

Pub.303 sup.

# Sailing Directions for Seto Naikai

Supplement No.2

December 25, 2020



**Japan Coast Guard**

## Preface

1. This supplement is to correct Sailing Directions for Seto Naikai issued in February, 2019.  
Notices to Mariners up to No.49 issued on December 25 in 2020 and other information collected by the department were compiled into this supplement.  
Supplement No.1, 2019 is hereby cancelled.
2. | Additions and alterations the since previous supplement are marked by a line in the margin.
3. Line should be counted in order from the top line of the page except photographs, figure and tables (including titles and notes), and space either.

December, 2020

Hydrographic and Oceanographic Department, Japan Coast Guard

## Cautionary notes

In the interests of ensuring the safety of navigation and protecting the marine environment the JCG makes every possible effort to include the information about laws, regulations, proclamations and counties concerned in our charts, Notices to Mariners, Navigational warnings and other nautical publications.

Mariners and users of such information and materials must clearly understand that publication of those kinds of materials is solely for safety and convenience of shipping and implies no recognition by the Government of Japan.

## Text

- | Explanatory notes; *Replace by* : Page 9 of this supplement.
- | Page 3- Lower table, 5th rank (*the item of Kanmon kaikyo Vessel Traffic Service Center*); *Delete*
- | - Line 11; *For* 133 aids to navigation *Read* 132 aids to navigation
- | - Line 23; *For* VHF ch16/ch14, 22 *Read* VHF ch16/14, 66
- | Page 4- 2nd table, 2nd column, 2nd rank (*the item of Spring Range*); *For* 1.3m *Read* 1.2m
- | , 6th column, 2nd rank (*the item of Spring Range*); *For* 0.8m *Read* 1.1m
- | Page 7- Line 11; *For* there are 8 AIS signal *Read* there are 16 AIS signal
- | - Lower Table; *Replace by* : Page 10 of this supplement.
- | Page 12- Line 14 and 15; *Delete* : "Tide Table"【 , "Chart Showing the Positions of Set Net Fisheries" 】should also
- | Page 14- Line 3; *Replace by* : <https://www6.kaiho.mlit.go.jp/bisan/>
- | Page 17- Line 10 and 11; *For* describe in … hinder navigation, *Read* describe in the MDA Situational Indication Linkages (MSIL). Notification of the facilities, which does not describe in the MSIL and may hinder navigation,
- | - *Below* Line 12, *Add* : MSIL: URL <https://www.msil.go.jp/>
- | - Table; *Delete*
- | Page 24- Lines 34 and 35; *Replace by* :
- | Navigation warning URL:[https://www1.kaiho.mlit.go.jp/TUHO/keiho/navarea11\\_en.html](https://www1.kaiho.mlit.go.jp/TUHO/keiho/navarea11_en.html)
- | Notices to Mariners URL:[https://www1.kaiho.mlit.go.jp/TUHO/tuho/nm\\_en.html](https://www1.kaiho.mlit.go.jp/TUHO/tuho/nm_en.html)
- | Page 25- Table, 2nd column, 2nd rank to 7th rank; *For* <http://> *Read* <https://>
- | - Line 12; *Replace by* : <https://www6.kaiho.mlit.go.jp/>
- | Page 27- Line 4; *For* The report form *Read* Reporting items
- | - Line 6; *Delete*
- | - Lower Table to Page 28- Upper table; *Delete*
- | - *Below* Line 4, *Add* :
- a. Name, Gross tonnage and length of the vessels.
  - b. The sections of the traffic routes intended to be navigated, the time of entering the traffic routes and the time of leaving the traffic routes.
  - c. Call sign or call name in the case of vessels that have a ship station.
  - d. Methods for communicating with Japan Coast Guard in the case of vessels that do not have a ship station.
  - e. Port of destination in the case of vessels having a port of destination.
  - f. Draft in the case of huge vessels.
  - g. The type and each amount dangerous cargo in the case of vessels carrying dangerous cargo.
  - h. In the case of vessels towing objects, etc., the length from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects, and general information about the objects.
- | Page 28- Line 8 to 11, *Delete*
- | Page 30- Line 17; *Replace by* : <https://www.kaiho.mlit.go.jp/syokukai/soshiki/toudai/navigation-safety/news20100401.htm>
- | Page 46- *Below* Line 8; *Add* (makes an item a Boldface):
- Safeguards against Typhoon and Tsunami etc.** It is instructed for vessels which intend to anchor in the sea area around the Kansai International Airport to anchor in the sea area 3 nautical miles from the shore of the Kansai International Airport. In addition, under the Maritime Traffic Safety Act, when stormy weather is expected, navigation of vessels is restricted as follows. During the period from the start until the cancellation of restrictions on navigation, the navigation restricted sea area is clearly indicated by the virtual AIS Aids to navigation.
- Vessels: Vessels other than the vessels set forth below.
1. Vessels with a gross tonnage of less than 100 tons.
  2. Vessels unavoidably navigating the sea area set forth above for the protection of human life or property, the maintenance of public order, or any other business recognized as necessary.
  3. Vessels of the Japan Coast Guard.
  4. Vessels recognized by the Commandant of the Japan Coast Guard as vessels that unavoidably navigate the sea area set forth above to avoid vessel traffic dangers.
  5. Vessels other than those of the preceding item recognized by the Commandant of the Japan Coast Guard.
- Sea area: A range of 3 nautical miles from the shore of the Kansai International Airport.
- Period: Periods separately defined by the Commandant of the Japan Coast Guard, taking into consideration periods when a weather phenomenon could potentially arise, such as a windstorm or snowstorm related weather warning announcement, in Izumisano City, Sennan City, and the Town of Tajiri in Sennan-Gun, Osaka Prefecture.

| Page 54- Line 7; *Replace by* : <https://www6.kaiho.mlit.go.jp/osakawan/index.html>

| Page 63- Line 32; *Replace by* : <https://www6.kaiho.mlit.go.jp/bisan/index.html>

Page 79- Upper table, 3rd column, 2nd rank (*the item of Nishi-no-Saki, Remarks*); *Replace by* : 53m high. There is Mizushima Traffic Route Nishi-no-Saki traffic control signal station. (Refer on Pages 74 and 82.)

Page 80- Line 23; *Replace by* : area between Okayama City Naka Ku and the same Minami Ku.

Page 82- Upper table, 3rd column, 4th rank (*the item of Nishi-no-Saki, Remarks*); *Replace by* : 53m high. There is Mizushima Traffic Route Nishi-no-Saki traffic control station. (Refer on Pages 74 and 79.)  
 - Line 4; *Replace by* : (Kurashiki City) and Hitsuishima Shima (Sakaide City).

