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Sailing Directions for Coast of Kyushu

Supplement No.3

29 September 2023



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Kyushu - Supplement No.3 is issued to correct the outdated information in Publication No.305 Sailing Directions for Coast of Kyushu which was published in March 2022.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 16 June 2023.

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

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

29 September 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.

Pilot Associations

Pilot associations at each pilotage areas are follows:

Name of Association (TEL and Fax)	Boarding point	Remarks
Hakata Pilot Association TEL:+81-92-291-4494 FAX:+81-92-271-3373	On the harbour limit line, 014° 820m from Nokonoshima Light (33° 38.7' N 130° 18.4' E, approximately).	A vessel equipped with VHF should give notification of arrival time schedule at the pilot boarding point via "Hakata Port Radio"
Sasebo Pilot Association TEL:+81-956-22-9059 FAX:+81-956-25-1508	Around 010° 1.2M from Omodaka-shirase Light (33° 06.7' N 129° 37.9' E, approximately) (the pilot may navigate around the entrance of the port when the weather is stormy. In this case, vessel may be required by VHF).	1. The pilot gets on board at the lee side of the vessel. 2. Pay attention to the signals provided by Kogo Saki Signal Station, and lower the speed in advance upon receiving a signal about leaving a port.
Nagasaki Pilot Association TEL:+81-95-823-6465 FAX:+81-95-823-3071	Around 1M (32° 43.8' N 129° 45.7' E, approximately) N from Ioshima Light. Around 300° 1.5M (32° 43.6' N 129° 44.2' E, approximately) from the same Light for huge vessels.	The pilot ladder should be on the lee side of the vessel about 0.6m 60cm above sea level.
Shimabara Kaiwan Pilot Association TEL:+81-944-53-1405 FAX:+81-944-51-3529	1. Miike Ko. Near quarantine anchorage. 2. Misumi Ko. Around quarantine anchorage offshore Misumi Light, or around quarantine anchorage offshore from Tobaseshima Light. 3. Shimabara Wan entrance. Between a point approximately 1M SW from Sezumesaki Light and a point approximately 1M S from Kuchinotsu Light.	The pilot may get on board around 2M N from Gotsusho Light Beacon when it is required, at the entrance to Shimabara Wan, except when the conditions of wave and tidal streams are bad.
Kagoshima Pilot Association TEL:+81-99-260-7707 FAX:+81-99-260-7717	1. For vessels required to be quarantined or entering Honko Ku or Shinko Ku: Near quarantine anchorage (31° 33.2' N 130° 35.4' E). 2. For vessels entering Mokuzai Ko or Taniyama Ku (section 1, section 2) and not required to be quarantined: Approximately 3,600m E from the Taniyama Ku (section 1) N Breakwater Light. 3. For LNG tankers entering Taniyamaniku : Get on board at about 2,300m E from Taniyamaniku E Breakwater Light (31° 28.9' N 130° 33.9' E) via tugboat	1. The pilot ladder should be on the lee side of the vessel about 2m above sea level. 2. Basically, no entry to the port at night. Wait at quarantine anchorage or anchorage. But the pilot can get on board until 2100 when leaving Taniyama Ku.

<p>Hososhima Pilot Association TEL:+81-982-55-0427 FAX:+81-982-55-0427</p>	<p>Around the quarantine anchorage (approximate position 32° 26.0' N 131° 42.0' E). (Get on board at inner breakwater when there is rough weather)</p>	<ol style="list-style-type: none"> 1. Maneuver the vessel to lee side with the pilot ladder on the port side with an anchor heaved up. 2. In rough weather, the pilot ladder should be on the starboard side and the vessel should proceed, because the pilot will get on board at the inner breakwater in such weather. VHF or a pilot boat will lead in such cases. 3. The communication should be started 30 minutes in advance of the boarding time (via VHF of pilot boat).
<p>Naha Pilot Association TEL:+81-98-868-1613 FAX:+81-98-868-9785</p>	<ol style="list-style-type: none"> 1. Commonly used boarding points: The surface within the circle with 0.5M radius centred on the point of 270°, 1.5M from Naha Ko Centre light buoy. (26° 14.0' N 127° 36.2' E) 2. At the point of 265°, 3.0M from Naha Ko Centre light buoy in winter time or strong wind (10m/s and more). (26° 13.8' N 127° 34.7' E) 	<ol style="list-style-type: none"> 1. The max. draught of Naha Wharf is 9.4m. 2. Use the pilot ladder at the other side of billow. 3. Mother ship will be ordered to anchor through the agent and will stand by at the point described in table 2 on the left when the tugboat cannot navigate due to wind and waves in winter time.

Chapter 7 PRECAUTIONS

Sea Training Areas

The Sea training areas used by the U.S. Forces stationed in Japan, in the area covered in this volume, are as follows (Refer to “LIST OF SEA TRAINING AREAS USED BY U.S. FORCES, JAPAN” in a separate volume of the latest Notices to Mariners, and Miscellaneous Chart No. 6973 “Index Chart of Maneuver Areas of the Adjacent Seas of Nippon”).

1. Navy training areas (See Fig. 3)

No.	Name of Area	Type of training	Hours of training
I	Area Golf (water area and air space)	Surface and anti-aircraft firing trainings. (Maximum range 27,432m, maximum altitude 6,096m)	Firing trainings may be conducted at any time during the day or night daily. An advance notice will be given before night (1700 to 0800) firing trainings are conducted.
II	Area Foxtrot (water area and air space)	Surface, anti-aircraft firing, air to air and air to surface gunnery trainings. (Using, the various kinds of naval and aerial trainings weapons. Maximum range 36,576m, altitude unlimited)	0800 to 1700 daily.
III	Area Lima (water area and air space)	Surface, anti-aircraft firing, air to air and air to surface gunnery trainings. (Using, the various kinds of naval and aerial trainings weapons. Maximum range 36,576m, altitude unlimited)	0600 to 1800, Monday through Friday. The trainings are sometimes conducted from 0600 to 1800 on Saturday, then an advance notice will be given.

