

Pub.305 sup.

Sailing Directions for Coast of Kyushu

Supplement No.5

27 September 2024



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.5 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.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 7 June 2024.

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 deleted, replaced or added are instructed in [square brackets].

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding 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.

27 September 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.

The nautical charts in English (JP charts) on the left-hand side of the following table have been withdrawn. These chart numbers in Publication No.305 Sailing Directions for Coast of Kyushu (including any Supplement) should be replaced by chart numbers with “W” instead of chart numbers with “JP”.

Withdrawn Nautical Charts		Substitute
No.	Title	No.
JP 214A	NORTHERN PART OF KAGOSHIMA KO	W 214A
JP 214B	SOUTHERN PART OF KAGOSHIMA KO	W 214B
JP1248	KIIRE KO	W1248

Hososhima Pilot Association TEL:+81-982-55-0427 FAX:+81-982-55-0427	Around the quarantine anchorage (approximate position 32° 26.0' N 131° 42.0' E). (Get on board at inner breakwater when there is rough weather)	1. Maneuver the vessel to lee side with the pilot ladder on the port side with an anchor heaved up. 2. In rough weather, the pilot ladder should be on the starboard side and the vessel should proceed, because the pilot will get on board at the inner breakwater in such weather. VHF or a pilot boat will lead in such cases. 3. The communication should be started 30 minutes in advance of the boarding time (via VHF of pilot boat).
Naha Pilot Association TEL:+81-98-868-1613 FAX:+81-98-868-9785	1. Commonly used boarding points: The surface within the circle with 0.5M radius centred on the point of 270°, 1.5M from Naha Ko Centre light buoy. (26° 14.0' N 127° 36.2' E) 2. At the point of 265°, 3.0M from Naha Ko Centre light buoy in winter time or strong wind (10m/s and more). (26° 13.8' N 127° 34.7' E)	1. The max. draught of Naha Wharf is 9.4m. 2. Use the pilot ladder at the other side of billow. 3. Mother ship will be ordered to anchor through the agent and will stand by at the point described in table 2 on the left when the tugboat cannot navigate due to wind and waves in winter time.

Chapter 7 PRECAUTIONS

Sea Training Areas

The Sea training areas used by the U.S. Forces stationed in Japan, in the area covered in this volume, are as follows (Refer to “LIST OF SEA TRAINING AREAS USED BY U.S. FORCES IN JAPAN” in a separate volume of the latest Notices to Mariners, and Miscellaneous Chart No. 6973 “Index Chart of Maneuver Areas of the Adjacent Seas of Nippon”).

1. Navy training areas. (See Fig. 3)

No.	Name of Area	Type of training	Hours of training
I	Area Golf {N. of Goto Retto, W. Coast of Kyushu}.	Surface and antiaircraft firing trainings, maximum range 27,432m, maximum altitude 6,096m.	Firing trainings may be conducted at any time during the day or night daily. An advance notice will be given before night (from 1700 to 0800) firing trainings are conducted.
II	Area Foxtrot {S. of Goto Retto, W. Coast of Kyushu}.	Surface, antiaircraft firing, air to air and air to surface gunnery trainings, using the various kinds of naval and aerial trainings, weapons, maximum range 36,576m, altitude unlimited.	From 0800 to 1700 daily.
III	Area Lima {E. of Hyuga Nada, E. Coast of Kyushu}.	Surface, antiaircraft firing, air to air and air to surface gunnery trainings, using the various kinds of naval and aerial trainings, weapons, maximum range 36,576m, altitude unlimited.	From 0600 to 1800, Monday through Friday. The trainings are sometimes conducted from 0600 to 1800 on Saturday, then an advance notice will be given.

Limit item: Each of the above areas is permanent danger area.

2. Navy training areas (See Figs. 4, 5)

No.	Name of Area	Type of training	Hours of training
1	White Beach Area {E. of Katsuren Saki, Okinawa Shima, Nansei Shoto}.	Target launch and recovery.	An advance notice will be given before the areas is used.
2	Kume Shima Range {Nansei Shoto}.	Air to ground gunnery and bombing trainings.	From 0600 to 2300 on Monday through Saturday.
3	Kobi Sho Range {Senkaku Shoto, Nansei Shoto}.	Air to ground gunnery and bombing trainings.	From 0700 to 1700 in principle. An advance notice will be given before the water area is used.
4	Sekibi Sho Range {Senkaku Shoto, Nansei Shoto}.	Bombardment from ship, ship to shore and air to ground gunnery and bombing trainings.	An advance notice will be given before the area is used.
5	Oki-Daito Shima Range {Nansei Shoto}.	Bombardment from ship, ship to shore and air to ground gunnery and bombing trainings.	An advance notice will be given before the areas is used.
6	Area Hotel Hotel {E. of Okinawa Shima, Nansei Shoto}.	Surface to air, surface to surface, air to air and air to surface gunnery and bombing trainings, utilizing naval and aircraft conventional ordnance.	From 0600 to 2000 daily and at other times as announced.
7	Area India India {E.S.E. of Okinawa Shima, Nansei Shoto}.	Surface to air, surface to surface and air to air gunnery trainings, utilizing naval and aircraft conventional ordnance.	From 1100 to 2300 daily. An advance notice will be given before the area is used.
8	Area Mike Mike {E.S.E. of Okinawa Shima, Nansei Shoto}.	Surface to air, surface to surface, air to air and air to surface gunnery and bombing trainings, utilizing naval and aircraft conventional ordnance.	From 0600 to 1800 daily. An advance notice will be given before the area is used.
9	Area Golf Golf (Air space) {E.S.E. of Okinawa Shima, Nansei Shoto}.	Air to air gunnery trainings, utilizing aircraft conventional ordnance.	As announced by NOTAM (flight information)