Page 87- Upper table, 2nd column, 2nd rank (*the item of Hyakkan shima, Position*); *Replace by* : 34°18' N 133°16' E

Page 91 - Line 13; *Delete* : Tobinoko Shima is **【utilized for usual navigation and】** the navigable

| Page 101- Line 29; *Replace by* : <https://www6.kaiho.mlit.go.jp/kurushima/info/tab/riyou/eng1.pdf>

| Page 121- Line 19; *Replace by* : <https://www6.kaiho.mlit.go.jp/06kanku/kure/livecamera.html>

Page 124- *Below* Fig.39; *Add* : Caution: Vessels navigation Obatake Seto shall not cross Line B between Oiso and Hyujin Hana.

Page 131- *Below* Line 24; *Add* :  
 NOTE: The floating lights have been removed from October 2018, and Virtual AIS Signal Station has been installed at each location.  
 Iyo Nada Koro No.2, No.4, No.6 and No.9 Lighted marking.

Page 135- Lines 3 to 5; *Replace by* : (33°50.4' N 131°17.7' E) Suo Nada Koro Light Buoys between NE of Hime Shima and the offing of Ube Ko.  
 NOTE: The floating lights have been removed from October 2018, and Virtual AIS Signal Station has been installed at each location.  
 Iyo Nada Koro No.2, No.4, No.6 and No.9 Lighted marking.  
 It is distant from the shore except for Hime Shima and see good marks are unobtainable after passing Hime Shima. It is necessary to measure the position of vessels by rader.

Page 138- Lines 11 and 12; *For* 500 to 550 vessels. *Read* about 500 vessels.  
 - ; *For* about 500 vessels. *Read* about 480 vessels.

| Page 139- Line 19; *Before* 9 kn or more *Insert* : often  
 - Line 25, *For* is 7 kn or more *Read* is often 9kn or more

| Page 141- Line 8; *Replace by* : <https://www1.kaiho.mlit.go.jp/KAN7/top.htm>

| Page 145- Line 1; *Replace by* : <https://www6.kaiho.mlit.go.jp/kanmon/>

| Page 148- *Below* Line 3; *Add* (makes an item a Boldface):  
**Precaution for stormy weather.** Moji Coast Guard Office gives the following instructions of voluntary anchoring restrictions in order to prevent marine accidents caused by anchor dragging during stormy weather in the sea area around Kita Kyushu Airport.  
 Subject vessels: Vessels with gross tonnage of 100t or more  
 Voluntary anchoring restricted area: The sea area within 3M from the edge of Kita Kyushu Airport Approach Light Bridge (33°51.9' N 131°01.9' E) and Shin Kita Kyushu Airport connecting bridge light (C2 light) (33°49.4' N 131°01.3' E).  
 Voluntary anhorng restricted period: From the time when the blizzard or snowstorm warning is issued to the time when the warning is cancelled in Kanda-town, Kyoto district, Fukuoka Prefecture.

| Page 152- Upper Table, 5th column, 2nd rank (*the item of Kanmon Kaikyo Vessel Traffic Service Center, Working frequency*); *For* 161.70MHz (ch22) *Read* 160.925MHz (ch66)

| Page 153- Fig.50, leftside, bottom; *For* Wakamatsu port traffic office *Read* Makiyama signal station

| Page 154- Line 7 and 8; *Delete* : Report shall be made **【prefixed by "WAKAMATSU KANSEI" which is an abbreviation for the Chief of Wakamatsu Port Traffic Control Office and】** report the contents  
 - Line 9 to 11, *Delete* : Report of Change shall be made **【starting with "WAKAMATSU KANSEI" which is an abbreviation for the Chief of Wakamatsu Port Traffic Control Office followed by "AMENDMENT" by means of wireless communication, and shall be made prefixed by "AMENDMENT" and follow】**the procedure of Report in Advance **【by the VHF radiotelephone】** .

Page 159- Line 14; *For* Komo Saki to Fubushi-no-Seto (19M N *Read* Komo Saki to Bubushi-no-Seto (19M N

Page 170- Line 8; *Delete* : typhoon and tsunami **【etc.】** Countermeasure Commit

Page 171- *Below* Line 18; *Add* (makes an item a Boldface):

**Entry restricted.** For the time from December 19, 2018. In order to prevent fire hazard, no vessel is allowed to enter within a radius of 30m from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port except the vessels permitted by Captain of the Port.

It is required that such tankers show a sign "Loaded flammable dangerous substance" which is discernible by night while berthing or anchoring in the port.

| Page 173- Lower table, 5th column, 1st rank; *For* Depth *Read* Capacity

- Line 17 and 18; *Replace by* (except for the item) : On May 14, 2019, a passenger ship "Splendida" (137,936t, draft 8.6m) was brought to Akashi Quay.

| Page 174- Lower table, 5th column, 1st rank; *For* Depth *Read* Capacity

- , 4th column, 9th rank (the item of Tsuda Quay, Depth); *For* 4.5~5.5 *Read* 3  
- *Below* lower table; *Add* : (Note) There is a construction area at the W of Tsuda Quay.

| Page 176- Lower table, 5th column, 1st rank; *For* Depth *Read* Capacity

Page 179- Lines 2 and 3; *Delete* : There are fist and ... is under reclamation.

- Line 4; *For* In order of the Captain of the Port to prevent fire hazard, *Read* Prevent fire hazard,  
- *Below* Line 8; *Add* (makes an item a Boldface):

**Precaution for typhoon.** Abnormal tide level may occur when the time of high water combined with the times when typhoon and cyclone pass. Typhoon No.21 on September 4, 2018 recorded the maximum SSW wind speed 46.5 m/s.

- *Below* Line 10; *Add* (makes an item a Boldface):

**Overhead bridge.** There is a connecting bridge (34°25.6' N 135°16.7' E, about 25m high in the center with lights.) between the NE end of Airport Island and the opposite shore.

- Line 15 to 17; *Delete* :

- Table, 2nd column, 2nd rank (*the item of* Kansai Airport Coast Guard Air station, Telephone); *For* +81-72-455-1235 *Read* +81-72-455-1236

| Page 180- Line 12 and 13; *For* depth of 11 to 12m. *Read* depth of 10 to 12m.

