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Sailing Directions for Coast of Kyushu

Supplement No.6

28 February 2025



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.6 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.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 15 November 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 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.

28 February 2025

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.

Page	Updated parts (title, port name, etc.)	Remarks
50	Hakata Ko	The said page of supplement No.1 is cancelled.
53	Hakata Ko	The said page of supplement No.5 is cancelled.
82	Sasebo Ko	The said page of supplement No.5 is cancelled.
83	Sasebo Ko	
90	Nagasaki Ko	
91	Nagasaki Ko	
115	Yatsushiro Ko	The said page of supplement No.4 is cancelled.
116	Yatsushiro Ko	The said page of supplement No.4 is cancelled.
117	Minamata Ko	
118	Komenotsu Ko	
120	Danjo Gunto · Nomo Saki - Hayasaki Seto	
138	Kagoshima Ko	The said page of supplement No.5 is cancelled.
167	Nakagusuku Wan	The said page of supplement No.5 is cancelled.
169	Kin Wan	
179	Yonaguni Shima	
184	INDEX-GAZETTEER	The said page of supplement No.3 is cancelled.
187	INDEX-GAZETTEER	The said page of supplement No.5 is cancelled.

Hakata Ko (33° 38' N 130° 22' E) (Charts JP1227, JP190) (Port code; JP HKT)



Section 1

(Photographed in Nov. 2019)



Section 2 and 3

(Photographed in Nov. 2019)

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

Outline The port comprises most of Fukuoka Wan near the centre of the coast of northern Kyushu; the port is being **further** divided into 4 port districts, Section 1-4, and 2 passages. Moreover, Hakata Gyoko is in the SW part of Section 1, and Hamasaki-Imazu Gyoko lies at the mouth of the Zuibaiji Kawa on the W coast of Section 4.

The port entrance lies on both the N and S side of Noko-no-Shima with the N side being the main entrance with a depth of 14-20m, the port becoming gradually shallower inward. Water depth is mainly around 7m, excluding **passages** in the central part of the port. **A Cruise Center, an International Terminal and etc. have been developed, and many cruise ships from both Japan and abroad arrive at the port.**

Landmarks

Landmark	Position	Remarks
Ha Shima	33° 38.6' N 130° 20.2' E	There is a lighthouse on the SW end.
Bishamon Yama	33° 36.6' N 130° 16.0' E	177m in height.
Tower	33° 36.3' N 130° 23.9' E	Hakata Port Tower 102m in height. Painted red and white.
Fukuoka Tower	33° 35.6' N 130° 21.1' E	238m in height. Painted navy blue. Prominent.

	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.7 is fronted by obstruction.
	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 **3rd September 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 **27th March 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, 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.