Limit item: Each of the above areas is permanent danger area.

Chapter 9 INFORMATION ON THE VESSEL'S TRAFFIC SAFETY

Japan Coast Guard publishes nautical charts, sailing directions, and others necessary for ensuring navigation safety, and at the same time, provides information to maintain these publications up-to-date and necessary information on the vessel's traffic safety.

Notices to Mariners

Notices to Mariners Japan Coast Guard provides information for updating nautical charts and ensuring the safety of marine traffic on the website every Friday (in Japanese and English).

Regional Coast Guard Headquarters Notices to Mariners Each Regional Coast Guard Headquarters provides local information which is necessary for safety marine traffic and efficient navigation in the jurisdictional district and its vicinity. This information is provided by E-mail, ~~facsimile~~ and on the website generally once a week or as necessary.

Navigational Warnings

NAVAREA XI Navigational Warnings For the safety of vessels navigating in NAVAREA XI (Western part of North Pacific and South-East Asia sea areas) pursuant to provisions of the World-Wide Navigational Warning Service, information crucial in emergencies is provided by the EGC (Enhanced Group Calling) system via satellite communication, INMARSAT, in English. The system receives information with a designated receiver, and is provided on the website as well.

In particular, urgent information (active submarine volcano, drifting naval mine, falling flying objects such as satellite, etc. and obstructions, etc.) is provided all the time.

NAVTEX Navigational Warnings Among information for the safety of vessel traffic within 300M of the Japanese coastal area, NAVTEX delivers information needing urgent reporting, and it is received with its designated receiver. The information (from within 50km of the coast) is provided on the website.

Coast Stations	ID signal	Emission	Frequency	Regular transmission starting time (JST)	
MOJI	H	F1B	424 kHz (in Japanese) 518 kHz (in English)	Japanese	0117 0517 0917 1317 1717 2117
				English	0210 0610 1010 1410 1810 2210
NAHA	G			Japanese	0100 0500 0900 1300 1700 2100
				English	0200 0600 1000 1400 1800 2200

Japan Navigational Warnings Traffic safety for Japanese vessels in the Pacific Ocean, the Indian Ocean and nearby sea, information needing urgent reporting is provided on the website. Kyodo News delivers information for vessels via facsimile broadcasting and also through Japan Fisheries Telecommunications Station. In particular, urgent information (submarine volcanic activity, drifting naval mine, international dispute, falling satellites and other flying objects, and other matters that may pose a immediate and serious danger to ships) is posted on the web page at any time.

Local Navigational Warnings For the safety of vessels navigating waters under the Regional Coast Guard Headquarters jurisdictional district, waters under the Coast Guard Office jurisdiction or nearby sea, Japan Coast Guard provides the information needing urgent reporting (in Japanese or English) from local coast radio stations via the radiotelephone system. And on the website in both Japanese and English.

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	-	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	7.5	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	6.5-7	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	3.5	700×3	
	No.2 Quay		80	3.5	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	4.5-6.5	5,000×3	
	No.5 Quay	33° 37.1' N 130° 24.2' E	310	4-7.5	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 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, 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-hashii Bridge.

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

Fishery Wharf	No.5 Quay	33° 28.4' N 129° 57.3' E	260	7.5	750×3	
	No.4 Quay	33° 28.3' N 129° 57.3' E	110	5	750×1	
	No.3 Quay	33° 28.2' N 129° 57.4' E	240	4	750×2	
	No.2 Quay		90	3	450×1	
Myoken Wharf	Myoken No.2 Quay	33° 28.4' N 129° 57.1' E	200	2	2,000×2	
	Myoken No.3 Quay	33° 28.5' N 129° 57.1' E	270	6.5-7	5,000×2	
	Myoken No.4 Quay	33° 28.7' N 129° 57.0' E	240	11	30,000×1	
	Myoken No.5 Quay	33° 28.6' N 129° 56.9' E	130	7.5	5,000×1	
	Myoken No.6 Quay		90	5.5	2,000×1	

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

Tsunami and typhoon safety measures In order to prevent accidents due to abnormal weather such as typhoon and tsunami, it should be noted that Captain of the port may recommend subject to Port Regulation Law concerning actions for each vessel to take at the time of abnormal weather. (Inquiries: Karatsu Coast Guard Office)

Maritime authorities and facilities

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

Supplies Fresh water and fuel oil can be supplied.

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

Medical facility

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

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

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

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

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

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

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

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

Matsuura Ko (33° 22' N 129° 41' E) (Chart W1270) (Port code; JP MTS)

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 W end of Imari Wan. The J-POWER Matsuura Thermal Power **Plant** is on the S shore of the port, coal carriers of 100,000D/W class enter and leave the port.

Landmarks

Landmark	Position	Remarks
Chimney	33° 21.4' N 129° 41.5' E	204m in height. Painted gray. Cited within the J-POWER Matsuura Thermal Power Plant .
Chimney	33° 21.0' N 129° 40.9' E	203m in height. Painted gray. Cited within the Kyushu Electric Power Matsuura Thermal Power Station.

