

Pub.305 sup.

Sailing Directions for Coast of Kyushu

Supplement No.7

31 October 2025



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.7 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.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 25 April 2025.

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.

31 October 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
After 'CAUTION' / Withdrawal of Nautical Charts		The said page of supplement No.5 is cancelled.
53	Hakata Ko	The said page of supplement No.6 is cancelled.
58	Karatsu Ko	The said page of supplement No.4 is cancelled.
63	Imari Wan	
65	Imari Ko	
66	Tsushima	The said page of supplement No.4 is cancelled.
70	Izuhara Ko	The said page of supplement No.4 is cancelled.
72	Hitakatsu Ko	The said page of supplement No.4 is cancelled.
77	S entrance of Hirado Seto - Entrance of Sasebo Ko	
82	Sasebo Ko	The said page of supplement No.6 is cancelled.
90	Nagasaki Ko	The said page of supplement No.6 is cancelled.
91	Nagasaki Ko	The said page of supplement No.6 is cancelled.
115	Yatsushiro Ko	The said page of supplement No.6 is cancelled.
116	Yatsushiro Ko	The said page of supplement No.6 is cancelled.
136	Kagoshima Ko	The said page of supplement No.3 is cancelled.
137	Kagoshima Ko	The said page of supplement No.5 is cancelled.
138	Kagoshima Ko	The said page of supplement No.6 is cancelled.
143	Aburatsu Ko	The said page of supplement No.4 is cancelled.
153	Naze Ko	The said page of supplement No.2 is cancelled.
154	Naze Ko	The said page of supplement No.2 is cancelled.
161	Naha Ko	The said page of supplement No.3 is cancelled.
162	Naha Ko	The said page of supplement No.3 is cancelled.
163	Naha Ko	
164	Naha Ko	
165	Naha Ko	The said page of supplement No.5 is cancelled.
167	Nakagusuku Wan	The said page of supplement No.6 is cancelled.
174	Hirara Ko	The said page of supplement No.5 is cancelled.
175	Hirara Ko	The said page of supplement No.5 is cancelled.
177	Ishigaki Ko	
178	Ishigaki Ko	The said page of supplement No.5 is cancelled.

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 190	FUKUOKA WAN	W 190
JP 201	KURARA SETO TO TSUNO SHIMA	W 201
JP 214A	NORTHERN PART OF KAGOSHIMA KO	W 214A
JP 214B	SOUTHERN PART OF KAGOSHIMA KO	W 214B
JP1227	HAKATA KO	W1227
JP1248	KIIRE KO	W1248

	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 **7th March 2025**.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m of 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

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

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

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

Landmarks

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

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

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

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

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

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

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

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Higashiko Quay	33° 28.2' N 129° 57.9' E	230	9	10,000×1	
Higashiko Ferry Quay	33° 28.2' N 129° 57.8' E	115	4.5	1,000×1	
Large LPG carrier exclusive pier	33° 28.9' N 129° 57.4' E	231.5	12.5	57,000×1	
Small LPG carrier exclusive pier	33° 28.7' N 129° 57.5' E	70	6	1,200×1	
O Shima No.1 dolphin Quay	33° 28.6' N 129° 57.5' E	110	5	5,000×1	
O Shima Quay	33° 28.5' N 129° 57.6' E	360	4-5.5	1,000×1	

Directions The course directions from Iki Suido to Imari Wan are as follows.

The channel on the W side of Fuku Shima to Imari Ko is about 0.5M wide, with a depth of 15.5-33m. There are no dangers along the passage.

When entering from Aoshima Suido

When navigating westbound on a course of 246°, alter course to 181° at a position about 3M NW of Bansho-no-Tsuji (33° 34.5' N 129° 45.0' E) on Madara Shima. Pass through about 0.6M W of the W end of Kuro Shima (33° 27' N 129° 43' E) on a course of 180°. Dangerous reefs on the W side of the channel can be avoided by passing through the E side of the light buoy (33° 25.8' N 129° 42.0' E) which is at E of Izu Shima and the one at about 750m SSW from it.

Vessels should not enter W from the line (on a bearing of 197°) with Ha Shima (8m in height, 33° 24.5' N 129° 41.6' E) and Takezaki Hana (33° 23.2' N 129° 41.1' E) while navigating in the channel. Caution should be taken for the aquaculture facilities S of Ogo-no-Shima. And also pay attention to a number of shallow waters to be avoided at about 1.2M WSW of S extremity of Taka Shima with a depth of 12.4m, and about 0.5M SSW of the same with a depth of 13.6m, and about 0.8M SSE of the same with a depth of 12.6m.

Vessels navigating on a course of 066° eastbound, if you are to the Aoshima Suido, after coming about 2.7M abeam of Futagamishima Light (33° 36.3' N 129° 33.2' E), alter course to 137° and head toward the peak (33° 25.2' N 129° 43.8' E, 117m in height) at the SW part of Taka Shima. Then follow the above mentioned directions from 1M SW of the W extremity of Kuro Shima.

When entering from Tsusaki Suido

After reaching abeam of Futagamishima Light, alter course to 153° and head toward around mid-channel (Takezaki Hana, Jo Yama (33° 23.2' N 129° 40.9' E, 128m in height) and Furo San (33° 20.0' N 129° 43.4' E, 288m in height)). When passing this channel, mid-channel is recommended due to tremendous break-waves over Chozu Se (33° 24.1' N 129° 40.0' E, minimum depth of 6.4m) and Yamanosaki Se (33° 23.8' N 129° 40.8' E, minimum depth of 7m) during strong tidal streams, fixed fishing nets in place.