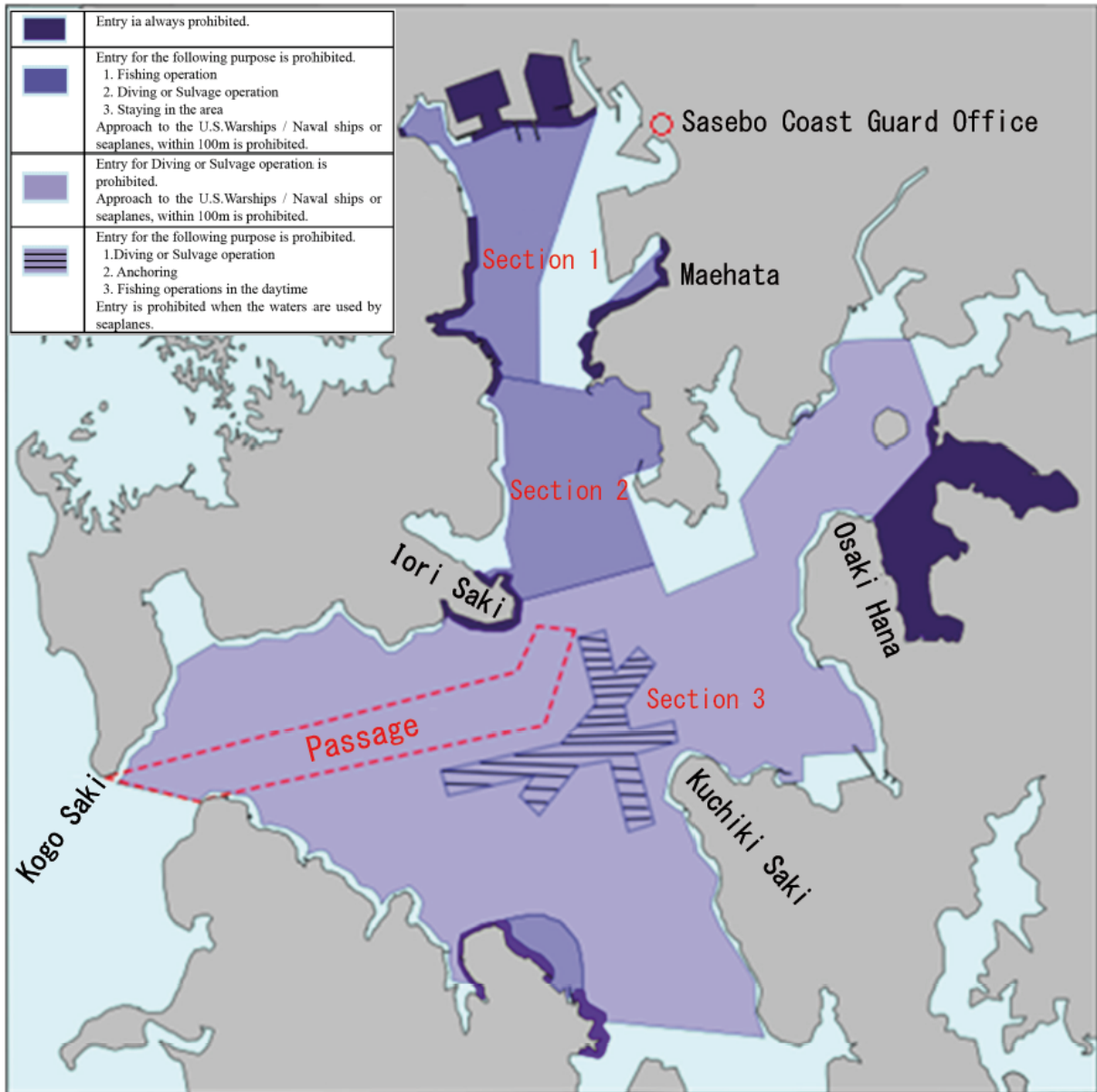
Call name	Frequency	Hours of operation	Remarks
MOJI COAST GUARD RADIO	16/12ch	24hours	SASEBO COAST GUARD OFFICE (Captain of the port)

Mooring buoys There are 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)

