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Sailing Directions for Coast of Kyushu

Supplement No.4

23 February 2024

Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.4 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 17 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.

Sailing Directions
for Coast of Kyushu

Supplement No.4
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SafetyNET is worldwide system administered by the International Maritime Organization (IMO) for broadcasting of Maritime Safety Information. Warnings, meteorological synopses and tropical cyclone forecasts of NW Pacific Ocean Area, one of the 21 SafetyNET zones of the world's oceans, are transmitted by the Enhanced Group Calling (EGC) of the INMARSAT(Pacific Ocean Region:POR) at four times a day (0530,1130,1730 and 2330 JST). Additional warnings are issued 3 hours after regular broadcasting if storm force winds (48kn or more) are observed or expected within 24 hours.

Local maritime forecasts and warnings Forecasts and warnings issued by the charged Regional Headquarters of Japan Meteorological Agency that related to the area and the vicinity covered by this volume, are provided Japan Coast Guard coastal radio station via radiotelephone, NAVTEX system and marine radio meteorological report at any time end regularly. (Refer to “NAVTEX Navigational Warnings” and “Local Navigational Warnings” in Chapter 9)

Weather chart and other information Weather charts created by the Japan Meteorological Agency are broadcast by the Agency’s meteorological facsimile service (JMH).

Call sign or station I.D	Type of radio communication	Frequency (kHz)
JMH	F3C	3622.5
JMH2		7795
JMH4		13988.5

Other information services can be obtained through NHK radio 2 broadcasting, and the facsimile broadcasting by Kyodo News Service.

Marine Weather Information Service For the safety of vessels and fishing boats operating in the coastal areas, and for the safety of marine leisure activities (pleasure boating, fishing, etc.), 132 aids to navigation such as lighthouses at major capes in various places in Japan observe weather and oceanographic phenomena such as local wind direction, wind velocity, wave height and atmospheric pressure. And the information is provided via telephone and website. Names of the aids to navigation which provide weather information for vessels and weather observation subjects are listed on the "Vol.1 List of Aids to Navigation" in Publication No.411.

Weather offices Weather offices for the areas covered by this volume are as follows:

Meteorological/marine Observatory (Telephone)	Local meteorological observatory (Telephone)	Weather Station (Telephone)
Fukuoka Regional Headquarters, JMA (+81-92-725-3600) 1-2-36, Ohori, Chuo-ku, Fukuoka-shi	Saga (+81-952-32-7027)	
	Nagasaki (+81-95-811-4861)	
	Kumamoto (+81-96-352-0345)	
	Kagoshima (+81-99-250-9913)	Naze (+81-997-52-0375)
	Miyazaki (+81-985-25-4031)	
Okinawa Regional Headquarters, JMA (+81-98-833-4290) 1-15-15, Higawa, Naha-shi	Miyakojima (+81-980-72-3051)	
	Ishigakijima (+81-980-82-2159)	
	Minamidaitojima (+81-9802-2-2006)	

	No.6-10 Quays	33° 37.6' N 130° 24.3' E	650	6.5-7	5,000×5	
	No.11 Quay	33° 37.8′ N 130° 24.4′ E	230	7.5	5,000×1	
	No.12 and 13 Quays	33° 38.0' N 130° 24.4' E	480	12	30,000×2	2 Unloaders
	Lumber Quay	33° 38.4' N 130° 24.4' E	360	10	15,000×2	
Higashihama Wharf	No.1 Quay	33° 36.7' N 130° 24.2' E	200	3.5	700×3	
	No.2 Quay		80	3.5	2,000×1	
	No.3 Quay	33° 36.8' N 130° 24.1' E	430	2-4	2,000×4	
	No.4 Quay	33° 37.0' N 130° 24.0' E	390	4.5-6.5	5,000×3	
	No.5 Quay	33° 37.1' N 130° 24.2' E	310	4-7.5	5,000×2	
Chuo Wharf	No.3 Quay	33° 36.4' N 130° 24.0' E	130	7	5,000×1	
	No.4 Quay	33° 36.5' N 130° 23.9' E	220	8	15,000×1	
	No.5 and 6 Quays	33° 36.6' N 130° 23.8' E	599	10-10.5	15,000×2	Dolphin
	No.7 and 8 Quays	33° 36.7' N 130° 23.8' E	360	3-5.5	2,000×4	
	No.9-11 Quays	33° 36.7' N 130° 24.1' E	390	6-7	5,000×3	
	No.12 Quay	33° 36.6' N 130° 24.2' E	161	5.5	3,500×1	
Hakata Wharf No.2 Quay		33° 36.3' N 130° 23.9' E	105	5	2,000×1	
Hakata Wharf No.3 Quay			147	6-7.5	5,000×1	For liner
Susaki Wharf	No.1 Quay	33° 36.4' N 130° 23.5' E	130	5-7.5	5,000×1	
	No.2-4 Quays		553	10-12	30,000×2	3 Unloaders
	No.5 and 6 Quays	33° 36.3' N 130° 23.2' E	260	7	5,000×2	
	No.7-10 Quays		450	4-5.5	2,000×5	
Nagahama No.1 Quay		33° 36.0' N 130° 23.4' E	360	3-5.5	2,000×4	
Nagahama No.2 Quay		33° 35.9' N 130° 23.6' E	360	4-6	2,000×4	

A dolphin is existed in the offing at the corner of Hakozaki Wharf No.5 Quay and Chuo Wharf No.5 Quay.

In addition to the above table, there are 4 basins (Hakozaki, Higashihama, Nagahama and Fukuoka), and are used by small boats and fishing boats.

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA"(171,598t, with a draught of 8.7m) berthed at Chuo Wharf No.5 Quay on 30th July 2023.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, (within 50m of a tanker loaded with LPG) mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner, reading "Dangerous Inflammable Cargo Aboard," when moored in the harbour.

Communications Port communication can be made by VHF radio telephones between vessels and the Captain of the port and the Port Authority.

Call name	Frequency	Hours of operation	Remarks
MOJI COAST GUARD RADIO	16/12ch	24hours	Fukuoka Coast Guard Office (Captain of the port)
HAKATA PORT RADIO	16/11, 12ch	24hours	Port Authority, Telephone +81-92-272-0577

Pilotage Pilotage can be arranged through the Hakata Pilot Association (See "Chapter 6 Pilotage" in Part 1).