- Line 13; *Delete*: Near the estuary of **Sano Kawa** in Section 3, there are marine leisure facilities.

| Page 181- Line 4; *For* about 2,500m *Read* about 2,410m

- Lower table, 5th column, 1st rank ; *For* Depth *Read* Capacity

- , 3rd column, 3rd rank (*the item of* Section 1 Kishiwada No.1 and 2 Quay, Length);  
*For* 455 *Read* 425

, 4th column, 3rd rank (*the item of* Section 1 Kishiwada No.1 and 2 Quay, Depth);  
*For* 10~12.5 *Read* 10~12

, 5th column, 3rd rank (*the item of* Section 1 Kishiwada No.1 and 2 Quay, Capacity);  
*For* 15,000×2 *Read* 15,000×1, 30,000×1

, 3rd column, 11th rank (*the item of* Section 2 Kaizuka No.1~4 landing place, Length);  
*For* 1,012 *Read* 900

, 4th column, 11th rank (*the item of* Section 2 Kaizuka No.1~4 landing place, Depth);  
*For* 3~4.5 *Read* 3~4

, 3rd column, 12th rank (*the item of* Section 2 Hannan No.1~3 landing place, Length);  
*For* 1,010 *Read* 1,000

, 4th column, 13th rank (*the item of* Section 2 Hannan No.1~3 landing place, Depth);  
*For* 4.5~5 *Read* 4.5

| Page 182- 1st table, 4th column, 1st rank (*the item of* Section 2 Hannan No.4, No.5 landing place, Length);

*For* 970 *Read* 1,070

- 2nd table, 4th column, 2nd rank (*the item of* Kishiwada Office, Osaka Quarantine Station, Telephone);  
*For* +81-6-6571-4312 *Read* +81-6-6571-3521

- Line 23 to 26; *Replace by* (except for the item): This station performs the report of the contents of marine disasters etc. that may affect navigating vessels in Terahama Passage, Sakai Passage, and Osaka Passage, and in Hanshin Ko Sakai Senboku Ku and Osaka Ku, the status of measures against them, and other matters necessary for the safety of navigation of vessels. In addition, based on a request from a vessel, the position of the vessel and other matters necessary for the safe navigation of the vessels are provided. (Refer to the section of "Maritime Traffic Signal Station" of "LIST OF AIDS TO NAVIGATION (Pub. No. 411)")

| Page 183- Line 13 to 18; *Replace by* (except for the item):

For the time being since May 1, 2019, in order to prevent fire hazard, navigation and anchoring of vessels are restricted within a radius of 30m (However, within a radius of 50m in the case of tankers loaded with liquefied natural gas (LNG) and within 15m in the case of tankers carrying flammable dangerous substance anchoring at Kizugawa Canal, Section 3, Osaka Ku ) from tankers (including tank ships) carrying flammable dangerous substance at berthing or anchoring in the port of Osaka Ku and Sakai Senboku Ku.

It is required that such tankers show a sign " Carrying flammable dangerous substance " etc., which is discernible by night while berthing or anchoring in the port.

(Captain of the port Hanshin Ko Notification Osaka No.1-1, May 1, 2019)

- | Page 187- Middle table, 2nd column, 2nd rank (*the item of* OSAKA HARBOR RADAR, Frequency);  
 For ch16/14, 22 *Read* ch16/14, 66
- | - Lower table, 6th column, 2nd rank (*the item of* Captain of the Port); *For* Inner Harbour passages, Agikawa Passage *Read* Osaka Passage
- , 3rd column, 3rd rank (*the item of* Port Authority); *For* ch16/12, 18, 19, 20 (priority is ch19, 20) *Read* ch16/11, 12, 18, 19, 20 (priority is ch19, 20)
- | Page 188- Line 3 to 6; *Replace by* (make an item a Boldface):
- Safeguards against Typhoon and Tsunami etc.** In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Osaka Ko Maritime Accident Prevention Countermeasure Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths. When stormy weather is expected, Captain of the port Hanshin Ko issue evacuation advisory and especially, It will be recommendation for self-restraint of anchoring in Sakai LNG No.2 Tanker Berth, Sakai Senboku Ko Pier (Cosmo Oil Co., Ltd., Sakai Refinery Crude Oil Pier, Osaka Gas Corp. Senboku No.2 Factory LNG Co., Ltd., LNG Center Pier).
- [recommendation for self-restraint of anchoring]
- Vessels: In principal, for vessels with gross tonnage of 100 tons or more, should not anchor at the area within 3 nautical miles from the piers of the Sakai-Senboku Port.
- Sea area: A range of 3 nautical miles from the Piers of the Sakai-Senboku port.
- Periods: If a weather phenomenon could potentially arise, such as windstorm or snowstorm related weather warning announcement in the port of Sakai-Senboku area.
- | Page 189- Upper table; *Replace by* (except for the item): Page 10 of this supplement.
- | - Line 12; *For* Osaka Ku are divided by 6 sections. There are 2 passages of Inner Harbour Passage and Ajikawa Passage. *Read* Osaka Ku is divided by 6 sections and Osaka Passage.
- | Page 190- Line 2 to 4, *Replace by* (except for the item): Osaka Passage extends from E extremity of Section 6 to Section 1 with about 1,600m in length, about 400m in width and about 15m in depth.
- | - Line 6; *For* about 400m in width, *Read* about 300m in width
- | - Lower table, 2nd column, 2nd rank; *For* ch16/14, 22 *Read* ch16/14, 66
- | - Line 19 and 20; *Replace by* (except for the item): The Port and Harbor Bureau, City of Osaka is making operational adjustment in order to prevent vessels of 500t or more from meeting in the sea area near the entrance of Osaka Passage in Section 6. If there is a possibility that vessels may meet each other, it is necessary for subject vessels to adjust the time of operation, etc.
- | - Line 21; *Replace by* (except for the item):
- Together with the execution of New island construction work, entry prohibited area was established in the north of offing Osaka Reclaimed Land in Section 6, New island district, and navigation and anchoring of vessels are prohibited. However, vessels engaged in New island construction work and vessels permitted by the Captain of the Port shall be excluded.
- | - Line 22 to 25; *Replace by* (except for the item):
- Along with the execution of New Island construction work, navigation restricted area was established in the southwest area of Osaka Passage for the purpose of organizing the flow in the vicinity of the junction of the vessels entering and leaving the same Passage with the vessels entering and leaving the South Port and ensuring the safety of vessel traffic and vessel navigation is restricted.
- Restriction matters are as follows:
- 1 Vessels entering or leaving navigation restricted area shall avoid the course of vessels of more than 500t in the navigation restricted area in the same direction.
  - 2 Vessels should not anchor or release towing vessel in navigation restricted area excepted the following cases:
    - (1) When intending to avoid marine disasters.
    - (2) When engaging in rescue of human life or a vessel in imminent danger.
    - (3) When obtaining the approval of the Captain of the Port.
  - 3 When the vessel encounter another vessel in navigation restricted area, it should sail along the right side as much as possible.
- | Page 192- Line 4 and 5; *Delete*
- | - Lower table; *Delete*
- | Page 193- Upper table; *Delete*
- | - Line 2; *Delete:* (2) The following ... 135° 24' 09" E)