Fig.15 Water area occupied by U.S. Forces installations in Sasebo Ko



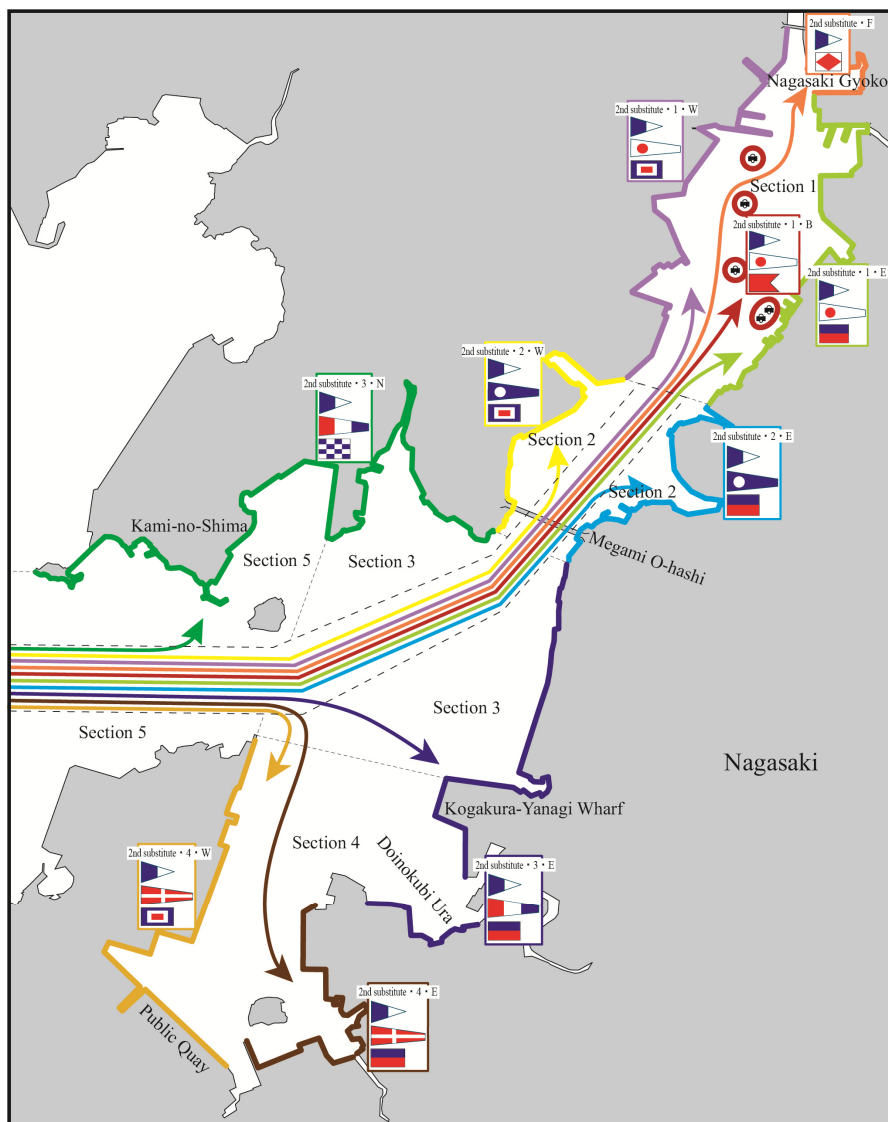
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Maritime authorities and facilities

Name	Telephone
Sasebo Coast Guard Office (Captain of the port)	+81-956-31-5512
Sasebo Maritime Office, Nagasaki Transport Branch Office of the Kyushu District Transport Bureau	+81-956-31-6165
Sasebo Branch of Nagasaki Customs	+81-956-31-9195
Nagasaki Branch of Fukuoka Quarantine Station	+81-95-826-8082
Port and Harbour Department, City of Sasebo	+81-956-22-6127

Oily waste disposal facilities Located in Hizukushi in Section 1

Name	Application	Hours of operation	Waste oil to be disposed	
			Heavy waste oil	Light waste oil
Mori Shokai	+81-956-31-6120	0815-1700	All kinds	
Sasebo Heavy Industries	+81-956-25-9111	0800-1700	All kinds	



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.

Facilities

Name	Position	Length(m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Koe public Quay	32° 45.4' N 129° 48.5' E	370	8-10	15,000×2	
Koe dolphin	32° 45.5' N	200	10	15,000×1	
Koe E wharf Quay	129° 48.7' E	60	4.5	700×1	
Kaminoshima -5.5m Quay	32° 43.5' N 129° 50.0' E	360	5.5	2,000×4	
Kogo wharf -5.5m Quay	32° 43.4' N 129° 50.1' E	90	5.5	2,000×1	
Kogo wharf -5.5m Quay	32° 43.4' N 129° 50.3' E	180	5.5	2,000×2	