Mooring buoy There is a mooring buoy in the W section of the Nagahama Basin.

Anchoring prohibition In order to secure a passage for vessels entering and leaving Fukuoka and Nagahama Basins, vessels are prohibited from anchoring in the area between the entrance to the inner port at the S part of West Breakwater, and the Aratsu O-hashi Bridge.

Anchorage Vessels are requested to anchor mainly in Section III. When there is a strong N wind, vessels should

Specified port	Port designated by Port Regulations Law	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Important port
○	○	○	○	○	○	○	○

Outline Lies on the SW corner of Karatsu Wan, and there are 2 fishing port in the port. The Tobo Gyoko is on the W side of the port, and the Takashima Gyoko is on the S side of Taka Shima in the E area of port.

The E side of O Shima is called East Harbour and the W side is called West Harbour. There is a ferry terminal in East harbour that links Karatsu and Iki, and yacht harbour facilities also there. West harbour is older port, and is used mainly for medium and small vessels and fishing boats. There is ENEOS Globe Gas Terminal on the W side of O Shima.

Landmarks

Landmark	Position	Remarks
O Shima	33° 28.7′ N 129° 57.8′ E	176m in height. There are 4 tanks on the NW coast.
Karatsu castle	33° 27.2′ N 129° 58.7′ E	5 stories castle tower, illuminated until 2200.

Weather and Climate In summer, the wind generally blows from the SE, while in winter the wind often blows from the NW or the SW. The weather in the port is relatively mild throughout the year. However, as the port entrance is open to the NW, strong northerly winds and large waves make cargo operations impossible (usually in winter, reportedly 4-5 days a year) and also making it difficult for vessels to anchor in the port.

Oceanographic Phenomena In winter, when a NE to NW monsoon is blowing, cross sea occur in the area between O Shima and Kashiwa Shima.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, (within 50m of a tanker loaded with LPG) mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner visible at night, reading “Dangerous Inflammable Cargo Aboard,” when moored in the harbour.

Anchorage West Harbour is 7-15m in depth, and the bottom is fine sand and hard mud containing coal dust, thus ensuring good anchor holding. Oka Saki protects the port from somewhat northerly winds. East Harbour is 7-9m in depth, and the bottom is fine sand, ensuring good anchor holding. This anchorage is more suitable than West Harbour when a NW wind is blowing, but does not offer shelter during a typhoon.

The quarantine anchorage is located about 0.7M to the NW of the N end of O Shima.

The regular anchorage is West Harbour anchorage (Approx. Position 33° 28.8′ N 129° 56.8′ E): an area with a 100m radius centred at a point 1,300m and 223° from the Karatsu Ko Nishi Ko East Breakwater West Light (33° 29.3′ N 129° 57.4′ E).

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Higashiko Quay	33° 28.2′ N 129° 57.9′ E	230	9	10,000×1	
Higashiko Ferry Quay	33° 28.2′ N 129° 57.8′ E	115	4. 5	1,000×1	
Large LPG carrier exclusive pier	33° 28.9′ N 129° 57.4′ E	231.5	12.5	57,000×1	
Small LPG carrier exclusive pier	33° 28.7′ N 129° 57.5′ E	70	6	1,200×1	
O Shima No.1 dolphin Quay	33° 28.6′ N 129° 57.5′ E	110	5	5,000×1	
~~O Shima No.2 dolphin Quay~~		~~110~~	~~5~~	~~3,000×1~~	
O Shima Quay	33° 28.5′ N 129° 57.6′ E	360	4-5.5	1,000×1	

Fishery Wharf	No.5 Quay	33° 28.4′ N 129° 57.3′ E	260	7.5	750×3	
	No.4 Quay	33° 28.3′ N 129° 57.3′ E	110	5	750×1	
	No.3 Quay	33° 28.2′ N 129° 57.4′ E	240	4	750×2	
	No.2 Quay		90	3	450×1	
Myoken Wharf	Myoken No.2 Quay	33° 28.4′ N 129° 57.1′ E	200	2	2,000×2	
	Myoken No.3 Quay	33° 28.5′ N 129° 57.1′ E	270	6.5-7	5,000×2	
	Myoken No.4 Quay	33° 28.7′ N 129° 57.0′ E	240	11	30,000×1	
	Myoken No.5 Quay	33° 28.6′ N 129° 56.9′ E	130	7.5	5,000×1	
	Myoken No.6 Quay		90	5.5	2,000×1	

Caution Higashiko Quay has been in provisional operation as a seismic quay since April 2016, but the water depth in front of it is approximately 7m. Therefore, dredging of that sea area is ongoing.

Maximum size of vessel handled Cruise ship “Asuka II”(50,142t, with a draught of 7.8m) berthed at Myoken Wharf on 19th Sep. 2019.

Tsunami and typhoon safety measures In order to prevent accidents due to typhoons and tsunamis and other abnormal weather, Typhoons and other Countermeasure Committee of Karatsu Ko is established and they manages typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the imposition and lifting of evacuation advisories for all vessels in the harbour. (Inquiries: Karatsu Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Karatsu Coast Guard Office (Captain of the port)	+81-955-74-4321
Saga Transport Branch Office, Kyushu District Transport Bureau	+81-955-72-3009
Karatsu Sub-branch, Imari Branch, Moji Customs	+81-955-70-1317

Supplies Fresh water and fuel oil can be supplied.

Repairs Small shipyard and ironworks are available, minor repair of hull and engine is possible.

Medical facility

Name	Telephone	Remarks
Karatsu Red Cross Hospital	+81-955-72-5111	

Maritime traffic There is a regular car ferry service between Indoji Ko (Iki Shima) and passenger liner service between Taka Shima. They arrive and depart from the East Harbour.

Iki Suido (33° 40′ N 129° 45′ E) (Chart JP1228)

Outline The centre of the channel is about 7M wide and about 50m in depth. In the N side of the E entrance is Na Shima and other a lot of rocks and reefs. There is an island called Eboshi Shima in the centre of the E entrance. And also there is an island called Futagami Shima in the centre of the W entrance. As such, the narrowest point is 3.5M wide.