3. Air force training areas (See Figs. 3, 4, 5)

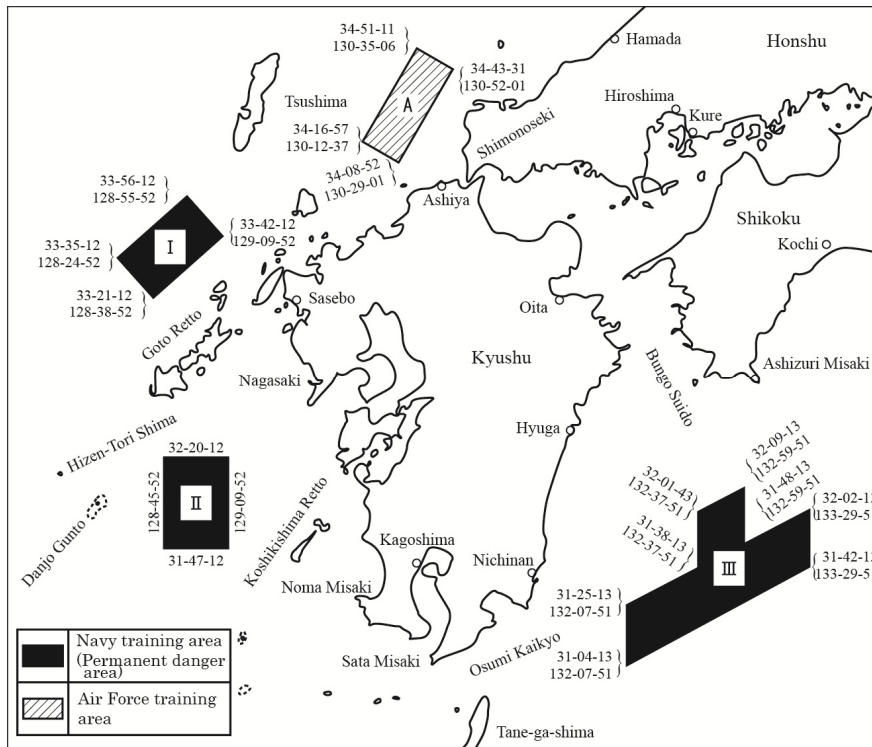
Sym.	Name of Area	Type of training	Hours of training
A	Kyushu Air to Air Range {W. of Tsuno Shima, N.W. Coast of Honshu}.	Air to air gunnery trainings.	From 0700 to 1700 on Monday through Friday.
B	Ie Shima Auxiliary Airfield {Nansei Shoto}.	Air to ground gunnery and bombing trainings, parachute trainings and heavy equipment dropping trainings.	From 0600 to 2300 on Monday through Friday. From 0600 to 1200 and from 1700 to 2300 on Saturday. When the water area is not scheduled to be used, an advance notice will be given.
C	Tori Shima Range {Nansei Shoto}.	Air to ground gunnery and bombing trainings.	From 0600 to 2400 daily. When the water area is not scheduled to be used, an advance notice will be given.

D	Idesuna Shima Range {Nansei Shoto}.	Air to ground gunnery and bombing trainings.	From 0600 to 2300 on Monday through Saturday. When the water area is not scheduled to be used, an advance notice will be given.
E	Northern Okinawa Range (Air space){N.W. of Okinawa Shima, Nansei Shoto}.	Air to air gunnery trainings, utilizing aircraft conventional ordnance.	Continuous.
F	Southern Okinawa Range (Air space){S. of Okinawa Shima, Nansei Shoto}.	Air to air gunnery trainings, utilizing aircraft conventional ordnance.	Continuous.
G	Area Alpha (Air space){E. of Okinawa Shima, Nansei Shoto}.	Air to air trainings.	From 0600 to 2000 daily.

4. Army and Marine Corps training areas (See Figs. 4, 5)

Sym.	Name of Area	Type of trainings	Sym.	Name of Area	Type of trainings
a	Northern Training Area {Vicinity of the mouth of Ukagawa River, Okinawa Shima, Nansei Shoto}.	Landing trainings.	b	Camp Schwab {Vicinity of Oura Wan, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.
c	Camp Hansen {Kushi Wan, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.	d	Kin Red Beach Training Area {Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto}.	Amphibious trainings. Training of entering and leaving of vessels.
e	Kin Blue Beach Training Area {Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.	f	Camp Courtney {Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.
g	Ukibaru Shima Training Area {Kin-Nakagusuku Ko and Approach, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.	h	Tsuken Shima Training Area {Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto}.	Amphibious trainings.

Fig.3 Training Area (No.1)



	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 **22nd April 2024**.

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-hashii Bridge.

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

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)

Directions

Directions from N Vessels should heading toward Oki-no-Shima (31° 44.4' N 130° 10.8' E) on a course of 150°. At a position about 2.3M abeam to Naka Se, alter course to 185°. Then, vessels approach to a position about 3.4M abeam to Satsuma-nomamisaki Light (31° 25.0' N 130° 06.6' E).

Directions from S Vessels proceeding N direction should take the reverse route of the southbound vessels though, alter course as necessary in order to pass the area within 4M offshore of **Tengu Hana**.

Koshikishima Retto (31° 45' N 129° 47' E) (Charts W207, W209)

Outline Koshikishima Retto is a chain of islands including Kami-Koshiki Shima, Naka-Koshiki Shima and Shimo-Koshiki Shima, which lies W of Koshiki Kaikyo and stretches for about 20M from NE to SW.