Directions Patrol vessels, approaching the port, use the chimney of the J-POWER Thermal Power **Plant** as a head landmark after passing through the Aoshima Suido and the Tsusaki Suido, with adequately clearance to Takezaki Hana (33° 23.2' N 129° 41.1' E).

Caution Caution is necessary to keep clear of aquaculture facilities around **Jo Yama** to the vicinity of Konpira Hana, and also a lot of aquaculture facilities and fishing gears are installed in the SE area of Ogono Shima (33° 25.3' N 129° 42.6' E, 57m in height) and also, from SW of Ikazuchi Hana to Inu Saki on Taka Shima.

Communication Communicating necessary port business regarding port entry and departure to the port managers.

Call name	Frequency	Hours of operation	Telephone
Matsuura Port Radio	16/12, 14ch	0600-2000	+81-956-72-5353

Facilities Matsuura Thermal Power **Plant** has a 100,000D/W class **Coal Quay** and a 5,000D/W class **Utility Quay**. There is a landing area and a ferry quay in the Mikuriya Section on the W side within the port. There is a basin for small vessels with less than 5m in depth in the SE area of the port and is a public quay in the E side of there.

Maritime traffic There are car ferry (162t) services between the Mikuriya **Section** and Taka Shima, **Kuro Shima and O-Tobi Shima**, via Ao Shima.

Paragraph 2 TSUSHIMA (Chart W173)

Outline Tsushima is a part of Nagasaki prefecture. It is made up of 2 islands, Kami Shima and Shimo Shima and is approximately 73km **in length** from N to S and 18km **in width** at its widest position. The island's coast is extremely tortuous with many indentations, which provide small harbours and inlets, in which small vessels can shelter from rough weather. Izuhara Ko in the central area of the E coast of Shimo Shima is the main harbour and passenger ferries and hydrofoils are operated for regular ferry service between it and Ashibe Ko, Gonoura Ko (on Iki Shima) to Hakata Ko, Hitakatsu Ko on the northern part of the E coast of Kami Shima and Hakata Ko, as well as regular passenger service to Busan (Korea). Also, Tsushima airport located on the northern part of the Kami Shima E coast provides regular flights for Nagasaki and Fukuoka.

The sea area in the vicinity of both the S and N ends of the island is dotted with reefs to a distance of about 1.5M from the shore. The entire coast has many aquaculture facilities, **including** gill nets, **and** stationary nets, **etc**. Also, bait fishing is carried out along the coast from the N, through the W to the S, so vessels entering any of the ports or navigating along the coast in this area must exercise caution.

Shelters There are many shelters on the coast of Tsushima. Generally, shelters on the E coast are exposed to winds from E, and shelters on the W coast are exposed to winds from W. The shelters on the Tsushima coast are shown in the below.

Quarantine anchorage is designated around 400m NW of Kaminari Saki.

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (t × vessel)	Remarks
Hitakatsu Quay (A)	34° 39.3' N 129° 28.2' E	70	4.5	700×1	
Hitakatsu Quay (B)		146	5.5	3,000×1	
Nishidomari Quay (A)	34° 39.5' N 129° 28.3' E	180	3.5	2,000×2	
Ajiro Quay	34° 39.2' N 129° 28.5' E	180	7.5	4,000×1	For ferries

There are landing place in each basin along the N and S coast inside the port.

Typhoon and tsunami safety measures In order to prevent accidents due to abnormal weather such as typhoon and tsunami, it should be noted that Captain of the Port may recommend subject to Port Regulation Law concerning actions for each vessel to take at the time of abnormal weather. (Inquiries: Hitakatsu Coast Guard Station)

Maritime authorities

Name	Telephone
Hitakatsu Coast Guard Station	+81-920-86-2113
Izuhara and Hitakatsu Branch of Fukuoka Quarantine Station	+81-920-52-0089

Supplies Fresh water and fuel oil can be supplied.

Maritime traffic Car ferry (1,125t) and high speed passenger vessel services to Hakata Ko, and car ferry and high speed passenger vessel service to Busan (Korea) are operated.

Paragraph 3 W ENTRANCE OF IKI SUIDO - NOMO SAKI (Chart JP187)

Futagami Shima - Entrance of Sasebo Ko (via W side of Hirado Shima) (Chart JP198)

Outline Hirado Shima lies across from Azuchi-O Shima, Taku Shima and Ikitsuki Shima to the S of Futagami Shima and Ko-Futagami Shima at the W entrance of Iki Suido. Many vessels navigate on these waters from the N coast to the W coast of Kyushu.

Landmarks

Landmark	Position	Remarks
Futagami Shima	33° 36' N 129° 33' E	91m in height. There is a lighthouse in the S. Coast is a steep cliff
Ko-Futagami Shima	33° 37' N 129° 31' E	Islet (57m in height). Waters around the island fall off steeply
Azuchi-O Shima	33° 29' N 129° 33' E	Entire island coast is steep cliffs except for Atono Ura in the NE. Peak (216m in height) is a good landmark when heading toward Genkai Nada from the S. There are several wind turbines near the island ridge on both the E and W sides.

Caution There is a reef ridge which extends to the N from Nagasaki Hana on Azuchi-O Shima. The outer edge is distinguishable by the breakers.

Oshima Seto (33° 28' N 129° 32' E, Chart W1249) A channel between Azuchi-O Shima and Taku Shima. The narrowest part is about 1M in width, and the depth is 30-70m, so large vessels can also pass through there.