For the Imari Ko, as described previously, after entering Imari Wan, having Taira Yama (33° 22.0' N 129° 47.1' E, 174m in height) and Kanaisaki Light (33° 22.3' N 129° 47.4' E) as head marks, and Hatsusaki Light (33° 24.9' N 129° 47.8' E), Futa Shima, etc. as abeam landmarks, reach between O-Tobi Shima and Kanai Saki, and then have Imari Ko entrance clearly visible, alter to starboard as necessary to proceed to the port entrance.

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

Flood (ebb) stream flows toward the head (entrance) of the bay, with a maximum velocity of 0.4kn in Aoshima Suido.

Flood (ebb) stream flows toward the head (entrance) of the bay, with a maximum velocity of 0.6kn in Tsusaki Suido.

Caution There are a lot of dangerous reefs near the shore in the vicinity of Matsuura Ko, Tsukinokawa Ko and Imabuku Ko in the western part of the bay. There are aquaculture facilities around Takezaki Hana (33° 23' N 129° 41' E) and waters on the S side of it.

Maritime traffic There is a regular passenger vessel (60t) service from Imabuku Ko to Tobishima Gyoko {O-Tobi Shima} and Tononoura Gyoko {SE coast of Taka Shima}. And also, there is a regular car ferry (162t) service from Aoshima Gyoko to Mikuriya {W corner of Matsuura Ko}, Funatozu Gyoko {SW coast of Taka Shima}, Kuroshima Gyoko, Aoura Gyoko {NW coast of Taka Shima} and Tobishima Gyoko.

50m **of** a tanker loading inflammable materials berthing at Kyushu LPG Fukushima Terminal. Tankers carrying dangerous inflammable materials **should** display a banner visible at night, reading “Dangerous Inflammable Cargo Aboard,” when moored in the harbour.

Anchoring prohibition The front of Namura Shipyard No.2 and No.4 Quays (33° 20.2' N 129° 50.1' E) have been designated as anchoring prohibited area.

Anchorage The quarantine anchorage is located at a point about 0.6M to the SSW of Shiraiwa Hana (33° 20.9' N 129° 48.7' E).

Facilities

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W × vessel)	Remarks
Kubara	North No.3 Quay	33° 18.9' N 129° 49.2' E	185	10	15,000×1	
	North No.2 Quay	33° 18.8' N 129° 49.1' E	260	6-8	5,000×2	
	South No.1 Quay	33° 18.6' N 129° 49.0' E	270	5.5	2,000×3	
	South No.2 Quay	33° 18.6' N 129° 49.2' E	260	7.5	5,000×2	
	South No.3 Quay	33° 18.6' N 129° 49.3' E	370	7.5-10	15,000×2	
Nanatsu Shima	North No.1 Quay	33° 20.5' N 129° 50.5' E	160	9	10,000×1	
	North No.2 Quay	33° 20.4' N 129° 50.4' E	260	13	40,000×1	Container crane
	South No.1 Quay	33° 19.7' N 129° 50.2' E	260	7.5	5,000×1	

There are 3 sea berths on the SW side of Fuku Shima and sea berth lights are installed on them.

Overhead bridge There is Imariwan O-hashii Bridge (33° 18.2' N 129° 49.8' E, about 20m in height) between the W coast of **Seto section and Kubara S section on the opposite shore.**

Overhead cable There is an overhead cable (about 52m in height) extending from a point about 230m to the S of Uto Hana **of Makishima** to **Kubara S section** on the opposite shore.

Typhoon and tsunami safety measures In order to prevent accidents due to abnormal weather such as typhoon and tsunami, it should be noted that Captain of the port may recommend subject to Port Regulation Law concerning actions for each vessel to take at the time of abnormal weather. (Inquiries: Imari Coast Guard Station).

Maritime authorities and facilities

Name	Telephone
Imari Coast Guard Station (Captain of the port)	+81-955-28-3388
Imari Branch of Moji Customs	+81-955-28-2514
Imari Sub-branch of Fukuoka Branch of Moji Plant Protection Station	+81-955-28-2573
Nagasaki Airport Sub-branch, the Moji Branch, the Animal Quarantine Station	+81-957-54-4505
Nagasaki Branch, Fukuoka Quarantine Station	+81-95-826-8082
Saga Branch Office, Fukuoka Regional Immigration Services Bureau	+81-952-36-6262

Tugboats and ferryboats Several tugboats and ferryboats are available.

Supplies Fresh water and fuel oil can be supplied.

Repairs Repairs can be arranged.

Medical facility

Name	Telephone	Remarks
Imari Arita Kyoritsu Hospital	+81-955-46-2121	

Maritime traffic There is a regular passenger vessel (19t) service between Uranosaki {S of Naberubae Gyoko} and Fukushima Ko.

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

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

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

Landmarks

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

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

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

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

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

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

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

Paragraph 2 TSUSHIMA (Chart W173)

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

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

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

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

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Izuhara	No.1 Quay	34°11.9' N 129° 17.4' E	105	4-4.5	1,000t×1	
	No.2 Quay	34° 11.8' N 129° 17.5' E	165	7	3,000t ×1	
	No.3 Quay	34° 11.7' N 129° 17.7' E	200	7-7.5	4,000×1	
	No.4 Quay		130		5000×1	
Kuta Quay (A)		34° 11.4' N 129° 17.4' E	180	4.5-5	1,000t ×2	
Kuta Quay (B)		34° 11.4' N 129° 17.4' E	100	5-5.5	2,000t ×1	

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

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

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

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

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

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

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

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

Maritime authorities and facilities

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

Supplies Fresh water and fuel oil can be supplied.

