Pub.305 sup.

Sailing Directions for Coast of Kyushu

Supplement No.9

30 October 2026

Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.9 is issued to correct outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.

This supplement contains information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 1 May 2026.

The instructions for amending, deleting or adding of the previous issues are indicated in this supplement. This supplement also contains an index to be referred to the pages on which they are mentioned. The index is listed in numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on grey background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be deleted, replaced or added are instructed in [square brackets].

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

30 October 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 (JCG), please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the JCG publicises information that could affect the safety of navigation and environmental protection by issuing Notices to Mariners (NTMs) and Navigational Warnings (NWs), and publishing such information on the JCG charts and in other nautical publications, based on laws, regulations, proclamations, charts, NTMs, NWs issued by countries concerned as well as reports made by ships.

Sailing Directions published by JCG are intended solely for the purpose of providing information for safe navigation. The contents included in the Sailing Directions do not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

Sailing Directions
for Coast of Kyushu

Supplement No.9
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Withdrawn Nautical Charts Referenced in Pub.305

The nautical charts in English (JP charts) listed on the left column of the table below have been withdrawn. In Publication No.305 Sailing Directions for Coast of Kyushu (including any Supplement), these JP chart numbers should be replaced with the corresponding chart numbers prefixed with “W”.

Pub.305 Withdrawn Nautical Charts		Corresponding
JP Chart No.	Title	W Chart No.
JP 151	BUNGO SUIDO	W 151
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JP1220	ASHIZURI MISAKI TO MIYAZAKI KO	W1220
JP1221	EASTERN PART OF OSUMI KAIKYO AND APPROACHES	W1221
JP1222	WESTERN PART OF OSUMI KAIKYO AND APPROACHES	W1222
JP1227	HAKATA KO	W1227
JP1228	GENKAI NADA	W1228
JP1248	KIIRE KO	W1248

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 and 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 AM radio broadcasts (in Japanese), and the facsimile broadcasting by Kyodo News.

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

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

	Miyazaki (+81-987-22-3021) Kushikino (+81-996-32-2205) Amami (+81-997-52-5811)	Hyuga (+81-982-54-4999) Kiire (+81-99-345-0125) Ibusuki (+81-993-34-2999) Shibushi (+81-99-472-4999) Koniya (+81-997-72-2999) Tanegashima (+81-997-22-0118)	
11th Regional Coast Guard Headquarters 2-11-1, Minato-machi, Naha-shi TEL (+81-98-867-0118)	Naha (+81-98-951-0118) Ishigaki (+81-980-83-0118) Nakagusuku (+81-98-938-7118) Miyakojima (+81-980-72-0118)	Nago (+81-980-53-0118)	Naha (+81-98-858-0118) Ishigaki (+81-980-86-8511)

Patrol vessels and aircrafts are assigned to the above divisions and air stations respectively, and engaged in maritime search and rescue operations.

Emergency call 118 is a three digital telephone number for reporting marine accidents, oil spills, suspicious ships, stowaways and smugglers. Dialing 118 from any types of phones, including land-line, public, mobile and maritime mobile radiotelephone, are linked to the nearest regional coast guard headquarters.

Japan Marine Rescue Association Japan Marine Rescue Association is a private rescue organisation for providing assistance to people and vessels involved in marine accidents, and also emergency medical treatment for people on board vessels, in cooperation with Japan Coast Guard. There are Medical Rescue Center and Local Marine Rescue throughout Japan.

The organisations in the area covered by this volume are as following.

Name	Telephone
Medical Rescue Centre (Tokyo)	+81-3-3222-8066 (TEL) +81-3-3222-8067 (FAX)
Northern Kyushu Regional Quarter (Kita-Kyushu)	+81-93-321-2931
Southern Kyushu Regional Quarter (Kagoshima)	+81-99-225-0611
Okinawa Regional Quarter (Naha)	+81-98-868-5940

Communication Services of Japan Coast Guard

The following district communication centres of Japan Coast Guard provide communication services which are required in the course of its marine security duties. The coverage of these communication services are port communications, notifications of passing of huge vessels, marine safety information, navigational warnings, weather forecasts, position reports from vessels based on Japanese Ship Reporting System and emergency special-purpose communications in case of marine accidents or natural disasters.