Directions Vessels attempting to navigate on a westward course should proceed along the transit line (260°) joining Ara Saki (33° 27.3' N 129° 31.8' E) on the N end of Taku Shima and Obaehana Light (33° 26.4' N 129° 25.8' E) near the N end of Ikitsuki Shima. After passing a point about 500m to the S of Tako-no-Sone (33° 27.9' N 129° 34.1' E, 4m in depth), alter course as necessary and pass through the channel while being careful to avoid Naka Sone (33° 28.0' N 129° 32.3' E, 8.3m in depth).

Tidal streams The flood (ebb) stream flows toward W (E), with a maximum velocity of 2.8 (3.3) kn at Oshima Seto.

Shiratake Seto (33° 25' N 129° 32' E) A channel between Taku Shima and Hirado Shima. The narrowest part is 0.7M wide. The E entrance is somewhat shallow and there is a bank, which extends from the NW to SE at a depth of 16-20m.

Directions Vessels proceeding to W on Shiratake Seto should navigate along a transit line (237°) connecting Hanaguri Hana (33° 24.4' N 129° 31.5' E) on Hirado Shima and Chidori Hana (a rocky peak) (33° 22.5' N 129° 27.8' E) on the NW tip of Nakae-no-Shima. After coming abeam of Hizen-yokoshima Light (33° 25.3' N 129° 32.1' E), alter to a suitable course and proceed along the centre of the channel.

Tidal streams The flood (ebb) stream flows toward the WSW (ENE), with a maximum velocity of 2.9 (2.5) kn at Shiratake Seto.

Tatsu-no-Seto (33° 21' N 129° 26' E) A channel between Ikitsuki Shima and Hirado Shima. The narrowest part is 350m wide, 11.8-16m in depth and there is the Ikitsuki O-hashii Bridge over the channel. A shoal extends about 200m E from the end of Shiomi Hana (33° 21.3' N 129° 26.1' E). The water on the Yobu Saki side drops off relatively steeply.

Directions When proceeding to N, navigate along the transit line (043.7°) connecting Chidori Hana (33° 22.4' N 129° 27.8' E) on the NW end of Nakae-no-Shima and the peak of Iimori Yama (33° 26.3' N 129° 32.2' E) on the SE side of Taku Shima.

Tidal streams The flood (ebb) stream flows toward the NE (SW), with a maximum velocity is 4.1 (4.9) kn at Tatsu-no-Seto.

Clearing line Betto Se (33° 18.5' N 129° 23.9' E, 8.6m in depth) on the W side of Hirado Shima is roughly with Yobu Saki (33° 21.1' N 129° 26.5' E) on the E side of Tatsu-no-Seto in line with the W end of Nakae-no-Shima (33° 22.4' N 129° 27.8' E) bearing 040°/220°. It is also with Tateba Shima peak (33° 17.6' N 129° 24.7' E) bearing 144°. Vessels heading to Tatsu-no-Seto from the S will pass about 550m NW of this shoal if they follow the course directions for this channel.

Anchorage There are a lot of indentations along the W side of Hirado Shima. The refuge anchorage is Shijiki Wan, furthest to the S.

Hirado Seto (33° 22' N 129° 34' E) (Chart W193)



View from N entrance (Photographed in Sep. 2019)

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 Bridge (about 14m in height). There is an overhead cable (about 22m in height) spans the channel, W of Oyano 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 **Mirai** O-hashii **No.2** Bridge (about 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

Landmarks

Landmark	Position	Remarks
O Shima	32° 32.4' N 130° 33.2' E	84m in height. An island connected to the mainland through reclamation. Prominent.
Tank	32° 31.6' N 130° 32.2' E	Gray coloured, for cement.

Fairways The main fairway which leads to the port via between O-Tsuku Shima, Ko-Tsuku Shima and the Ne Shima from the S is about 5M long, about 300m wide, have been dredged to a depth of 12m and is marked by 5 light buoys. There is a shallow area with a depth of less than 10m on N of O-Tsuku Shima, therefore, vessels must not navigate off the fairway.

The new port is divided into the inner port and the outer port. The fairway to the inner port branches off from the previously-mentioned fairway, with a depth of 5 to 8m, and is indicated by 3 light buoys.

The entrance of the fairway to the oil basin lies about 600m N of O Shima. The fairway lies between N Groin (submerged by high tides, there is a lighthouse on NW end of N Groin) and S Groin (submerged by high tides). The fairway is about 40m wide and dredged to about 5m. The anchorage area is shallow with a depth 5 to 6m.

Directions Directions to approach Yatsushiro Ko, see Nagashima Kaikyo - Yatsushiro Kai.

After passing through the fairway between O-Tsuku Shima and Ko-Tsuku Shima, head toward the midway between of Minami Shima (32° 31.8' N 130° 31.4' E) of Mitsu Shima and Yatsushiro Ko Breakwater Light (32° 31.4' N 130° 32.0' E), and then proceed to the entrance to the port keeping Yatsushiro Ko Mitsu Shima S Light Buoy (32° 31.3' N 130° 31.4' E) on their port side. Vessels should wait for slack water to avoid the tidal streams that flow S and N. A line joining E coast of Mitsu Shima with E end of O-Tsuku Shima serves as a clearing line which indicates shallow water NNE of O-Tsuku Shima.

Anchorage The designated quarantine anchorage is centered 1M SW of O-Tsuku Shima. The waters within the port are not suitable for anchor, because the water is shallow and there are a lot of obstructions such as fishing stakes except for fairways.

The anchorage for vessels carrying dangerous cargo is designated as a 600m radius centered on 32° 27.6' N 130° 28.7' E.