Landmarks When visibility is good, Eboshi Shima (33° 41′ N 129° 59′ E, 42m in height) at the E entrance of the channel and Futagami Shima (33° 36′ N 129° 33′ E, 91m in height) at the W entrance of the channel are good landmarks. And also Mt. Take-no-Tsuji (33° 44.5′ N 129° 42.6′ E, 213m in height) on the Iki Shima and islands those that in the S of the channel are good landmarks.

Clearing line The line from which Futagamishima Light (33° 36.3′ N 129° 33.2′ E) is seen at 250° passes very close to the S of Gabu Se (sunken rock, 33° 43.1′ N 129° 54.8′ E), Baku Se (33° 42.5′ N 129° 52.4′ E, 3.2m in depth) and Gen Sone (33° 41.7′ N 129° 49.5′ E, 18.5m in depth).

Iki Shima (33° 47′ N 129° 43′ E) (Chart W177)

Outline Iki Shima forms the N side of the Iki Suido and lies about 7.5M N of Madara Shima. This island is a somewhat long island running N and S. The coast of the island has many indentations. There are some parts; Katsumoto Ko is on the N coast, Gonoura Ko and Indouji Ko are on the S coast, and Ashibe Ko is on the E coast.

Imari Wan (33° 23′ N 129° 44′ E) (Chart W166)

(Photographed in Sep. 2019)

Outline A big bay extends over two prefectures, Saga and Nagasaki, and is indented by a number of small and big islands extending from the entrance to the bay to the inner bay. The bay is divided between an outer and inner bay. Imari Ko is at the head of the inner bay.

To enter Imari Wan, there are three channels: Aoshima Suido, Tsusaki Suido and Hibi Suido. Hibi Suido has dangerous reefs so large vessels cannot proceed through it. Aoshima Suido and Tsusaki Suido can be entered and left even at night as main channels.

Aoshima Suido (33° 25′ N 129° 42′ E) is about 500m wide with a depth of 20m. There are shallow reefs extending from the E end of Izu Shima to the channel and dangerous reefs such as rock mounds extending from the NE part of Ao Shima, but the W side of Ogo-no-Shima is relatively deep and safe. There are aquaculture facilities on the S side of Ogo-no-Shima (57m in height).

Tsusaki Suido (33° 24′ N 129° 40′ E) is a channel with about 400m wide with a depth of 20m. There are aquaculture facilities in the N side of the narrowest part of Tsusaki Suido and the S side of Ao Shima, therefore extra attention should be paid for these aquaculture facilities.

The water is 10-25m in depth in the Imabuku Ko, and bottom is mostly mud and good for anchoring. Therefore, vessels of around 2,000t use there for shelter during typhoons.

There are plants of Kyushu L.P.G. Fukushima Terminal Co., Ltd. in the vicinity of the NW of Shiraiwa Hana, located inside Imari Ko, on the S end of Fuku Shima. Large LPG tankers normally pass through Aoshima Suido, enter and leave these plant through the area from W to S of a group of sunken rocks with a depth of 20m or less (Tugboats stand by in the area) at a reef bank off the S extremity of Taka Shima (33° 24.3′ N 129° 44.0′ E).

Landmarks

Landmark	Position	Remarks
Jo Yama	33° 23′ N 129° 41′ E	A table shaped isolated mountain (128m in height). There are television towers and other towers (about 150m in heights) on the summit.
2 chimneys	33° 21′ N 129° 41′ E	204m and 203m in height. A good landmark when approaching from Aoshima Suido. The marker lights can be used as a landmark at night.
Taira Yama	33° 22′ N 129° 47′ E	This is a flat peak of 174m in height. There is a pylon on it. It is a good landmark when approaching from above channels, especially from Tsusaki Suido.
O-Tobi Shima	33° 24′ N 129° 47′ E	84m in height.

Matsuura Ko (33° 22′ N 129° 41′ E) (Chart W1270) (Port code; JP MTS)

Specified port	Port designated by Port Regulations Law	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Important port
	○	○					

Outline Located on the W end of Imari Wan. The J-POWER Matsuura Thermal Power Plant is on the S shore of the port, coal carriers of 100,000D/W class enter and leave the port.

Landmarks

Landmark	Position	Remarks
Chimney	33° 21.4′ N 129° 41.5′ E	204m in height. Painted gray. Cited within the J-POWER Matsuura Thermal Power Plant.
Chimney	33° 21.0′ N 129° 40.9′ E	203m in height. Painted gray. Cited within the Kyushu Electric Power Matsuura Thermal Power Station.

Directions Patrol vessels, approaching the port, use the chimney of the J-POWER Thermal Power Plant as a head landmark after passing through the Aoshima Suido and the Tsusaki Suido, with adequately clearance to Takezaki Hana (33° 23.2′ N 129° 41.1′ E).

Caution Caution is necessary to keep clear of aquaculture facilities around Jo Yama to the vicinity of Konpira Hana, and also a lot of aquaculture facilities and fishing gears are installed in the SE area of Ogono Shima (33° 25.3′ N 129° 42.6′ E, 57m in height) and also, from SW of Ikazuchi Hana to Inu Saki on Taka Shima.

Communication Communicating necessary port business regarding port entry and departure to the port managers.

Call name	Frequency	Hours of operation	Telephone
Matsuura Port Radio	16/12, 14ch	0600-2000	+81-956-72-5353

Facilities Matsuura Thermal Power Plant has a 100,000D/W class Coal Quay and a 5,000D/W class Utility Quay. There is a landing area and a ferry quay in the Mikuriya Section on the W side within the port. There is a basin for small vessels with less than 5m in depth in the SE area of the port and is a public quay in the E side of there.

Maritime traffic There are car ferry (162t) services between the Mikuriya Section and Taka Shima, Kuro Shima and O-Tobi Shima, via Ao Shima.