Imuta Seto (31° 47' N 129° 49' E), a narrow channel between Naka-Koshiki Shima and Shimo-Koshiki Shima, with a width of a Kagoshima about 350m, strong tidal stream. Rapid current occurs on either side of the strait depending on tide. Naka Bae (31° 47.1' N 129° 48.5' E, 8m in depth) lies in the centre of the strait.

Oki-no-Segami (31° 47.4' N 129° 48.5' E, drying rock with a height of 5m) lies W side of a reef ridge which extends 900m to the W from the Naka-Koshiki Shima side is a good mark. The reef ridge which extends 300m to the E from the Shimo-Koshiki Shima side dries out at low tides. Koshiki O-hashii Bridge spans between Naka-Koshiki Shima and Shimo-Koshiki Shima.

Oceanographic Phenomena Large oscillations of water level for a period of tens of minutes observed in this region, which are called Abiki in local dialect. They most frequently occur in calm weather during the springtime.

Anchorage Nishi-no-Ura, Urauchi Wan, **Nakakoshiki Ura** and Higashi-no-Ura are located in the coast of Kami-Koshiki Shima. Teuchi Ko and Nagahama Ura are located in the coast of Shimo-Koshiki Shima. None of them is suitable for shelter anchorages from typhoons.

Taka Shima (31° 26.9' N 129° 44.0' E, the highest peak has 68m in height.) is a group of 5 islets about 10.5M S from the S end of Shimo-Koshiki Shima, they appear as a group of three islets when seen from the S or N. An above-water rock (31° 26.4' N 129° 44.1' E, 1.9m in height) lies on S of Taka Shima. A rock, which is awash at the high tides, is located midway between the rock and Taka Shima. The straits among the islets and rocks are not navigable.

Tsukura Se (31° 18.5' N 129° 44.4' E, highest peak has **26m** in height) is a group of 4 rocks located about 8.5M S of Taka Shima. They appear as a group of three islets when seen from the S or N.

Maritime traffic There are car ferrey (940t) services bound for Kushikino Ko stopping at the ports of Koshikishima Retto as well as regular scheduled high speed liner services (197t) bound for Sendai Ko.

Fisheries Dorado shelter fishing is carried out from July to November every year in NW waters of Koshikishima Retto (6-45M offshore) and also within 4M off the central part of the W coast of Shimo-Koshiki Shima. In addition, everywhere in the coastal waters fishing operations by spraying bait are carried out (September to November, December or January and February).

Paragraph 8 NOMA MISAKI - KAGOSHIMA WAN**Noma Misaki to Bo-no-Misaki, Kagoshima Wan** (Charts W207, JP221)

Outline The coastline that lies between Noma Misaki and Bo-no-Misaki, has a length of 11M, stretches from NNW to SSE direction. The coastline has many indentations. Rock are scattered along the shore. There is a range of mountains farther inland, with a height of between 300m and 600m. Its seaward side is a precipitous cliff. The coastline that lies between Bo-no-Misaki and Kagoshima Wan is much less indented. Makurazaki Ko, a fishing base, located on the W of the coast.

	S Wharf No.1 Quay		155	8	5,000×1		
	S Wharf No.2 Quay		31° 35.5' N 130° 34.0' E	155	7.5	5,000×1	
	S Wharf No.3 Quay			90	6.5	2,000×1	
	S Wharf No.4 Quay		90	6	2,000×1		
	S Wharf No.5 Quay		31° 35.5' N 130° 34.1' E	150	7.5	4,000×1	
Shinko	No.1 Quay		125	7	5,000D/T×1	*	
	No.2 Quay		31° 35.0' N 130° 34.0' E	208	3.5-5.5	2,000 D/T ×2	*
	No.3 Quay			184	4	2,000 D/T ×2	*
	No.5 Quay		31° 34.8' N 130° 34.0' E	220	9	10,000 D/T ×1	*
	No.6 Quay			190	6-7.5	8,000 D/T ×1	*
	No.7 Quay			80	4	1,000×1	
Kamoike Ko Jetty		31° 33.2' N	150	4	700×2		
Kamoike Ko No.2 Jetty		130° 33.7' E	160	4.5	990×2		
Minamiko	No.2 Quay		31° 32.9' N 130° 32.9' E	161	4	700×2	
	No.3 Quay(N)			81	3.5	700×1	
	No.3 Quay(S)		125	4	700×2		
	No.4 Quay		31° 32.8' N 130° 32.8' E	90	4	700×1	
	No.5 Quay			80	3.5	700×1	
	No.6 Quay			90	5.5	2,000×1	
	No.7 Quay			174	5.5	2,000×1	
Mokuzai Ko No.1 Quay		31° 32.0' N 130° 32.6' E	185	8.5	15,000×1		
Marine Port Quay		31° 32.1' N 130° 33.3' E	340	9	70,000t×1		
Taniyama- ikku (Section 1)	No.1 Quay		250	12	30,000×1		
	No.2 Quay		31° 30.5' N 130° 31.5' E	260	7	5,000×2	
	No.3 Quay			270	5	2,000×3	
	No.5 Quay		400	5	2,000×4		
	No.6 Quay		31° 30.2' N 130° 31.4' E	180	5.5	2,000×2	
	No.7 Quay			260	7.5	5,000×2	
	No.8 Quay			240	12	30,000×1	
Taniyama- niku (Section 2)	North	East Wharf Quay	31° 29.7' N 130° 32.2' E	390	7.5	5,000×3	
		No.1 Quay	31° 29.5' N 130° 31.2' E	360	5	2,000×4	
		No.2 Quay		270	5.5	2,000×3	
		No.3 Quay		180	5.5	2,000×2	
	Tani- yama	No.5 Quay	31° 29.3' N 130° 31.0' E	270	5	2,000×3	
		No.6 Quay		260	6.5-7.5	5,000×2	
		No.7 Quay		390	5.5-7.5	5,000×3	
		No.8 Quay		90	4.5-5.5	2,000×1	
		No.9 Quay	31° 29.0' N 130° 31.0' E	90	4-5.5	2,000×1	
		No.10 Quay		250	-	10,000×1	
		No.11 Quay		250	6-8	10,000×1	

*"D/T" indicates displacement tonnage.

