

Pub.305 sup.

Sailing Directions for Coast of Kyushu

Supplement No.8

27 March 2026



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.8 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.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 26 September 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.

27 March 2026

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
'Supplement record entering table'		
5	Weather Information	The said page of supplement No.4 is cancelled.
29	Charts and Publications Provision of information by the website	
58	Karatsu Ko	The said page of supplement No.7 is cancelled.
59	Karatsu Ko	The said page of supplement No.4 is cancelled.
81	Sasebo Ko	The said page of supplement No.1 is cancelled.
82	Sasebo Ko	The said page of supplement No.7 is cancelled.
98	Miike Ko	
138	Kagoshima Ko	The said page of supplement No.7 is cancelled.
165	Naha Ko	The said page of supplement No.7 is cancelled.
172	Miyako Shima	The said page of supplement No.5 is cancelled.
174	Hirara Ko	The said page of supplement No.7 is cancelled.

Supplement record entering table

Supplement No.	Publication date	Correction made	
		Date	Name
Supplement No.1	16 September 2022		
Supplement No.2	17 February 2023		
Supplement No.3	29 September 2023		
Supplement No.4	23 February 2024		
Supplement No.5	27 September 2024		
Supplement No.6	28 February 2025		
Supplement No.7	31 October 2025		
Supplement No.8	27 March 2026		
Supplement No.9			
Supplement No.10			
Supplement No.11			
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Supplement No.14			
Supplement No.15			
Supplement No.16			
Supplement No.17			
Supplement No.18			
Supplement No.19			
Supplement No.20			

* This volume is continuously revised with an interval of about 7 or 8 years.

Supplements are available on the website:

URL https://www1.kaiho.mlit.go.jp/TUHO/shoshi/tsuiho/supplement_en.html

SafetyNET is worldwide system administered by the International Maritime Organization (IMO) for broadcasting of Maritime Safety Information. Warnings, meteorological synopses and tropical cyclone forecasts of NW Pacific Ocean Area, one of the 21 SafetyNET zones of the world's oceans, are transmitted by the Enhanced Group Calling (EGC) of the INMARSAT(Pacific Ocean Region:POR) at four times a day (0530,1130,1730 and 2330 JST). Additional warnings are issued 3 hours after regular broadcasting if storm force winds (48kn or more) are observed or expected within 24 hours.

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

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

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

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

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

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

~~Weather information offices~~ Weather information offices of the JMA for the areas covered by this volume are as follows:

[Replaced by new table]

Headquarters (Phone number)	Remarks
Fukuoka Regional Headquarters (+81-92-401-0950)	Automated voice guidance (in Japanese)
Okinawa Regional Headquarters (+81-98-975-5771)	

Coast Stations	language	Type of emission and Frequency	Transmitting starting time
MOJI	Japanese / English	F3E 156.8 MHz (16ch)	10h 02m 40s 16h 02m 40s
KAGOSHIMA			10h 20m 00s 16h 20m 00s
NAHA			10h 10m 00s 16h 10m 00s

Charts and Publications

The results of hydrographic surveys of oceans, coasts, ports and harbours, the achievements of oceanographic and astronomical observations, and other various information—These are the materials used in compiling charts and publications such as Nautical Charts, Miscellaneous Charts, Sailing Directions, List of Aids to Navigation and Tide Tables and Nautical Almanacs.

However, the above Sailing Directions and List of Aids to Navigation must be used in conjunction with their respective Supplements. These are issued to keep their contents up-to-date.

The list of above charts and publications and the chart agencies are listed in Pub. No.901 “Catalogue of Charts and Publications”.

Provision of information by the website

1. Navigational Warnings, Notices to Mariners, etc.

Navigational Warnings, Notices to Mariners, etc. are provided on the following website.