Paragraph 2 TSUSHIMA (Chart W173)

Outline Tsushima is a part of Nagasaki prefecture. It is made up of 2 islands, Kami Shima and Shimo Shima and is approximately 73km in length from N to S and 18km in width at its widest position. The island's coast is extremely tortuous with many indentations, which provide small harbours and inlets, in which small vessels can shelter from rough weather. Izuhara Ko, on the central part of the E coast of Shimo Shima, and Hitakatsu Ko, on the northern part of the E coast of Kami Shima, are representative harbour. Car ferry and high-speed craft are operated for service between Izuhara Ko and Ashibe Ko, Gonoura Ko, both on Iki Shima, to Hakata Ko, and car ferry is operated for service between Hitakatsu Ko to Hakata Ko, and as well as high-speed craft service to Busan {Korea}. Also, Tsushima airport located on the northern part of the Kami Shima E coast provides regular flights for Nagasaki and Fukuoka.

The sea area in the vicinity of both the S and N ends of the island is dotted with reefs to a distance of about 1.5M from the shore. The entire coast has many aquaculture facilities, gill nets, stationary nets, etc. Also, bait fishing is carried out along the coast from the N, through the W to the S, so vessels entering any of the ports or navigating along the coast in this area must exercise caution.

Shelters There are many shelters on the coast of Tsushima. Generally, shelters on the E coast are exposed to winds from E, and shelters on the W coast are exposed to winds from W. The shelters on the Tsushima coast are shown in the below.

330° with Shimizu Yama (34° 12.5′ N 129° 17.0′ E, 210m in height) as clearing lines against Ori Se (34° 11.3′ N 129° 17.8′ E, less than 5.5m in depth), proceed on a course of 277° toward the peak of Marukuma Yama. After passing between the S and N breakwaters, gradually take starboard and enter the port.

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Izuhara	No.1 Quay	34°′11.9′ N 129° 17.4′ E	105	4-4.5	1,000t×1	
	No.2 Quay	34° 11.8′ N 129° 17.5′ E	165	7	3,000t ×1	
	No.3 Quay	34° 11.7′ N 129° 17.7′ E	200	7-7.5	4,000×1	
	No.4 Quay		130		5000×1	
Kuta Quay (A)		34° 11.4′ N 129° 17.4′ E	180	4.5-5	1,000t ×2	
Kuta Quay (B)		34° 11.4′ N 129° 17.4′ E	100	5-5.5	2,000t ×1	

Maximum size of vessel handled Cruise ship “Pacific Venus” (26,594t, with a draught of 6.5m) berthed at Izuhara No.3 and No.4 Quays on 11th May 2011.

Communication Port communication can be made by radiotelephone between the vessel and the Captain of the Port.

Call name	Frequency	Hours of operation	Remarks
MOJI COAST GUARD RADIO	16/12ch	24hours	TSUSHIMA COAST GUARD OFFICE (Captain of the port)

Anchorage The quarantine anchorage is designated on the E side of Utsuzuri Saki.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m a tanker loading inflammable materials mooring in the harbour.

Weather and Climate Mostly N winds all year around and the NW winds follow

Caution When a typhoon pass the E side of this harbour, vessels cannot anchor there due to high waves and strong winds in the harbour, so they should find refuge in either Aso Wan located between Kami Shima and Shimo Shima or in Miura Wan. When SE wind velocity reaches 20m/s, entering and leaving the port is extremely dangerous. Take care in not to lose any opportunity.

Typhoon and tsunami safety measures In order to prevent accidents due to typhoons and tsunamis and other abnormal weather, Abnormal Weather Countermeasure Committee of Izuhara Ko and others is established and they manages typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the imposition and lifting of evacuation advisories for all vessels in the harbour. (Inquiries: Tsushima Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Tsushima Coast Guard Office (Captain of the Port)	+81-920-52-0643
Izuhara Branch Customs of Moji Customs	+81-920-52-1112
Tsushima Branch office of Nagasaki Prefectural Government	+81-920-52-1311
Tsushima Branch Office of Fukuoka Regional Immigration Services Bureau (Izuhara Office)	+81-920-52-0432
Izuhara-Hitakatsu detached office of Fukuoka Quarantine Station	+81-920-52-0089

Supplies Fresh water and fuel oil can be supplied.

Repairs A shipyard with slipway for about 500t vessels is available.

Maritime traffic Car ferry service (1,809t) and high-speed craft service (163t) to Hakata via Iki Shima are operated.

Miura Wan (34° 19′ N 129° 23′ E) (Chart W1211)

Outline The area vicinity of the bay entrance is a refuge anchorage for large vessels. But, it is exposed to winds from between the E and SE.

Kamoise Gyoko is located in the head of the N part of the bay. There is the Manzeki Seto which connects to Aso Wan, and many small inlets in the W part of the bay. There are a lot of aquaculture facilities all along the coast of there.

Landmarks

Landmark	Position	Remarks
Orise Hana	34° 18′ N 129° 24′ E	This cape is a prominent cliff. There is a lighthouse on it.
Kuro Shima	34° 19′ N 129° 24′ E	A steep wooded island with three peaks. The E and central part of the S coast form a cliff of low rocks and reefs continue parallel to the shore. There is a lighthouse (144m in height) on the peak on the E end of the island. The central peak of the island is 94m in hight.
Kun Saki	34° 19′ N 129° 23′ E	A cape with steep cliffs.
Koshiki Saki	34° 18′ N 129° 22′ E	W corner of the Okata Ura entrance.

Hitakatsu Ko (34° 39′ N 129° 29′ E) (Chart W175) (Port code; JP HTK)

(Photographed in Sep. 2019)

Specified port	Port designated by Port Regulations Law	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Important port
	○		○	○	○	○	

Outline This harbour covers all of Nishitomari Wan on the E side of N part of Tsushima. The entrance to this port is open to the SE and is a natural harbour, well protected from all except E winds. There are many fishing boats here during fishing season. Most of the head of the port is 10-20m in depth and entry is possible for 4,000t class vessels.

Landmarks

Landmark	Position	Remarks
Gongen Yama	34° 39.6′ N 129° 28.6′ E	186m in height.
Nishidomariwan Leading Lights	34° 39.4′ N 129° 28.1′ E	2 lights in line on 299.1°.

Directions Vessels may steer on the transit line of sight for Nishidomariwan Leading Lights, however, relatively large vessels should keep somewhat along the S side of the leading line near Kaminari Saki (34° 39.2′ N 129° 28.8′ E) , then after passing Kaminari Saki, keep somewhat to the N side.

