. (For the Uraga Suido and Naka-no-Se traffic routes (URAGA and NAKANOSE), the addressee is, Chief, Tokyo Wan Traffic Advisory Service Center, abbreviated as TOKYO WAN).
2. Name and gross tonnage of vessel.
3. Length of vessel in meters.
4. Maximum draft, in meters, down to two decimals places.
5. Types of dangerous goods carried and amount (in tons) of each type. Vessels of 1,000 grt or over which have carried inflammable liquids or high pressure gas loaded in bulk, and are still subject to risk of fire or explosion, should indicate the amount of dangerous cargo as 0.
6. Distance between the bow of a towing vessel and the stern of the object being towed, or the distance between the stern of a pushing vessel and the bow of the object being pushed, in meters.
7. Description of the object being towed or pushed.
8. Port of destination.
9. Section of the traffic route to be navigated, using abbreviations.
10. Estimated date and time of entry into a traffic route from outside the traffic route. Times are denoted by the 24-hour system.
11. Estimated date and time of departure from a traffic route.
12. Call sign or call name of the ship's radio station.
13. Method of communications with Maritime Safety Agency.

Vessels should start the report with the word NOTIFI-

CATION and include the information listed above, using the corresponding number as a prefix to the message. If an item is not applicable, use NA.

Vessels can communicate by radio with the coastal radio station at Yokohama. The stations call sign and call name are JGC and Yokohama-hoan. The watch frequencies and communication frequencies are 500 kHz, 2,182kHz, 156.8MHz, and 444 kHz, 2,150 kHz, 156.6 MHz, respectively.

The Maritime Safety Office must be notified no later than 72 hours prior to a vessel's transiting of a traffic route.

Signals.—The following signals are required in Tokyo Bay:

1. Huge vessels shall show, by day, two black cylindrical shapes, 0.6m by 1.2m in size, displayed vertically 1.4m apart, and by night, a green all-round light, flashing at a frequency of 180 to 200 times per minute, visible at a distance of at least 2 miles, in addition to the conventional lights.
2. Vessels carrying dangerous cargo shall show, by day, the International Code of Signals Flags First Substitute over Bravo; by night, a red all-round light flashing at a frequency of 120 to 140 times per minute, visible at a distance of at least 2 miles, in addition to the conventional lights.

Note.—It has been reported that vessels proceeding to Tokyo Ko display the following signals:

1. When transiting the Urgao Suido Traffic Route—First Substitute over Sierra.
2. When altering course into the Naka-no-Se Traffic Route—Second Substitute over Sierra.

Caution.—The fairway in the vicinity of Daini Kaiho (Fort No. 2) and the ruins of Daisan Kaiho (Fort No. 3), is heavily congested, making radar identification difficult. Vessels have grounded by confusing Daini Kaiho for Daiiti Kaiho (Fort No. 1), mistaking Daiiti Kaiho for Futtsu Harbor, or the inability to identify Daisan Kaiho. Care should also be taken particularly in the vicinity of Daisan Kaiho (Fort No. 3), due to the dangerous shoal areas surrounding the former fort. Entering, leaving, or crossing the route in the section between Buoy No. 4 and Buoy No. 5 is prohibited.

3.18 West side of Tokyo Wan.—The narrows between Kannon Saki and Daini Kaiho, about 3.3 miles N, constricts the N part of Uraga Suido and forms the inner part of Tokyo Wan. The least width in the narrows, between the 20m curve is about 2 miles.

The W shore of the bay extends about 1 mile NW of Kannon Saki to Hatayama Saki. Most of this coast is fronted by a seawall, which makes it conspicuous. From Hatayama Saki, the coast extends in a bight about 3.5 miles WNW to the peninsula which forms the E side of Yokosuka Ko. The bight thus formed contains numerous dangers which lie up to 1.5 miles offshore.

Sara Shima lies in this bight about 0.75 mile offshore.

Yokosuka Ko (35°17'N., 139°40'E.)

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3.19 Yokosuka Ko is a designated Special Port, Open Port, Quarantine Port, and Port of Entry. The port is a building and repair facility and comprises the bays of Nagaura Ko, Yokosuka Ko, and Otsu Wan.

This port complex is divided into seven port districts, No. 1 through No. 7. The island of Azuma Hanto lies between Nagaura Ko and Yokosuka Ko. Most of the facilities in Yokosuka Ko are for the use of the U.S. Navy. District No. 1 through District No. 4 include the dockyard of Yokosuka Ko, Nagaura, the inner approaches to Yokosuka Ko, and the outer approaches, respectively. Kurihama Wan, Uraga Ko, and Otsu Wan are also included within the harbor limits of Yokosuka Ko and lie, respectively, in District No. 5, District No. 6, and District No.7.

Tides—Currents.—The spring rise of the tide of Yokosuka Wan is 1.7m, the neaps rise 1.3m.

Depths—Limitations.—The depths vary from 12 to 15m in the passages and from 15 to 36m in the anchorages. The maximum permissible draft for a vessel at Nagaura Ko Pier is 9.6m, with a length of 180m, and 18,000 dwt. The mooring buoys in this section will accommodate a vessel up to 40,000 dwt, with a maximum draft of 11.7m, and a maximum length of 200m.

New Port (Yokosuka Shinko) will accommodate a vessel 200m long, draft of 10m, and 15,000 dwt.

Five berths, with depths of 7 to 11m alongside, lie on reclaimed land 1.5 miles WSW of Northeast Breakwater Light.

Aspect.—A hill, with a flagstaff and signal station on its summit, rises near the SW part of Azuma Hanto. The towers on the the S entrance point of Kurihama Wan (35°12.5'N., 139°43.2'E.) are conspicuous. Kananzaki Light (35°15.5'N., 139°44.5'E.) provides a good navigational mark. A racon is situated at Fort No. 2 (35°18.7'N., 139°44.6'E.).

Pilotage.—Pilotage is compulsory for vessels exceeding 300 grt. Pilots will embark about 1.5 miles E of Northeast Breakwater Light or off Kurihama Wan. In rough weather, the pilots board inside Northeast Breakwater Light or off Kurihama Wan.

Outbound vessels or a vessel shifting berths in Tokyo Bay are requested to advise the ship's ETD 24 hours and 6 hours before departure. Any change in ETD should be immediately reported. However, the pilotage service for vessels arriving and leaving New Port Wharf and Nagaura Pier in Yokosuka Harbor are subject to the following conditions:

1. At New Port Wharf No. 1, New Port Wharf No. 2, and Nagaura Pier, arriving vessels may pass Yokosuka Lighted Buoy No. 1 until 30 minutes before sunset. Departing vessels may leave the quay until 30 minutes before sunset.

   No pilot is available when wind velocity is 19.5 kts or more.
2. At Nagaura Pier, arriving vessels, if berthing alongside, head out, may pass the breakwater entrance until 30 minutes before sunset. If berthing alongside, head in, the vessel may pass the breakwater entrance until sunset. Departing vessels, if berthed alongside, head out, may leave the quay until 2200. If berthed alongside, head in, the vessel may leave the quay until 30 minutes before sunset.

Signals.—Signals are displayed from the signal station on Azuma Hanto. Another station is at the Harbor Office at the head of Yokosuka Wan. Local storm signals are displayed at the Navy Yard and from the signal station on Hoha To.

Anchorage.—Yokosuka Ko is reported to be a good typhoon anchorage.

The quarantine anchorage lies NNE of the NE breakwater. The quarantine station is situated at Nagahama, 2 miles NW of the anchorage.