

Pub.305 sup.

# Sailing Directions for Coast of Kyushu

Supplement No.2

17 February 2023



**Japan Coast Guard**

## Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.2 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 25 November 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 grey background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be delated, replaced or added are instructed in [square brackets].

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

17 February 2023

Hydrographic and Oceanographic Department,  
Japan Coast Guard

## Caution

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

Especially for updated information concerning the safety of navigation instructed by Japan Coast Guard, please refer to Notices to Mariners and related publications.

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

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



2. The line of "Law Relating to the Enforcement of Sovereign Rights for Fisheries, etc. in Exclusive Economic Zone" ~~(excluding FW1009)~~
3. The lines of fisheries agreement of Japan and the Republic of Korea (Article 3, issued on 22nd January 1999)
4. The lines of fisheries agreement of Japan and the People's Republic of China (Article 2, issued on 1st June 2000) (excluding Charts FW162 and FW196)

The relevant charts for fishery use are shown as follows:

Chart No.	Title of the chart	Scale
FW162	Western Part of Japan Sea	1 / 1,200,000
FW196	Kanmon Kaikyo to Busan Hang	1 / 250,000
FW210	Nagasaki to Xiamen	1 / 1,500,000
FW1009	Nippon and the Adjacent Seas	1 / 5,000,000

## Chapter 8 PREVENTION OF MARINE ACCIDENTS

### Marine Accidents

Around the coast of Kyushu and Nansei Shoto, a considerably greater number of marine accidents occur as a result of summer and autumn typhoons compared to other sea areas. Also the proportion of accidents involving foreign vessels is particularly high.

Areas in which marine accidents commonly occur.

Name of Area	Kind of accidents	Remarks
Approaches to Kanmon Ko	Collisions of medium-sized vessels. Collisions of small vessels.	Many accidents involving all kind of vessels.
Kurara Seto	Collisions of small vessels. Stranding of medium-sized vessels. Stranding of small vessels.	Many shallows and shoals. Mariners passing this area for the first time must exercise caution. In particular, there are many groundings of various vessels in the sea area from Ji-no-Shima to Kane-no-Misaki.
Fukuoka Wan	Collisions of medium-sized vessels. Collisions of small vessels. Stranding of medium-sized vessels. Stranding of small vessels. Capsizing of small vessels.	Congested area, and various types of marine accidents occur.
Genkai Nada	Collisions of large vessels. Collisions of medium-sized vessels. Collisions of small vessels.	Collisions between one fishing boat and another, also between fishing boats and cargo vessel often occur.
Approaches to Yobuko (33°33'N 129°53'E)	Collisions of small vessels. Stranding of medium-sized vessels. Stranding of small vessels.	The channel is curved, and there are dangerous offline shoals. Many accidents involving cargo vessels and fishing vessels.
Hirado Seto	Collisions of medium-sized vessels. Collisions of small vessels. Stranding of medium-sized vessels. Stranding of small vessels.	Many shoals, in the curved channel. Many accidents involving cargo vessels and fishing vessels. Mariners passing through this area for the first time must exercise caution.

Sasebo-Nagasaki coast	Collisions of small vessels. Stranding of small vessels.	Many accidents involving all kind of vessels.
Approaches to Nagasaki Ko	Collisions of medium-sized vessels. Collisions of small vessels. Stranding of small vessels. Capsizing of small vessels.	Many accidents involving pleasure boats and fishing vessels.
Approaches to Goto Retto	Collisions of small vessels. Stranding of small vessels.	Many accidents involving fishing boats.
Misumi and the S part of Amakusa-Kami Shima	Collisions of small vessels. Stranding of small vessels.	Many accidents involving pleasure boats and fishing boats.
Approaches to Hondo Ko	Stranding of small vessels.	Many accidents involving pleasure boats.
Approach to Yatsushiro Kai	Collisions of large vessels. Collisions of medium-sized vessels. Collisions of small vessels. Stranding of large vessels. Stranding of medium-size vessels. Stranding of small vessels.	Various types of marine accidents occur. Many shallows and shoals. Mariners passing this area for the first time must exercise caution.
Approaches to Ushibuka(33°12'N 130°02'E)	Collisions of small vessels. Stranding of small vessels.	Many accidents involving pleasure boats, etc. and fishing boats.
S Part of Okinawa Shima	Stranding of medium-sized vessels. Stranding of small vessels.	Many coral reefs and shoals exist. Even experienced mariners must proceed carefully.
N Part of Miyako Shima		
S Part of Ishigaki Shima		

### Maritime Search and Rescue Organisations

**Japan Coast Guard** Japan Coast Guard is in charge of “Crisis Management at Sea”; it has 5 missions: maintaining public order, traffic safety at sea, search and rescue operations, maritime disaster prevention and environmental protection, coordination and cooperation with domestic and overseas organisations concerned.