Liners steer about 400m away from Jodono Saki (34° 38.7′ N 129° 29.5′ E), because the line of sight for the leading lights are close to Jodono Saki. And they enter the port by steering on line of sight of the leading lights, from around the line of the E end of Ko Shima and Ushinokubi Hana (34° 38.8′ N 129° 29.1′ E).

Anchorage When E winds are strong, surge enters the harbour and it is dangerous, especially when typhoons pass

the W of Tsushima.

Quarantine anchorage is designated around 400m NW of Kaminari Saki.

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (t × vessel)	Remarks
Hitakatsu Quay (A)	34° 39.3′ N 129° 28.2′ E	70	4-4.5	700×1	
Hitakatsu Quay (B)		146	5	1,500×1	
Nishidomari Quay (A)	34° 39.4′ N 129° 28.3′ E	180	3.5-4.5	2,000×2	
Ajiro Quay	34° 39.2′ N 129° 28.5′ E	180	7.5	4,000×1	For ferries

There are landing place in each basin along the N and S coast inside the port.

Typhoon and tsunami safety measures In order to prevent accidents due to typhoons, tsunamis, and other abnormal weather, Abnormal Weather Countermeasure Committee of Izuhara Ko and others has been established and they manages typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, the issue of warnings, and the imposition and lifting of evacuation advisories for all vessels in the harbour. (Inquiries: Hitakatsu Coast Guard Station)

Maritime authorities

Name	Telephone
Hitakatsu Coast Guard Station	+81-920-86-2113
Hitakatsu Sub-branch, Izuhara Branch Customs of Moji Customs	+81-920-86-2269
Izuhara and Hitakatsu Branch of Fukuoka Quarantine Station	+81-920-52-0089
Tsushima Branch Office of Fukuoka Regional Immigration Services Bureau (Hitakatsu Office)	+81-920-86-4000

Supplies Fresh water and fuel oil can be supplied.

Maritime traffic Car ferry services (1,125t) to Hakata Ko, and high-speed craft service (553 and 457t) to Busan {Korea} are operated.

Paragraph 3 W ENTRANCE OF IKI SUIDO - NOMO SAKI (Chart JP187)

Futagami Shima - Entrance of Sasebo Ko (via W side of Hirado Shima) (Chart JP198)

Outline Hirado Shima lies across from Azuchi-O Shima, Taku Shima and Ikitsuki Shima to the S of Futagami Shima and Ko-Futagami Shima at the W entrance of Iki Suido. Many vessels navigate on these waters from the N coast to the W coast of Kyushu.

Landmarks

Landmark	Position	Remarks
Futagami Shima	33° 36′ N 129° 33′ E	91m in height. There is a lighthouse in the S. Coast is a steep cliff
Ko-Futagami Shima	33′ 37′ N 129° 31′ E	Islet (57m in height). Waters around the island fall off steeply
Azuchi-O Shima	33° 29′ N 129° 33′ E	Entire island coast is steep cliffs except for Atono Ura in the NE. Peak (216m in height) is a good landmark when heading toward Genkai Nada from the S. There are several wind turbines near the island ridge on both the E and Wsides.

Caution There is a reef ridge which extends to the N from Nagasaki Hana on Azuchi-O Shima. The outer edge is distinguishable by the breakers.

Oshima Seto (33° 28′ N 129° 32′ E, Chart W1249) A channel between Azuchi-O Shima and Taku Shima. The narrowest part is about 1M in width, and the depth is 30-70m, so large vessels can also pass through there.

Directions Vessels attempting to navigate on a westward course should proceed along the transit line (260°)

6 lines transferred from the previous page.

joining Ara Saki (33° 27.3′ N 129° 31.8′ E) on the N end of Taku Shima and Obaehana Light (33° 26.4′ N 129° 25.8′ E) near the N end of Ikitsuki Shima. After passing a point about 500m to the S of Tako-no-Sone (33° 27.9′ N 129° 34.1′ E, 4m in depth), alter course as necessary and pass through the channel while being careful to avoid Naka Sone (33° 28.0′ N 129° 32.3′ E, 8.3m in depth).

Tidal streams The flood (ebb) stream flows toward W (E), with a maximum velocity of 2.8 (3.3) kn at Oshima Seto.

Shiratake Seto (33° 25′ N 129° 32′ E) A channel between Taku Shima and Hirado Shima.The narrowest part is 0.7M wide. The E entrance is somewhat shallow and there is a bank, which extends from the NW to SE at a depth of 16-20m.

Directions Vessels proceeding to W on Shiratake Seto should navigate along a transit line (237°) connecting Hanaguri Hana (33° 24.4′ N 129° 31.5′ E) on Hirado Shima and Chidori Hana (a rocky peak) (33° 22.5′ N 129° 27.8′ E) on the NW tip of Nakae-no-Shima. After coming abeam of Hizen-yokoshima Light (33° 25.3′ N 129° 32.1′ E), alter to a suitable course and proceed along the centre of the channel.

Tidal streams The flood (ebb) stream flows toward the WSW (ENE), with a maximum velocity of 2.9 (2.5) kn at Shiratake Seto.

Tatsu-no-Seto (33° 21′ N 129° 26′ E) A channel between Ikitsuki Shima and Hirado Shima. The narrowest part is 350m wide, 11.8-16m in depth and there is the Ikitsuki O-hashi Bridge over the channel. A shoal extends about 200m E from the end of Shiomi Hana (33° 21.3′ N 129° 26.1′ E). The water on the Yobu Saki side drops off relatively steeply.

Directions When proceeding to N, navigate along the transit line (043.7°) connecting Chidori Hana (33° 22.4′ N 129° 27.8′ E) on the NW end of Nakae-no-Shima and the peak of Iimori Yama (33° 26.3′ N 129° 32.2′ E) on the SE side of Taku Shima.

Tidal streams The flood (ebb) stream flows toward the NE (SW), with a maximum velocity is 4.1 (4.9) kn at Tatsu-no-Seto.

