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Sailing Directions for Coast of Kyushu

Supplement No.1

16 September 2022



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.1 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2021.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 24 June 2022.

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 gray background while deletions are marked with strikethrough, in red letter on gray 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.

16 September 2022

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 up-to-dated information concerning the safety of navigation instructed by Japan Coast Guard, please refer to Notices to Mariners and related publications.

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

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

KOMENOTSU KAGOSHIMA	KKO	KONIYA KAGOSHIMA	KNY	KANOYA KAGOSHIMA	KYA
KUCHINOTSU NAGASAKI	KUC	KUMAMOTO KUMAMOTO	KMP	KUNISAKI OITA	KNS
KUSHIKINO KAGOSHIMA	KSO	MAKURAZAKI KAGOSHIMA	MKK	MATSUSHIMA NAGASAKI	MAT
MATSUURA NAGASAKI	MTS	MIE SHIKIMI NAGASAKI	MSI	MIIKE FUKUOKA	MII
MINAMATA KUMAMOTO	MIN	MISUMI KUMAMOTO	MIS	MIYANOURA KAGOSHIMA	MNO
MIYAZAKI MIYAZAKI	KMI	MOGI NAGASAKI	MOG	MORIE OITA	MOO
MORODOMI SAGA	MOM	NAGASAKI NAGASAKI	NMX	NAGASU KUMAMOTO	NGU
NAGASU OITA	NSU	NAHA OKINAWA	NAH	NAKAKOSHIKI KAGOSHIMA	NKK
NAKATSU FUKUOKA and OITA	NAT	NARAO NAGASAKI	NRO	NARUSHIMA NAGASAKI	NRS
NAZE KAGOSHIMA	NAZ	NISHINOOMOTE KAGOSHIMA	IIN	NOBEOKA MIYAZAKI	NOB
NOMAIKE KAGOSHIMA	NMK	OBAMA NAGASAKI	OBB	ODOMARI KAGOSHIMA	ODM
OITA OITA	OIP	OJIKI NAGASAKI	OJI	OMURA NAGASAKI	OMJ
OMUTA FUKUOKA	OMU	ONEJIME KAGOSHIMA	ONE	ONIIKE KUMAMOTO	ONJ
O SHIMA FUKUOKA	OSS	O SHIMA NAGASAKI	OSM	SAIKI OITA	SAE
SAGANOSEKI OITA	SAG	SAKITO NAGASAKI	STO	SASEBO NAGASAKI	SSB
SASHIKI KUMAMOTO	SSI	SASUNA NAGASAKI	SSN	SENDAI KAGOSHIMA	SEN
SETO NAGASAKI	SET	SHIBUSHI KAGOSHIMA	SBS	SHIMABARA NAGASAKI	SMB
SHIMAMA KAGOSHIMA	SIM	SUMINOE SAGA	SUM	TABIRA NAGASAKI	TBR
TAKEDATSU OITA	TDJ	TAMANOURA NAGASAKI	TMN	TARUMIZU KAGOSHIMA	TMZ
TEUCHI KAGOSHIMA	TEU	TOGUCHI OKINAWA	TCC	TOMIE NAGASAKI	TME
TOMIOKA KUMAMOTO	TMO	TONOURA MIYAZAKI	TON	TOTORO MIYAZAKI	TOT
TSUKUMI OITA	TMI	TSUTSU NAGASAKI	TST	TSUYOSHI NAGASAKI	TYP
UCHINOURA KAGOSHIMA	UUR	UCHIUMI MIYAZAKI	UCH	UNOSHIMA FUKUOKA	UNS
UNTEN OKINAWA	UNT	USHIBUKA KUMAMOTO	UBK	USUKI OITA	USK
USUNOURA NAGASAKI	USU	WAKATSU FUKUOKA	WKT	WAKIMISAKI NAGASAKI	WKI
YAMAGAWA KAGOSHIMA	YAM	YATSUSHIRO KUMAMOTO	YAT	YOBUKO SAGA	YBK

For the details, visit the following URL.