The sea adjacent to Japan is divided into 11 regions each of which has its Regional Coast Guard Headquarters.

Contact list of the headquarters and subordinate departments is as follows :

Regional Headquarters	Coast Guard Office	Coast Guard Station	Air Station
7th Regional Coast Guard Headquarters 1-3-10, Nishi-Kaigan, Moji-ku, Kitakyushu-shi TEL (+81-93-321-2931)	Fukuoka (+81-92-281-5865) Miike (+81-944-53-0521) Karatsu (+81-955-74-4321) Nagasaki (+81-95-827-5133) Sasebo (+81-956-31-4842) Tsushima (+81-920-52-0643)	Hitakatsu (+81-920-86-2113) Hirado (+81-950-22-3997) Goto (+81-959-72-4999) Imari (+81-955-28-3388) Iki (+81-920-47-0508)	Kita-Kyushu (+81-93-474-7006)
10th Regional Coast Guard Headquarters 4-1, Higashi-korimoto-cho, Kagoshima-shi TEL (+81-99-250-9800)	Kagoshima (+81-99-222-6680) Kumamoto (+81-964-52-3103)	Yatsushiro (+81-965-37-1477) Amakusa (+81-969-73-4999)	Kagoshima (+81-995-58-2541)

**Kumamoto Ko** (32° 46' N 130° 34' E) (Chart W171) (Port code; JP KMP)

(Photographed in Dec. 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** Located on the E part of the head of Shimabara Wan. The harbour is in the artificial island currently under construction, will serve as a distribution port directly connected to the Kumamoto urban area. The area nearby is a large tideland. There are fishing ports, namely, Okishin, Yoban and Ujiguchi, in the rear of this harbour.

**Passage** The passage to Shinminato from W has width of about 200m with a depth of between 4.5m and 8m. Two light buoys mark the entrance of the passage. Submerged jetties, marked by yellow lights, situated on the both side of the entrance of the passage.

**Facilities**

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
No.1 Quay (-5.0m)	32° 45.8' N 130° 35.4' E	236	2-5	1,000t×2	Exclusive for ferries
No.2 Quay (-5.0m)	32° 45.7' N 130° 35.3' E	120	2.5-4.5	700t×2	
No.3 Quay (-5.5m)	32° 45.7' N 130° 35.2' E	180	3-5	2,000t×2	
No.4 Quay (-5.5m)		89	4.5-6	2,000t×1	
No.5 Quay (-7.5m)	32° 45.7' N 130° 35.0' E	130	7.5	5,000t×1	Gantry crane

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

**Maritime authorities**

Name	Telephone
Kumamoto Sub-Branch, Yatsushiro Branch of Nagasaki Customs	+81-96-322-3004
Kumamoto Branch Office of Fukuoka Regional Immigration Services Bureau	+81-96-362-1721
Kumamoto port administrative Office, Kumamoto Prefectural Government	+81-96-329-4411

**Maritime Traffic** Car ferries (850-1,674t) of ~~697t, 848t and 1,687t~~, are operated between Kumamoto Ko and Shimabara Ko which is located on the opposite shore.

**Misumi Ko** (32° 36' N 130° 28' E) (Chart W194) (Port code; JP MIS)

(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	Important port
○	○	○	○	○		○	○

**Outline** Misumi Ko is a good natural harbor located on the SW extremity, and is connecting to Shimabara Wan and Yatsushiro Kai. It is enclosed by Oyano Shima, Iwa Shima and Tobase Shima. The port on the E side after passing through the narrowest section of Misumi-no-Seto is called the W port and a port on the E side of the narrow channel that winds further S is called the E port. The main quays of Misumi Ko are in the E port.

There are various channels connecting Misumi Ko including Misumi-no-Seto, Zozo-no-Seto, Motare-no-Seto and Uto-no-Seto. Those channels, other than Misumi-no-Seto and Zozo-no-Seto, are shallow and used by local fishing boats and regular-scheduled liners.