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

Maritime traffic Car ferry service (1,809t) and high-speed craft service (163t) to Hakata via Iki Shima are operated, and as well as high-speed craft service (457t, 362t) to Busan {Korea}.

the W of Tsushima.

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

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (t × vessel)	Remarks
Hitakatsu Quay (A)	34° 39.3' N 129° 28.2' E	70	4-4.5	700×1	
Hitakatsu Quay (B)		146	5	1,500×1	
Nishidomari Quay (A)	34° 39.4' N 129° 28.3' E	180	3.5-4.5	2,000×2	
Ajiro Quay	34° 39.2' N 129° 28.5' E	180	7.5	4,000×1	For ferries

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

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

Maritime authorities

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

Supplies Fresh water and fuel oil can be supplied.

Maritime traffic Car ferry services (1,125t) to Hakata Ko, and high-speed craft service (457t, 362t) to Busan {Korea} are operated.

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

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

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

Landmarks

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

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

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

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

S entrance of Hirado Seto - Entrance of Sasebo Ko

(Charts JP198, W1249, W1232)

Outline This route is commonly used when heading to Sasebo Ko through Hirado Seto or when heading S or W of Kuro Shima (134m in height). Numerous islets are scattered along the coast to the S of Aosa Saki and form a part of Saikai National Park. There are many dangerous reefs in this area.

Landmarks

Landmark	Position	Remarks
Kurakake Yama	33° 21' N 129° 33' E	220m in height. 3 radio towers.
Aosa Saki	33° 20' N 129° 34' E	There is a prominent table shaped mountain (124m in height) on the cape. A lighthouse is on the NW end.
Kuro Shima	33° 18' N 129° 31' E	Islet. 69m in height.
No Shima	33° 17' N 129° 31' E	Islet. 46m in height.
Hiyamizu Take	33° 14' N 129° 35' E	303m in height, large rectangular rock on the peak. Especially prominent from the W. Has an observatory.
Shimo-Kareki Shima	33° 12' N 129° 30' E	32m in height, long and narrow island, runs N to S, a lighthouse on S end. Kami-Kareki Shima to the NE.
Taka Shima	33° 11' N 129° 35' E	Sharp strangely shaped peak on the S side of Ban Take (136m in height) in the S. Hashira Iwa (44m in height, sharply pointed prominent rock with a lighthouse) at near the S end.
Kogo Saki	33° 06' N 129° 40' E	There are a lighthouse and a signal station on it.
I Shima	33° 10' N 129° 31' E	40m in height. Islet with 2 peaks. To the E is an islet, Ko-no-Ko Shima (23m in height).
Kuro Shima	33° 08' N 129° 32' E	134m in height. Appears to be 2 islands, one large and one small, when seen from the N or S a long distance away.

In addition to those in the above, all capes on the E side of Hirado Shima are prominent when seen from the S or the N.

Directions (See Fig.14)

When heading to Sasebo Ko from W of Hirado Shima

1. From a position with Ogamishima Light (33° 10.7' N 129° 19.9' E) bearing 060° and about 1.9M distant, proceed on a course of 103° toward the N of Hoage-no-Se (33° 07.4' N 129° 25.0' E, 26m in height) and the S of Kuro Shima (33° 08' N 129° 32' E, 134m in height).
2. Then, proceed toward Kogosaki Light (33° 06.1' N 129° 40.0' E) on a bearing 090° and alter course to 112° at a position about 0.6M abeam of Omodakashirase Light (33° 05.5' N 129° 37.6' E) on Shira Se outside of Sasebo Ko.
3. At a position passing Araidashi-no-Se (33° 05.7' N 129° 39.8' E, 12.4m in depth) and Kogosaki Light are abeam, alter course to port and proceed on course of 042° with seeing Tomi Take (33° 03.6' N 129° 37.9' E, 100m in height) on O-Shima and Yuri Take (33° 02.4' N 129° 36.6' E, 194m in height) in transit line on her stern and head roughly to the centre of the port entrance.

Caution is advised in the waters between Hoage-no-Se and Hirado Shima, there are a lot of fishing boats.

When proceeding to Sasebo Ko from the S

1. From the position with Ohikishima O Se Light (32° 52.7' N 129° 32.6' E) bearing 064° distant about 2.9M, proceed on a course of 000°, and pass the E side of O-Tate Shima (33° 01' N 129° 26' E).
2. Alter course to 075° at a position abeam of Fukuse Light Beacon (33° 04.6' N 129° 26.6' E) and proceed to N of Kanise Shosho (33° 05' N 129° 36' E).
3. Follow the directions as previously described in 2 and 3.

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 **17th April 2025**.

Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m **of** 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.