- | Page 195- Upper table, 6th column, 2nd rank (*the item of* Captain of the Port, Remarks) ; *For* and Inner Harbour Passages, Ajikawa Passage and Osaka Ku. *Read* and Osaka Passage and Osaka Ku.  
 - Lower table, 4th column, 3rd rank (*the item of* Section 1, Hokko Quay, Depth); *For* 7.5 *Read* 7~7.5  
 - , , 4th rank (*the item of* Section 1, Hokko Quay, Depth); *For* 10 *Read* 9~10  
 - , 3rd and 4th columns, 13th rank (*the item of* Section 1, Yumeshima Container Wharf, No.12 Quay, Length and Depth); *For* 400 *Read* 250, *For* 16 *Read* 15  
 - , 22th rank (*the item of* Section 2, Dolphin No.14~16) ; *Delete*
- Page 196- Table, 4th column, 16th rank (*the item of* Section 3, Tsuruhama Quay, Depth) ;*For* 10 *Read* 9~10  
 - , Section 4; *Replace by* : Page 11 of this supplement.  
 | - Table, 7th column, 23th rank (*the item of* Section 4, Liner wharf No.1~7. Remarks); *Add* : 9m in depth, area in front of wharf No.1.
- Page 197- Lower table, 2nd column, 2nd rank (*the item of* Osaka Coast Guard Office, Telephone) ;*Replace by* : +81-6-6571-0223  
 | - Lower table; *Replace by* : Page 11 of this supplement.  
 | - Line 13 and 14; *Replace by* (except for the item) : Many tugboats are available.
- | Page 198- Upper table, 2nd column, 4th rank (*the item of* Daizo Co. Ltd., telephone); *For* +81-6-6577-2530  
*Read* +81-6-6577-2509  
 | - Middle table (Waste oil disposal Facility); *Delete*
- Page 200- Line 5; *For* and 8 buoys *Read* and 6 buoys  
 - Lines 6 and 7; *For* the Lock around Ozaki Ko W Breakwater Light (34° 29.9' N 134° 51.5' E). *Read* the Lock around Amagasaki W Breakwater Light (34°41.1' N 134°22.7' E).
- | Page 201- Upper table, 1st column, 4th rank; *For* Amagasaki Civil Engineering Office, Amagasaki Ko Control Office *Read* Amagasaki Ko Control Office, Hyogo Prefecture.
- | Page 203- Line 7, *After* Kobe; *Delete* : especially ... waters  
 | - Line 7, *After* Kobe.; *Insert* : Typhoon No.21 on September 4, 2018 recorded the maximum SSW. wind speed 45.3 m/s and the maximum tide level of 3.07m.  
 - Line 17; *For* There is so-called Nadahama Fairways *Read* There is Fairways
- Page 206- line 6; *For* (TEL:+81-78-303-3251) *Read* (TEL:+81-78-326-2630)  
 | - Line 8 to 12; *Replace by* (except for the item): This Station performs the report of the contents of marine disasters etc. that may affect navigating vessels in Kobe West Passage, Kobe Central Passage, Shinko Passage and the adjacent waters thereof, the status of measures against them, and other matters necessary for the safety of navigation of vessels.  
 It also provides information of advance notice etc. of control in the Kobe Central Passage.  
 (See " Pub.No.411 "LIST OF AIDS TO NAVIGATION" on Page "Maritime Traffic Signal Station")
- Page 207- Line 3; *Delete* : Many car ferries berth in the E area of Rokko Island.  
 | - Line 7; *Replace by* : With the construction of the W extension of Osaka Bay Coast Road, the removal work of No.5 Breakwater of Kobe Ko is being carried out.
- Page 208- Table, 2nd column, 36th rank (*the item of* Section 3, E Kobe Ferry Wharf No.1~4 Jetty, Name); *For* No.1~4 Jetty *Read* No.1 · 3 Jetty  
 - , 3rd column, 36th rank (*the item of* Section 3, E Kobe Ferry Wharf No.1 · 3 Jetty, Position); *For* 34°42.9' N *Read* 34°41.9' N
- | Page 209- Line 4 to 8; *Replace by* (make an item a Boldface):  
**Safeguards against Typhoon and Tsunami etc.** In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Osaka Ko Maritime Accident Prevention Countermeasure Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths. When stormy weather is expected, Captain of the port Hanshin Ko issue evacuation advisory and especially, It will be recommendation for self-restraint of anchoring around the Kobe Airport.  
 [recommendation for self-restraint of anchoring]  
 Vessels: Vessels set forth below.  
 1. Vessels with gross tonnage of 100 tons or more, should not anchor at the sea area within 3 nautical miles from the Kobe Airport.  
 2. Anchoring vessels with gross tonnage of 100 tons or more at the sea area within 3 nautical miles from the Kobe Airport should leave immediately.  
 Sea area: A range of 3 nautical miles from the shore of the Kobe Airport.  
 Periods: If a weather phenomenon could potentially arise, such as windstorm or snowstorm related weather warning announcement in Kobe.

- 2nd table, 3rd and 4th column, 8th rank (*the item of* Port & Urban Projects Bureau Kobe City, Name and telephone); *Replace by* : Kobe Ko control office, Port & Harbor Bureau, Kobe City, +81-78-304-2500

- , 1st and 2nd columns, 7th rank (*the item of* Maya Wharf Sub-Branch, Kobe Customs, Name and Telephone); *Delete* .

- 3rd Table, 1st column, 2nd rank (*the item of* Mitsubishi Heavy Industry Kobe, Co., Ltd., Name); *Replace by* : Mitsubishi Heavy Industries Co., Ltd., Kobe Shipbuilding

- , 1st column, 3rd rank (*the item of* Kawasaki Heavy Industry Kobe Shipbuilding, Name); *Replace by* : Kawasaki Heavy Industries Co., Ltd., Kobe Factory

Page 220- Middle table; *Replace by* : Page 11 of this supplement.

- Lower table; *Replace by* : Page 12 of this supplement.

Page 221- Line 14; *Insert* ,Miyanoura Ko *After* Takamatsu Ko

Page 222- 2nd table, 1st column, 13th rank (*the item of* Uno Chiku, Prefectural No.7 · 10 Pontoon r, Name); *Replace by* : Prefectural No.7 · 10 Pontoon

- , 5th column, 13th rank (*the item of* Uno Chiku, Prefectural No.7 · 10 Pontoon, Capacity); *For* 500t class *Read* 「—」

- 3rd table, 3rd column, 3rd rank (*the item of* Name (the right side), Uno Port Authority); *Replace by* : Uno Port Authority of Okayama Prefecture

- Line 17; *Replace by* (except for the item): Tug boats are available. That are available from Himeji Ko or Mizushima Ko if necessary.

- Line 18; *Replace by* (except for the item): Ferry boats are available.

- Line 19; *Replace by* (except for the item): Fuel supply are available.