(Frequency: F3E 16ch (156.8MHz) / 12ch (156.6MHz))

Coast station	Call sign	Call name	Hours of Operation	Telephone
Moji	004310701	MOJI COAST GUARD RADIO	24 hours	+81-93-321-2931
Kagoshima	004311001	KAGOSHIMA COAST GUARD RADIO		+81-99-250-9800
Naha	004311101	OKINAWA COAST GUARD RADIO		+81-98-867-0118

Japanese Ship Reporting System

Japan Coast Guard is operating the Japanese Ship Reporting System (JASREP) with the following criteria.

URL https://www.kaiho.mlit.go.jp/mission/kainan/jasrep.html (in Japanese)

1. Outline of the system

Purpose	To ensure efficiency of search and rescue operations ascertaining the movement of ships based on their position report in case of accidents.
Service area	The area of this system is designated within the waters north of the parallel of Latitude 17° N and west of the meridian of Longitude 165° E.
Eligibility for participation	Any ships in the service area that can send reports following the specifications described below.
Participation process	Participation in the system starts at the time when a sailing plan in the following table is submitted, and ends when a final report is submitted.

2. Specification of reporting system

Types of reports	Timing to send out reports	Contents of reports
Sailing plan	At the time when a ship departs from a port in the service area or when a ship enters the service area.	Ship's name, call sign other identification, port of departure and the date/time of departure or the position and date/time of entering the service area, Destination and ETA, planned route and speed.
Position report	Within 24 hours after the departure or the previous position report.	Ship's name, call sign other identification, present position, date and time.
Deviation report	At the time when a ship changed its sailing plan.	Ship's name, call sign other identification, deviated items from reported sailing plan.
Final report	At the time when a ship arrive at a port or when a ship leaves the service area.	Ship's name, call sign other identification, date and time of arrival at a port or leaving the service area.

Note 1 When a ship wishes to participate in JASREP on her way, it is possible to join the system by sending her sailing plan at any time. On the contrary, when a ship desires to terminate her participation in system, it is also possible to terminate the participation simply by sending a final report.

Note 2 Any ships participating in AMVER (ship reporting system operated by the United States Coast Guard) can participate in JASREP automatically by filling "JASREP" in Y item of the AMVER report. Any ships participating in JASREP also can participate in AMVER automatically by filling "AMVER" in Y item of the JASREP report.

Note 3 Any ships that provide weather reports to Japan Meteorological Agency can omit their JASREP position reports upon requests. In this case, Japan Coast Guard regards the weather reports send by them as JASREP position reports. Ships that wish to omit their position reports must indicate "OBS" in the X item of the Sailing plan.

3. How to report and where to contact.

Reports can be submitted by using the following methods: VHF radiotelephone (International VHF) to the coast radio stations of JCG, E-mail to the Operations Center of JCG Headquarters, or telephone or written submission to the nearest local JCG office.

E-mail jasrep@jcgcomm.jp

~~TELEX No. 72 222 5193 JMSAHQ J~~
~~4. Inquiries on JASREP~~
~~Inquiries on JASREP should be addressed to:~~
~~(1) Guard and Rescue Department of Japan Coast Guard~~
~~By mail: 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8976, Japan~~
~~By Phone: +81-3-3591-6361 extension 5323 (Operations Center), 5920 (Search and Rescue Division)~~
~~(2) Nearest Coast Guard Office or Station.~~
~~Note~~
~~The details of report forms and others are publishing on the following website.~~
~~URL https://www.kaiho.mlit.go.jp/info/jasrep/english/english.htm~~

Automatic Identification of vessels by AIS

AIS(Automatic Identification System) is a tracking system that uses the VHF band for exchanging automatically data with other vessels nearby, between ship stations and aids to navigation at onshore stations, etc. These data include static information such as IMO number, call sign, type of vessel, name of vessel, length and width, etc. Also included is dynamic information such as position, course, speed and heading direction, etc., and navigation information such as destination port and scheduled arrival time, etc.

In accordance with the article 11, paragraph 1 of Regulations for the Enforcement of Port Regulations Law (Japan Coast Guard Public Notice No. 94, 2010), symbols to be transmitted to destination information of AIS for notifying own course to other vessels. (See Chapter 10 in Part 1)

And symbols of destination ports are listed in the following, and also the symbols are described each designated ports in Part 3.