In order to enhance the security of the port including the facilities used by foreign trading vessels, some areas are designated as prohibited entry areas.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Marine Port Quay on **31st May 2024**.

Medical facilities

Name	Telephone
Kagoshima City Hospital	+81-99-230-7000
Kagoshima University Hospital	+81-99-275-5111

Maritime authorities and facilities

Name	Telephone
10th Regional Coast Guard Headquarters	+81-99-250-9800
Kagoshima Coast Guard Office (Captain of the port)	+81-99-222-6680
Kagoshima Transport Branch Office, the Kyushu District Transport Bureau	+81-99-222-5660
Kagoshima Branch Customs, Nagasaki Customs	+81-99-260-3125
Kagoshima Branch Office, Fukuoka Regional Immigration Services Bureau	+81-99-222-5658
Kagoshima Branch, Fukuoka Quarantine Station	+81-99-222-1473
Kagoshima Branch, Moji Plant Protection Station	+81-99-222-1046
Kagoshima Airport Sub-branch, the Moji Branch, the Animal Quarantine Station	+81-995-43-9061
Kagoshima Port Office Branch, Kagoshima Regional Promotion Bureau	+81-99-805-7414

Typhoon and tsunami safety measures In order to prevent disasters from typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Kagoshima 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: Kagoshima Coast Guard Office)

Tugboats Tugboats are available.

Repair There is a shipyard capable of repairs.

Supplies Fresh water can be supplied at the main mooring quays. And also there are water supply barges. Fuel oil can be supplied by fuel oil supply barges.

Maritime traffic There are car ferry services to and from the islands of Okinawa, Amami and Tokara, and also Tane-ga-Shima, Yaku Shima, Sakura Shima and various points along the shore of Kagoshima Wan. There are also passenger liner services to and from Naha, Naze, Tarumizu and Ibusuki.

Paragraph 9 KAGOSHIMA WAN - TSURUMI SAKI (Charts JP1220, JP1221)

Outline The passages of E coast of Kyushu are free from dangers different from that of the N, W and S. Compared with the W coast, the E coast has less indentations except for Shibushi Wan.

Oceanographic Phenomena The Kuroshio flows toward the NNW offshore of the Hyuga Nada. It occasionally flows closer to the coast. Therefore it is advised to check the latest information, provided by “Quick Bulletin of Ocean Conditions” and so forth.

Weather and Climate On the E coast of Kyushu, southerly winds prevail between April and September, and NW winds prevail between October and March. The effect of NW monsoons in winter is slightly alleviated by mountains in Kyushu, reducing the number of days of storm in winter as compared with that of the N coast of Kyushu.

Rather, what brings storm to the E coast is southerly strong winds blowing out of the Pacific Ocean high when a strong low passes on the Japan Sea side in spring and typhoons which often approach the area from summer to autumn.

Retto, Aguni Shima, Tonaki Shima and Kume Shima.

Okinawa Prefecture is the area that is approached by the most typhoons, with 7.7 of typhoons each year on average. Period between July and September has the most of typhoon, and is approached by 5.6 of typhoons passing within 300km. (Data of the Okinawa Meteorological Observatory, 1991-2020)

The waters and air space around Okinawa Gunto contain a lot of sea training areas used by U.S. Forces (See “Chapter 7 Precautions” in Part 1) and caution is necessary as restrictions about them. (Vessels should obtain information through Notice to Mariners issued by 11th Regional Coast Guard Headquarters)

Okinawa Shima (26° 28' N 128° 00' E) (Charts JP226, W222^A, W222^B)

The largest island among the Okinawa Gunto, this is long and narrow island ranges about 105km to the SW from a position of about 12.5M to the SW of Yoron Shima.

The island’s coasts are covered with coral reefs everywhere. These coral reefs greatly affect the function of the ports on the island. Since coral reefs are very close to the channels from the entrances to the ports themselves. Therefore, great cautions are advised.

Okinawa Shima is in low latitude and is influenced by the Kuroshio Current and has high temperatures and humidity throughout the year. It is sometimes hit by typhoons during summer and autumn and waterspouts often form in the vicinity of the island.

The W coast of the island, compared to the E, has few protected bays. In the N half of the W coast, other than near the Motobu Hanto with Bise Saki which sticks out, the coast extends from NE to SW in an almost straight line. And there are Unten Ko, Toguchi Ko, and Nago Wan on the Motobu Hanto. S of Zampa Misaki located in the southern part of the NW coast, there is a bay indented to the E and Naha Ko is located at its S end.

Nakagusuku Wan and Kin Wan lies on the S part of the E coast are collectively called Kin-Nakagusuku Ko there are numerous islands, islets and reefs at the both side of the entrance that help to block waves coming in. The water depth is suitable for anchoring for large vessels. However, caution is advised for there are many dangerous reefs within the bay.

Unten Ko (26° 40.6' N 128° 00.1' E) (Chart W227) (Port code; JP UNT)

Kami-Unten Section



(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
	○			○			○

of Tomari Wharf.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Tomari Wharf No.8 Quay on **5th June 2024**.