Classification	URL
Navigational Warnings	https://www1.kaiho.mlit.go.jp/TUHO/keiho/navarea11_en.html
Notices to Mariners	https://www1.kaiho.mlit.go.jp/TUHO/tuho/nm_en.html
Addition to List of Aids to Navigation Vol.1	https://www1.kaiho.mlit.go.jp/TUHO/shoshi/toudai/e_toudai.html (Japanese only)

2. Regional Coast Guard Headquarters and offices, etc. provide updates on navigation safety information and events and others on the website (in Japanese only).

URL of Regional Coast Guard Headquarters and offices covers by this volume are follows:

Region	Regional Coast Guard Headquarters and others	URL
7th	7th Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/07kanku/
	7th Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN7/top.htm
	Remark: The website of the 7th Regional Coast Guard Headquarters has links to the websites of Coast Guard offices (Fukuoka, Miike, Karatsu, Nagasaki, Sasebo and Tsushima which are mentioned in this issue) which are under the 7th Regional Coast Guard Headquarters.	
10th	10th Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/10kanku/
	10th Regional Coast Guard Headquarters Hydrographic and Oceanographic Dept.	https://www1.kaiho.mlit.go.jp/KAN10/
	Remark: The website of the 10th Regional Coast Guard Headquarters has the links to the websites of Coast Guard offices (Kagoshima, Kumamoto, Miyazaki, Kushikino and Amami) which are under the 10th Regional Coast Guard Headquarters.	
11th	11th Regional Coast Guard Headquarters	https://www.kaiho.mlit.go.jp/11kanku/
	11th Regional Coast Guard Headquarters Hydrographic and Oceanographic Administration Div.	https://www1.kaiho.mlit.go.jp/KAN11/
	Remark: The website of the 11th Regional Coast Guard Headquarters has links to the websites of Coast Guard Offices (Naha, Ishigaki and Nakagusuku) which are under the 11th Regional Coast Guard Headquarters.	

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 ports 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 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	2.5-5.5	1,000×1	

Fishery Wharf	No.5 Quay	33° 28.4' N 129° 57.3' E	260	7.5	750×3	
	No.4 Quay	33° 28.3' N 129° 57.3' E	110	5	750×1	
	No.3 Quay	33° 28.2' N 129° 57.4' E	240	4	750×2	
	No.2 Quay		90	3	450×1	
Myoken Wharf	Myoken No.2 Quay	33° 28.4' N 129° 57.1' E	180	2	2,000×2	
	Myoken No.3 Quay	33° 28.5' N 129° 57.1' E	260	6.5-7	5,000×2	
	Myoken No.4 Quay	33° 28.7' N 129° 57.0' E	240	11	30,000×1	
	Myoken No.5 Quay	33° 28.6' N 129° 56.9' E	130	7	5,000×1	
	Myoken No.6 Quay		90	5	2,000×1	

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

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

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

Maritime authorities and facilities

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

Supplies Fresh water and fuel oil can be supplied.

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

Medical facility

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

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

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

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

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

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

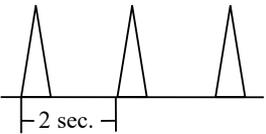
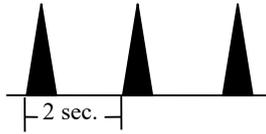
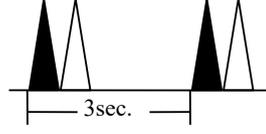
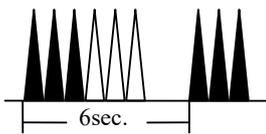
Iki Shima (33° 47' N 129° 43' E) (Chart W177)

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

Passage The passage from the port entrance to the centre of the port is 2.5M long with a depth of 400-500m and is marked by 2 light buoys and 3 light beacons (the lights are synchronized) and is 20-50m in depth.

Directions After passing through the port entrance, proceed within the passage to the E of Iori Saki (33° 07.0' N 129° 42.7' E) with Osaki Yama (33° 07.1' N 129° 45.0' E, 184m in height) as a head landmark, and then steer for head of the port with Shokan Take, bearing 352°.