**Facilities**

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
A Quay <del>(-10.0m)</del>	32° 36.3' N 130° 28.0' E	170	10	12,000t×1	
B Quay <del>(-9.0m)</del>	32° 36.3' N 130° 27.8' E	165	8-8.5	10,000t×1	
C Quay <del>(-9.0m)</del>		165	6.5-7	10,000t×1	
Shin C Quay <del>(-7.5m)</del>	32° 36.3' N 130° 28.1' E	220	7.5	15,000t×1	
Shin B Quay <del>(-5.5m)</del>	32° 36.3' N 130° 28.2' E	90	5	2,000t×1	
Shin A Quay <del>(-4.5m)</del>	32° 36.4' N 130° 28.2' E	60	-	700t×1	
Ferry Quay <del>(-4.5m)</del>	32° 36.4' N 130° 28.3' E	60	4.5	700t×1	
Hata Wharf Quay <del>(-4.5m)</del>	32° 36.5' N 130° 28.8' E	240	3-4	700t×4	

**Anchorage** There are two quarantine anchorages: one is lying N of the N end of Misumi-no-Seto, the other is lying about 0.8M S of S end of Zozo-no-Seto.

The W port is not a good anchorage as it is affected by wind and waves from the N and at its frontage tidal streams are strong and the water is too deep.

At the E port, when winds blow from the S, some wind and waves get into the port from outside, however, it almost never affected by strong wind as it is protected from other winds by islands mentioned above and the mountains of the Uto Hanto.

**Weather and Climate** Northerly winds prevail throughout the year however, southerly winds occur from spring through summer.

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



and Iwa Shima lying NE of Amakusa-Kami Shima, separated by a strait. On W of Amakusa-Kami Shima, Amakusa-Shimo Shima is situated.

**Michigoe-no-Seto** (32° 33.0' N 130° 23.9' E) (Chart W208) is a channel about 1.5M long with a depth of 11-21m in its centre part, whose N side is formed by the S shore of Oyano Shima, E of Michigoe-no Seto is the continuation of Yanagino Seto. Takamoku Shima is cone-shaped small island. This island's SW coast is formed by white cliffs. The peak is the highest point in the vicinity and also prominent. Takamoku Shima is a good mark for the approach to Ikeshima-no-Seto from Shimabara Wan. The narrowest part of Michigoe-no-Seto is in the vicinity of Oyano-hashii Bridge (about 14m in height). There is an overhead cable (about 22m in height) spans the channel, W of Oyano-hashii Bridge.

**Yanagi-no-Seto** (32° 32.7' N 130° 26.1' E) (Chart W208) is a channel lies between the S coast of Oyano Shima and Funabito Shima (32° 32.3' N 130° 26.2' E, 22m in height). The E of Yanagi-no-Seto is the continuation of Otono Seto and Yokoshima-no-Seto, between Funabito Shima and the W of the Yanagi-no-Seto is the continuation of Michigoe-no-Seto, Ikeshima-no-Seto and Maruko-no-Seto.

**Uto-no-Seto** (32° 32.1' N 130° 27.7' E) (Chart W208) is part of the Yatsushiro Kai on the E and connects to Yanagi-no-Seto and Yokoshima-no-Seto on the W. A channel with over 5m of depth is about 700m wide. The center of the channel is about 30m in depth. Overhead cables (39m in height) cross the center of the channel.

**Ikeshima-no-Seto** (32° 32.1' N 130° 24.8' E) (Chart W208) is a channel which is about 2.8M long, whose W entrance is located between Takamoku Shima and Biro Shima, and its E entrance is located between E end of Nagaura Shima and Funabito Shima. The E part of Ikeshima-no-Seto is divided into the N and the S. The S channel is called Maruko-no-Seto, which is used by local small boats. Biro Shima (32° 32.1' N 130° 22.8' E, 25m in height), which lies S of Ikeshima-no-Seto, serves as a good mark for identifying Ikeshima-no-Seto.

**Akamatsu-no-Seto** (32° 31.8' N 130° 26.4' E) (Chart W208) is not suitable as a passage due to the shallow depths of around 2m scattered in the mid-channel.

Aitsu Ko lies on the N coast of Amakusa-Kami Shima and on the S side of Akamatsu-no-Seto opposite Mae Shima, whose NW entrance continues to Maruko-no-Seto and NE entrance continues to Akamatsu-no-Seto.