Typhoon and tsunami safety measures In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Naha 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: Naha Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
11th Regional Coast Guard Headquarters	+81-98-867-0118
Naha Coast Guard Office (Captain of the port)	+81-98-951-0118
Naha Quarantine Station (main office)	+81-98-868-1674
Naha Plant Protection Station	+81-98-868-0715
Transport Division, Okinawa General Bureau	+81-98-866-1836
Okinawa Regional Customs (main office)	+81-98-868-8525
Okinawa Branch, the Animal Quarantine Station	+81-98-861-4370
Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-98-832-4186
Naha Branch, the Moji District Marine Accidents Inquiry Agency	+81-98-868-9334

Tugboats Tugboats are available.

Repairs There is a shipyard capable of repairs.

Supplies Fresh water and fuel oil can be supplied at the main quays.

Medical facility

Name	Telephone	Remarks
Okinawa Red Cross Hospital	+81-98-853-3134	

Maritime traffic Passenger ships and ferries ply between Tokyo, Hanshin, Kagoshima, Shibushi, Naze, Kametoku (Toku-no-Shima), Wadamari (Oki-no-Erabu Shima), Yoron, Zamami, Tokashiki, Aguni, Tonaki, Madomari, Kume, Ie, Minami Daito and Kita Daito. Whereas ferry services which call at Yoron, Wadamari, Kametoku, Naze, and arrives at Hanshin area is now suspended.

Caution There are 3 islets made of fine white coral and gravel in the offing to the W of Naha Ko. These are collectively called Keise Shima (Chii Bishi). Kamiyama Shima (11m in height, there is a lighthouse in the vicinity of the E end) on the E of the islets is on a coral reef that covers and uncovers with the tides, and is flat and divides into 2 parts at high water. Nagannu Shima (8m in height, there are light beacons to its SW and NW) is on the W part of the islets. It is in the E part of coral reef that covers and uncovers with the tides. There is an exposed wreck within the reef. Kuefu Shima (2m in height, there is a light beacon to the SW) is on the S part of the islets and is on a coral reef that covers and uncovers with the tides, as other 2 islets. Kamiyama Shima and Nagannu Shima have changed in shape greatly due to sand excavation. According to the report, Kamiyama Shima is sunken at high water except for the vicinity of the lighthouse. There is a coral reef (least depth is 12.4m) to the SW of these islets.

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

Kin-Nakagusuku Ko (26° 17' N 127° 55' E)
(Charts W228^A, W228^B, W239, W241) (Port code; JP KNX)

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 port straddles a wide area including Kunigami District on the E coast of Okinawa Shima, Uruma City, Okinawa City, Nakagami District and Shimajiri District. This port handles all crude oil and petroleum products (exclusive cargo) in Okinawa prefecture. It has many sea berths and piers for large vessels, but almost all of these belong to the petroleum companies.

Precaution There are many areas allocated for use by U.S. Forces such as training area (See “Chapter 7 Precautions” in Part 1) and attention is needed for the many restricted items. (Obtain information beforehand from the 11th Regional Coast Guard Headquarters Notices to Mariners, etc.)

Maritime authorities and facilities

Name	Telephone
Nakagusuku Coast Guard Office (Captain of the Port)	+81-98-921-1623
Okinawa Branch Office Customs, Okinawa Regional Customs	+81-98-988-5292
Henza Sub-Branch Office, Okinawa Branch Office Customs, Okinawa Regional Customs	+81-98-977-8558
Kin-Nakagusuku detached office, Naha Quarantine Station	(Contact to Naha Quarantine Station) +81-98-868-1674
Kadena Branch Office, Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-98-957-5252
Okinawa Hokubu Regional Public Works Office *1	+81-980-53-1787
Okinawa Chubu Regional Public Works Office *2	+81-98-894-6512
Okinawa Nanbu Regional Public Works Office *3	+81-98-867-2941
Nakagusuku Port Administration Office, Okinawa Chubu Regional Public Works Office *4	+81-98-938-7711

“*1-4” are assigned to each Port Authority. “*1” manages the ports area N of Kin Town. “*2” manages the ports area from Uruma City to Nishihara Town. “*3” manages the ports area S of Yonabaru Town. However, Shinko Section, Awase Section, and Nishihara-Yonabaru Section (Nishihara part) are managed by “*4”.

Pilotage Pilotage can be arranged through requests to the Naha Pilot Association, pilots will board vessels at 1.5M W of Tsukenshima Light (26° 15.0' N 127° 56.2' E) or 0.5M E of Kinnakagusuku Ko Kin No.2 Light Buoy (26° 25.2' N 127° 57.3' E). (See “Chapter 6 Pilotage” in Part 1)

Typhoon and tsunami safety measures In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Kin-Nakagusuku 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.

In addition, as a measure to prevent the anchor from dragging when a typhoon is approaching, anchoring restricted areas are designated around 2M from important facilities: Okinawa CTS, Okinawa Terminal, and Yoshinoura Thermal Power Plant of Okinawa Electric Power.

(Inquiries: Nakagusuku Coast Guard Office)

Medical facility

Name	Telephone	Remarks
Okinawa Prefectural Chubu Hospital	+81-98-973-4111	

Tugboats Private Tugboats are available.

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.
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	2,000×3
	-7.5m Quay		260	5-7	5,000×2
	-10m Quay		185	9-10	12,000×1
	-13m Quay		260	12.5	40,000×1
E Wharf	-7.5m Quay	26° 19.8' N 127° 51.4' E	780	7-7.5	5,000×6
	-11m Quay		271	11	-

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

side of O Saki is a black rock which has 2 sharp peaks, and is prominent.