URL: <https://www.kaiho.mlit.go.jp/syokai/soshiki/toudai/navigation-safety/pdf/ri-hu.pdf>

※ Entering Method

1. Measures Subject to Port Regulations Law

Column for information on Destination of AIS

> J P /

①

②

③

- ① Symbol showing the destination port
- ② Symbol showing the route in the port
- ③ Other symbol showing via-route, etc.

2. Measures Subject to Maritime Traffic Safety Law

Column for information on Destination of AIS

> J P /

①

③

- ① Symbol showing the final port
- ③ Other symbol showing via-route, etc.

②: Port codes can be referred in the sections of Hakata Ko, Nagasaki Ko, and Naha Ko in "COASTAL ROUTES AND HARBOURS" in Part 3.

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Port Operation Communications

Vessels can communicate with the Captain of the Port concerning the following issues:

1. Notification concerning entry into ports.
 - (1) Name of vessel
 - (2) Gross tonnage and maximum draught of vessel at entering into port
 - (3) Port of departure and date of departure
 - (4) ETA (date and time of reaching near the port limit)
 - (5) Purpose of entry
 - (6) Other matters required especially for port entry
2. Notification concerning report on entering into or departing from port due to unavoidable reasons such as shelter or an accident of vessel.
3. Designation of anchorage.
4. Notification on shift due to unavoidable reasons such as avoidance of marine accident.
5. Notification concerning control of traffic at sea.
6. Notification concerning directions given to vessel carrying dangerous cargo.
7. Notification on measures to prevent danger caused by an accident taken place within the port or in the vicinity of the harbour limit.
8. Matters on identified obstacles to navigation and anything unusual in aids to navigation.
9. Notification required under Article 6 of Quarantine Law, and notification of inspections etc., under Article 8 of Plant Protection Law, and Articles 40 and 41 of Domestic Animal Infectious Diseases Control Law.

Ports where vessels can contact the Captain of the Port are: Hakata Ko, Izuhara Ko, Sasebo Ko, Kagoshima Ko, Naze Ko and Naha Ko. (See Japan Coast Guard Notification No.205 (1969) "Notification Relating to Radiotelephone Service Between the Captain of the Vessel and the Captain of the Port")

Hakata Ko and Matsuura Ko where vessels can communicate with the port management body concerning berth of destination, tugboat, supplies, linemen, pilotage and so on.

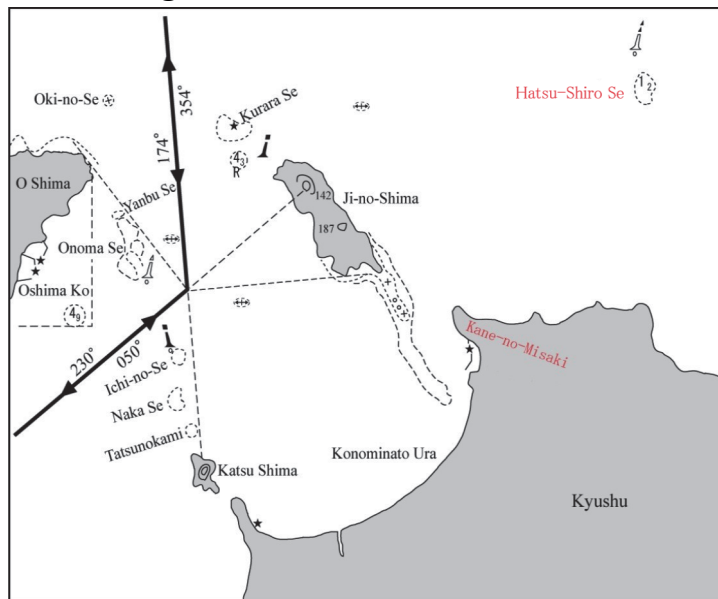
The details of the communication methods at each port are described in Part 3 "COASTAL ROUTES AND HARBOURS"