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

1. Bay pilots board in position 2.2M from Toshima Light (32° 09.7' N 130° 04.7' E), bearing 184°.
2. Bay pilot service hours: 24 hours/day.
3. The Yatsushiro Ko Harbour Pilot boarding point (from sunrise to sunset) is:
 - for ships anchoring: 0.5M W of the fairway No.1 Buoy (32° 27.0' N 130° 29.0' E).
 - for ships entering port directly: 1M S of the fairway No.1 and No.2 Buoys. (32° 25.9' N 130° 29.2' E)

Facilities

Name		Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Outer port	G0 Quay	32° 31.6' N 130° 32.2' E	410	10.5	220,000×1	Exclusive for cruise ships
	G1-G4 Quays	32° 31.9' N 130° 32.4' E	650	10-11.5	15,000×4	
	G5·G6 Quays	32° 32.2' N 130° 32.6' E	480	12-14	30,000×2	There is Container crane at G6 Quay.
	G11·G12 Quays	32° 31.5' N 130° 32.3' E	260	5-8.5	5,000×2	
	G13 Quay		165	9	10,000×1	
Inner port	N1-N8 Quays	32° 30.5' N 130° 33.8' E	720	3-4.5	2,000×8	
	N9·N10 Quays	32° 30.7' N 130° 33.3' E	260	5	5,000×2	
	-4.5m Quay	32° 30.7' N 130° 34.0' E	60	4.5	500t×1	

There are mooring facilities for a company use only not listed in the table above.

Precautions for entering the port

1. The tidal currents is strong outside of the breakwater in Sinko Ku. Occasionally, the direction of the currents becomes complicated before and after highest high water and lowest low water.
2. There are a lot of recreational fishing boats in the waters between the W area of Oko-ga Shima and Honko Ku offshore. And also a lot of long line floats (called "Bonden") are scattered in the area.
3. When entering the ports at night, the lights at the entrance to Honko Ku and Shinko Ku not easily distinguished due to the city lights in the background.

Entry restriction In order to prevent accidents, general shipping are prohibited from entering a sea area within 30m a tanker loading inflammable materials berthing at the piers for the exclusive use of them situated in Minamiko Ku or Taniyama Ku.

Anchorage With the exception of the S side of Kan Se (31° 34.0' N 130° 35.5' E, 2.2m in height) and the E side of Minamiko Ku, Kagoshima Ko provides the good anchorage. When anchoring, care should be taken to avoid fish havens and submarine cables.

Anchorage for vessels with dangerous cargo are designated in the outer harbor. The quarantine anchorage lies S of Kan Se.

Communication Communication can be made by radiotelephone between the vessel and the Captain of the Port through "Kagoshima Coast Guard Radio".

Call name	Frequency	Hours of operation	Remarks
KAGOSHIMA COAST GUARD RADIO	16/12ch	24hours	Kagoshima Coast Guard Office

Pilotage Pilotage can be arranged through the Kagoshima Pilot Association (See "Chapter 6 Pilotage" in Part 1). The pilotage service provided by Kagoshima Pilot Association is subject to the following conditions.

1. As a general rule, entry and departure are only permitted from sunrise to sunset. With the exception of Taniyama Ku, where departure is permitted until 2100.
2. Vessels should refrain from entering the bay when the wind velocity excess 10m/s, wave is higher than 1m, or in poor visibility.
3. As a general rule, vessels shall maintain a under keel clearance of at least 10%.
4. If there is any abnormality in the hull, engine, or cargo that may affect the vessel's ability to enter or leave port, pilots should not on board.

Facilities

Name	Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks	
Honko	Gyoko Ku N Quay (-5.0m)	31° 35.2' N 130° 34.0' E	250	4	250t×5	
	Ogawa Wharf Quay (-5.5m)	31° 35.9' N 130°33.9' E	180	5.5	2,000×2	
	Honko Sakurajima Ferry Wharf Quay (-4.5m)	31° 35.8' N 130° 33.8' E	120	4.5	700×2	
			Honko Ferry Wharf No.3 Quay (-4.5m)	60	4	1,000t×1
	N Wharf No.1 Quay (-9.0m)	31° 35.7' N 130° 34.1' E	360	12-13.5	10,000×2	
	N Wharf No.2 Quay (-7.5m)	31° 35.7' N 130° 34.0' E	310	8	5,000×2	