Gurukuno Saki is a cape that is on the S end of the island. There are 3 pointed peaks that stand close each other on the cape. They are conspicuous from a distance. Omono Saki (178m in height) is a cape on the E end of the island. The E side is formed by a steep cliff and the waters around the shore deepen abruptly.

Kume Shima (26° 21.4' N 126° 46.7' E) (Charts JP226, W238)

Outline This island is located about 17M to the W of the W end of Tonaki Shima. It is the westernmost island of Okinawa Gunto. The island is elevated in its N and S parts, so that from the E or W it appears at a distance as two island. Coral reefs and islets extend about 6M across to **Ugan Saki** to the E from the E coast of the island.

The main ports on the island are Kanegusuku Ko on the SW coast, and Nakazato Gyoko on the E coast. Small vessels can enter Shimajiri Wan on the E coast.

There is the Kumejima Airport is located in the vicinity to the E of Nishime Saki.

Tidal streams The flood sets N and the ebb sets S with a maximum velocity of 3.5kn.

Landmarks The S side of Shimajiri Saki on the S end of Kume Shima is a steep cliff. Uhakunri (26° 17.5' N 126° 48.5' E), a pointed peak (66m in height) on the cliff, is prominent from a distance.

Paragraph 5 DAITO SHOTO (Chart W1210)

Outline Daito Shoto is the collective name for 3 islands: Kita-Daito Shima, Oki-Daito Shima [Rasa Island] and Minami-Daito Shima. Kita-Daito Shima and Minami-Daito Shima lies about 195M to the E of the S end of Okinawa Shima and Oki-Daito Shima located about 80M S of the other two islands.

Caution There is a **sea training area used by** U.S. Forces around Oki-Daito Shima and fishing and entry is prohibited during military use. (See "Chapter 7 Precautions" in Part 1)

Maritime traffic Passenger liner service (690t) is operated between Naha, Kita-Daito Shima and Minami-Daito Shima.

Kita-Daito Shima (25° 57' N 131° 19' E) (Chart W1210)

Outline Kita-Daito Shima is a semicircular-shaped coral island. Its N coast is almost straight. It is elevated coral atoll with a low central part which is surrounded by a cultivated ridge. The highest peak on the island is **Kogane** Yama (74m in height) in the NW part of the island. There is a lighthouse on it. The waters around the island deepen abruptly. And the depth is 20m or more with a distance of 200m from the coast. The 200m depth contour lies between 300 to 800m offshore.

There is the Kitadaito Airport is located on the E coast of the island, and regular airline service is operated. Also, for medical facilities there **are is the Kitadaito Clinic of Okinawa Prefectural Nanbu Medical Center & Children's Medical Center.**

Minami-Daito Shima (25° 50' N 131° 15' E) (Chart W1210)

Outline Minami-Daito Shima is an elevated coral atoll, located SSW of Kita-Daito Shima. They are separated by a deep strait, with a width of about 4M. The current is always sets W in the strait. The coast consists of of limestone cliffs with a height between 10 and 15m. The coast is steep-to whose highest peak is 75m. The island has a low central part which is surrounded by cultivated ridge. And there is **a radio relay tower (79m in height) and** a television tower (71m in height) in the vicinity of SW end of the island.

There are no dangerous sunken reefs near the island and the waters around the island deepen abruptly, though, the SW end of the island is a relatively gently sloped rock ridge that protrudes about 70m into the sea and becomes a shallow water area. Also, there is a reef ridge shallow water area that extends 70m from the NW end of the island.

~~There is the Minamidaito Airport is located~~ on the E coast of the island, and regular airline service is operated. ~~Also in addition, there are the Minamidaito Clinic of Okinawa Prefectural Nanbu Medical Center & Children's Medical Center~~ and Minamidaitojima Local Meteorological Observatory ~~are located~~ in the island.

Paragraph 6 SAKISHIMA GUNTO (Charts W1203, W1204, W1207)

Outline Sakishima Gunto refers to Miyako Retto, Yaeyama Retto, and Senkaku Shoto. They are the southwestern-most archipelagoes of Nansei Shoto.

Weather and Climate When a depression, on the ocean to the S of the Sakishima Gunto, approaches the archipelago, gale winds develop quickly and accompany it. Caution is advised as high waves precede and follow the gale winds by about one week. In winter the winds are strong and stormy weather continues day after day. In summer, the wind is weak, especially from May to July, and the sea is calm.

Caution Frequently, waterspouts occur around the archipelago. Most of these accompany cold fronts and are common in summer. However, they may occur at other seasons of the year, day or night.

Miyako Retto (Chart W1205)

Outline This is an archipelago in the E part of Sakishima Gunto and consists of 8 islands: Miyako Shima, Ikema Shima, Ogami Shima, Kurima Shima, Irabu Shima, Shimoji Shima, Tarama Shima and Minna Shima. These islands are all flat and have no rivers.

There are the Hirara Ko on Miyako Shima, and Nagayama Ko on Irabu Shima, as main ports.

Yabiji (25° 01' N 125° 15' E) is extensive reefs of coral which lies N end of Miyako Shima. The reef extends about 7M in N-S and 4M in E-W. The reefs dry about 0.3m but the waters between them are deep. In addition to dried coral reefs, there are detached reefs separated E and W on the N end of the hidden coral reefs in Yabiji. There are light beacons on the N end (there is a shoal 14.6-16m in depth 1.7M across NNW from here), near the NW end and the S end, of the intertidal coral reefs.

Vessels should pay ample attention because there are many sunken reefs scattered in the waters in the area.

Weather and Climate A humid subtropical marine climate and completely surrounded by ocean on all directions. Therefore, even winters it is relatively warm, mean annual temperature is 23°C.