Emergency Entry

Emergency entry into ports or harbours shall be accepted as an international practice only in cases where the conditions described in the following table are satisfied. Moreover, the Japan Coast Guard provides the guideline described in the following table. The infringement of the guideline may be subject to the punishment based on

Landmarks

Landmark	Position	Remarks
Kane-no-Misaki	33° 53' N 130° 31' E	The end of the cape juts out to the NW, and takes the form of a round, isolated mountain.
Yugawa Yama	33° 52' N 130° 33' E	471m in height, there is a radio tower on the peak.
O Shima	33° 54' N 130° 25' E	Mi Take (215m in height) can be seen from about 30M out to sea on a fine day. There is a lighthouse on the NW end.
Katsu Shima	33° 52' N 130° 28' E	98m in height. This island is surrounded by stony shores.

Fig.9 Directions for Kurara Seto

Directions (See Fig.9) The main channel is between Onomase Light Buoy (33° 53.7' N 130° 27.5' E) and Ichinose Light Buoy (33° 53.0' N 130° 27.9' E). There are reefs between the S end of Ji-no-Shima and the main island of Kyushu {Kane-no-Misaki}, so vessels cannot pass through this area. In the vicinity of NW end of O Shima, the sea becomes choppy when the wind and tide are in the opposite directions. Many vessels pass through Kurara Seto, and also there is a tidal stream that cuts across the passage, so adequate precaution must be exercised.

Some fishing boats and small crafts pass through Kurara Seto on a course of 030° (210°) directly from Kurara Se (33° 55.2' N 130° 28.6' E, there is a lighthouse) to Ji-no-Shima and from Onomase Light Buoy to Ichinose Light Buoy. However, in general, the following route is recommended (It is better to avoid going between Kurara Se and Ji-no-Shima).

Westbound route

1. Proceed to the NW of Kurara Se while being careful to avoid Hatsu-Shiro Se (33° 55.6' N 130° 33.8' E, 1.2m in depth).
2. After avoiding Kurara Se, head for Katsu Shima (33° 52' N 130° 28' E) on a course of 174°, then navigate the midway between Kurara Se and Oki-no-Se (sunken rock, 33° 55.4' N 130° 27.0' E).
3. At a position abeam of the SW end (33° 53.8' N 130° 29.9' E) of Ji-no-Shima, alter course to 230°, then navigate about midway between Onomase Light Buoy and Ichinose Light Buoy.

Eastbound route

1. Proceed toward the mountain (142m in height) on Ji-no-Shima, on a course of 050° and pass through the about midway between Onomase Light Buoy and Ichinose Light Buoy.
2. Alter course to 354° when abeam of the E end of O Shima, and pass midway between Oki-no-Se and Kurara Se.

Maritime traffic Passenger liners are operated regularly between Oshima Ko and Konominato fishing port.

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



Section 1

(Photographed in Nov. 2019)



Section 2 and 3

(Photographed in Nov. 2019)

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

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

The port entrance lies on both the N and S side of Noko-no-Shima with the N side being the main entrance with a depth of 14-20m, the port becoming gradually shallower inward. Water depth is mainly around 7m, excluding channels in the central part of the port. **Additionally, cruise liners from Korea and China are on the rapid increase in the recent years (The number of incoming such ships was 326 in 2017).**

Landmarks

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

Directions Patrol vessels (about 1,000t) proceed toward the summit of Bishamon Yama on a course of 173° from Genkai Shima's NNE offing and with Shika Shima's Kano Hana bearing 090° alter course to 109° and proceed to the W entrance of central passage.

The directions to each anchorage from the inner port entrance are as follows.