	S Wharf No.1 Quay (-7.5m)		155	8	5,000×1		
	S Wharf No.2 Quay (-7.5m)	31° 35.5' N	155	7.5	5,000×1		
	S Wharf No.3 Quay (-5.5m)	130° 34.0' E	90	6.5	2,000×1		
	S Wharf No.4 Quay (-5.5m)		90	6	2,000×1		
	S Wharf No.5 Quay (-6.0m)	31° 35.5' N 130° 34.1' E	150	7.5	4,000×1		
Shinko	No.1 Quay (-7.5m)	31° 35.0' N	125	7	5,000×1		
	No.2 Quay (-5.5m)	130° 34.0' E	160	4.5	3,000×1		
	No.4 Quay (-5.5m)		160	4	3,000×2		
	No.5 Quay (-9.0m)	31° 34.8' N	165	9	10,000×1		
	No.6 Quay (-7.5m)	130° 34.0' E	260	7.5	8,000×1		
Kamoike Ko Jetty (-4.5m)		31° 33.2' N	150	4	700×2		
Kamoike Ko No.2 Jetty (-4.5m)		130° 33.7' E	160	4.5	990t×2		
Minamiko	No.2 Quay (-4.7m)	31° 32.9' N	161	4	700×2		
	No.3 Quay(N) (-4.5m)	130° 32.9' E	81	3.5	700×1		
	No.3 Quay(S) (-4.5m)		125	4	700×2		
	No.4 Quay (-4.5m)		90	4	700×1		
	No.5 Quay (-4.5m)	31° 32.8' N	80	3.5	700×1		
	No.6 Quay (-5.5m)	130° 32.8' E	90	5.5	2,000×1		
	No.7 Quay (-5.5m)		174	5.5	2,000×1		
Mokuzai Ko No.1 Quay (-10m)		31° 32.0' N 130° 32.6' E	185	8.5	15,000×1		
Marine Port Quay (-9.0m)		31° 32.1' N 130° 33.3' E	340	9	70,000t×1		
Taniyamai- ikku (Section 1)	No.1 Quay (-12m)		250	12	30,000×1		
	No.2 Quay (-7.5m)	31° 30.5' N	260	7	5,000×2		
	No.3 Quay (-5.5m)	130° 31.5' E	270	5	2,000×3		
	No.5 Quay (-5.5m)		400	5	2,000×4		
	No.6 Quay (-5.5m)	31° 30.2' N	180	5.5	2,000×2		
	No.7 Quay (-7.5m)	130° 31.4' E	260	7.5	5,000×2		
	No.8 Quay (-12m)		240	12	30,000×1		
Taniyamai- niku (Section 2)	North	East Wharf Quay (-7.5m)	31° 29.7' N 130° 32.2' E	390	7.5	5,000×3	
		No.1 Quay (-5.5m)	31° 29.5' N	360	5	2,000×4	
		No.2 Quay (-5.5m)	130° 31.2' E	270	5.5	2,000×3	
		No.3 Quay (-5.5m)		180	5.5	2,000×2	
	Tani- yama	No.5 Quay (-5.5m)		270	5	2,000×3	
		No.6 Quay (-7.5m)	31° 29.3' N	260	6.5-7.5	5,000×2	
		No.7 Quay (-7.5m)	130° 31.0' E	390	5.5-7.5	5,000×3	
		No.8 Quay (-5.5m)		90	4.5-5.5	2,000×1	
		No.9 Quay (-5.5m)	31° 29.0' N	90	4-5.5	2,000×1	
		No.10 Quay (-9.0m)	130° 31.0' E	250		10,000×1	
		No.11 Quay (-9.0m)		250	6-8	10,000×1	

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.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed on Marine Port Quay on 1st May 2023.

Medical facilities

Name	Telephone
Kagoshima City Hospital	+81-99-230-7000
Kagoshima University Hospital	+81-99-275-5111

Maritime authorities and facilities

Name	Telephone
10th Regional Coast Guard Headquarters	+81-99-250-9800
Kagoshima Coast Guard Office (Captain of the port)	+81-99-222-6680
Kagoshima Transport Branch Office, the Kyushu District Transport Bureau	+81-99-222-5660
Kagoshima Branch Customs, Nagasaki Customs	+81-99-260-3125
Kagoshima Branch Office, Fukuoka Regional Immigration Services Bureau	+81-99-222-5658
Kagoshima Branch, Fukuoka Quarantine Station	+81-99-222-1473
Kagoshima Branch, Moji Plant Protection Station	+81-99-222-1046
Kagoshima Airport Sub-branch, the Moji Branch, the Animal Quarantine Station	+81-995-43-9061
Kagoshima Port Office Branch, Kagoshima Regional Promotion Bureau	+81-99-805-7414

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

Tugboats Tugboats are available.

Repair There is a shipyard capable of repairs.

Supplies Fresh water can be supplied at the main mooring quays. And also there are water supply barges. Fuel oil can be supplied by fuel oil supply barges.

Maritime traffic There are car ferry services to and from the islands of Okinawa, Amami and Tokara, and also Tane-ga-Shima, Yaku Shima, Sakura Shima and various points along the shore of Kagoshima Wan. There are also passenger liner services to and from Naha, Naze, Tarumizu and Ibusuki.

Paragraph 9 KAGOSHIMA WAN - TSURUMI SAKI (Charts JP1220, JP1221)

Outline The passages of E coast of Kyushu are free from dangers different from that of the N, W and S. Compared with the W coast, the E coast has less indentations except for Shibushi Wan.

Oceanographic Phenomena The Kuroshio flows toward the NNW offshore of the Hyuga Nada. It occasionally flows closer to the coast. Therefore it is advised to check the latest information, provided by “Quick Bulletin of Ocean Conditions” and so forth.

Weather and Climate On the E coast of Kyushu, southerly winds prevail between April and September, and NW winds prevail between October and March. The effect of NW monsoons in winter is slightly alleviated by mountains in Kyushu, reducing the number of days of storm in winter as compared with that of the N coast of Kyushu.

Rather, what brings storm to the E coast is southerly strong winds blowing out of the Pacific Ocean high when a strong low passes on the Japan Sea side in spring and typhoons which often approach the area from summer to autumn.

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

Outline This port is on the W coast of S part of Okinawa Shima, and is consists of Naha Wharf (Naha Commercial Port), Tomari Wharf (Tomari Ko), Shinko Wharf (Aja Shinko), and Urasoe Wharf. It is the largest port in the Nansei Shoto and as a hub port for distribution within Okinawa prefecture and with the mainland of Japan. It performs an important role in freight and passenger transportation.

The port is exposed to the winds blowing from between W and N. However, rough seas are weakened by the many coral reefs in the area. The bottom provides good anchor holding. Therefore, various types of vessels use it as an anchorage. However when winds blow strongly from W to N, caution is advised as the sea becomes rough. Navigation is difficult when winds exceed 13m/s.