Symbols of destination ports

Port Name / Prefecture Name	Code	Port Name / Prefecture Name	Code	Port Name / Prefecture Name	Code
ABURATSU MIYAZAKI	NIC	AINOURA NAGASAKI	AIN	AITSU KUMAMOTO	AIZ
AKUNE KAGOSHIMA	AKN	AOKATA NAGASAKI	AOK	ARIKAWA NAGASAKI	ARK
ASHIBE NAGASAKI	ASB	ASHIYA FUKUOKA	ASZ	BEPPU OITA	BPU
EMUKAE NAGASAKI	EMU	FUKUE NAGASAKI	FKN	FUKUSHIMA MIYAZAKI	FMS
FUKUYAMA KAGOSHIMA	FYM	GONO URA NAGASAKI	GON	HAKATA FUKUOKA	HKT
HIMEDO KUMAMOTO	HDO	HIRADO NAGASAKI	HRD	HIRARA OKINAWA	HRR
HITAKATSU NAGASAKI	HTK	HONDO KUMAMOTO	HOD	HOSOSHIMA MIYAZAKI	HSM
HYAKKAN KUMAMOTO	HKK	IKITSUKI NAGASAKI	IKK	IMAFUKU NAGASAKI	IMA
IMARI SAGA and NAGASAKI	IMI	ISHIGAKI OKINAWA	ISG	ISSO KAGOSHIMA	KYR
IZUHARA NAGASAKI	IZH	KAFURI FUKUOKA	KAF	KAGOSHIMA KAGOSHIMA	KOJ
KAJIKI KAGOSHIMA	KJK	KAMAE OITA	KME	KARATSU SAGA	KAR
KANDA FUKUOKA	KND	KATSUMOTO NAGASAKI	KSU	KIIRE KAGOSHIMA	KII
KIN-NAKAGUSUKU OKINAWA	KNX	KISHIKU NAGASAKI	KSH	KITAURA MIYAZAKI	KIT

Cautions The vicinity of the veering point on W of Ogami Shima, northbound track and southbound track are crossing each other, therefore, vessel masters must exercise due caution. Also, large number of fishing vessels may be encountered on S of Hirado Shima and on N of E-no-Shima.

W Entrance of Kanmon Ko - Fukuoka Wan (Chart JP179)

In the coast and the offing of about 8M between the W ~~harbor limit~~ entrance of Kanmon ~~Ko~~ Kaikyo and Myoken Saki (33° 56.2′ N 130° 41.0′ E), there are numerous shoals, ~~and~~ islands and offshore wind turbines. After passing through sandy shore in the vicinity of Ashiya Ko, which is located vicinity of 2M to the SW of Myoken Saki, a series of sheer volcanic rock cliff appears. The cliff extend for 2M approximately, located between Hatsushiro (33° 53.5′ N 130° 33.8′ E) and Kane-no-Misaki (33° 53.4′ N 130° 31.5′ E).

From the SW of Kurara Seto to the entrance of Fukuoka Wan, sandy shoals extends about 17M. At the end of the shoals, a narrow sand bank is formed which is connected to Shika Shima.

In this sea area, there is a traffic route for large vessels from the W side of Kanmon Kaikyo, then: passing N of Mutsure Shima, then the track leads directly to Iki Suido. There is another traffic route used by small vessels: From the offing of Wakamatsu ku of Kanmon Ko, the track leads to the S side of Uma Shima (33° 58.1′ N 130° 51.2′ E), then: the S side of Shira Su (33° 59.0′ N 130° 47.5′ E), then: Between Chikuzen-maruyamadashi Light Buoy (33° 58.0′ N 130° 45.3′ E) and Yokose N Light Buoy (33° 57.5′ N 130° 44.1′ E), then: the N side of Hatsu-Shiro Se (33° 55.6′ N 130° 33.8′ E, 1.2 m in depth), ~~then: Hatsu-Shiro Se (33° 55.6′ N 130° 33.8′ E) with depth of 1.2 m,~~ then: Kurara Seto (33° 53′ N 130° 28′ E), then: Between Ai-no-Shima (33° 45.8′ N 130° 21.9′ E) and Kurinokamisho Light Beacon (33° 48.1′ N 130° 16.0′ E). The track leads to Fukuoka Wan. Otherwise, there is a traffic route regularly used by small steel vessels and fishing vessels that navigate to westward in passing through N of O Shima (33° 54.1′ N 130° 25.6′ E).