- 4th Table, 1st column, 3rd rank (*the item of* Mitsui Engineering and Shipbuilding Tamano Co., Ltd., Name); *Replace by* : Mitsui E&S Holdings Co., Ltd., Tamano Sogo Office

- 2nd table, 1st column, 9th rank (*the item of* Uno chiku, Name); *For* No.1 jetty, -10m Quay *Read* No.1 jetty, Large sized passenger berth

Page 224- Table; *Replace by* : Page 12 on this supplement.

Page 226- Table, 3rd column, 2nd rank (*the item of* Noji Shoto, Remarks); *For* 43m high *Read* 44m high

Page 230- Line 6, *For* Pier of JX Nippon Oil & Energy. *Read* Pier of JXTG Energy.

Page 231- Upper Table, 5th column, 10th rank (*the item of* International Container Terminal Wharf, Capacity (Lower)); *For* 30,000×1 *Read* 23,600×1

Page 237- 1st table, 3rd column, 5th rank (*the item of* Showa-Cho Quay, Length); *For* 265 *Read* 240

Page 239- Lower table, 4th column, 8th rank (*the item of* Higashiunga Quay, Depth); *For* 2.5~4.5 *Read* 2.5~5.5

Page 241- 4th table, 4th column, 3rd rank (*the item of* C Chiku -5.5m Quay, Depth); *For* 4 *Read* 5.5

Page 242- Upper table, 3rd column, 14th rank (*the item of* Tamamo Chiku -6m Quay, Length); *For* 125 *Read* 150

- , 15th rank (*the item of* Tamamo Chiku -7.5m Quay, Length); *For* 150 *Read* 172

- , 4th column, 2nd rank (*the item of* F Chiku -7.5m Quay, Depth); *For* 7 *Read* 7.5

- , 5th rank (*the item of* Asahi-machi -5.5m Quay, Depth); *For* 4~5 *Read* 5

- , 8th rank (*the item of* Asahi-machi No.3 Oil Pier, Depth); *For* 5 *Read* 5.5

- , 10th rank (*the item of* Central Wharf -7.5m Quay, Depth); *For* 6.5~7 *Read* 7.5

- , 5th column, 7th rank (*the item of* Asahi-machi No.2 Oil Pier, Capacity); *For* 5,000×1 *Read* 2,000×3

- Middle table, 2nd column, 3rd rank (*the item of* Shikoku District Transport Bureau, Telephone); *Replace by* : +81-87-802-6715

Page 241 and 242- Table (*the item of* **Facilities**); *Replace by* : Page 13 of this supplement.

Page 242- Line 2 and 3; *Replace by* (except for the item): On August 25, 2019, a passenger vessel " DIAMOND PRINCESS " ( 115,875t, draft 8.6m ) birthed at F chiku -10m Quay.

- Middle table, 2nd column, 2nd rank (*the item of* Takamatsu Coast Guard Office (Captain of the Port), Telephone); *For* +81-87-821-7013 *Read* +81-87-821-7008

Page 243- Table; *Replace by* : Page 13 of this supplement.

Page 247- Line 16; *For* velocity is 3kn for the *Read* velocity is 3.2kn for the

- Lines 29 and 30; *For* the approach of the mud bank in the W coast *Read* the approach of the reclaimed ground in the W coast

Page 248- Middle table, 5th column, 7th rank (*the item of* Section 6, Furuhamu Quay, Capacity); *For* 500×2 *Read* 1,000×2

Page 253- Lines 16 and 17; *Replace by* (except for the item): Port communications by a VHF radiotelephone system between a vessel and Captain of the Port is available through the HIROSHIMA COAST GUARD RADIO.



- Lower table, 4th and 5th columns, 2nd rank (*the item of* Niihama KU, Nishihara Quay, Depth and Capacity); *For* 3.5 *Read* 4, *For* 300GT×2 *Read* 300GT
- , 4th and 5th columns, 4th rank (*the item of* Niihamaku, Isoura -5.5m Quay, Depth and Capacity); *For* 4~5.5 *Read* 5.5, *For* 2,000×2 *Read* 2,000×1
- , , 5th rank (*the item of* Niihama Ku, Isoura -7.5m Quay, Depth); *For* 7 *Read* 7.5
- , , 6th rank (*the item of* Takihama Ku, Mikihama Quay, Depth); *For* 4 *Read* 4.5
- | Page 254- 1st table, 4th column, 1st rank (*the item of* Takihama Ku, Habu No.3 Quay, Depth); *For* 4.5~5 *Read* 5.5
- , , 2nd rank (*the item of* Takihama Ku, Habu No.4 Quay, Depth); *For* 4.5~5 *Read* 5.5
- , 3rd and 4th columns, 3rd rank (*the item of* Takihama Ku, Kuroshima No.1 Quay, Length and Depth); *For* 180 *Read* 130, *For* 6~7 *Read* 7.5
- , 4th column, 4th rank (*the item of* Takihama Ku, Kuroshima No.2 Quay, Depth); *For* 5 *Read* 5.5
- | - Line 15; *Delete*
- | - 3rd table; *Delete*
- | Page 256- 1st table, 1st, 3rd and 5th column, 20th rank (*the item of* E Wharf Landing place, Length, Capacity); *Replace by* : Page 13 of this supplement.
- | - Line 3 and 4, *Replace by* (except for the item): On July 1 in 2018, lime carrier "LM VICTORIA" (51,255t, draft 13.25m ) berthed at the Muramatsu No.6 Quay.
- | Page 258- Line 5, *After* Sashima; *Add* : and Ikuna Bridge (vertical clearance of about 24m) between Sa Shima and the SE coast of Ikuna Shima.
- | Page 264- table, 4th column, 4th rank (*the item of* Ujina Foreign Trade No.1~No.5 Wharf, Depth); *For* 10 *Read* 8~9
- | , , 5th rank (*the item of* Ujina Foreign Trade Wharf Dolphin, Depth); *For* 10 *Read* 9
- | Page 267- Line 26; *For* The Iwakuni Ko and Otake Ko Typhoon, etc. Measures Subcommittee *Read* The Iwakuni Ko and Otake Ko Typhoon and Tunami, etc. Measures Subcommittee
- | Page 274- Lines 3 and 4; *Replace by* :
  - 5 The anchorage for vessels carrying dangerous cargo is designated Section 1~3.
    - (1)Section 1: Near the N of Sa Shima. (See the Landmarks.)  
(Name of Anchorage: Sa Shima North).
    - (2)Section 2: Near the N of Kasado Shima. (See the Landmarks.)  
(Name of Anchorage: Kudamatsu South).
    - (3)Section 3: Near the SW of Shin-Nan-Yo Quay. (See the Facilities.)  
(Name of Anchorage: Shinnayo No.1 and No.2).  
Near the E of Sen Shima. (34°02.6' N 131°46.0' E)  
(Name of Anchorage: Sen Shima E No.1 ~12).  
Near the S of Sa Shima.  
(Name of Anchorage: Oura West No.1 ~6).  
Near the S of Sukumo Shima. (See the Landmarks.)  
(Name of Anchorage: Sukumo Shima South No.1 and No.2 (Vessels carrying dangerous cargo and various vessels.) ) .