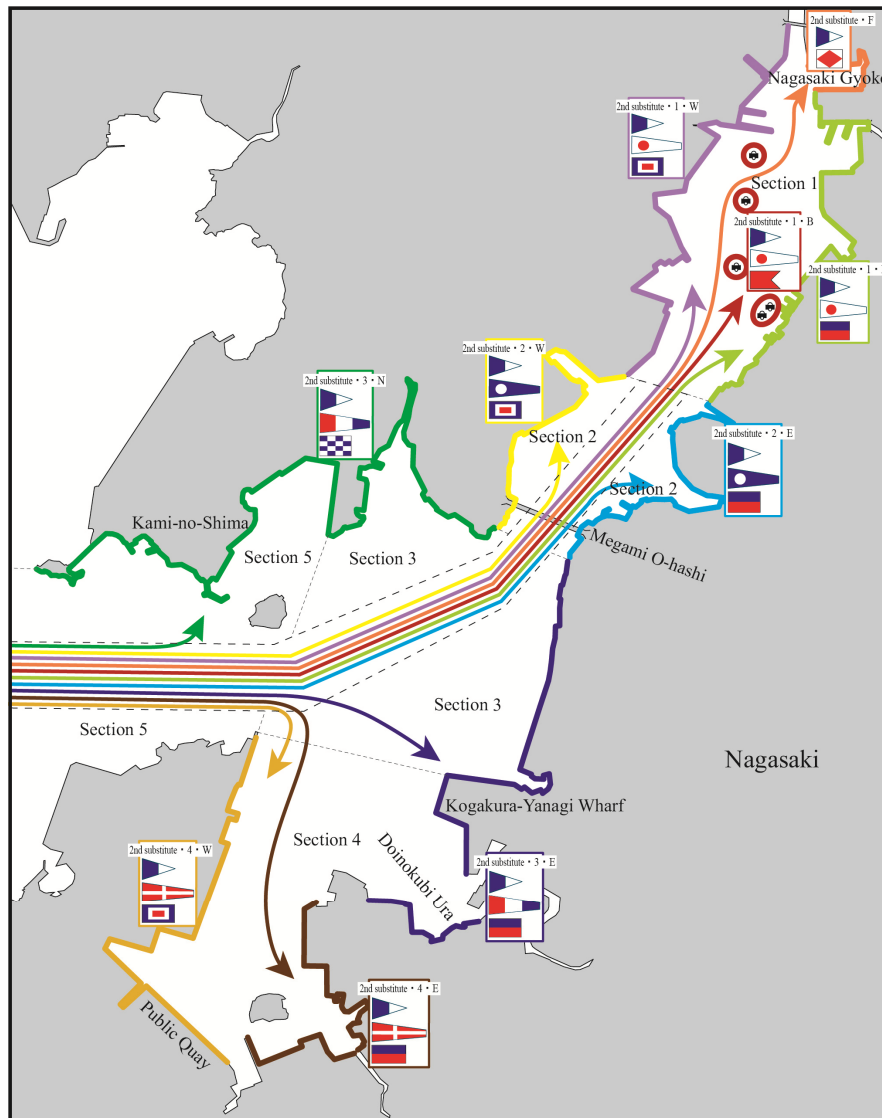
Communication Port communication can be made by radio telephone between the vessel and the Captain of the port.

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)



Entry restriction In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea area within 30m of 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 **19th April 2025**.

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-hashii Bridge (64m in height) spans over the passage in Section 2. And Asahi O-hashii 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	For cruise ships Partly aseismic quay
	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 **26th March 2025**.

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
	○	○	○	○		○	

Precautions for entering the port

1. The tidal currents is strong outside of the breakwater in Sinko Ku. Occasionally, the direction of the currents becomes complicated before and after highest high water and lowest low water.
2. There are a lot of recreational fishing boats in the waters between the W area of Oko-ga Shima and Honko Ku offshore. And also a lot of long line floats (called “Bonden”) are scattered in the area.
3. When entering the ports at night, the lights at the entrance to Honko Ku and Shinko Ku not easily distinguished due to the city lights in the background.

Entry restriction In order to prevent accidents, general shipping are prohibited from entering a sea area within 30m of a tanker loading inflammable materials berthing at the piers for the exclusive use of them situated in Minamiko Ku or Taniyama Ku.

Anchorage With the exception of the S side of Kan Se (31° 34.0' N 130° 35.5' E, 2.2m in height) and the E side of Minamiko Ku, Kagoshima Ko provides the good anchorage. When anchoring, care should be taken to avoid fish havens and submarine cables.

Anchorage for vessels with dangerous cargo are designated in the outer harbor. The quarantine anchorage lies S of Kan Se.

Communication Communication can be made by radiotelephone between the vessel and the Captain of the Port through “Kagoshima Coast Guard Radio”.

Call name	Frequency	Hours of operation	Remarks
KAGOSHIMA COAST GUARD RADIO	16/12ch	24hours	Kagoshima Coast Guard Office

Pilotage Pilotage can be arranged through the Kagoshima Pilot Association (See “Chapter 6 Pilotage” in Part 1). The pilotage service provided by Kagoshima Pilot Association is subject to the following conditions.

1. As a general rule, entry and departure are only permitted from sunrise to sunset. With the exception of Taniyama Ku, where departure is permitted until 2100.
2. Vessels should refrain from entering the bay when the wind velocity excess 10m/s, wave is higher than 1m, or in poor visibility.
3. As a general rule, vessels shall maintain a under keel clearance of at least 10%.
4. If there is any abnormality in the hull, engine, or cargo that may affect the vessel's ability to enter or leave port, pilots should not on board.

Facilities

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks
Honko	Gyoko Ku N Quay	31° 35.2' N 130° 34.0' E	250	4	250t×5	
	Ogawa Wharf Quay	31° 35.9' N 130° 33.9' E	180	5.5	2,000×2	
	Honko Sakurajima Ferry Wharf Quay	31° 35.8' N 130° 33.8' E	120	4.5	700×2	
	Honko Ferry Wharf No.3 Quay		60	4	1,000t×1	
	N Wharf No.1 Quay	31° 35.7' N 130° 34.1' E	360	12-13.5	10,000×2	
	N Wharf No.2 Quay	31° 35.7' N 130° 34.0' E	310	8	5,000×2	

	S Wharf No.1 Quay		31° 35.5' N 130° 34.0' E	155	8	5,000×1	
	S Wharf No.2 Quay			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		31° 35.0' N 130° 34.0' E	125	7	5,000D/T×1	*
	No.2 Quay			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	990t×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 No.1 Quay			31° 32.1' N 130° 33.2' E	340	9	70,000t×1	
Marine Port No.2 Quay				410	11.5-12	220,000t×1	
Taniyama- ikku (Section 1)	No.1 Quay		31° 30.5' N 130° 31.5' E	250	12	30,000×1	
	No.2 Quay			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 19th April 2025.