There are many dangers along the coastline. Therefore, careful planning is critical for the navigations passing through S of Shira Su.

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

Iki Suido is a channel which separates the W part of the N coast of Kyushu and Iki Shima. It is used as a traffic route by large vessels navigating the N coast of Kyushu. Iki Suido is located about 65M away from W harbour limit of Kanmon Ko, 80M away from Nagasaki Ko via the W side of Ikitsuki Shima (Refer to Part 3).

Tsushima Kaikyo (Chart JP179)

Outline In a general sense, Tsushima Kaikyo indicates the area consists of Higashi Suido: Tsushima - Iki Shima, and Nishi Suido: Tsushima - S coast of Korean Peninsula. In a broad sense, Tsushima Kaikyo indicates whole channel lies between N coast of Kyushu / W part of Honshu and S coast / E coast of the Korean Peninsula.

Higashi Suido The narrowest part lies between Ko Saki at the S extremity of Shimo Shima in Tsushima and Tatsu-no-Shima in the offing at the N extremity of Iki Shima. The width of the strait is 26M at its narrowest, and the maximum depth is 135m.

Nishi Suido The narrowest part lies between the W coast of Kami Shima in Tsushima and Hongdo, Namhyeongjedo, Saengdo, and so on, located in W-NW of the W coast of Kami Shima in Tsushima. The width is about 26M and the maximum depth is 228m in the offing at the N end of Tsushima.

Weather and Climate In winter, the strong NW monsoon prevails and causes heavy weather and high waves to the W coast of Tsushima. In some parts of Tsushima, heavy fog occur over the sea, causing cold winds blow from the land to the sea in winter.

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 for vessels carrying dangerous goods is ~~West Harbour anchorage (Approx. Position 33° 28.8′ N 129° 56.8′ E): an area with a~~ within a circle of 100m radius centred at a point (33° 28′ 46″ N 129° 56′ 51″E) 1,300m and 223° from the Karatsu Ko Nishi Ko East Breakwater West Light (33° 29′ 17″ N 129° 57′ 25″ 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	

Medical facilities

Name	Telephone	Remarks
Sasebo city general hospital	+81-956-24-1515	
Sasebo kyosai hospital	+81-956-22-5136	

Tugboats There are 10 and a few tugboats.

Ferry boats There are a few ferryboats.

Repairs There is a shipyard capable of repairs.

Supplies Fresh water and fuel oil are available at each quay. Water and fuel oil supply barges are available.

Maritime traffic There are regular ~~car ferry and~~ passenger vessel services to ~~Konoura Ko~~ Ike Shima {S of Matsu Shima} via O Shima and Matsu Shima. And also, there are regular car ferry and passenger vessel services to the Goto Retto and nearby islands.

Entrance to Sasebo Ko - Nomo Saki (Charts JP198, W203, JP213)

Outline O-Tate Shima (33° 01′ N 129° 26′ E) is an islet with a mountain with 2 rounded tops (80m and 77m in height respectively). There is a lighthouse on the W top. Between this islet and E-no-Shima 3.7M to the W is the main route for vessels navigating N and S along the coast of Kyushu.

Ko-Tate Shima is a cone-shaped islet lies about 1M S of O-Tate Shima and is surrounded by rocks that covered and uncovered with the tides as well as a reef about 6m in depth.

A reef ridge extends around Mitoko Shima (33° 01′ N 129° 32′ E) and an extremely strong tidal stream arises at spring tide near the W end. To the W of this island there is a lighthouse and spotlight. The spotlight illuminates on the reef ridge to the W.

On the N and S sides of E-no-Shima (33° 01′ N 129° 21′ E) and a channel between it and Hira Shima to the W. Therefore, routes passing through this area are better avoided.

-10m Quay	32° 49.0′ N 129° 45.9′ E	150	10	
-6m Quay	32° 49.1′ N 129° 45.8′ E	290	5.5	
-4m Quay	32° 49.3′ N 129° 45.9′ E	390	4	
-6m Quay	32° 49.4′ N 129° 45.8′ E	180	5.5-6	
-6m Quay	32° 49.3′ N 129° 45.7′ E	400	6	
-6m Quay		150	5	

There is an anchorage surrounded by the N breakwater and the S breakwater (There are lighthouses on each end) on the NE side of the head of the port. The E side of the central wharf is commonly called the Higashi (East) Anchorage and the W side is called the Nishi (West) Anchorage. A basin for small vessels surrounded by breakwaters is located in Mie Section about 0.5M NW of the breakwaters.