Tidal streams The flood sets NE with a maximum velocity of 1.7kn and the ebb sets SW with a maximum velocity of 1.6kn in the W of Jijaka Bise (26° 14.8' N 127° 39.3' E) and Kan-no-Bise (26°14.0' N 127°39.2' E).

Landmarks

Landmark	Position	Remarks
Chimney	26° 15.0' N 127° 40.3' E	62m in height. Painted blue and white. In the Urasoe-City Clean Center.
Maritime Office complex	26° 14.5' N 127° 40.6' E	40m in height. Made of red bricks. There are dish aerials on the roof.
Container cranes	26° 14.0' N 127° 40.1' E	Painted yellow (the upper part) and gray (the lower part). In the Naha International Container Terminal.
Sojun Yama	26° 13.9' N 127° 41.0' E	46m in height. There is a hospital on the NE side of the peak.
Radio tower	26° 11.0' N 127° 41.5' E	Height above ground 165m. Painted red and white. Prominent.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Naha Wharf	26° 12.7' N 127° 40.1' E	No.1 Quay	165	7.5-9	10,000×1
		No.2 Quay	165	9	10,000×1
	26° 12.7' N 127° 40.3' E	No.6 Quay	93	8	5,000×1
		No.3 Quay	164	7.5-8.5	10,000×1
		No.4 Quay	70	3.5-6.5	1,000×1
Tomari Wharf	26° 13.4' N 127° 41.0' E	No.1 Quay	105	5	3,000×1
		No.2 Quay	105	2.5-5.5	3,000×1
	26° 13.5' N 127° 41.0' E	No.3 Quay	105	5.5	3,000×1
		No.4 Quay	26	3.5-5	-
		No.5 Quay	75	2.9	500×1
		No.6 Quay	90	2.5-5	500×1
	No.7 Quay	26° 13.6' N 127° 40.9' E	105	3	3,000×1
	No.8 Quay	26° 13.6' N 127° 40.5' E	372	10-11	70,000×1
Shinko Wharf	26° 14.2' N 127° 40.8' E	No.1 Quay	390	7.5	5,000×3
		No.2 Quay	70	4	2,000×1
		No.3 Quay	410	7.5	5,000×3
	26° 14.3' N 127° 40.7' E	No.4 Quay	410	7	5,000×3
		No.5 Quay	407	11	20,000×2

	No.6 Quay	26° 14.2' N 127° 40.5' E	387	10-11	20,000×2	
	No.7 Quay		391	11	20,000×2	
	No.9 Quay	26° 14.1' N 127° 40.0' E	300	14	40,000×1	Container crane
	No.10 Quay		350	14	40,000×1	
Urasoe Wharf	No.1 Quay	26° 15.2' N 127° 41.0' E	130	7.5	5,000×1	
	No.2 Quay		130	7.5	5,000×1	
	No.3 Quay		130	7.5	5,000×1	
	No.4 Quay		130	7.5	5,000×1	
	No.5 Quay		130	7-8.5	5,000×1	
	No.6 Quay	26° 15.2' N 127° 40.8' E	130	7.5	5,000×1	
	No.7 Quay		130	7.5	5,000×1	
	No.8 Quay		210	8.5	10,000×1	

In addition to the above, there are landing places (with a depth of 2 to 4m) for small vessels in Naha Wharf, Tomari Wharf and Shinko Wharf. And also there are basin for fishing boats in the S side of Urasoe Wharf, Tomari fishing port and marina in the NW side of Tomari Wharf, and basin (Miegusuku basin) for small boats to the NW of Naha Wharf.

There are dolphin piers that are used exclusively by specific companies, and a Gunko (naval port) Quay (6-berth) to the SW of Naha Wharf that is used exclusively by the U.S. Forces.

Port regulations

Restriction on anchoring and other actions (Regulations for the Enforcement of the Port Regulations Law, Article 49)	<p>Vessels should not anchor or release vessels or objects being towed within the sea area surrounded by the line drawn from 1,445m on Naha Ko Shinko No. 1 Breakwater S Light, bearing 128°, to 785m, bearing 309°, and a line drawn from the same to 300m, bearing 219°, and a line drawn from the same point to Naha Ko Starboard Light, and shore and in the water (hereinafter referred to as "Naha Fairway") of the lower reaches than Kokuba Kawa Meiji Hashi, except in the following circumstances:</p> <p>(i) When the vessel is attempting to avoid a marine accident.</p> <p>(ii) When the vessel has lost the ability to maneuver.</p> <p>(iii) When the vessel intends to give assistance to persons or another vessel in distress.</p> <p>(iv) When the vessel has been given permission by the Captain of the Port to carry out work, according to the provisions of Article 31 of the Port Regulation Law.</p>
Navigational precautions (Regulations for the Enforcement of the Port Regulations Law, Article 50)	<p>1. When a vessel that has a gross tonnage of 500t or more wishes to enter or leave the Naha Ko via Naha Fairway, 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 Naha 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.</p> <p>2. Vessels should report to the Captain of the Port immediately in case of time of change in the items in the previous report.</p> <p>【Items shall be reported in accordance with the Port Regulation Law, Article 38 Paragraph (2)】</p> <p>(i) Name of the vessels.</p> <p>(ii) Gross tonnage and length of the vessels.</p> <p>(iii) ETA and ETD.</p> <p>(iv) Methods for communicating with Japan Coast Guard.</p> <p>(v) Anchorage or mooring facility of Specified port which the vessels tend to anchor or are going to the berth.</p>

of Tomari Wharf.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed on Tomari Wharf No.8 Quay on 2nd May 2023.