January and February are the coldest months. The lowest mean annual temperature is 16°C. The rainy season lasts from the beginning of May to the end of June and roughly 20% of the amount of rainfall for the entire year is recorded during this season. After the rainy season, hot weather ensues with the highest temperatures over 30°C until around September. Summer and autumn are typhoon season, with typhoons hitting especially hard in September.

Miyako Shima (24° 48' N 125° 20' E) (Chart W1205)

Outline Miyako Shima is the principle island of Miyako Retto and lies about 145M to the SW of the S end of Okinawa Shima. It is connected with most of the adjacent dependent islands by coral reefs. The island has rolling hills of 120m or less in height.

Landmarks There is the Nobaru Take (109m in height, a radar dome in the vicinity, 2 prominent tanks close NW), almost in the centre of the island, and Iri-Henna Misaki (24° 55' N 125° 15' E, the outer edge of a spit to the W of the NW end of the island) in the N part of the island.

Weather and Climate The mean annual temperature exceeds 23°C and its climate is warm and the land is verdurous throughout the year. The average yearly humidity is 79% in this humid subtropical marine climate. Precipitation exceeds 2,000mm a year, and N or NE winds are dominant during winter and S or SW winds are dominant during summer. Typhoons hit a few times mainly from June to October. The island is liable to be affected by typhoons because of its flat terrain. The maximum instantaneous wind velocity to have recorded is 85.3m/s by NE wind on 5th September 1966.

Directions

Directions from the N

A patrol vessel (115t) heads toward the entrance to the above fairway on a course of 150° from a point about 0.6M from Ikemashima W Light Beacon (24° 55.6' N 125° 13.2' E), along the transit line with Ikemashima Light (24° 56.2' N 125° 14.2' E) and the above light beacon, then proceeds through the fairway to each quay.

Directions from the W

A patrol vessel (115t) keeps about 1M away from Irabu Shima, and heads toward the dome (24° 51.7' N 125° 17.8' E, 69m in height, spherical, white-painted) on a course of 100°, then alter course as necessary for the entrance to the fairway between Hirara Ko No.1 Light Buoy (24° 51.5' N 125° 15.2' E) and Hirara Ko No.2 Light Buoy (24° 51.6' N 125° 14.7' E), and proceed through the fairway to the each quay.

Precautions for entering the port

1. Check the position of the vessel by using Ikemashima Light, the NW end of Irabu Shima and the SE end of Irabu Shima, then check the following landmarks using the confirmed position as a reference.

The tip of Iri-Henna Misaki (10m in height), the cliff (89m in height) near the SE end of Irabu Shima, radio towers (24° 49.2' N 125° 12.8' E, 153m in height) on the W side of the same cliff, the Hirara Ko No.2 Light Buoy (the most seaward buoy), and the downtown in the Miyakojima City.

2. There are many black coral reefs, which are difficult to find by simply watching out for them. Therefore, it is recommended that mariners navigating in this area use landmarks to check the ship's position.

Administrative guidance In order to keep safety in the port, the Miyakojima City enforces the following guidance against ship agencies and owners who utilize foreign flag vessels for imports.

1. All vessels entering port submit mooring application 5days before the entry, and receive the appointed mooring facilities (it is prohibited for vessels to moor other than appointed facilities).
2. Appointment of pilot and tugboats that the pilot accepts to use.
3. The vessels that do not have both "Hull insurance" and "P&I insurance" are prohibited from entering port.
4. Submit an insurance document (translated in Japanese) in advance.

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
No.1 Wharf	No.1 Quay	24° 48.7' N 125° 16.7' E	90	3	2,000×1	
	No.2 Quay		130	7	5,000×1	
	No.3 Quay		130	6.5	5,000×1	
	No.4 Quay		90	5	2,000×1	
	No.5 Quay		90	5.5	2,000×1	
	No.6 Quay		200	3	2,000×3	
No.2 Wharf	No.2 Quay	24° 48.6' N 125° 16.6' E	130	7	5,000×1	
	No.3 Quay		105	6	3,000×1	For ferries
No.4 Wharf		24° 48.4' N 125° 16.4' E	95	4.5	500×1	
Shimozaki Wharf		24° 49.3' N 125° 16.7' E	170	10	12,000×1	
Hirarako Cruise Quay		24° 48.9' N 125° 16.4' E	370	10	140,000t×1	

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA" (171,598t, with a draught of 8.7m) berthed at Hirarako Cruise Quay on 6th March 2024.

Anchorage There is a quarantine anchorage (24° 51.8' N 125° 15.6' E) at a point about 2M to the NNW of Shimo Saki in the N outside the port. The anchorage normally recommended for large vessels is located at a point with the peak of Ogami Shima (24° 55.0' N 125° 18.5' E, 74m in height) bearing 055°, 4.4M distant, in a depth of 53m, sand and shells. Anchorage is also available at points with Ikemashima Light bearing 011°, the tip of Iri-Henna Misaki bearing 051°, the outer end of the E side of Irabu Shima bearing 183° and the N end of Irabu Shima bearing 248°, respectively.

When the NE monsoon blows hardly, the only satisfactory anchorage is on the S side of Ikema Shima at a point with the peak of Iri-Henna Misaki bearing 105°, about 0.8 M distant. **However, there are spoil grounds in the vicinity, so vessels should pay attention.**

Caution The claw of the anchor sometimes gets caught between shoals, making it difficult to heave the anchor up, therefore, careful consideration is needed when choosing the anchorage and heaving up anchor.