Supplies Fresh water and fuel oil can be supplied at -6m Quay (A).

Oily waste disposal Facility Oily waste disposal Facility is located at -6m Quay (A).

Nagasaki Ko (32° 43′ N 129° 50′ E) (Charts W197, W202) (Port code; JP NMX)



(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 W side at the base of the Nagasaki Hanto on the W coast of Kyushu. The waters within the port are divided into 6 sections, section 1 to 6 and passage. There are some fishing ports in this port, Nagasaki Gyoko is in the head of the port near the estuary of the Urakami Kawa, Fukuda Gyoko is in the Fukuda Ura NW part of the port area, and Fukahori Gyoko is on the S side of Yagi Shima in the S of port area. This port is used by a lot of vessels, mainly regular ferryboats bound for outer islands, sightseeing boats, fishing boats and vessels which going in and out of shipyard.

Landmarks

Landmark	Position	Remarks
Portal cranes	32° 42.2′ N 129° 49.3′ E	99m in height. Painted red and white. Located in the Koyagi Shipyard of Oshima Shipbuilding Co., Ltd.
Takaboko Shima	32° 42.9′ N 129° 49.9′ E	72m in height. Appears triangular when viewed from the sea.
Inasa Yama	32° 45.2′ N 129° 51.0′ E	342m in height. There are 3 radio towers and an observatory very close to the N of the peak.

Passage The passage from the port entrance for the head of the port is 3M in length, 280-480m in width and

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 129° 52.1′ E	90	5	2,000×1	
Motofuna -7.5m Quay		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 129° 50.5′ E	240	12	30,000×1	Container crane
Kogakura -10m Quay (W)		170	10	15,000×1	
Kogakura -7.5m Quay (S)	32° 42.1′ N 129° 50.6′ E	130	7.5	5,000×1	
Kogakura -10m Quay (S)		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	130	7-7.5	5,000×1	

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

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

blowing from all directions.

The quarantine anchorage is designated on the SE side of the passage in Section 3. The specified anchorages for vessels carrying dangerous substances are designated in Sections 3 and 6.

Tugboats A lot of tugboats are available.

Barges A lot of ferryboats are available.

Repairs There are many shipyards capable of repairs.

Supplies Fresh water and fuel oil can be supplied sufficiently. A few water barges and a lot of fuel oil barges are available.

Medical facilities

Name	Telephone	Remarks
Nagasaki Harbor Medical Center	+81-95-822-3251	
Nagasaki University Hospital	+81-95-819-7200	
National Hospital Organization, Nagasaki National Hospital	+81-95-823-2261	

Maritime traffic Car ferries (1,600t and others) and high-speed passenger boat (163t) service Narao Ko and Fukue Ko located at Goto Retto, and high-speed passenger boat (124t) services bound for nearby islands including Io Shima and Taka Shima, etc. are operated.

Caution The width of Onaka Seto (32° 41.5′ N 129° 47.3′ E) with more than 5m in depth narrows to 200m between Oki-no-Shima and Koyagi Shima. The centre of the channel is 17-35m in depth. There is Io Shima O-hashi Bridge (25m in height) between Oki-no-Shima and Koyagi Shima.

Paragraph 4 SHIMABARA WAN AND YATSUSHIRO KAI (Charts W169, W206)

Outline Amakusa Shoto borders the S part of Shimabara Wan and N part of Yatsushiro Kai. There are strong tidal currents in Hayasaki Seto, connecting Shimabara Wan, and Nagashima Kaikyo, connecting Yatsushiro Kai though, they afford good refuge from typhoons.

There are several connecting channels between Yatsushiro Kai and Shimabara Wan.

There are numerous chemical plants in the Omuta City on the E coast of Shimabara Wan, Yatsushiro City and Minamata City on the E coast of Yatsushiro Kai. There is a large shipyard in the Nagasu town on the E coast of Shimabara Wan.

Most part of Shimabara Hanto and Amakusa Shoto are designated as the Unzen-Amakusa National Park and many regular ferries cross the bay.