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

Maritime authorities and facilities

Name	Telephone
11th Regional Coast Guard Headquarters	+81-98-867-0118
Naha Coast Guard Office (Captain of the port)	+81-98-951-0118
Naha Quarantine Station (main office)	+81-98-868-1674
Naha Plant Protection Station	+81-98-868-0715
Transport Division, Okinawa General Bureau	+81-98-866-1836
Okinawa Regional Customs (main office)	+81-98-868-8525
Okinawa Branch, the Animal Quarantine Station	+81-98-861-4370
Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-98-832-4186
Naha Branch, the Moji District Marine Accidents Inquiry Agency	+81-98-868-9334

Tugboats Tugboats are available.

Repairs There is a shipyard capable of repairs.

Supplies Fresh water and fuel oil can be supplied at the main quays.

Medical facility

Name	Telephone	Remarks
Okinawa Red Cross Hospital	+81-98-853-3134	

Maritime traffic Passenger ships and ferries ply between Tokyo, Hanshin, Kagoshima, Shibushi, Naze, Kametoku (Toku-no-Shima), Wadamari (Oki-no-Erabu Shima), Yoron, Zamami, Tokashiki, Aguni, Tonaki, Madomari, Kume, Ie, Minami Daito and Kita Daito. Whereas ferry services which call at Yoron, Wadamari, Kametoku, Naze, and arrives at Hanshin area is now suspended.

Caution There are 3 islets made of fine white coral and gravel in the offing to the W of Naha Ko. These are collectively called Keise Shima (Chii Bishi). Kamiyama Shima (11m in height, there is a lighthouse in the vicinity of the E end) on the E of the islets is on a coral reef that covers and uncovers with the tides, and is flat and divides into 2 parts at high water. Nagannu Shima (8m in height, there are light beacons to its SW and NW) is on the W part of the islets. It is in the E part of coral reef that covers and uncovers with the tides. There is an exposed wreck within the reef. Kuefu Shima (2m in height, there is a light beacon to the SW) is on the S part of the islets and is on a coral reef that covers and uncovers with the tides, as other 2 islets. Kamiyama Shima and Nagannu Shima have changed in shape greatly due to sand excavation. According to the report, Kamiyama Shima is sunken at high water except for the vicinity of the lighthouse. There is a coral reef (least depth is 12.4m) to the SW of these islets.

Entry prohibition In order to prevent accidents due to ignition, general shipping are prohibited from entering a sea are within 30m a tanker loading dangerous inflammable materials, including a tank ship, mooring in the harbour. Tankers carrying dangerous inflammable materials should display a banner, reading “Dangerous Inflammable Cargo Aboard” when moored in the harbour.

Government (3-4 Hamasakicho, Ishigaki City. Phone: +81-980-82-4046).

Administrative guidance Ishigaki Coast Guard Office enforces the following guidance against foreign flag vessels entering the port.

1. Vessels entering Ishigaki Ko shall carry Charts JP1206 (or W1206), W1285 and W1286.
2. The quarantine anchorage is the only anchorage afforded inside the Ishigaki port area. However, only a few number of vessels can be accommodated because the anchorage space is limited. (The maximum number of vessels up to 5,000t class is 4.)
3. A large number of shoals made of coral reefs are in the surrounding sea area of the port. Caution should be taken when entering the quarantine anchorage since groundings by foreign vessels occur frequently.
4. There is a main fairway through the quarantine anchorage for vessels entering and leaving the port. Vessels anchoring at the quarantine anchorage shall avoid the fairway as much as possible when considering where to anchor and which course to take when entering and leaving.
5. A master with an uneasiness due to lack of experience, or large vessels restricted by her performances, shall prepare a tugboat or pilot, etc. as much as possible.
6. Vessels entering and leaving the port should listen to VHF 16ch all the time.

Facilities

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Hamasakicho Section	A Quay	60	3.5	1,000×1	
	B Quay	100	5	1,000×1	
	C Quay	130	6.5-7	5,000×1	Under construction
	D Quay	130	8.5-9	5,000×1	
	E Quay	185	8.5	10,000×1	
	F Quay	250	8.5	15,000×1	Aseismic quay
	-7.5m Quay	170	6.5-7.5		
Shinko Section	-7.5m Quay	130	7.5	5,000×1	
	-5m Quay	140	3.5-4.5	1,000×2	

Caution When berthing at a quay, it is necessary to be very careful of tidal streams. Vessels cannot moor at the quays during a typhoon. There are a lot of rats on this island, therefore, rat guard never fail to be installed on the shore lines.

Maximum size of vessel handled Cruise ship “MSC BELLISSIMA” (171,598t, with a draught of 8.7m) berthed on Shinko Section (Shinko Cruise Quay) on 3rd May 2023.

Typhoon and tsunami safety measures In order to prevent disasters from typhoon, tsunami etc., the Ishigaki Ko Disaster Prevention Committee 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: Ishigaki Coast Guard Office)

Maritime authorities and facilities

Name	Telephone
Ishigaki Coast Guard Office	+81-980-83-0118
Ishigaki Branch, Okinawa District Customs	+81-980-82-3375
Ishigaki Port Branch Office, Naha District Office, Fukuoka Regional Immigration Services Bureau	+81-980-82-2333
Ishigaki Branch, Naha Quarantine Station	+81-980-82-4940
Ishigaki Branch, Naha Plant Protection Station	+81-980-82-2312
Ishigaki Port Office, Okinawa General Bureau	+81-980-82-4740
Yaeyama Transport Office, Okinawa General Bureau	+81-980-82-4772
Ports and Harbours Section, Construction Department, Ishigaki City government	+81-980-82-4046

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