Kogo wharf -7.5m Quay	32° 43.4' N 129° 50.1' E	390	7.5	5,000×3	
Maruo -5m Quay	32° 44.8' N 129° 51.8' E	300	4	500×4	For fishing vessels
Nakanoshima jetty -5m Quay	32° 44.9' N 129° 52.1' E	255	5	500 t class	For fishing vessels
Motofuna -5.5m Quay	32° 44.8' N	90	5	2,000×1	
Motofuna -7.5m Quay	129° 52.1' E	130	6	4,000×1	
Dejima Quay	32° 44.6' N 129° 52.2' E	212	9	8,000×1	
Matsugae Quay	32° 44.2' N 129° 52.1' E	360	11.5-12	100,000t×1	
Kogakura -10m Quay (N No.1)	32° 42.3' N 129° 50.7' E	175	10	10,000×1	
Kogakura -7.5m Quay (N No.2)		100	7.5	5,000×1	
Kogakura -5.5m Quay (N No.3)		100	5.5	2,000×1	
Kogakura -12m Quay (W)	32° 42.2' N	240	12	30,000×1	Container crane
Kogakura -10m Quay (W)	129° 50.5' E	170	10	15,000×1	
Kogakura -7.5m Quay (S)	32° 42.1' N	130	7.5	5,000×1	
Kogakura -10m Quay (S)	129° 50.6' E	170	10	12,000×1	
Doinokubi -5.5m Quay	32° 41.8' N 129° 50.4' E	180	-	2,000×1	
Fukabori -7.5m Quay	32° 41.5' N 129° 49.4' E	260	7-7.5	5,000×2	

Mooring buoys There are a lot of mooring buoys within the port.

Maximum size of vessel handled Cruise ship “Spectrum of the Seas”(169,379t, with a draught of 8.8m) berthed at Matsugae Quay on 29th June 2019.

Typhoon and tsunami safety measures In order to prevent disasters from typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Nagasaki Ko is established and they determines measures to be taken for all vessels in the harbour in times of abnormal weather. Be aware that during times of abnormal weather at this port, administrative guidance and advisories based on Port Regulation Law will be given by the Captain of the Port to all vessels in port regarding steps to be taken. (Inquiries: Nagasaki Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Nagasaki Coast Guard Office (Captain of the port)	+81-95-829-2819
Headquarters, Nagasaki Transport Branch Office of the Kyushu District Transport Bureau	+81-95-822-0010
Nagasaki Customs	+81-95-828-8611
Fukuoka Quarantine Station Nagasaki Quarantine Sub-station	+81-95-826-8082
Animal Quarantine Service, Moji Branch, Nagasaki Airport Sub-branch	+81-957-54-4505
Nagasaki Branch, Fukuoka Sub-station, Moji Plant Protection Station	+81-95-822-2691
Nagasaki Branch Office of Fukuoka Regional Immigration Services Bureau	+81-95-822-5289
Nagasaki District Marine Accidents Tribunal	+81-95-821-3538
Japan Transportation Safety Board, Nagasaki Office	+81-95-821-3537

Tidal streams The flood (ebb) stream flows toward the head (entrance) of the port, with maximum velocity of 0.3-0.4kn.

Overhead bridge Megami O-hashi Bridge (64m in height) spans over the passage in Section 2. And Asahi O-hashi Bridge (13m in height) is at the estuary of the Urakami Kawa.

Anchorage The port curves deeply inward, and the water is deep, so affords good shelter protect from winds

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 W of 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° 30.6' N 130° 34.2' E	540	3-3.5	1,000×7	

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 **9th October 2024**.

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	(Kumamoto Airport Branch) +81-96-232-3661
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
	○	○	○	○		○	

Outline This port is located in the middle of the E coast of Yatsushiro Kai, and is divided into Umedo section (commonly called Umedo Ko) on the NE side of port and Hyakken section (commonly called Hyakken Ko) which is curved into the E side of Koiji Shima.

Caution is necessary when NW winds blow strongly over Umedo section.

Hyakken section is mainly used by cargo ships for the export of lumber and bamboo, and liners.