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.

Landmark

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

DirectionsEntering the port from the S

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

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

Entering the port from the E

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

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

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

Facilities

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

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA”(171,598t, with a draught of 8.7 m) berthed at No.10 Quay on **15th October 2024**.

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

Supplies Fresh water and fuel oil can be supplied.

Maritime authorities and facilities

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

Amami-O Shima (28° 16' N 129° 27' E) (Chart W225)

Outline It is a northernmost island in the Amami Gunto with few flat areas. Akakina Hanto, the NE part of the island, is joined to the main part by a low isthmus so that from N or S it appears as an island.

The coast of Amami-O Shima is generally cliffy, and steep-to and coral reefs extend between 200-1,000m offshore of the coast N of the central section and some of them dry at half-tide or low water.

Naze Ko (28° 23.8' N 129° 30.1' E) (Chart W1202) (Port code; JP NAZ)

(Photographed in Sep. 2019)

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

Outline This port lies on the NW coast of Amami-O Shima. From the vicinity of the port entrance it extends inward about 2M to the S. Also, there is a branch bay that extends inward about 0.8M to the E from the E coast within the port. There is the Daikuma Gyoko in the head of the port.

Landmarks

Landmark	Position	Remarks
Tachigami	28° 24.5' N 129° 29.9' E	Black conical islet. There is an ex-lighthouse at the peak.
Radio tower	28° 24.1' N 129° 29.5' E	281m in height.
Passenger terminal	28° 23.3' N 129° 29.7' E	White. Two story building. Many lights are turned on when regularly scheduled vessels berth or unberth.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Nagahama Passenger Vessel Quay	28°23.5'N 129°29.8'E	280	10	30,000×1	
Honko No.1 Quay	28°23.2'N 129°29.7'E	185	9-10	10,000×1	For ferries
Honko No.2 Quay		185	13-14	10,000×1	

Shinko No.3 Quay		160	-	2,000×1	Aseismic quay
Honko C Quay	28°23.0'N 129°29.7'E	90	-	80t×1	
Sadaikuma A Quay	28°23.7'N 129°30.3'E	140	5.5	2,000×1	
Sadaikuma B Quay		100	5.5	2,000×1	
Sadaikuma C Quay		100	5.5	2,000×1	
Sadaikuma D Quay		130	-	2,000×1	

Communication

Call name	Frequency	Hours of operation	Remarks
KAGOSHIMA COAST GUARD RADIO	16/12ch	24hours	Amami Coast Guard Office (Captain of the port)

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

Supplies Fresh water can be supplied at major quays. And fuel oil barges are also available.

Maximum size of vessel handled Cruise ship “Norwegian jewel” (93,502t, with a draught of 8.5m) berthed on the Nagahama Passenger Vessel Quay on 18th March 2024.

Medical facility

Name	Telephone	Remarks
Kagoshima Prefectural Oshima Hospital	+81-997-52-3611	

Maritime authorities and facilities

Name	Telephone
Amami Coast Guard Office (Captain of the Port)	+81-997-52-5811
Construction Division, Construction Department, O Shima Sub-prefectural Government	+81-977-57-7332
Naze Branch, Moji Plant Protection Station	+81-997-52-0459
Naze Observation Station, Kagoshima Customs Sub-station, Nagasaki Customs	+81-997-53-3271

Maritime traffic Ferries and passenger liners on the routes of Hanshin - Okinawa (operation suspended), and Kagoshima - Ports in Amami Gunto - Okinawa call in at Naze.

Oshima Kaikyo (28° 10.1' N 129° 16.6' E) (Chart W230)

Outline This is a deep strait with a length of 13M, width of 0.5 to 2M wide between the NE side of Kakeroma Shima and the SW side of Amami-O Shima. This strait provides a good refuge anchorage during typhoons. But, caution is required, because the whole area of the bay is narrow and deep except for the parts in front of Kuji and Koniya.

There are many aquaculture facilities on both sides of the strait.

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

Outline This port is on the W coast of S part of Okinawa Shima, and is consists of Naha Wharf (Naha Commercial Port), Tomari Wharf (Tomari Ko), Shinko Wharf (Aja Shinko), and Urasoe Wharf. It is the largest port in the Nansei Shoto and as a hub port for distribution within Okinawa prefecture and with the mainland of Japan. It performs an important role in freight and passenger transportation.

The port is exposed to the winds blowing from between W and N. However, rough seas are weakened by the many coral reefs in the area. The bottom provides good anchor holding. Therefore, various types of vessels use it as an anchorage. However when winds blow strongly from W to N, caution is advised as the sea becomes rough. Navigation is difficult when winds exceed 13m/s.

Tidal streams The flood sets NE with a maximum velocity of 1.7kn and the ebb sets SW with a maximum velocity of 1.6kn in the W of Jijaka Bise (26° 14.8' N 127° 39.3' E) and Kan-no-Bise (26°14.0' N 127°39.2' E).

Landmarks

Landmark	Position	Remarks
Chimney	26° 15.0' N 127° 40.3' E	62m in height. Painted blue and white. In the Urasoe-City Clean Center.
Maritime Office complex	26° 14.5' N 127° 40.6' E	40m in height. Made of red bricks. There are dish aerials on the roof.
Container cranes	26° 14.0' N 127° 40.1' E	Painted yellow (the upper part) and gray (the lower part). In the Naha International Container Terminal.
Sojun Yama	26° 13.9' N 127° 41.0' E	46m in height. There is a hospital on the NE side of the peak.
Radio tower	26° 11.0' N 127° 41.5' E	Height above ground 165m. Painted red and white. Prominent.