Clearing line Betto Se (33° 18.5′ N 129° 23.9′ E, 8.6m in depth) on the W side of Hirado Shima is roughly with Yobu Saki (33° 21.1′ N 129° 26.5′ E) on the E side of Tatsu-no-Seto in line with the W end of Nakae-no-Shima (33° 22.4′ N 129° 27.8′ E) bearing 040°/220°. It is also with Tateba Shima peak (33° 17.6′ N 129° 24.7′ E) bearing 144°. Vessels heading to Tatsu-no-Seto from the S will pass about 550m NW of this shoal if they follow the course directions for this channel.

Anchorage There are a lot of indentations along the W side of Hirado Shima. The refuge anchorage is Shijiki Wan, furthest to the S.

Hirado Seto (33° 22′ N 129° 34′ E) (Chart W193)

View from N entrance (Photographed in Sep. 2019)

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Kujirase ferry Pier		33° 09.7′ N 129° 43.4′ E	115	5.5	2,000×1	For ferries
Shin Minato	-7.5m Quay	33° 09.8′ N 129° 43.5′ E	220	7.5	15,000×1	
	-4.5m Quay		100	4.5	2,000×1	
Miura Quay		33°′09.6′ N 129° 43.5′ E	270	10	12,000×1	
Hizukushi	-4.5m Quay	33° 09.3′ N 129° 43.4′ E	60	4.5	500×1	
	-7.5m Quay		130	7.5	5,000×1	
	-5.5m Quay		180	5.5	2,000×1	
Maehata	-4.5m Quay	33° 09.0′ N 129° 43.3′ E	120	4.5	7,000×1	
	-10m Quay		185	7.5-10	15,000×1	
	-11m Quay		195	9.5-10	20,000×1	Level luffing crane-type unloader
	-13m Quay		260	11.5-13	40,000×1	
	-7.5m Quay	33° 08.8′ N 129° 43.4′ E	130	7.5	5,000×1	
Uragashira Quay No.1 and No.2		33° 06.1′ N 129° 44.9′ E	260	6-7	5,000×2	

In addition to the above, there are mooring facilities for vessels belonging to both the U.S. Forces and the Japan Maritime Self-Defense Force, in various parts of the port.

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA"(171,598t, with a draught of 8.7m) berthed at Miura Quay on 10th November 2023.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m a tanker loading inflammable materials, including a tank ship, mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner visible at night, reading "Dangerous Inflammable Cargo Aboard," when moored in the harbour.

Anchorage Ebisu Wan in the E part of Section 3 is about 10m in depth with a bottom of mud and shells, good for anchoring.

The quarantine anchorage (33° 05.8′ N 129° 42.0′ E) is designated at the S side of passage.

The anchorage for vessels carrying dangerous cargo is designated as E of a line joining Hyakken Hana (33° 07.6′ N 129° 44.1′ E) and Doi-no-Hana (33° 05.5′ N 129° 42.0′ E) in Section 3.

All vessels that are requesting anchorage within Sasebo Ko should contact the Sasebo Coast Guard Office.

Communication Port communication can be made by radio telephone between the vessel and the Captain of the port.

Call name	Frequency	Hours of operation	Remarks
MOJI COAST GUARD RADIO	16/12ch	24hours	SASEBO COAST GUARD OFFICE (Captain of the port)

Mooring buoys There are many mooring buoys in the port, however they are exclusively for the use of the U.S. Forces and the Japan Maritime Self Defense Force.

Sea bottom magnetism measurement equipment installation area There is a sea bottom magnetism measurement equipment installation area at a distance about 0.6M WNW of Omori Hana in Section 2. (There is a white buoy with light very close to the W side of the area.)

Entry prohibition (The U.S. Forces facilities) Entry prohibited areas related with the U.S. Forces facilities are designated. The restricted areas have been divided into 4 zones. Prohibitions for each class are provided. (See Fig. 15)

18.5-45m in depth, but a shoal with about 13m of depth exists in some areas.

Precautions on entering the passage

1. The passage leading to Nagasaki Ko is safe to navigate, but it may be difficult to find the entrance to the port from a distance for the first time.
2. Caution is required as it is narrow inside the harbour and many vessels are coming in and going out.
3. In the coastal area of Section 2 and Section 3, there is a number of oil tanks which require great caution about fire within the port.

Pilotage Pilotage can be arranged through the Nagasaki Pilot Association. (See "Chapter 6 Pilotage" in Part 1)

Secondary undulation (Seiche) Large oscillations of water level in Nagasaki bay are called Abiki in local dialect. At the head of the port, a rise of 1m is frequently experienced. The largest Abiki ever observed occurred on 31st March, 1979 and recorded an amplitude of 278 cm over a period of 35 minutes. Generally, Abiki occurs during winter and spring, rarely occurs in mid-summer. It is considered that seiches are caused by a metrological phenomenon which resulted in disturbances in sea level though, it has not yet led to a successful prediction of seiches.

Port regulation

Limitation of tacking (Regulations for the Enforcement of the Port Regulations Law Article 45)	Sailboats shall not do tacking maneuvers within Nagasaki Ko Section 1 or Section 2.

Course indicator signals

Indication of course and destination (Japan Coast Guard Public Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No.94, 2010)	Flag Signals	Symbol showing the route in the port	Meanings of signal
	2nd substitute F	F	Vessels should navigate toward the mooring facilities at Nagasaki Gyoko.
	2nd substitute 1・E	1・E	Vessels should navigate toward the mooring facilities on the E side of Section 1.
	2nd substitute 1・W	1・W	Vessels should navigate toward the mooring facilities on the W side of Section 1.
	2nd substitute 1・B	1・B	Vessels should navigate toward the mooring buoys at Section 1.
	2nd substitute 2・E	2・E	Vessels should navigate toward the mooring facilities on the E side of Section 2.
	2nd substitute 2・W	2・W	Vessels should navigate toward the mooring facilities on the W side of Section 2.
	2nd substitute 3・N	3・N	Vessels should navigate toward the mooring facilities on the N side of Section 3 or Section 5.
	2nd substitute 3・E	3・E	Vessels should navigate toward the mooring facilities on the E side of Section 3, Kogakura-Yanagi wharf at Section 4 or Doinokubi Ura.
	2nd substitute 4・E	4・E	Vessels should navigate toward the mooring facilities between Kyushu Steel Centre Co., Ltd. and Nakata Mac Co., Ltd. at Section 4.
	2nd substitute 4・W	4・W	Vessels should navigate toward the mooring facilities of Mitsubishi Shipbuilding, Oshima Shipbuilding or the public quay. at Section 4.