1. In order to get to the W side of Chuo Wharf or to the E side of Susaki Wharf, proceed toward the **Hakata Port tower Hakata Port Tower** on Hakata Wharf from midway between the E and W breakwaters, and enter the port.
2. In order to get to Hakozaki Wharf, proceed toward the NE corner of Higashihama Wharf (33° 37.1' N 130° 24.1' E), then alter course to the necessary direction around the Higashihama Wharf, and head to the designated anchorage.
3. In order to get to the Aratsu petroleum plant centre (33° 36.1' N 130° 22.7' E), pass NW offshore of the Susaki Wharf and alter course toward the oil tanks on the NE corner of the petroleum plant centre, and enter the port.

Prescribed Passages Central passage 2.9M long, 300-400m wide dredged to a depth of 12-14m that goes to Section 1 through the E and W breakwater from about 0.3M SSW of Ha Shima. Also, there is an E passage, about 1.9M long, 400m wide, and 14m in depth, which leads to Island City Quay and Kashii Park Port Quay in the ENE after it branches about 0.6M ESE of the entrance. These routes are indicated by light beacons, etc.

Fairways The channel at S of Noko-no-Shima has minimum width (between 5m depth contours) of about 350m and least depth of 4.5m. There is a light buoy which marks the N side of the channel at SE of Noko-no-Shima.

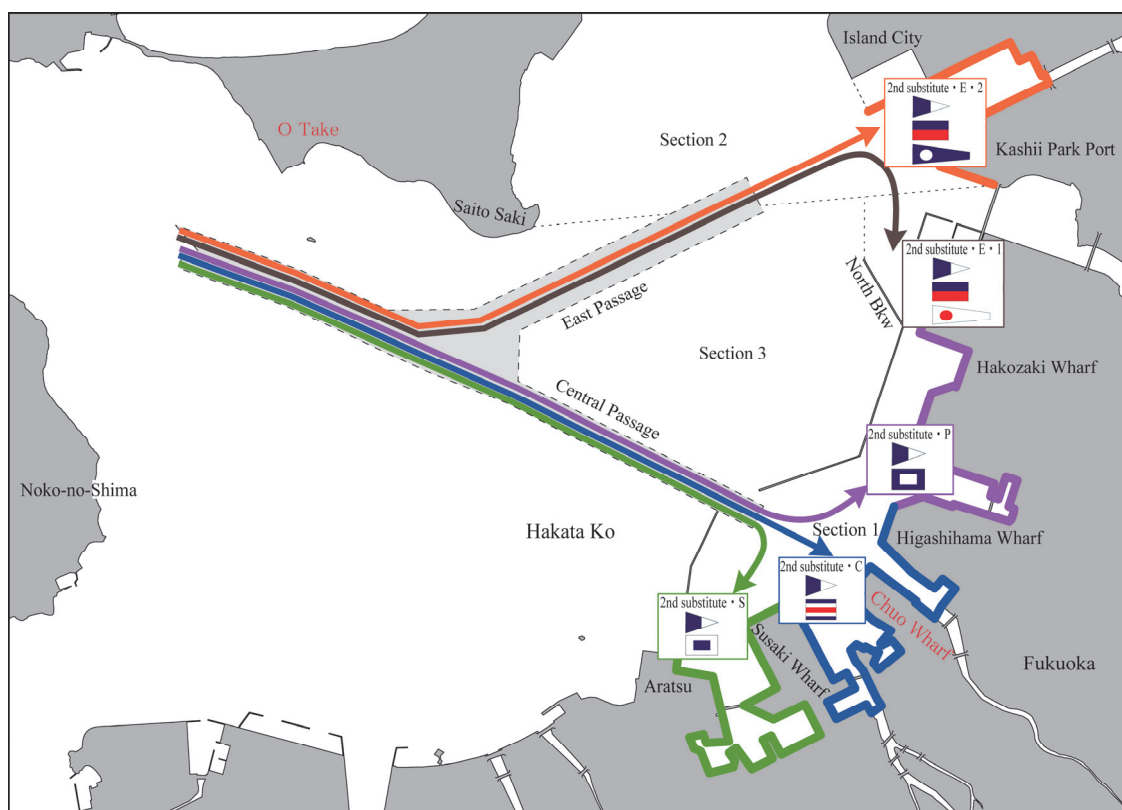
Caution A reef ridge extends along the line from Ugu Shima Kita light buoy in Hakata Ko to the shore passing through Ugu Shima, rendering navigation impossible even by small vessels.