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Naha Wharf	No.1 Quay	26° 12.7' N 127° 40.1' E	165	7.5-9	10,000×1	
	No.2 Quay		165	9	10,000×1	
	No.6 Quay		93	8	5,000×1	
	No.3 Quay	26° 12.6' N 127° 40.3' E	164	7.5-8.5	10,000×1	
	No.4 Quay		70	3.5-6.5	1,000×1	
Tomari Wharf	No.1 Quay	26° 13.5' N 127° 40.9' E	105	5	3,000×1	
	No.2 Quay		105	2.5-5.5	3,000×1	
	No.3 Quay	26° 13.4' N 127° 41.0' E	105	5.5	3,000×1	
	No.4 Quay		26	3.5-5	-	
	No.5 Quay	26° 13.5' N 127° 41.0' E	75	2.5	500×1	
	No.6 Quay		90	2.5-5	500×1	
	No.7 Quay	26° 13.6' N 127° 40.9' E	105	3	3,000×1	
	No.8 Quay	26° 13.6' N 127° 40.5' E	340	10-11	70,000×1	
Shinko Wharf	No.1 Quay	26° 14.2' N 127° 40.8' E	390	7.5	5,000×3	
	No.2 Quay		70	4	2,000×1	
	No.3 Quay		410	7.5	5,000×3	
	No.4 Quay	26° 14.3' N 127° 40.7' E	410	7	5,000×3	
	No.5 Quay		407	11	20,000×2	

	No.6 Quay	26° 14.2' N 127° 40.5' E	387	10-11	20,000×2	Container crane
	No.7 Quay		391	11	20,000×2	
	No.9 Quay	26° 14.1' N 127° 40.0' E	300	14	40,000×1	
	No.10 Quay		350	14	40,000×1	
	No.12 Quay	26° 14.6' N 127° 40.0' E	430	12	220,000×1	
Urasoe Wharf	No.1 Quay	26° 15.2' N 127° 41.0' E	130	7.5	5,000×1	
	No.2 Quay		130	7.5	5,000×1	
	No.3 Quay		130	7.5	5,000×1	
	No.4 Quay		130	7.5	5,000×1	
	No.5 Quay		130	7-8.5	5,000×1	
	No.6 Quay	26° 15.3' N 127° 40.8' E	130	7.5	5,000×1	
	No.7 Quay		130	7.5	5,000×1	
	No.8 Quay		210	8.5	7,000×1	

In addition to the above, there are landing places (with a depth of 2 to 4m) for small vessels in Naha Wharf, Tomari Wharf and Shinko Wharf. And also there are basin for fishing boats in the S side of Urasoe Wharf, Tomari fishing port and marina in the NW side of Tomari Wharf, and basin (Miegusuku basin) for small boats to the NW of Naha Wharf.

There are dolphin piers that are used exclusively by specific companies, and a Gunko (naval port) Quay (6-berth) to the SW of Naha Wharf that is used exclusively by the U.S. Forces.

Port regulations

Restriction on anchoring and other actions (Regulations for the Enforcement of the Port Regulations Law, Article 49)	Vessels should not anchor or release vessels or objects being towed within the sea area surrounded by the line drawn from 1,445m on Naha Ko Shinko No. 1 Breakwater S Light, bearing 128°, to 785m, bearing 309°, and a line drawn from the same to 300m, bearing 219°, and a line drawn from the same point to Naha Ko Starboard Light, and shore and in the water (hereinafter referred to as “Naha Fairway”) of the lower reaches than Kokuba Kawa Meiji Hashi, except in the following circumstances: (i) When the vessel is attempting to avoid a marine accident. (ii) When the vessel has lost the ability to maneuver. (iii) When the vessel intends to give assistance to persons or another vessel in distress. (iv) When the vessel has been given permission by the Captain of the Port to carry out work, according to the provisions of Article 31 of the Port Regulation Law.
Navigational precautions (Regulations for the Enforcement of the Port Regulations Law, Article 50)	1. When a vessel that has a gross tonnage of 500t or more wishes to enter or leave the Naha Ko via Naha Fairway, shall report the items pursuant to the provisions of Article 38, paragraph (2) of the Port Regulation Law In accordance with the item (iii), it must inform the Captain of the Port of the ETA at the vicinity of the entrance to Naha Fairway when entering the port no later than noon of the day prior to the estimated arrival date. Likewise, it must inform the Captain of the Port of the ETD when leaving the port no later than noon of the day prior to the estimated departure date. 2. Vessels should report to the Captain of the Port immediately in case of time of change in the items in the previous report. 【Items shall be reported in accordance with the Port Regulation Law, Article 38 Paragraph (2)】 (i) Name of the vessels. (ii) Gross tonnage and length of the vessels. (iii) ETA and ETD. (iv) Methods for communicating with Japan Coast Guard. (v) Anchorage or mooring facility of Specified port which the vessels tend to anchor or are going to the berth.

Indication of course and destination	Flag Signals	Symbol Showing the route in the port	Signal meaning
(Japan Coast Guard Public Notice No.35, 1995) and Automatic Identification System Destination Code (Japan Coast Guard Public Notice No.94, 2010)	2nd substitute Flag N	N	Head for the mooring facilities on Naha Wharf or Naha naval port (Naha Gunko).
	2nd substitute Flag T	T	Head for the mooring facilities on Tomari Wharf.
	2nd substitute Flag S	S	Head for the mooring facilities on Shinko Wharf.
	2nd substitute Flag U	U	Head for the mooring facilities on Urasoe Wharf.
	1st substitute Flag Y		Depart from Yamato Kuchi.
	1st substitute Flag T		Depart from To Kuchi.