Landmarks

Landmark	Position	Remarks
O Shima	32° 32.4′ N 130° 33.2′ E	84m in height. An island connected to the mainland through reclamation. Prominent.
Tank	32° 31.6′ N 130° 32.2′ E	Gray coloured, for cement.

Fairways The main fairway which leads to the port via between O-Tsuku Shima, Ko-Tsuku Shima and the Ne Shima from the S is about 5M long, about 300m wide, have been dredged to a depth of 12m and is marked by 5 light buoys. There is a shallow area with a depth of less than 10m on N of O-Tsuku Shima, therefore, vessels must not navigate off the fairway.

The new port is divided into the inner port and the outer port. The fairway to the inner port branches off from the previously-mentioned fairway, with a depth of 5 to 8m, and is indicated by 3 light buoys.

The entrance of the fairway to the oil basin lies about 600m N of O Shima. The fairway lies between N Groin (submerged by high tides, there is a lighthouse on NW end of N Groin) and S Groin (submerged by high tides). The fairway is about 40m wide and dredged to about 5m. The anchorage area is shallow with a depth 5 to 6m.

Directions Directions to approach Yatsushiro Ko, see Nagashima Kaikyo - Yatsushiro Kai.

After passing through the fairway between O-Tsuku Shima and Ko-Tsuku Shima, head toward the midway between of Minami Shima (32° 31.8′ N 130° 31.4′ E) of Mitsu Shima and Yatsushiro Ko Breakwater Light (32° 31.4′ N 130° 32.0′ E), and then proceed to the entrance to the port keeping Yatsushiro Ko Mitsu Shima S Light Buoy (32° 31.3′ N 130° 31.4′ E) on their port side. Vessels should wait for slack water to avoid the tidal streams that flow S and N. A line joining E coast of Mitsu Shima with E end of O-Tsuku Shima serves as a clearing line which indicates shallow water NNE of O-Tsuku Shima.

Anchorage The designated quarantine anchorage is centered 1M SW of O-Tsuku Shima. The waters within the port are not suitable for anchor, because the water is shallow and there are a lot of obstructions such as fishing stakes except for fairways.

The anchorage for vessels carrying dangerous cargo is designated as a 600m radius centered on 32° 27.6′ N 130° 28.7′ E.

Pilotage Pilotage can be arranged through the Shimabara Kaiwan Pilot Association (See “Chapter 6 Pilotage” in Part 1).

1. Bay pilots board in position 2.2M from Toshima Light (32° 09.7′ N 130° 04.7′ E), bearing 184°.
2. Bay pilot service hours: 24 hours/day.
3. The Yatsushiro Ko Harbour Pilot boarding point (from sunrise to sunset) is:
   for ships anchoring: 0.5M Wof the fairway No.1 Buoy (32° 27.0′ N 130° 29.0′ E).
   for ships entering port directly: 1M S of the fairway No.1 and No.2 Buoys. (32° 25.9′ N 130° 29.2′ E)

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Outer port	G0 Quay	32° 31.6′ N 130° 32.2′ E	410	10.5	220,000×1	Exclusive for cruise ships
	G1-G4 Quays	32° 31.9′ N 130° 32.4′ E	650	10-11.5	15,000×4	
	G5 Quay	32° 32.2′ N 130° 32.6′ E	280	12.5-14	50,000×1	2 Unloaders (2 Cranes)
	G6 Quay		200	12	30,000×1	Container crane
	G11・G12 Quays	32° 31.5′ N 130° 32.3′ E	260	5-8.5	5,000×2	
	G13 Quay		165	8.5	10,000×1	
Inner port	N1-N8 Quays	32° 30.5′ N 130° 33.8′ E	720	3-4.5	2,000×8	
	N9・N10 Quays	32° 30.7′ N 130° 33.3′ E	260	5-5.5	5,000×2	
	-4.5m Quay	32° 30.7′ N 130° 34.0′ E	60	0.5-2.5	500t ×1	

There are mooring facilities for a company use only not listed in the table above.

Caution There are many fishing stakes in the area N of O-Tsuku Shima. They appear clearly on radar screen, however, some of them are submerged by high tide, so caution must be exercised.

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA"(171,598t, with a draught of 8.7m) berthed at Kumamon Port Yatsushiro (G0 Quay) on 26th September 2023.

Maritime authorities and facilities

Name	Telephone
Yatsushiro Coast Guard Station (Captain of the Port)	+81-965-37-1477
Yatsushiro Branch, Nagasaki Customs	+81-965-37-1603
Yatsushiro Sub-branch, Kagoshima Branch of Moji Plant Protection Station	+81-965-37-1544
Minamata and Yatsushiro Branch, Fukuoka Quarantine Station	(Kagoshima Branch) +81-99-222-1473
Yatsushiro Ports and Harbours Administrative Office, Kumamoto Prefectural Government	+81-965-37-0338
Kumamoto Branch Office, Fukuoka Regional Immigration Services Bureau	+81-96-362-1721

Typhoon and tsunami safety measures In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Yatsushiro Ko and its surrounding waters is established and they manages typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the imposition and lifting of evacuation advisories for all vessels in the harbour. (Inquiries: Yatsushiro Coast Guard Station)

Medical facility

Name	Telephone
Kumamoto Rosai Hospital, Japan Organization of Occupational Health and Safety	+81-965-33-4151

Tugboats Tugboats are available.

Repairs Repairs can be arranged.

Supplies Fresh water and fuel oil can be supplied.

Minamata Ko (32° 12′ N 130° 22′ E) (Charts W174, W1240) (Port code; JP MIN)

(Photographed in Oct. 2019)

Specified port	Port designated by Port Regulations Law	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Important port
	○	○	○	○		○	

Landmark

Landmark	Position	Remarks
Small shrine	31° 35.0′ N 131° 24.4 ′E	Benzaiten (a deity of Japanese indigenous religion) is enshrined here. White walls and red roof.