Fukuro Ura lies in the S part of Hyakken section, has a length of about 900m with a width of about 900m. The entrance to the cove is especially narrow with a width of less than 70m. The inlet is sheltered from winds and waves from all direction. N half of this cove affords good anchorage for small vessels, with a depth 3.6m to 12m in most places. There is a log pond inside the cove.

Landmarks

Landmark	Position	Remarks
Koiji Shima	32° 11.9' N 130° 21.9' E	37 m in height. A lighthouse is standing on Kasase Saki, W extremity of the islet. The islet is fringed with shoals.
Nakao Yama	32° 11.3' N 130° 25.5' E	334m in height.

Caution When entering Umedo section, when entering Umedo section Vessels must keep clear of sunken rock lying about 80m W of the N end of the breakwater.

Anchorage The SW part of the port affords anchorage in suitable depths, mud and sand, good holding ground, except when the winds are blowing from SW. There was a marine accident due to grounding by a large foreign vessel in this area.

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (D/W × vessel)	Remarks
Umedo Quay (1)	32° 12.4' N	194	5	750×2	
Umedo Quay (2)	130° 23.0' E	125	5	1,500×1	
Shiomi (-10m) Quay	32° 11.9' N	185	9.5	15,000×1	
Shiomi (-7.5m) Quay	130° 22.6' E	130	7	5,000×1	
Midori Wharf (-4.5m) Quay	32° 11.8' N 130° 22.7' E	120	4.5	700×2	
Midori Wharf (-6.5m) Quay	32° 11.7' N 130° 22.7' E	210	6.5	3,000×2	

Other than above lists, there is a ferry quay (-4m).

Supplies Fresh water and fuel oil can be supplied.

Maritime authorities and facilities

Name	Telephone
Minamata Yatsushiro Branch, Fukuoka Quarantine Station	(Kumamoto Airport Branch) +81-96-232-3661
Minamata Sub-Branch, Yatsushiro Branch, Nagasaki Customs	+81-966-62-2347
Kumamoto Branch Office, Fukuoka Regional Immigration Services Bureau	+81-96-362-1721
Minamata Ports and Harbours Administrative Office, Kumamoto Prefectural Government	+81-966-63-2449

Tugboats Tugboats are available.

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. Minamata Ko Harbour Pilot boarding point (from sunrise to sunset): a position (32° 11.0' N 130° 04.0' E) 0.5M W of Passage No.1 and No.2 Buoys.

Typhoon and tsunami safety measures In order to prevent disasters due to typhoon, tsunami and other abnormal weather, Typhoon and Tsunami Countermeasure Committee of Minamata 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, Phone: +81-965-37-1477)

Medical facility

Name	Telephone	Remarks
Minamata City General Hospital and Medical Center	+81-966-63-2101	

Maritime traffic Regular passenger ferries (19t) bound for Hegushi Ko (Shishi Shima) are operated.

Komenotsu Ko (32° 08' N 130° 20' E) (Chart W174) (Port code; JP KKO)

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

Outline Komenotsu Ko is a distribution port lies in the SE part of Yatsushiro Kai, next NE of the mouth of Komenotsu Kawa. The port is backed by factories including ethanol plants and fertilizer plants. Nago Gyoko lies in the left bank of Komenotsu Kawa.

Weather and Climate NE winds prevail throughout most of the year. Wind waves enter the port when strong NW winds blow or during typhoons and make it difficult to berth.

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (D/W × vessel)
No.1 Quay (-4.5m)	32° 07.8' N 130° 20.7' E	120		700×2
No.2 Quay (-5.5m)		90		2,000×1
No.3 Quay (-4.5m)	32° 08.0' N 130° 20.8' E	120		2,000×1
No.4 Quay (-7.5m)	32° 07.8' N 130° 20.4' E	130		5,000×1

Caution The seabed dries up to 700m offshore from the mouth of Komenotsu Kawa.

Supply Fresh water can be supplied.