**Hondo Seto** (32° 26.4' N 130° 12.4' E) (Chart W1252) is a channel lies between Amakusa-Kami Shima and Amakusa-Shimo Shima, and is designated as a Waterways to be Developed and Preserved, provided in Port Regulation Law. This channel has a maintained depth of 4.5m covering a width of 50m in order to allow the navigation of ships of 700D/W. The maximum range of tide is about 3m. There are shallows on E and W of the channel and the channel has many blind corners. The N entrance lies on the W of Hondo Ko Light Beacon. A lifting bridge (32° 26.7' N 130° 12.3' E, 17m in height) lies about 1.2km S of the N entrance to the channel. It is manned continuously from 0600 to 2030 (April through September), 0630 to 2000 (October through March). The bridge is raised as required to permit passage. Amakusa Seto O-hashii (16 to 17m in height) situated 270m N of the lifting bridge. **The Amakusa Seto O-hashii No.2 bridge (tentative name, 17m in height, under construction) lies a position of about 450m N of the Amakusa Seto O-hashii bridge.**

The width of the water with over 10m of depth is about 300m within the Yokoshima Seto (32° 23' N 130° 14' E) (Chart W174), which leads to Yatsushiro Wan from Hondo Seto. The N section of the Yokoshima Seto is surrounded by Amakusa-Kami Shima and Amakusa-Shimo Shima. It is 5-20m in depth with a good bottom in the section. There are aquaculture facilities along the coast within the bay.

### **Nagashima Kaikyo - Yatsushiro Kai** (Charts W174, W178, W206)

**Outline** The centerline of the Nagashima Kaikyo, Hachiman Seto and Gannoshiri Seto forms the border between Kumamoto and Kagoshima prefectures and is regularly used by large vessels. Karajiro Seto is regularly used by small

**Facilities**

	Name	Position	Length (m)	Depth (Approx.m)	Capacity (D/W × vessel)	Remarks		
Honko (Main port)	-5m Quay	31° 28.5' N	135	3.5-5	1,000×2			
	-5.5m Quay	131° 06.7' E	100	4	2,000×1			
Gaiko (Outer port)	A Quay (-5.5m)	31° 28.3' N 131° 06.5' E	270	2-5.5	2,000×3			
	B Quay (-7.5m)		130	7-7.5	5,000×1			
	C Quay (-10m)	185	9	15,000×1	For Ro-Ro ships			
	D Quay (-7.5m)	31° 28.1' N	260	7	5,000×2			
	E Quay (-8.5m)	131° 06.3' E	200	4-8.5	14,000×1			
Wakahama	Passenger Vessel Wharf (-7.5m)		31° 27.9' N 131° 06.1' E	220	7.5	15,000×1	Aseismic quay	
	Wakahama Central Wharf	No.1 Quay (-12m)		240	12	30,000×1		
		No.2 Quay (-9m)		165	8-9	10,000×1	For ferries	
		No.3 Quay (-8m)		75	7.5	5,000×1		
		No.4 Quay (-7.5m)		315	7.5	5,000×2		
		No.5 Quay (-5.5m)		180	5.5	2,000×2		
		Quay (-4.5m)		120	-	450×2		
	Wakahama S Wharf	No.1 Quay (-7.5m)		31° 27.5' N	130	7.5	5,000×1	
		No.2 Quay (-5.5m)		131° 05.5' E	90	5.5	2,000×1	
Shin-Wakahama Wharf	No.1 Quay (-14m)	31° 27.1' N 131° 05.3' E	280	14	50,000×1	For container vessels, 2 cranes		

In addition to the above, there are 2 dedicated dolphins (maximum capacity of 65,000D/W) at the S side of the Wakahama S Wharf in the Wakahama section. In order to enhance the security of the port including the facilities used by foreign trading vessels, some areas are designated as prohibited entry areas.

**Tugboats** Tugboats are available.

**Supply** Fresh water can be supplied.

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

**Maritime authorities and facilities**

Name	Telephone
Shibushi Coast Guard Station	+81-99-472-4999
Shibushi Sub-branch, Kagoshima Branch Customs	+81-99-472-1689

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

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

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

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

(Photographed in Sep. 2019)

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




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

**Landmarks**

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

**Facilities**

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

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

#### Communication

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

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

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

**Maximum size of vessel handled** Cruise ship "Sun Princess" (77,441t, with a draught of 8.1m) berthed on the Nagahama Passenger Vessel Quay on 1st May 2014.

#### Medical facility

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

#### Maritime authorities and facilities

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

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

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

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

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