Signals Kogo Saki Signal Station (33° 06' 11" N 129° 40' 01" E) manages navigation control. Navigation Control Signals for Sasebo Fairway are as follows: [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 500t or more intending to leave the fairway should stop and wait. Vessels of less than 500t can leave the fairway.
1 red flashing light every 2 seconds 	Priority for departure	Vessels can leave the fairway. 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 less than 500t 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.

Pilotage Pilotage can be arranged through the Sasebo Pilot Association. (See “Chapter 6 Pilotage” in Part 1). The followings are the acceptance standards for pilots in this port:

- (1) When the wind is strong (wind speed of 12m/s or more), or if there is restricted visibility of less than 1M, the pilot can refuse the services.
- (2) Under Keel Clearance of mooring location, passage or fairway shall be 10% of the vessel's draught.
- (3) Maximum draught while entering into and leaving from port shall not exceed the depth in the chart, no matter the tidal level.

In addition to these, there are many other standards. Enquiries may be necessary.

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

Entry prohibition Waters within a circle with a radius 250m of a wreck (about 12,000t and marked by a yellow spherical buoy Fl 4s) 3,700m E of Kogosaki Light (33° 06.1' N 129° 42.4' E) are restricted for entering to vessels with draught 10m or more, and anchoring prohibited area to all vessels provisionally from January 31, 2018.

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 **5th September** 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 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)

Minami-Chikugo Prefectural Land Department Office, Fukuoka Prefectural Government directly or via agents no later than 1400 on the previous day.

②Notification shall be made on the day of arrival or departure.

In the general rule, vessels entering or leaving Miike Ko must make following reports to the Miike Ko Administration Sub-office, Minami-Chikugo Prefectural Land Department Office, Fukuoka Prefectural Government. Also, vessels must pay attention to movements of other vessels.

Report	When	Contents
Entry	15 minutes before passing the Miike Ko N Groin Light.	Expected time of passing the Miike Ko N Groin Light.
Departure	15 minutes before sailing.	Expected time of sailing.

Passage The passage leading to anchorage in the inner harbour from the vicinity 1.4M to N of the harbour entrance, between the N and S Groins, is dredged to 10m and widened to 72m.

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. Tankers carrying dangerous inflammable materials should display a banner visible at night, reading “Dangerous Inflammable Cargo Aboard,” when moored in the harbour.

Signals Private facilities signals are sent to vessels entering and departing the docks on the signal pole for the locks.

Anchorage The quarantine anchorage is designated on the W side of the passage.

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

Overhead cable There is an overhead cable (38m in height) at the entrance to the dock.

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

Maritime authorities and facilities

Name	Telephone
Miike Coast Guard Office (Captain of the Port)	+81-944-53-0521
Miike Branch of Nagasaki Customs	+81-944-52-2526
Miike Ko Administration Sub-office, Minami-Chikugo Prefectural Land Department Office, Fukuoka Prefectural Government	+81-944-54-7248
Miike Branch, Fukuoka Quarantine Station	(Fukuoka Quarantine Station) +81-92-291-4101

Supplies Fresh water and fuel oil can be supplied.

Tugboats and ferryboats Tugboats and ferryboats are available.

Repairs There is a shipyard capable of repairs.

Medical facility

Name	Telephone	Remarks
Omuta City Hospital	+81-944-53-1061	

Maritime traffic There is a passenger liner service (19 t) between Miike Ko and Shimabara Ko.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed at Marine Port Quay on **23rd September** 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.

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 **1st September** 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 display a banner, reading “Dangerous Inflammable Cargo Aboard” when moored in the harbour.

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

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

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

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

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

Miyako Retto (Chart W1205)

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

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

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

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

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

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

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

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

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

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

Directions

Directions from the N

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

Directions from the W

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

Precautions for entering the port

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

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

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

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

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

Facilities

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

Maximum size of vessel handled Cruise ship "MSC BELLISSIMA" (171,598t, with a draught of 8.7m) berthed at Hirarako Cruise Quay on **16th June 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.