And, the designated anchorage sites for various vessels other than vessels carrying dangerous cargo and located near quarantine anchorage in Section 3.(Name of Anchorage: Kurokami South No.1 ~10)

The details are also published on the web page.  
<https://www6.kaiho.mlit.go.jp/06kanku/tokuyama/>
- | Page 279- Line 15 (*the item of* The large vessel to enter the port.); *For* On September in 2014, cargo vessel (73,583t) *Read* On July in 2017, cargo vessel (73,538t)
- | Page 283- *Below* Line 8; *Add* (make an item a Boldface):
 

**Precaution for stormy weather.** Moji Coast Guard Office gives the following instructions of voluntary anchoring restrictions in order to prevent marine accidents caused by anchor dragging during stormy weather in the sea area around Kita Kyushu Airport.

Subject vessels: Vessels with gross tonnage of 100t or more

Voluntary anchoring restricted area: The sea area within 3M from the edge of Kita Kyushu Airport Approach Light Bridge (33°51.9' N 131°01.9' E) and Shin Kita Kyushu Airport connecting bridge light (C2 light) (33°49.4' N 131°01.3' E).

- Voluntary anchoring restricted period: From the time when the blizzard or snowstorm warning is issued to the time when the warning is cancelled in Kanda-town, Kyoto district, Fukuoka Prefecture.
- | Page 287- Line 17 and 18, *Replace by* (except for the item); Anchorages No.1 to 7 and Nippon Steel offing anchorage lie within the port. There is quarantine anchorage on the N of Oita Ko Hiyoshibaru Hakuchi N breakwater N lighthouse (33°15.7' N 131°46.0' E) in the E of the port.
- | Page 295- Table, 2nd column, 2nd rank; *For* A vessel towing **【miscellaneous vessels】** in Kanmon Passage  
*Read* A vessel towing **【steam boats etc.,】** in Kanmon Passage
- | Page 300- Fig.55 Lower illustration Right side Low, *For* Asahi Glass Quay *Read* AGC Quay
- | Page 301- Table; *Replace by*: Page 14 of this supplement.
- | Page 302- Upper table, 2nd column, 3rd rank (*the item of* Moji Coast Guard Office (Captain of the Kanmon Ko; excluding Wakamatsu Ku·Hibiki-Shinko Ku), telephone); *For* +81-93-321-3215 *Read* +81-93-321-0398
- | Page 304- Line 24; *For* traffic control signals by electric indicator panel. *Read* traffic control signals by Lighting signboard.
- Page 307- Table; 3rd column, 2nd rank (*the item of* Shinko Wharf Quay, Length); *For* 240 *Read* 410  
- *Below* Table; *Add* (makes an item a Boldface): **The largest vessel to enter the port.** On April 20, 2018, a passenger vessel “QUANTUM OF THE SEAS” (168,666t) berthed at Shinko Wharf Quay.  
- *Below* Line 16; *Add* (makes an item a Boldface): **Cautions in navigations.** A floating wind turbine (with yellow light, established as an Fog Signal Station, emit AIS Signals at all times) is installed about 2M (34°03' 10.9" N 130°43' 26.1" E) the N of O Shima.  
A mooring anchor and mooring chain are installed around this facility. Submarine cable (Electric power) is installed between the facility and shore in the S of Hibiki-Shinko Ku.  
Submarine cable (Electric power) is installed about 20m below the water surface for about 200m the S of a facility.  
For this reason, vessels navigation in the vicinity need to be careful.
- Page 308- Lines 6 and 7; *All delete* (Both the item and the text.).
- | Page 309- Line 8, *Insert*: indicated by many light buoys **【and lighted beacon】**.  
- Line 18; *For* by **【electric indicator panel】** for vessels *Read* by **【lighting signboard】** for vessels
- Page 310- Lines 5 and 6; *For* Section 6) could be made with “WAKAMATSU HARBOR COAST GUARD RADIO (ch16/12) and “DOKAI HARBOR RADER” (ch16/14 · 22) by VHF or with Makiyama  
*Read* Section 6) could be made with “WAKAMATSU HARBOR COAST GUARD RADIO (ch16/12, 14, 22) by VHF or with Makiyama  
- Line 6, *For* (ch16/12, 14, 22) by VHF *Read* (ch16/12, 14, 66) by VHF
- Page 311- 2nd table, 2nd column, 2nd rank (*the item of* Method, Call Name); *For* Call Name: Dokai Harbor Rader *Read* Call Name: WAKAMATSU HARBOR COAST GUARD RADIO
- Page 314- Upper table, 6th rank (*the item of* Sunatsu W No.1 · 2 Quay); *Delete*  
- Lower table, 2nd column, 4th rank (*the item of* Kanmon Kaikyo Vessel Traffic Service Center, position); *For* 33°53.8' N 130°56.0' E *Read* 33°53.8' N 130°55.1' E
- | Page 317, *Below* Line 9, *Add* (make an item a Boldface):  
**Precaution for stormy weather.** Moji Coast Guard Office gives the following instructions of voluntary anchoring restrictions in order to prevent marine accidents caused by anchor dragging during stormy weather in the sea area around Kita Kyushu Airport.  
Subject vessels: Vessels with gross tonnage of 100t or more  
Voluntary anchoring restricted area: The sea area within 3M from the edge of Kita Kyushu Airport Approach Light Bridge (33°51.9' N 131°01.9' E) and Shin Kita Kyushu Airport connecting bridge light (C2 light) (33°49.4' N 131°01.3' E).  
Voluntary anchoring restricted period: From the time when the blizzard or snowstorm warning is issued to the time when the warning is cancelled in Kanda-town, Kyoto district, Fukuoka Prefecture.