Precautions for entering the port

1. There are 2 fairways to enter the port, Yamato Kuchi (26° 15.3' N 127° 39.4' E) which is entered from N of Shinko No.1 Breakwater, and To Kuchi (26° 13.4' N 127° 38.8' E) which is entered from S of the same.

Yamato Kuchi is a fairway located between Jijaka Bise, N of Shin Ko No.1 Breakwater and Urasoe No.1 Breakwater, and marked by 2 light beacons and 1 light buoy (synchronized flashing). ~~This fairway is used by vessels of 5,000t class or less, but there are Danakanfuga shoal (26° 14.2' N 127° 39.6' E, 4m in depth), and shallow reefs (26° 14.5' N 127° 39.6' E, minimum depth of 2m) about 300m N of Danakanfuga shoal. It is not recommended for vessels that are not familiar with this sea area to navigate at night.~~ Vessels heading to Shinko Wharf and Tomari Wharf by passing through Yamato Kuchi should keep a good lookout for Onebe Bise (26° 13.9' N 127° 40.3' E, 4.8m in depth).

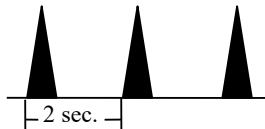
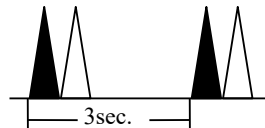
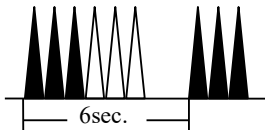
To Kuchi is a fairway between Kan-no-Bise and Asa-no-Bise, and most vessels entering the port use this fairway.

Vessels heading to Shinko Wharf and Tomari Wharf shall pay attention to shallow reefs (26° 13.3' N 127° 39.8' E, 1.7m in depth, a light beacon on the W side) around 0.5M N of Miegusuku, and Onebe Bise.

2. The port is crowded every Monday (in the morning and the evening, in particular) due to a convergence of liners from the mainland entering the port. Besides, Shinko Wharf has a large number of mooring vessels, and it is not easy to find berth.
3. The shoal near the outer port is easy to be distinguished by its colour of the water, but it may be confused with the whitish water color of the mud flows from the port after heavy rains or during rainy seasons. It tends to happen around the corner of the cape about 0.7M WNW of Miegusuku, in particular.
4. Naha Wharf is located at the estuary of Kokuba Kawa, which streams most strongly at low tide in the rainy season around May, and maneuvering of vessels becomes difficult.
5. When entering and leaving Naha Wharf in winter, maintaining course becomes difficult due to winds that blow abeam of vessels when the NW monsoon blows off. This is caused by the geography of the fairway running from E to W to the wharf. It can be dangerous if there is a low tide when entering the port, in particular.
6. In the N area of Naha Airport, an aircraft approach surface area based on the Civil Aeronautics Act is set. Caution should be exercised with the safety vertical clearance of the vessel's mast, etc., as shown in the diagram of Chart W243. For details call the Naha Airport Administrative Office, Osaka Regional Civil Aviation Bureau. (TEL +81-98-857-1101)

Signals The Naha signal station (26° 12.9' N 127° 39.9' E) and Naha No.2 signal station (26° 12.6' N 127° 40.2' E) issues the following control signals for the Naha fairway at Naha Ko.

[Replaced by new table]

Lighted marks (Flashing type) (Day and night signals)	Meanings	
1 white flashing light every 2 seconds 	Priority for entering	Vessels can enter the fairway. Vessels of 300t or more intending to leave the fairway should stop and wait. Vessels of less than 300t can leave the fairway.
1 red flashing light every 2 seconds 	Priority for departure	Vessels can leave the fairway. Vessels of 300t or more intending to enter the fairway should wait outside the port and give right of way to departing vessels. Vessels of less than 300t can enter the fairway.
1 red flashing light and 1 white flashing light every 3 seconds 	Fairway allowed	Vessels of 500t or more intending to enter the fairway should wait outside the port and give right of way to departing vessels. Vessels of 500t or more intending to leave the fairway should stop and wait. Vessels of less than 500t can enter or leave the fairway.
3 red flashing lights and 3 white flashing lights every 6 seconds 	Fairway not allowed	Entry or departure are prohibited, except for vessels designated by the Captain of the port.

Entry restriction As a general rule, vessels are restricted from entering the following areas: the provided water areas for the U.S. Forces including naval ports and Naha Wharf. The sea area within 50m in front of the shore between Naha Ko Starboard Light (26° 12.8' N 127° 39.8' E) and about 750m W of it. The sea area within 30m in front of the shore between the same Light and the S side of the sea area in front of Meiji Hashi Bridge at the head of bay.

Anchorage A standard anchorage (for details of the standard anchorage, inquiries should be made to the Captain of the Port) is designated for navigating route of specific vessels including the vessels carrying dangerous substances. This anchorage enables vessels to anchor in relative safety, however it is surrounded by coral reefs, and the bottom is dangerous. Therefore, vessels without local knowledge with these waters should not attempt to anchor here without the assistance of a pilot.

The quarantine anchorage is located in the W of Shinko No.1 Breakwater.

Communication Communication can be made by radio telephone between a vessel and the **Captain of the port.**

Call name	Frequency	Hours of operation	Remarks
OKINAWA COAST GUARD RADIO	16/12ch	24hours	Naha Coast Guard Office

Pilotage In some part of Naha Ko, pilotage is mandatory. Pilotage can be arranged through the Naha Pilot Association. (See "Chapter 6 Pilotage" in Part 1)

Pilotage is not available in this port when the visibility is 700m or less. Pilotage to the Naha Wharf district is not available when the wind excess of 10m/s or more is blowing, and pilotage to the Shinko Wharf district is not available when the wind excess of 13m/s or more. Other than the those mentioned here, pilotage is unavailable in some cases. Therefore, inquiries should be made in advance.