It is not navigable even by small boats.

Port regulations

Special Navigation Rules (Article 44)	In Hakata Ko, when there is a risk of a vessel that is navigating the Central Passage meeting a vessel navigating the East Passage, the vessel that is navigating the East Passage must not block the path of the vessel that is navigating the Central Passage .
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Indication of Course and Destination (Japan Coast Guard Public Notice No. 35, 1995)



Indication of course and destination (Japan Coast Guard Public Notice No.35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010)	Flag Signals	Symbol showing the route in the port	Meanings of signal
	2nd substitute, C	C	Vessels should navigate toward mooring facilities between Higashihama Wharf No.4 Quay and Susaki Wharf No.4 Quay in Section 1. However, excluding vessels passing the line drawn from the N extremity of N Breakwater to the S extremity of Hakozaki Breakwater.
	2nd substitute, P	P	Vessels should navigate toward the mooring facilities between Hakozaki Wharf and Higashihama Wharf No.5 Quay in Section 1. However, excluding vessels passing the line drawn from the N extremity of N Breakwater to the S extremity of Hakozaki Breakwater.
	2nd substitute, S	S	Vessels should navigate toward the mooring facilities between the N seawall of Susaki Wharf and Nishikoen Shita Breakwater in Section 1. However, excluding vessels passing the line drawn from the N extremity of N Breakwater to the S extremity of Hakozaki Breakwater.
	2nd substitute, E · 1	E · 1	Vessels should pass the line drawn from the N extremity of N Breakwater and the S extremity of Hakozaki Breakwater, and navigate toward the mooring facilities at in Section 1.
	2nd substitute, E · 2	E · 2	Vessels should navigate toward the mooring facilities in Section 2.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks	
Island City	No.1 Quay	33° 39.6' N 130° 24.9' E	220	6.5	5,000×1	
	No.2 Quay	33° 39.7' N 130° 24.8' E	155	6.5	5,000×1	
	No.3 and 4 Quays	33° 39.6' N 130° 24.7' E	230	7.5	5,000×1	
	No.5 Quay	33° 39.6' N 130° 24.5' E	190	10.5	18,000×1	
	No.6 Quay	33° 39.5' N 130° 24.4' E	330	13.5-14	50,000×1	Container crane
	No.7 Quay	33° 39.4' N 130° 24.2' E	350	13.5-15	60,000×1	Container crane
	No.8 Quay	33° 39.3' N 130° 24.0' E	210	13.5-15	60,000×1	Container crane
Kashii Park Port	No.1-3 Quays	33° 38.9' N 130° 24.6' E	390	6	10,000×3	
	No.4 Quay	33° 39.2' N 130° 24.4' E	300	11.5-12.5	40,000×1	Container crane
	No.5 Quay	33° 39.2' N 130° 24.6' E	300	12-13	40,000×1	Container crane
	No.6 Quay	33° 39.3' N 130° 24.7' E	190	10	15,000×1	
	No.7-9 Quay	33° 39.4' N 130° 24.8' E	390	6-7.5	5,000×3	
Hakozaki Wharf	No.1-3 Quays	33° 37.3' N 130° 24.6' E	390	6.5-7	5,000×3	
	No.4 Quay	33° 37.3' N 130° 24.4' E	185	10	15,000×1	
	No.5 Quay		270	10.5-12	30,000×1	Dolphin