## Explanatory notes

- 1 Time is expressed in four-figure notation beginning at midnight 0000 and is given in Japanese Standard Time (JST). = UTC + 09h 00m
- 2 Bearings are referred to the true compass and when given in degrees are reckoned clockwise from 000°(North) to 359°.
- 3 Bearings of leading lines and clearing lines are given as seen from the vessel.
- 4 Wind, wave and swell are described by the directions from which they come; tidal streams and current are described by the directions toward which they flow.
- 5 Depths are given below the lowest water surface.
- 6 Heights of objects are given above Mean Sea Level unless otherwise stated.
- 7 Heights of bridges are given as vertical clearances above the highest water surface.
- 8 Heights of overhead cables are given as the distance between the highest water surface and the lowest part of the cable.
- 9 Widths of straits and channels are given as the minimum distance between the coastlines of both-side.
- 10 The description of the right or left side bank of a river is defined as the view when a ship is looking from upstream to downstream.
- 11 The graticule is expressed in WGS-84.
- 12 The position of the port is indicated by the latitude and longitude approximately at the central portion of the port.
- 13 Geographical names shown in “( )” are the old names, those shown in “ [ ] ” are the other names and those shown in “ { } ” are used for additional explanation.
- 14 The tonnage of a ship means her gross tonnage (G/T) unless otherwise stated.
- 15 The following abbreviations are used in the text.

m	meter(s)	kHz	kilohertz	°	degree(s) (angle)
km	kilometer(s)	MHz	megahertz	'	minute(s) (angle)
M	nautical mile(s)	N	north latitude	"	second(s) (angle)
m/s	meter(s) per second	E	east longitude	t	tonnage
km/h	kilometer(s) per hour	hPa	hectopascal	G/T	gross tonnage
kn	knot(s)	%	percentage	D/W	dead weight tonnage
°C	degree(s) Celsius (temperature)				

AIS Signal Station Name	Position	Class	Remarks
Sumoto Oki	34°21.3' N 135°00.5' E	Real	Sumoto Oki Light Buoy adjoining
Akashi Kaikyo Traffic Route NE	34°36.3' N 135°04.9' E	Virtual	Osaka Wan Vessel Traffic Service Center control
Yura Seto N	34°17.9' N 134°58.8' E	Virtual	Osaka Wan Vessel Traffic Service Center control
Yura Seto S	34°16.0' N 134°58.8' E	Virtual	Osaka Wan Vessel Traffic Service Center control
Akashi Kaikyo Traffic Route center	34°37.4' N 135°00.6' E	Real	Akashi Kaikyo Traffic Route center No.2 Light Buoy adjoining
Ya Shima S	33°41.6' N 132°08.1' E	Real	Iyo Nada Traffic Route No.5 Light buoy adjoining
Iyo Nada Traffic Route No.2 Light Buoy	33°44.1' N 131°53.9' E	Virtual	Imabari AIS Signal Station control
Iyo Nada Traffic Route No.4 Light Buoy	33°42.4' N 132°03.4' E	Virtual	Imabari AIS Signal Station control
Iyo Nada Traffic Route No.6 Light Buoy	33°42.8' N 132°13.0' E	Virtual	Imabari AIS Signal Station control
Iyo Nada Traffic Route No.9 Light Buoy	33°52.7' N 132°35.7' E	Virtual	Imabari AIS Signal Station control
Suo Nada Traffic Route No.2 Light Buoy	33°49.4' N 131°23.7' E	Virtual	Imabari AIS Signal Station control
Suo Nada Traffic Route No.4 Light Buoy	33°47.3' N 131°35.5' E	Virtual	Imabari AIS Signal Station control
Suo Nada Traffic Route No.6 Light Buoy	33°45.7' N 131°44.7' E	Virtual	Imabari AIS Signal Station control
Kanmon Traffic Route E entrance	33°56.8' N 131°03.0' E	Real	Shimonoseki SE Suido No.1 Light Buoy adjoining
Kanmon Traffic Route W entrance	33°59.8' N 130°53.1' E	Real	Kanmon Koro Traffic Route No.1 Light Buoy adjoining
Hibiki Nada Oki Floating Wind turbine	34°03.2' N 130°43.4' E	Real	Hibiki Nada Oki Floating wind turbine Mark light adjoining

Name	Application	Hours of operation	Kind of oil disposed	
			Waste of heavy oil	Light waste oil
Cosmo Oil Co., Ltd.	Safety Environmental Office +81-72-245-8554	0900~1700	Water ballast	Water ballast • Tank cleaning water
ENEOS Sakai Oil Refinery Co., Ltd.	Environmental Safety Group +81-72-269-2206	0900~1730	Water ballast	Water ballast • Tank cleaning water

Chemical goods Wharf landing place	34°37.9' N 135°24.0' E	350	4.5	550×6	
R Quay No.1~4	34°38.0' N 135°24.4' E	850	10~12	15,000×2 30,000×2	
Cosmo Ferry Terminal	34°38.2' N 135°24.6' E	185	10	10,000×1	
Liner Wharf No.1~7	34°38.0' N 135°24.7' E	1,560	10	15,000×7	
O's Quay	34°38.2' N 135°24.8' E	500	3~4	500×6 300×1 100×1	
Minami Ko C6・C7	34°37.6' N 135°25.0' E	600	12	35,000×2	
K Quay No.1・2	34°37.2' N 135°24.6' E	370	10	15,000×2	
Ferry Kamome Wharf No.7・8	34°37.2' N 135°24.9' E	400	7.5~8.5	10,000×1 5,000×1	Light-on
A Quay No.1~6	34°37.0' N 135°25.5' E	780	7.5	5,000×6	
A Quay No.7・8		260	7.5	5,000×2	
B Quay No.1~4		550	7~7.5	5,000×4	
D Quay No.1~5	34°36.8' N 135°26.0' E	580	5~7.5	2,000×3 5,000×2	
E Quay No.1~7		821	5.5~7.5	2,000×5 5,000×2	
Ferry Wharf No.1~6	34°37.2' N 135°25.9' E	Extend 903	6~7.5	3,000×3 8,000×3	Light-on

Name	Telephone	Name	Telephone
Osaka Coast Guard Office (Captain of the Port)	+81-6-6571-0223	Osaka Branch, Kobe Plant Protection Station	+81-6-6571-0801
Kinki District Transport Bureau	+81-6-6949-6423	Osaka Quarantine Station	+81-6-6571-4312
Osaka Customs	+81-6-6576-3001	Animal Quarantine Station Osaka Office	+81-6-6575-3466
Nanko Sub-Branch, Osaka Customs	+81-6-6614-5304	Osaka Regional Immigration Bureau	+81-6-4703-2152
Osaka District Meteorological Observatory	+81-6-6949-6653	Port & Harbor Bureau, City of Osaka	+81-6-6571-1745

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks
Takashima	-7.5m Quay	34°36.2' N 133°59.0' E	225	7.5	5,000×2	
	-5.5m Quay		470	5.5	2,000×5	
	-4m Landing Place		1,520	4	500×24	
Fukushima	-6m Quay	34°36.0' N 133°57.0' E	105	6	3,000×1	
	-5.5m Quay		90	5.5	2,000×1	
	-4m Landing Place		360	4	500×5	
	-5.5m Earthquake-proof Quay		109	5.5	1,300×1	

Name	Telephone	Name	Telephone
Japan Organization of Occupational Health and Safety Okayama Hospital	+81-86-262-0131	Okayama Red Cross Hospital	+81-86-223-7175