Hayasaki Seto (32° 34′ N 130° 10′ E) (Charts W169, W206)

Outline Hayasaki Seto located between the S coast of Shimabara Hanto and the N coast of Amakusa-Shimo Shima is over 10m in depth with a width of about 2M. There is a light beacon on the Gotsu Sho reef of 2.4m in depth at the W entrance of the channel. Extra caution is advised in the channel because of the tidal streams. Many small fishing boats are operated during slack tides and they may hinder navigation. Regular ferry service is operated between Oniike Ko on the S side of the E entrance of the channel and Kuchinotsu Ko on the N side of the E entrance of the channel.

Tidal streams The flood tide sets ESE with a maximum velocity of 6.1kn and the ebb tide sets WNW with a velocity of 6.7kn in the centre of the narrowest part of the channel.

Shimabara Wan (32° 55′ N 130° 20′ E) (Charts W169, W172, W194)

Outline The depth in the S part of the bay ranges from 30 to 120m. The head of the bay is shallow, and there are drying banks extend from the E and N coast of the bay for a considerable distance.

The shallow area in head of the bay is called Ariake Kai and there are many aquaculture facilities along the shore.

Landmarks

Landmark	Position	Remarks
Chimney	33° 00.5′ N 130° 25.3′ E	184m in height. Painted red and white. Prominent. Cited within Miike Thermal Power Station.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Inner Harbour N Quay	33° 00.9′ N 130° 24.8′ E	340	8-9.5	20,000×2	Tire mounted type jib crane, crawler crane
Moorage Docks	33° 00.9′ N 130° 25.4′ E	422	5.5	10,000×3	

Other quays for the exclusive for use by private companies.

Provisional regulations concerning entry and departure on quay usage and vessels entering and leaving port using public quays are written below. For details, call the Miike Ko Administration Sub-office, Minami-Chikugo Prefectural Land Department Office, Fukuoka Prefectural Government. (TEL +81-944-54-7248, FAX +81-944-54-7249)

1. Pilotage

The use of a harbour pilot is compulsory for vessels of over 1,000t.

2. Tugs

(1) Cargo vessels

The use of a tugboat is compulsory for vessels of over 1,000t.

(2) Container vessels

①6,000D/W or less

As a general rule, these vessels shall deploy 2 tugboats.

Vessels with bow-thrusters and sufficient propulsion to deal with wind and adverse weather conditions may use just 1 tugboat.

②Container vessels over 6,000D/W and up to 12,000D/W class shall use 2 tugboats.

3. Draught

(1) Cargo vessels

①Less than 1,000t

Cargo vessels less than 1,000t shall maintain a under keel clearance of at least 10%. Tidal level should be taken into account for estimation of sufficient water depth.

②1,000t or more

Cargo vessels 1,000t or more shall maintain a under keel clearance of at least 3m from the centre of the hull, and also a trim between 0.3 and 1.0m by the stern. The maximum draught must not exceed the under keel clearances indicated in the table below, even at high water. Tidal level should be taken into account for estimation of sufficient water depth.

Type of vessels (D/W)	Usual (at high water)*	At spring tide (at high water)**
Less than 20,000D/W	9.00m	9.30m
20,000 to less than 25,000D/W	8.50m	8.80m
25,000 to less than 30,000D/W	7.50m	7.80m
*Usual: When the tide level is less than 4.5m **At spring tide: When the tide level is 4.5m or more		

(2) Container vessels

Ensure sufficient under keel clearance of over 13% of the draught regarding water depth in navigation routes (including outside of passage). In addition, ensure under keel clearance of 10% or more of the draught regarding water depth within the berths of the inner port.

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 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.~~

nearby seas. The SW winds prevail and the weather is relatively calm in summer.

Caution is advised as fogs occur occasionally from midnight to early morning, in some cases it last all day, between April and July.

Channels in Goto Retto

Ojika Seto (33° 14.2′ N 129° 07.8′ E) is a channel lies between Tera Shima and S coast of Uki Shima, running E-W. There is Ai Se (a black above-water rock, a lighthouse standing on it) lies in the centre of the channel.

Tsuwazaki Seto (33° 09.7′ N 129° 07.3′ E) is a channel lies between Nozaki Shima and Tsuwazaki Hana on Nakadori Shima to the SW of Nozaki Shima. It is used by ~~regular scheduled ferries (1,200t)~~ a high-speed passenger ship (122t) connecting Ojika Ko and Arikawa Ko of Nakadori Shima and other vessels.