Directions

Entering the port from the S

Vessels should steer for the S end of Meitsu Ko S Offing Breakwater (31° 32.3′ N 131° 23.5′ E) bearing 338° until S end of Aburatsu Ko E Outer Breakwater (31° 33.7′ N 131° 24.3′ E) bearing 014°. Then, steer for Aburatsu Ko E Outer Breakwater altering course as necessary for it.

After approaching on a line joining Odotsu Ko W Breakwater Light (31° 33.4′ N 131° 23.2′ E) and S end of I Saki, alter course for the centre of the fairway.

Entering the port from the E

Proceed along a line joining two leading lights of Aburatsu Ko E entrance Leading Lights (31° 33.6′ N 131° 23.8′ E, front light), bearing 263.5°. Then, alter course to starboard at a position that the S end of E Outer Breakwater is abeam to starboard to steer for the head of the bay.

Caution Caution is necessary as there is a tendency of a drift to the W. There had been a collision between a vessel and the W Breakwater.

Anchorage Vessel of deep draught should anchor the area between I Saki and the N end of O Shima, which lies S of the harbour entrance, with a depth of 12 to 16m. Caution must be exercised as swells penetrate into the anchorage area when E winds are blowing.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
No.1 Quay ~~(5.0m)~~	31° 34.4′ N 131° 24.4′ E	70	Under construction	1,000×1	
No.2 Quay ~~(7.5m)~~		130	6.5-7.5	5,000×1	
No.3 Quay ~~(5.0m)~~		70	2	1,000×1	
No.4 Quay ~~(5.0m)~~	31° 34.6′ N 131° 24.5′ E	78	5	1,000×1	
No.5 Quay ~~(5.5m)~~		194	5	2,000×1	
No.6 Quay ~~(7.5m)~~		150	7	5,000×1	
No.7 Quay ~~(7.5m)~~		152	7	5,000×1	
No.8 Quay ~~(6.5m)~~		102	5-5.5	3,000×1	
No.9 Quay ~~(10m)~~	31° 34.2′ N 131° 24.4′ E	185	10.5	12,000×1	
No.10 Quay ~~(12m)~~		240	12	30,000×1	
Fishing Port No.1 Quay ~~(5.0m)~~	31° 34.7′ N 131° 24.0′ E	450	3-4.5	1,000×1	

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA"(171,598t, with a draught of 8.7 m) berthed at No.10 Quay on 6th June 2023.

Typhoon and tsunami safety measures In order to prevent disasters from typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Aburatsu Ko is established and they manages typhoon and tsunami damage prevention countermeasures, such as the communication of typhoon and tsunami information, warnings, and the imposition and lifting of evacuation advisories for all vessels in the harbour. (Inquiries: Miyazaki Coast Guard Office)

Supplies Fresh water and fuel oil can be supplied.

Maritime authorities and facilities

Name	Telephone
Miyazaki Coast Guard Office	+81-987-22-3264
Aburatsu Sub-branch, Hososhima Branch Customs, Moji Customs	+81-987-22-2879
Aburatsu Ports and Harbours Office, Miyazaki Prefectural Government	+81-987-23-3125

Nakagusuku Wan (26° 15′ N 127° 53′ E) (Charts W228[B], W239, W241)

Shinko Section

(Photographed in Sep. 2019)

Outline Nakagusuku Wan is a big wide open bay occupying the S half of Kin-Nakagusuku Ko. Coral reefs extend offshore for a considerable distance. In particular, there are many rocks awash and sunken rocks inside the bay. Therefore, this bay is not suitable for anchorage.

In the N of the bay is the Shinko Section, in the SW is the Yonabaru Wan and on the SW end of Kudaka Shima (26° 10′ N 127° 54′ E) is the Tokujin Ko. And there is a naval port, or White Beach, which is exclusively used for the U.S. Forces, on the NW side of Katsuren Saki.

The entrances to the bay has, from the S, Kudaka Kuchi (26° 09.0′ N 127° 53.0′ E), Tachii Kuchi (26° 13.0′ N 127° 57.0′ E), Tsuken Kuchi (26° 16.5′ N 127° 59.0′ E) and Hamahiga Kuchi (26° 20.5′ N 128° 00.5′ E). The main entrance of all of them is Tachii Kuchi (2M wide, 55m in depth).

Tachii Kuchi is the main entrance to Nakagusuku Wan. And there is the Nakagusuku Wan Entrance Light Buoy (26° 13.3′ N 127° 58.0′ E, with radar reflector) at the center of the entrance channel.

Landmarks

Landmark	Position	Remarks
Chimney	26° 11.4′ N 127° 45.9′ E	121m in height. Painted light blue.
~~Chimney~~	~~26° 13.7′ N 127° 47.1′ E~~	~~72m in height. Painted red.~~
Sugar refinery	26° 20.7′ N 127° 51.9′ E	White building, with chimney (52m in height).
Ugan Iwa	26° 10.9′ N 127° 55.7′ E	Rock of 5m in height. Landmark when passing through Tachii Kuchi.

Facilities (Shinko Section)

Name		Position	Length(m)	Depth(Approx. m)	Capacity(D/W × vessel)
W Wharf	-5.5m Quay	26° 19.5′ N 127° 50.9′ E	270	5~~-5.5~~	2,000×3
	-7.5m Quay		260	5-7	5,000×2
	-10m Quay		185	9-10	15,000×1
	-13m Quay		260	12.5~~-13~~	40,000×1
E Wharf	-7.5m Quay	26° 19.8′ N 127° 51.4′ E	780	7-7.5	5,000×6

Fairway The dredged fairway that extends from the Breakwater (W) on the N of Nakagusuku Wan to the Shinko is about 230m in width and 13m in depth, and is indicated by 3 light buoys and a breakwater lights.

Precautions for entering the port As entering the port from Tachii Kuchi, there are shoals such as Ufu Bishi (coral reef which covers and uncovers with the tides) around Ugan Iwa to the NE of Kudaka Shima. Therefore, mariners need to exercise caution. When entering Shinko Section, attention must be paid to the shallow shoals including Hira Sone, are schattered.

Entry prohibition In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea are within 50m a tanker loading dangerous inflammable materials, including a tank ship , mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner visible at night, reading “Dangerous