Paragraph 5 GOTO RETTO AND DANJO GUNTO

Goto Retto (32° 53' N 128° 58' E) (Chart W1212)

Outline An archipelago consists of Uku Shima, Nakadori Shima, Wakamatsu Shima, Naru Shima, Hisaka Shima and Fukue Shima, together with a number of small islands, lies from 11M W to 50M SW, of Hirado Shima, NW extremity of Kyushu.

There are 6 channels through the group, namely, Ojika Seto, Tsuwazaki Seto, Wakamatsu Seto, Takigahara Seto, Naru Seto and Tanoura Seto. However, the tidal stream in them are very strong.

There are regularly scheduled vessels, car ferries, and high speed crafts between the islands of Goto Retto and the ports of Kyushu mainland including Hakata Ko, Sasebo Ko and Nagasaki Ko. There are also regularly scheduled vessels and passenger vessels connecting the islands across the channels.

Weather and Climate Northerly winds prevail during the winter monsoon and it brings many cloudy and rainy days. Caution should be taken for violent gusts which occur while the monsoon is blowing continuously over the

Tidal streams The flood sets NW and ebb sets SSE with a maximum velocity of 5.5kn in the centre of the channel.

Caution Caution must be exercised because complex tidal currents and cross sea may be caused by rapid current and gale-force wind.

Tanoura Seto (32° 46' N 128° 50' E) (Chart W1250) is a strait about 5M long lying between Fukue Shima and Hisaka Shima. The S entrance of the strait has two channels Kita Suido, lies between Tatara Shima and Yaneo Shima, and Minami Suido, lies between Tatara Shima and Yaneo Shima. The mean width of the channel is 1.2M. S entrance has a depth of 10m and more, with a narrow width, Kita Suido has a width of 700m and Minami Suido has a depth of 800m. Caution must be exercised to avoid the dangerous reefs lies in the vicinity of the centre of the Kita Suido.

Caution Caution must be exercised because complex tidal currents and cross sea may be caused by rapid current and gale-force wind.

Danjo Gunto (32° 01' N 128° 23' E) (Chart W1384)

Outline Danjo Gunto, lies about 35M SSW of Fukue Shima, is part of the administration area of Goto City of the Goto Retto. This archipelago consists of the 2 main islands, O Shima and Me Shima, and 3 smaller islands, Kuroki Shima, Yori Shima and Hanakuri Shima. A chain of islets and rocks extends in an arch from NE to SW, for a distance of about 7M. The islets consist of precipitous cliffs rising from the sea. The coasts descend abruptly seaward which make waves high. The group of islands have been designated as a natural monument. Landing without permission is prohibited. There are many hidden reefs and sunken rocks around and between the islands.

Hizen-Tori Shima (32° 14.7' N 128° 06.4' E) is located about 18.5M NW of O Shima.

Paragraph 6 NOMO SAKI - NOMA MISAKI (Chart W180)

Nomo Saki - Hayasaki Seto (Charts W169, W203, W206)

Outline About 16M NE from Nomo Saki to Maki Shima, E coast of Nagasaki Hanto. Tachibana Wan lies NE to it. Hayasaki Seto, the continuation of Shimabara Wan, lies between the S extremity of Shimabara Hanto and the N extremity of Amakusa-Shimo Shima.

Tachibana Wan (32° 45.3' N 130° 07.8' E) indents the E coast for a distance of 6.5M. The bay is open to the SW and depths is about 36m in most parts of the bay. The E part of the bay where Obama Ko situated, is mad, good holding ground, has a depth of 20m in the area 200m offshore, and is sheltered from winds from all directions except between S and W. Aquaculture facilities scattered along the shore.