	No.6-10 Quays	33° 37.6' N 130° 24.3' E	650	7	5,000×5	
	No.11 Quay	33° 37.8' N 130° 24.4' E	230	7.5	5,000×1	
	No.12 and 13 Quays	33° 38.0' N 130° 24.4' E	480	12	30,000×2	2 Unloaders
	Lumber Quay	33° 38.4' N 130° 24.4' E	360	10	15,000×2	
Higashihama Wharf	No.1 Quay	33° 36.7' N 130° 24.2' E	200	4	700×3	
	No.2 Quay		80	3-4	2,000×1	
	No.3 Quay	33° 36.8' N 130° 24.1' E	430	2-4	2,000×4	
	No.4 Quay	33° 37.0' N 130° 24.0' E	390	7.5	5,000×3	
	No.5 Quay	33° 37.1' N 130° 24.2' E	310	7.5	5,000×2	
Chuo Wharf	No.3 Quay	33° 36.4' N 130° 24.0' E	130	7	5,000×1	
	No.4 Quay	33° 36.5' N 130° 23.9' E	220	8	15,000×1	
	No.5 and 6 Quays	33° 36.6' N 130° 23.8' E	599	10-10.5	15,000×2	Dolphin
	No.7 and 8 Quays	33° 36.7' N 130° 23.8' E	360	3-5.5	2,000×4	
	No.9-11 Quays	33° 36.7' N 130° 24.1' E	390	6-7	5,000×3	
	No.12 Quay	33° 36.6' N 130° 24.2' E	161	5.5	3,500×1	
Hakata Wharf	No.2 Quay	33° 36.3' N 130° 23.9' E	105	5	2,000×1	
Hakata Wharf	No.3 Quay		147	6-7.5	5,000×1	For liner
Susaki Wharf	No.1 Quay	33° 36.4' N 130° 23.5' E	130	5-7.5	5,000×1	
	No.2-4 Quays		553	12	30,000×2	3 Unloaders
	No.5 and 6 Quays	33° 36.3' N 130° 23.2' E	260	7	5,000×2	
	No.7-10 Quays		450	4-5.5	2,000×5	
Nagahama	No.1 Quay	33° 36.0' N 130° 23.4' E	360	3-5.5	2,000×4	
Nagahama	No.2 Quay	33° 35.9' N 130° 23.6' E	360	4-6	2,000×4	

A dolphin is existed in the offing at the corner of **Hakozaki Wharf No.5 Quay and Chuo Wharf No.5 Quay**.

In addition to the above table, there are 4 basins (Hakozaki, Higashihama, Nagahama and Fukuoka), and are used by small boats and fishing boats.

Maximum size of vessel handled Cruise ship “Spectrum of the Seas”(169,379t, with a draught of 8.8m) berthed at **Central Chuo Wharf No.5 Quay** on 15th June 2019.

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

Communications Port communication can be made by VHF radio telephones between vessels and the Captain of the port and the Port Authority.

Call name	Frequency	Hours of operation	Remarks
MOJI COAST GUARD RADIO	16/12ch	24hours	Fukuoka Coast Guard Office (Captain of the port)
HAKATA PORT RADIO	16/11, 12ch	24hours	Port Authority, Telephone +81-92-272-0577

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

Mooring buoy There is a mooring buoy in the W section of the Nagahama **Basin**.

Anchoring prohibition In order to secure a passage for vessels entering and leaving Fukuoka and Nagahama **Basins**, vessels are prohibited from anchoring in the area between the entrance to the inner port at the S part of **West Breakwater**, and the Aratsu O-**hashi** Bridge.

Anchorage Vessels are requested to anchor mainly in Section III. When there is a strong N wind, vessels should

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

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

The E side of O Shima is called **Higashi-Ko (East Harbour)** and the W side is called **Nishi-Ko (West Harbour)**. There is a ferry terminal in **the Higashi-Ko East harbour** that links Karatsu and Iki, and yacht harbour facilities also there. **The Nishi-Ko 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.
2 chimneys	33° 27.9' N 129° 57.7' E	183m in height, respectively. Painted blue and white.

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 a tanker loading inflammable materials, including a tank ship, (within 50m of a tanker loaded with LPG) mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner visible at night, reading "Dangerous Inflammable Cargo Aboard," when moored in the harbour.