Overhead bridges There is Tomari O-hash Bridge (25m in height, with bridge lights) in the vicinity of the W side of Tomari Wharf.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Shinko Wharf No.12 Quay (Second Cruise Ship Berth) on 22nd March 2025.

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)	+81-98-996-5506
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 Ferries, etc. are operated, bound for ports on Honshu, Kyushu and surrounding islands. And also, Container ship, etc. bound for Busan {Korea} and Shanghai {China}.

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 of 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.

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)
Shinko	W Wharf Quay (-5.5m)	26° 19.5' N 127° 50.9' E	270	5	2,000×3
	W Wharf Quay (-7.5m)		260	5-7	5,000×2
	W Wharf Quay (-10m)		185	9-10	15,000×1
	W Wharf Quay (-13m)		260	12.5	40,000×1
	E Wharf Quay (A-Line)	26° 19.8' N 127° 51.4' E	390	7-7.5	5,000×3
	E Wharf Quay (B-Line)		390	7-7.5	5,000×3
	E Wharf Quay (C-Line)		271	11	18,000×1

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 shattered.

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

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 **14th January 2025**.

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
Miyakojima 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) +81-980-73-5115
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.

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 opens to the W. The SW section (Shinko Section) is reclaimed for quay use and connected by the Southern-gate Bridge(12m in height). The S side is surrounded by a coral reefs ~~(drying reef, with a height of 0.3 to 1.5m)~~ which extends from the S end of the island to Taketomi Shima in a semicircular shape and because of that, SE wind and waves are blocked somewhat. Inside the port, except for the NW section, there are broad shallow areas in every direction and coral reefs are fringed even near central part so that the area suitable for anchorage is very limited. There is a narrow dredged channel called “Hagama Kuchi [Sakura Kuchi] ” at the gap between the coral reefs in the SE end of the harbour limit, and it is used by local fishing boats. However, vessels with tall masts cannot pass through there because of the low vertical clearance.

There are Ishigaki Gyoko and Tonoshiro Gyoko in the port.

Landmarks

Landmark	Position	Remarks
Yarabu Saki	24° 26' N 124° 04' E	
Ogan Saki	24° 27' N 124° 05' E	There is a lighthouse at the top of the cape. A good landmark for vessels approaching Ishigaki Ko.
Yarabu Take	24° 26' N 124° 05' E	216m in height.
Taketomi Shima	24° 19' N 124° 05' E	33m in height. A flat island.
Kohama Shima	24° 20' N 123° 59' E	99m in height.
Radio tower	24° 21.8' N 124° 09.5' E	160m in height. Painted red and white.
Terminal building	24° 20.3' N 124° 08.9' E	Painted white.
Southern-gate Bridge	24° 19.9' N 124° 09.6' E	12m in height. Painted blue. Prominent.

Fairway The fairway which leads to the port entrance from the vicinity of 1M to the SSW of Kannon Saki is marked by 5 light buoys. The fairway through between the Offing S Breakwater and the Breakwater (Offing W), and the Breakwater (W) and the quay that lies 0.2M to the S of ~~the Breakwater (W) leading~~ to within the port, is a 9m in depth, 150m in width, narrow, dredged fairway. There is white coral reef on both sides of the channel and it is easily recognized from the bridge on the vessel, except in bad weather and at night.

Directions Vessels altered course to 137° at 2.7M abeam of O Saki by 3 of direction in “Part 2 OFFSHORE AND TROUGH ROUTES, Chapter 2 NANSEI SHOTO, Naha Ko to Ishigaki Shima”, proceed with Ishigaki Ko Centre Light Buoy (24° 20.9' N 124° 06.3' E) on the port bow.

After that, a patrol vessel (1,000t, with a draught of 3.8m) alter course to 117° at a position abeam of Ishigaki Ko Center Light Buoy on the port side, and then steer toward the middle of Ishigaki Ko Offing S Breakwater N Light (24° 20.0' N 124° 07.9' E) and the Breakwater (Offing W). And head toward the quay appropriately, with a thirteen-story building (A hotel, 24° 20.2' N 124° 09.5' E, white building) bearing 081°.

Precautions for entering the port

1. High speed passenger crafts to Iriomote Shima, etc. go in and out of the port, and some vessels navigate southward in the fairway even if they are leaving the port. Caution should be taken.
2. Caution is necessary to avoid confusing the city lights and lights of buoys at night.
3. Alongside the B breakwater, vessels with a draught of 4.0m or more may encounter difficulty in maneuvering caused by insufficient under keel clearance in the times of low tides. Besides, setting sail by itself may not be possible because of pushing by flows against the quay when the S winds blow at 10m/s or more.

Restriction According to the ordinances, vessels are prohibited from berthing on the mooring facilities at night, in principle. Vessels to enter the port must follow the instructions of the Ports and Harbours Section of Ishigaki City

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	24° 20.3' N 124° 09.1' E	60	3.5	1,000×1	
	B Quay		100	5	1,000×1	
	C Quay		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
	-7.5m Quay	24° 20.3' N 124° 08.7' E	170	6.5-7.5		
Shinko Section	-7.5m Quay	24° 20.0' N	130	7.5	5,000×1	
	-5m Quay	124° 08.9' E	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 **21st March 2025**.

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 Customs , Okinawa District Customs	+81-980-82- 4519
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