Typhoon and tsunami safety measures In order to prevent accidents due to typhoons, tsunamis and other abnormal weather, Maritime Disaster Countermeasure Committee of Miyako District is established and the committee 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: Miyakojima Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Miyakojima Coast Guard Office	+81-980-72-0118
Hirara Sub-branch, Ishigaki Branch Customs, Okinawa District Customs	+81-980-72-2310
Hirara Branch, Naha Plant Protection Station	+81-980-72-2433
Miyakojima Branch Office, Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-980-72-3440
Hirara Branch, Naha Quarantine Station	(Ishigaki Branch) +81-980-73-5116
Harbour and Port Section, Construction Department, Miyakojima City government	+81-980-72-4876

Supply Fresh water can be supplied.

Repairs Minor repairs can be arranged.

Medical facility

Name	Telephone	Remarks
Okinawa Prefectural Miyako Hospital	+81-980-72-3151	

Maritime traffic Ferry service (499t) to Tarama Shima is operated.

Irabu Shima (24° 50' N 125° 11' E) (Chart W1281)

Outline Located in the W part of NW coast of Miyako Shima, 3M W of Hirara Ko. The highest peak of the island is a cliff (89m in height) on the SE end of the island. The island is surrounded by coral reefs. Shimoji Shima lies on its SW.

Two radio towers (24° 49.2' N 125° 12.8' E, painted red and white) stand close NW of the peak are prominent from a distance.

Overhead bridge There is the Irabu O-hashii Bridge (about 27m in height, total length 3,540m) between the SE end of Irabu Shima and the Nogawa Saki on the W coast of Miyako Shima.

Tarama Shima (24° 40' N 124° 43' E) (Chart W1205)

Outline An island lies on the halfway, between Miyako Shima and Ishigaki Shima. The island is surrounded by coral reefs. There are two radio towers (122m and 99m in height) near the N end of this island, and an airport is situated the W coast. The island is flat with a height of 6-10m, which make it difficult to distinguish. The coral reef fringing the island extends between 200 and 1,200m offshore. There are scattered sunken rocks and shoals, in a depth of 10m or less, on the outside of the reefs.

Yaeyama Retto (Chart W1203)

Outline Yaeyama Retto is the W part of Sakishima Gunto and is the furthestmost W islands of the Nansei Shoto.

Government (3-4 Hamasakicho, Ishigaki City. Phone: +81-980-82-4046).

Administrative guidance Ishigaki Coast Guard Office enforces the following guidance against foreign flag vessels entering the port.

1. Vessels entering Ishigaki Ko shall carry Charts JP1206 (or W1206), W1285 and W1286.
2. The quarantine anchorage is the only anchorage afforded inside the Ishigaki port area. However, only a few number of vessels can be accommodated because the anchorage space is limited. (The maximum number of vessels up to 5,000t class is 4.)
3. A large number of shoals made of coral reefs are in the surrounding sea area of the port. Caution should be taken when entering the quarantine anchorage since groundings by foreign vessels occur frequently.
4. There is a main fairway through the quarantine anchorage for vessels entering and leaving the port. Vessels anchoring at the quarantine anchorage shall avoid the fairway as much as possible when considering where to anchor and which course to take when entering and leaving.
5. A master with an uneasiness due to lack of experience, or large vessels restricted by her performances, shall prepare a tugboat or pilot, etc. as much as possible.
6. Vessels entering and leaving the port should listen to VHF 16ch all the time.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
Hamasakicho Section	A Quay	60	3.5	1,000×1		
	B Quay	100	5	1,000×1		
	C Quay	24° 20.3' N 124° 09.1' E	130	-	5,000×1	Under construction
	D Quay		130	6.5-7	5,000×1	
	E Quay		185	8.5-9	10,000×1	
	F Quay		250	8.5	15,000×1	Aseismic quay
Shinko Section	-7.5m Quay	24° 20.3' N 124° 08.7' E	170	6.5-7.5		
	-5m Quay	24° 20.0' N 124° 08.9' E	130	7.5	5,000×1	
			140	3.5-4.5	1,000×2	

Caution When berthing at a quay, it is necessary to be very careful of tidal streams. Vessels cannot moor at the quays during a typhoon. There are a lot of rats on this island, therefore, rat guard never fail to be installed on the shore lines.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Shinko Section (Shinko Cruise Quay) on **6th June 2024**.

Typhoon and tsunami safety measures In order to prevent disasters from typhoon, tsunami etc., the Ishigaki Ko Disaster Prevention Committee 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: Ishigaki Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Ishigaki Coast Guard Office	+81-980-83-0118
Ishigaki Branch, Okinawa District Customs	+81-980-82-3375
Ishigaki Port Branch Office, Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-980-82-2333
Ishigaki Branch, Naha Quarantine Station	+81-980-82-4940
Ishigaki Branch, Naha Plant Protection Station	+81-980-82-2312
Ishigaki Port Office, Okinawa General Bureau	+81-980-82-4740
Yaeyama Transport Office, Okinawa General Bureau	+81-980-82-4772
Ports and Harbours Section, Construction Department, Ishigaki City government	+81-980-82-4046

Ko-Dakara Shima	151	Kudaka Shima	167
Ko-Futagami Shima	72	Kuefu Shima	165
Ko-Gaja Shima	152	Kuganima Sachi	159
Kogane Yama	171	Kugi Shima	64
Kogo Saki	77	Kuji	154
Kohama Shima	177	Kuma-ga-Mine	86
Koiji Shima	117	Kumamoto (Prefecture)	99
Kojibo Seto	64	Kumamoto Ko	99
Kokuba Kawa	162	Kumano Gyoko	148
Komenotsu Kawa	118	Kumano Ura	148
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