Directions (See Fig.20)

Directions from W to Hayasaki Seto

1. Vessel proceeding S on a course of 154°, at a position 3.6M abeam to Otategami Light (32° 34.0' N 129° 44.4' E), alter course to 096°, then alter course to 075° at a position abeam of Kabashima Light (32° 33.1' N 129° 46.6' E), then steer for the N side of Gotsusho Light Beacon (32° 34.4' N 130° 06.7' E).
2. Alter course to 122° at a position abeam of Gotsusho Light Beacon, then steer for Oi Take (32° 28.8' N 130° 20.4' E, 591m in height) on Amakusa-Kami Shima and head toward the center of Hayasaki Seto.
3. At a position abeam of Sezumesaki Light (32° 35.4' N 130° 10.0' E), alter course to 090°. Then steer the center of the channel.

Directions from S to Hayasaki Seto

1. Northbound vessels steering a course of 330°, alter course to 345° at a position about 6.6M to Ushibuka Ko Light (32° 11.5' N 130° 01.2' E) is abeam, then head toward Kabashima Light.
2. Alter course to 018° at a position abeam of Shikizakimisaki Light (32° 31.8' N 130° 00.8' E).
3. Alter course to 065° at a position abeam of Shikizakimisaki Light (32° 31.8' N 130° 00.8' E), then head toward N of Gotsusho Light Beacon.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Marine Port Quay on **12th November 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.

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 **30m of** 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

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

Anchorage The water near offing the N shore inside the bay is 25m in depth, and the bottom is mud. It offers a good anchorage sheltered from all winds except southerly winds. The quarantine anchorage is located on the NW of Miyagi Shima.

Caution There are the Okinawa terminal sea berth (26° 22.7' N 127° 57.9' E, with sea berth lights) and the Okinawa Sekiyu Kichi (Okinawa Petroleum Base) sea berth (26° 23.4' N 127° 58.4' E, with sea berth lights). There are submersible oil booms in the vicinity of respective sea berthes.

Iheya Retto (Charts JP226, W229)

Outline This archipelago forms northernmost part of the Okinawa islands. It consists of 5 islands where are Iheya Shima in about 21M W of Yoron Shima, Noho Shima, Gushikawa Shima, Izena Shima and Yanaha Shima, and other islets surrounded by reefs. There are aquaculture facilities on the shores of each island. Ferry services are operated from Iheya Shima and Izena Shima. to Okinawa Shima from Iheya Shima and Izena Shima.

Iheya Shima (27° 03.3' N 127° 58.8' E) is the northernmost and the largest island of this group and is surrounded by coral reefs. There is the Maedomari Ko on the SE coast of the island. There are a few mountains on the island. They appear as a chain of islands when seen from a distance of the E or W, as the ridges between summits are extremely low.

Kerama Retto (Chart W236)

Outline The group of island scattered around 11-23M W of Naha Ko. It consists of Mae Shima, Tokashiki Shima, Zamami Shima, Aka Shima, Geruma Shima, Fukaji Shima, Yakabi Shima, Kuba Shima and other islets in the vicinity. Tokashiki Shima, Zamami Shima, Aka Shima and Geruma Shima are inhabited islands. Mariners should pay attention to numerous shoals around these islands.

Regular car ferry services and passenger liner services are operated between Naha Ko and Tokashiki Shima (Tokashiki Ko), Zamami Shima (Zamami Ko) and Aka Shima (Aka Gyoko).

Tidal streams The flood sets N and the ebb sets S with a maximum velocity of 3kn through the channels between islands.

Caution Kerama Kaikyo is a channel running from N to S between Tokashiki Shima and the islands to W of it. Reportedly, vessels anchoring the outer harbour of Naha Ko seek shelter from storms in this channel when strong winds are blowing. In 1945, a typhoon struck the channel and four large vessels and seven fishing boats dragged anchor and ran aground. Therefore, it cannot be considered a safe anchorage under such severe conditions.

Tokashiki Shima (26° 11.3' N 127° 21.4' E) (Chart W236)

Outline This island is located approximately in the center of the Kerama Retto. It is the largest island in this archipelago. Akama Yama (227m in height) is the highest peak of the island rises in the N area, with prominent buildings to the SE of the mountain. The lights of this building can be seen from the far offing at night. Also, among the southern mountains, Omiza Yama (26° 10.5' N 127° 21.2' E, 211m in height) and Omija Yama (156m in height), about 1.5 km SSW of it, are both fairly prominent.