Wakamatsu Seto (32° 55.8′ N 129° 00.9′ E) is a channel lies between Wakamatsu Shima and Nakadori Shima, about 8M long, running N-S. The fairways leading to Wakamatsu Seto from S, are O seto and Sekkake Seto. Other than that, there are several channels leads to Wakamatsu Ko though, they are narrow and the sunken rocks are scattered. In addition to that, the tidal stream in them are very strong. Therefore, they should be avoided. There are many indentations along the coast in Wakamatsu Seto. Vessels can take anchorage in Wakamatsu Ko of Wakamatsu Shima, Michidoi Wan of Nakadori Shima and Ourauchi.

Tidal streams The flood sets N and the ebb sets S with a maximum velocity of 4 to 4.8kn in the vicinity of Shimo-Naka Shima.

Overhead cables There are overhead cables between the E shore of Wakamatsu Shima (32° 52.3′ N 129° 01.6′ E) and Shimo-Naka Shima (32° 52.3′ N 129° 01.8′ E, 44m in height), between Shimo-Naka Shima (32° 52.2′ N 129° 02.2′ E) and Ara Shima (32° 52.1′ N 129° 02.5′ E, 43m in height) and between Ara Shima and the W shore of Nakadori Shima (18m in height).

Overhead bridge There is a bridge (32° 53.3′ N 129° 02.0′ E, about 26m in height) between Taigyo Saki, the W extremity of Kami-Naka Shima, and the cape on the coast opposite to its E side.

Caution Care must be taken to avoid the rock awash about 350m E of Shimo-Naka Shima and the sunken rock (32° 51.5′ N 129° 02.2′ E, marked by a light beacon) SE of No Shima.

Takigahara Seto (32° 53.0′ N 128° 57.4′ E) (Charts W1212, W1251). This channel is about 4M long. Its W entrance lies between Katsura Shima (32° 53.4′ N 128° 54.8′ E) and Arifuku Shima (32° 55.0′ N 128° 56.6′ E) with a width of about 1.3M. The S entrance, with the width of about 0.5M where the depth is 10m and more, lies between Shioike Hana (32° 51.6′ N 128° 57.8′ E) and Takasaki Hana (32° 51.6′ N 128° 58.6′ E). There are two dangerous reefs, the one is Ai-no-Shima (32° 53.9′ N 128° 56.8′ E, 77m in height), lies next to the passage near the W entrance, and the other is Kebuta Shima (32° 51.1′ N 128° 58.1′ E, 37m in height), lies on the SW side of the S entrance.

Arifuku Shima is the most conspicuous landmark when approaching this strait from the W. Vessels approaching this islet can see Ai-no-Shima ahead, and Hebo Shima further ahead.

Each SW ends of Ai-no-Shima, Kozaki Hana (Wakamatsu Shima), Takasaki Hana (Wakamatsu Shima) and Hebo Shima are almost in line.

Tidal streams The flood (ebb) stream flows toward the NW (SE) with a maximum velocity of 5.3 (5.8) kn.

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

Naru Seto (32° 50′ N 128° 54′ E) is a channel lies between Hisaka Shima and Naru Shima and the southern islands of Goto Retto. It is 5M long, the N entrance is 1.2M wide and the S entrance is 0.7M wide. The W shore of the channel consists of steep and rockey headlands, alternating with sandy beaches. Hashira Se (32° 46.3′ N 128° 54.7′ E, sunken rock, 1.3m in depth) lies in S of the S entrance to the channel.

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	

Directions

Directions from the N

~~A patrol vessel (115t)~~ Head toward the entrance to the above fairway 1 on a course of 150° from a point about 0.6M from Ikemashima W Light Beacon (24° 55.6′ N 125° 13.2′ E) on the transit line with Ikemashima Light (24° 56.2′ N 125° 14.2′ E) and the above light beacon, then proceed through the fairway to each quay.

Directions from the W

~~A patrol vessel (115t)~~ Keep about 1M away from the N end of Irabu Shima, and head ~~toward the dome (24° 51.7′ N 125° 17.8′ E, 69m in height, spherical, white painted)~~ on a course of around 100°, then alter course as necessary for the entrance to the above fairway 1 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° 16.3′ E	420	10	220,000t×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.