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

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

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

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Higashiko Quay	33° 28.2' N 129° 57.9' E	230	9	10,000×1	
Higashiko Ferry Quay	33° 28.2' N 129° 57.8' E	115	4.5	1,000×1	
Large LPG carrier exclusive pier	33° 28.9' N 129° 57.4' E	231.5	12.5	57,000×1	
Small LPG carrier exclusive pier	33° 28.7' N 129° 57.5' E	70	6	1,200×1	
O Shima No.1 dolphin Quay	33° 28.6' N 129° 57.5' E	110	5	5,000×1	
O Shima No.2 dolphin Quay		110	5	3,000×1	
O Shima Quay	33° 28.5' N 129° 57.6' E	360	5.5	1,000×1	

Sasebo Ko (33° 07' N 129° 43' E) (Charts W1232, W1233) (Port code; JP SSB)

(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 A good, natural harbour, blessed topographically in the N part of the W coast of Kyushu. The port is divided into Section1 to 3, and passage.

Caution Within the port, other than dangerous reefs and wrecked ships, there are aquaculture facilities everywhere along the coastline. **In addition, the port is used by ferries and high-speed passenger ships.**

Landmarks

Landmark	Position	Remarks
Kogo Saki	33° 06.1' N 129° 40.0' E	There are a lighthouse and a signal station on the cape.
Konpira Yama	33° 05.9' N 129° 40.7' E	100m in height.
Taka Shima	33° 08.0' N 129° 45.2' E	128m in height. Bowl-shaped island.
Shokan Take	33° 11.8' N 129° 42.2' E	445m in height.
Radio tower	33° 09.7' N 129° 42.7' E	Painted red and white.

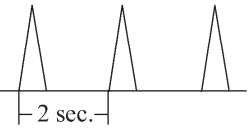
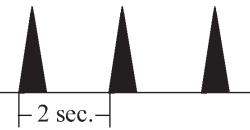
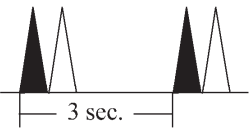
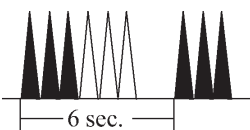
Port regulations

Navigational precautions (Regulation for the Enforcement of the Port Regulations Law, Article 46)	<ol style="list-style-type: none"> When a vessel that has a gross tonnage of 500t or more wishes to enter or leave the port via the fairway W of the line drawn from the peak of Konpira Yama (101m in height) to Takasaki Hana (hereinafter referred to as 'Sasebo passage-Fairway' in this paragraph and Table No.4), it shall report the items pursuant to the provisions of Article 38, paragraph (2) of the Port Regulation Law (In accordance with the item (iii), it must inform the Captain of the Port of the ETA at the vicinity of the entrance to Sasebo passage-Fairway when entering the port no later than noon of the day prior to the estimated arrival date. Likewise, it must inform the Captain of the Port of the ETD when leaving the port no later than noon of the day prior to the estimated departure date.) In the event of a change in the estimated time of arrival or departure of a vessel that has already notified the Captain of the Port of the relevant estimated time, the vessel must promptly notify the Captain of the Port of the change. <p>【Items shall be reported in accordance with the Port Regulation Law, Article 38 Paragraph (2)】</p> <ol style="list-style-type: none"> Name of the vessels. Gross tonnage and length of the vessels. ETA and ETD Methods for communicating with Japan Coast Guard. Anchorage or mooring facility of specified port which the vessels tend to anchor or are going to the berth.
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Passage The passage from the port entrance to the centre of the port is 2.5M long with a depth of 400-500m and is marked by 2 light buoys and 3 light beacons (the lights are synchronized) and is 20-50m in depth.

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

Signals Kogo Saki Signal Station (33° 06' 11" N 129° 40' 01" E) manages navigation control. Navigation Control Signals for Sasebo **passage-Fairway** are as follows:

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

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

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

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

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

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

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 service to Konoura Ko via O Shima and Matsu Shima. And also, there are regular car ferry and passenger vessel service 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. ~~Also, there is a spotlight which illuminates on the reef ridge to the W.~~ 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 coverd and uncoverd 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.