Landmarks Gishippu Shima (26° 13.8' N 127° 22.2' E, 114m in height) is an island with a steep cliff lies very close to the N of the N end of Tokashiki Shima and is surrounded by coral reefs. There are a few rocky islets on the coral ridge that extends 800m to the NNW from the N end of this island and Jitsuru Shima (36m in height) near the outer edge and Ji-no-Jitsuru Shima (54m in height) to its S are both large rocks with their peak prominently positioned.

Tugboats Tugboats are available.

Supplies Fresh water and fuel oil can be supplied.

Medical facility

Name	Telephone	Remarks
Okinawa Prefectural Yaeyama Hospital	+81-980-83-2525	

Maritime traffic Passenger liner services to islands of Yaeyama Retto are operated.

Iriomote Shima (24° 20' N 123° 48' E) (Chart JP1206)

Outline A large island, whose E end is 9.4M to the W of Kannon Saki on Ishigaki Shima. It is the second largest island followed by Okinawa Shima in the S region of Nansei Shoto. Many part of the island reaches elevation in excess of 300m from the water edge, with dense woods. The island is surrounded by coral reefs. Therefore, caution is necessary to avoid dangerous reefs, such as extensive drying coral reefs, fringing reefs and rocks awash and sunken rocks.

Hateruma Shima (24° 03' N 123° 47' E) (Chart JP1206)

Outline This island lies about 12M to the S of Iriomote Shima. Its peak (60m in height) in elevation lies near its centre. It is flat island but lush with tall trees. There is a lighthouse near the island peak. The island is almost completely fringed with coral reefs.

Yonaguni Shima (24° 27' N 123° 00' E) (Chart W224)

Outline This is the westernmost island in the Nansei Shoto. There are mountainous areas in the E and W of the island, respectively. And both areas are covered with trees. Urabu Take (231m in height) on the E side has a radio tower on its peak which is prominent. There are lighthouses on the E and W ends of the island.

This island is fringed with coral reefs, and there is the Sonai Ko on the center of N coast of the island and also there is the Kubura Gyoko in the W part of the island.

Naka Bishi (24° 28.6' N 123° 01.3' E, minimum depth 1.2m) is a sunken rock, about 1.4M WNW of Agari Saki, about 650m from shore. It is known as a foul ground with breakers in rough weather.

Weather and Climate The maximum instantaneous wind velocity of SE 81.1m/s which was caused by the violently developed typhoon was recorded on 28th September 2015. It was the 4th heavy gale ever observed.

Senkaku Shoto (Chart W1203 Plan)

Outline Senkaku Shoto is an archipelago which lies on the N side of the W end of the Nansei Shoto. The group of islands consists of islets and rocks lies 80M to the N of Yaeyama Retto, Kuba Shima, Oki-no-Kita Iwa, Oki-no-Minami Iwa, Kita-Ko Shima, Minami-Ko Shima, Uotsuri Shima, and Taisho To which stands isolated about 50M to the E of them. Uotsuri Shima is the biggest islet of the group and located in the westernmost part. These are all uninhabited islets. And fishing boats are operated around there. Water depth on the NW side of the islets is 130m around 1-2M away from shore, and the depth drops abruptly to over 400m around 2-3M from shore on the SE side. The depth is increasing steeply as further away from the shore.

Weather and Climate The weather in this area is liable to change rapidly. Generally, the S wind blows and the sea is relatively calm from May to September. Although, the N wind blows continuously and rough seas last for days at times from October to April.

Oceanographic Phenomena Kuroshio Current flows towards the NE in the vicinity of Senkaku Shoto. Surface condition changes drastically due to complexity of topography of the sea bottom, in the vicinity of the 200m depth

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