<p>Navigational Precautions (Article 33-2 of Regulations for the Enforcement of the Port Regulations Law)</p>	<p>1. Vessels of 200 m or more in length intending to enter or depart the port through the Mizushima Port Traffic Route shall report the items described in Law Article 38 Paragraph 2 each Item (the items in Item 3 mean the estimated time of arrival near the entrance of said route when proceeding, and the estimated time of departure when getting underway) by noon of the day before the estimated date of entry or departure.</p> <p>2. Vessels which have made above-mentioned report, shall also expeditiously report any subsequent changes in the estimated time of arrival or departure to the Captain of the Port.</p> <p><b>Reference:</b> Items listed as Port Regulations Law Article 38 Paragraph 2.</p> <p>(1) The name of said vessel  (2) The gross tonnage and the length of said vessel  (3) The estimated navigating time at the passage  (4) The Method of communications between Captain of the port and said vessel  (5) The mooring facilities of Specified port where said ship anchors or is going to anchor.</p>		
<p>Indication of course and destination (Japan Coast Guard Notice No.35, 1995) And Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No.94, 2010) (See Fig.54 on page 223.)</p>	<p>Signal</p>	<p>Symbol showing the route in the port.</p>	<p>Meanings of signal</p>
	<p>1st Substitute, Flag M</p>	<p>—</p>	<p>Leaving from the E of Kami-Mizu Shima. (Vessels leaving the port by navigating Mizushima Port Traffic Route, have an obligation to display the "1st Substitute P" under the provisions of Article 7 of Maritime Traffic Safety Law and when entering Mizushima Passage which is joining the passage, may display "1st Substitute P" instead of "1st Substitute M").</p>
	<p>1st Substitute, Flag T</p>	<p>—</p>	<p>Leaving the port from W of Kami-Mizu Shima.</p>
	<p>2nd Substitute, Flag A</p>	<p>A</p>	<p>Navigate toward mooring facilities between W Public -2.6 m landing place and ENEOS Mizushima Refinery, Factory A quay.</p>
	<p>2nd Substitute, Flag B</p>	<p>B</p>	<p>Navigate between E Public landing place and ENEOS Mizushima Refinery, Factory B quay toward the mooring facilities on Yobimatsu Waterway.</p>
	<p>2nd Substitute, Flag C</p>	<p>C</p>	<p>Navigate toward the mooring facilities between Asahi Kasei Corporation C7 pier and Taiheiyo Cement Corporation pier.</p>
	<p>2nd Substitute, Flag D</p>	<p>D</p>	<p>Navigate toward the mooring facilities between JFE A Quay and JFE coal loading pier.</p>
	<p>2nd Substitute, Flag T, H</p>	<p>T H</p>	<p>Navigate toward mooring facilities on Takahashi kawa Waterway or at Otsu Shima.</p>
	<p>2nd Substitute, Flag T, S</p>	<p>T S</p>	<p>Navigate toward mooring facilities on Tamashima Chiku (excluding Oto Shima).</p>
	<p>2nd Substitute, Flag F, M</p>	<p>F M</p>	<p>Navigate toward the mooring facilities in the S sea area from JFE (anchorage A to E).</p>
	<p>2nd Substitute, Flag F, T</p>	<p>F T</p>	<p>Navigate toward the S sea area of Tamashima Artificial Island (anchorage F to P).</p>

Name		Position	Length	Depth	Capacity	Remarks
			(m)	(Approx.m)	(D/W×vessel)	
C Chiku	-6m Quay	34°21.2' N 134°04.4' E	131	6	3,000×1	For Ferry boat
	-5.5m Quay		91	5.5	10,000×1	
	-4.5m Quay	34°21.1' N 134°04.5' E	324	4.5	15,000×7	
Asahi-machi	-5.5m Quay	34°21.2' N 134°04.2' E	488	5	2,000×4	
F Chiku	-5.5m Quay	34°21.5' N 134°04.2' E	240	5.5	2,000×2	
Central Wharf -4.5m No.1 Quay		34°21.2' N 134°03.3' E	76	4.5	594t×1	
F Chiku	-7.5m Quay	34°21.7' N 134°04.2' E	390	7.5	5,000×3	
	-10m Quay	34°21.7' N 134°03.8' E	370	9.5~10	15,000×2	
Asahi Chiku -12m Earthquake resistance Quay		34°21.8' N 134°04.2' E	240	12	30,000×1	
Asahi-machi	No.1 Oil Pier	34°21.5' N 134°03.5' E	360	5~5.5	2,000×4	
	No.2 Oil Pier		214	5.5	2,000×3	
	No.3 Oil Pier		180	5.5	2,000×2	
Oil Base -4.5m Quay		34°21.5' N 134°03.9' E	229	4.5	700×2	
Central Wharf -7.5m Quay		34°21.2' N 134°03.2' E	130	7.5	5,000×1	
Central Wharf -5m Quay			112	5	—	
Tamano Chiku	-6m Quay	34°21.3' N 134°02.9' E	150	6	3,000×1	
	-7.5m Quay		172	7.5	5,000×1	
	-10m Quay	34°21.4' N 134°02.9' E	310	9~10	50,000t×1	

Name	Telephone	Name	Telephone
Kagawa Prefectural Central Hospital	+81-87-811-3333	Takamatsu Red Cross Hospital	+81-87-831-7101
KKR Takamatsu Hospital	+81-87-861-3261		

(Name)	(Position)	(Length)	(Depth)	(Capacity)	(Remarks)
E Wharf No.4 Landing Place	33°59.6' N 133°33.1' E	160	4	700×2	

	Call name	Frequency	Hours of operation	Contact address	Remarks
Captain of the Port	MOJI COAST GUARD RADIO	ch16/12	24 hours	Moji Coast Guard Office	Matters relating to Kanmon Ko. (Excluding Hibiki Passage, Tobata Passage, Wakamatsu Passage, Okudokai Passage, Anse Passage, Wakamatsu Ku and Hibiki-Shinko Ku)
				Wakamatsu Coast Guard Office Navigation Safety Division	Matters relating to Hibiki Passage, Tobata Passage, Wakamatsu Passage, Okudokai Passage, Anse Passage, Wakamatsu Ku and Hibiki-Shinko Ku of Kanmon Ko. (Excluding matters relating to traffic control report)
	KANMON MARITIS	ch16/13,14,66		Kanmon Kaikyo Vessel Traffic Service Center	Matters relating to Hayatomo Seto of Kanmon Ko. (Relating only to traffic control report)
	WAKAMATSU HARBOR COAST GUARD RADIO	ch16/12,14,66		Wakamatsu Port Control Office	Matters relating to Wakamatsu Fairway, Okudokai Passage and Wakamatsu Ku of Kanmon Ko. (Excluding Section 5 and 6) (Relating only to traffic control report)
Port Authority	SHIMONOSEKI PORT RADIO	ch16/12,14,20,66	24 hours	+81-93-321-6518	
	KITA-KYUSHU PORT RADIO				