Entering the port from the N

1. Southbound vessels on a course of 154° should alter course to 118° at the position about 2.9M abeam of Ohikishima O Se Light (32° 52.7'N 129° 32.6'E), then head toward Kuma-ga-Mine (32° 41.2' N 129° 52.6' E, 569m in height) lies in the centre of the Nagasaki Hanto.
2. Alter course to 133° at a position about 1.4M N of Ioshima Light, then head for Taka Take (32° 41.7' N 129° 48.9' E, 104m in height) on Koyagi Shima.
3. At a position abeam (Approx. 0.4M) of Hirase Light Beacon (32° 42.7' N 129° 46.9' E), alter course to 103°, then head toward Kage-no-O Quay Light (32° 42.5' N 129° 49.8' E) at Nagasaki Ko Mitsubishi Heavy Industries.

Entering the port from the S

1. Northbound vessels on a course of 334° should alter course to 040° at a position abeam of the peak of Taka Shima (32° 40' N 129° 45' E, 115m in height) after passing a position about 3.6M abeam of Otategami Light (32° 34.0' N 129° 44.4' E) on the S side of Nomo Saki with Ioshima Light bearing more than 040°, she will be able to pass the W side of the dangerous reefs to the S of Taka Shima safely.
2. Subsequently, follow the procedures 2 and 3 of directions from the N.

Caution Dorado shelter fishing takes place yearly between June and November around Nagasaki Hanto and waters from Amakusa-Shimo Shima to the Goto Retto.

Clearing line A line with Ioshima Light (32° 42.9' N 129° 45.7' E) on bearing 030° passes about 0.5M NW of Mitsu Se (32° 36.9' N 129° 42.3' E, 22m in height) . And navigate with maintaining Ioshima Light bearing more than 040° to pass the W side of the dangerous reefs safely. (See Fig.16)

Terashima Suido (33° 02' N 129° 39' E) (Charts W204, W1235)

Outline A channel between the shore from W coast of Nishi-Sonogi Hanto to Hashi-no-Shima (33° 03.6' N 129° 38.8' E) and Tera Shima. The narrowest part is between Aka Saki on the E end of Tera Shima and **Yobuko-no-Hana** on the opposite shore with a width of about 800m, however, there is the Yobuko Sone shoal (33° 02.1' N 129° 38.6' E, 6.4m in depth) in the centre of channel. Many small vessels pass through this channel.

Landmarks

Landmark	Position	Remarks
Tomi Take	33° 04' N 129° 38' E	100m in height. There are 2 towers at about 200m WSW of it.
Yuri Take	33° 02' N 129° 37' E	194m in height.
Kabuto Shima	33° 01' N 129° 38' E	16m in height. Round-shaped peak. There is a lighthouse.
Takabo Yama	32° 59' N 129° 38' E	232m in height. The peak is pointed. Prominent.

Tidal streams The flood (ebb) stream flows toward the N (S) with a maximum velocity of 3.3kn near the narrowest section.

Overhead bridge Oshima O-hashi Bridge (approx. 32m in height) spanning Tera Shima and **Yobuko-no-Hana**.

Caution Dangerous reefs extend to the narrow channel between the W side of Tera Shima and the E coast of O Shima. So, it is difficult for regular vessels to pass through there. There is a bridge (**Terashima** O-hashi Bridge, 15m in height) and overhead cables (33m in height) which span this channel.

The waters S of O Shima and Kakinoura Shima affords a refuge anchorage from strong NW winds in the winter but, caution is advised because there are a lot of aquaculture facilities on the NW side of Tera Shima and along the beach on the S coast of O Shima.

Maritime Traffic **There are regularly scheduled high speed passenger ship services between Sasebo Ko and Hizen-Oshima Ko.**