

Pub.303 sup.

Sailing Directions for Seto Naikai

Supplement No.8

21 June 2024



Japan Coast Guard

Explanatory Notes

Sailing Directions for Seto Naikai - Supplement No. 8 is issued to correct the outdated information in Publication No.303 Sailing Directions for Seto Naikai which was published in February 2019.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 2 February 2024.

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.

21 June 2024

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.

(Article 32 in the Maritime Traffic Safety Act)

① In abnormal weather, etc., the Commandant of the Japan Coast Guard may restrict or prohibit the navigation of ships, restrict their movements, or order them to evacuate in order to prevent danger to ships in the sea area.

② In abnormal weather, etc., the Commandant of the Japan Coast Guard may recommend that ships in the sea area or near the border take necessary measures to smoothly prevent danger.

(2) The system of providing safety information and danger avoidance advisory by the Vessel Traffic Service Center (Articles 33 and 34, in the Maritime Traffic Safety Act, Articles 43 and 44, in the Act on Port Regulation)

① For individual ships navigating or anchoring in the waters around coastal facilities, accident prevention information, such as anchor dragging risks will be provided and their listening watch is mandatory.

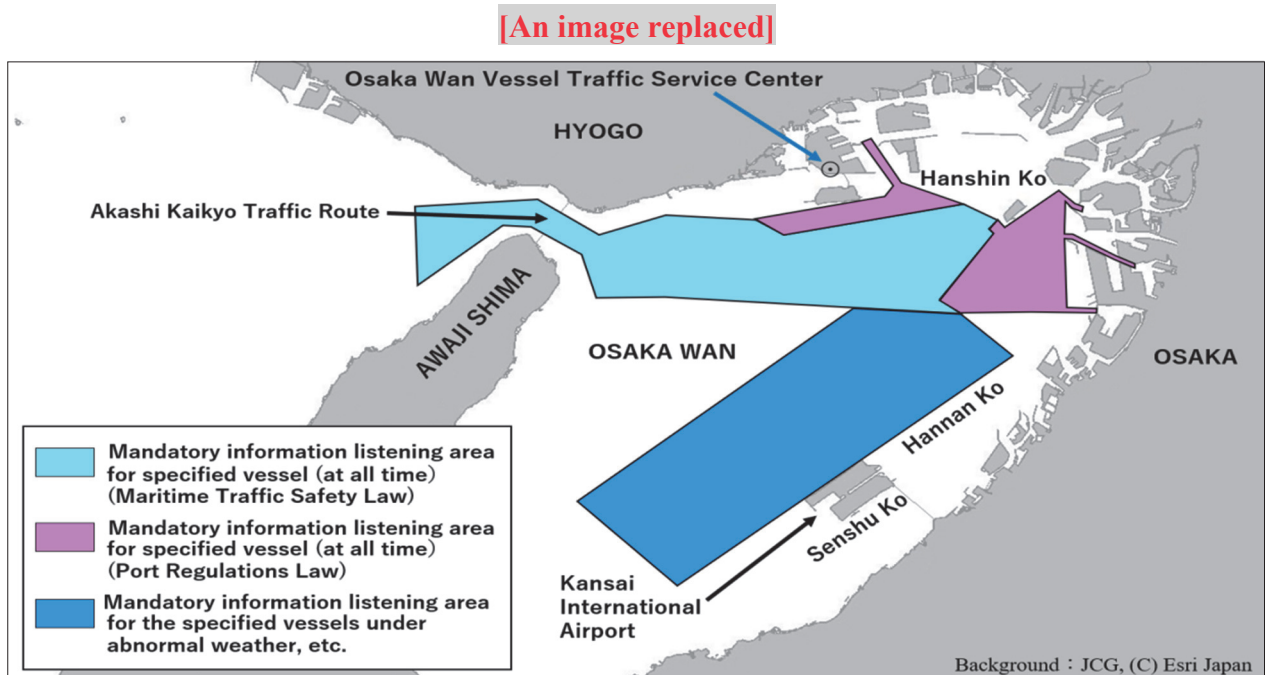
② When an extraordinary approaching vessels were recognized, they are advised to take measures to avoid danger.

(3) The Consultation Committee Scheme to smoothly exercise the evacuation from bay, etc. (Article 35, in the Maritime Traffic Safety Act)

The purpose of the Consultation Committee Scheme is to establish the Consultation Committee at each sea area with the members comprising of the Japan Coast Guard, Maritime/Port Authorities and Administrations to coordinate actions to be taken against typhoons, such as evacuation timing, ships that need to evacuate, recommendation promulgation system, etc. to prepare ships' smooth evacuation when typhoon is approaching.

Port Regulations Law. This law is intended to ensure the safety of traffic in ports and to keep ports in order. It prescribes the matters concerning entering and leaving ports, navigation, traffic control signals, method of anchoring, preservation of traffic routes, dangerous substances, lights, and so on.

Fig.17 Sea area where the specified vessel should listen to the information



6. Observance of Navigation and Hazard Prevention Recommendations. (Article 31 of Maritime Traffic Safety Law, Article 23-4 of Regulations for the Enforcement of Maritime Traffic Safety Law)

5 Osaka Wan Vessel Traffic Service Center may issue recommendations for changing course or taking other necessary measures to specified vessels when it is found necessary to comply with navigation or to prevent danger.

7. Providing information by Osaka Wan Vessel Traffic Service Center, etc.

Information provision by Osaka Wan Vessel Traffic Service Center "OSAKA MARTIS" is carried out via VHF radio telephone with one of the following message markers: "Information," "Warning," "Advice," or "Instruction."

10 (1) "INFORMATION"

This indicates that OSAKA MARTIS is informing observed data, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.

(2) "WARNING"

15 This indicates that OSAKA MARTIS is informing any dangerous situation that may impede safe navigation of vessels. The recipient of this message should pay immediate attention to the situation mentioned and consequences of WARNING will be up to the recipient.

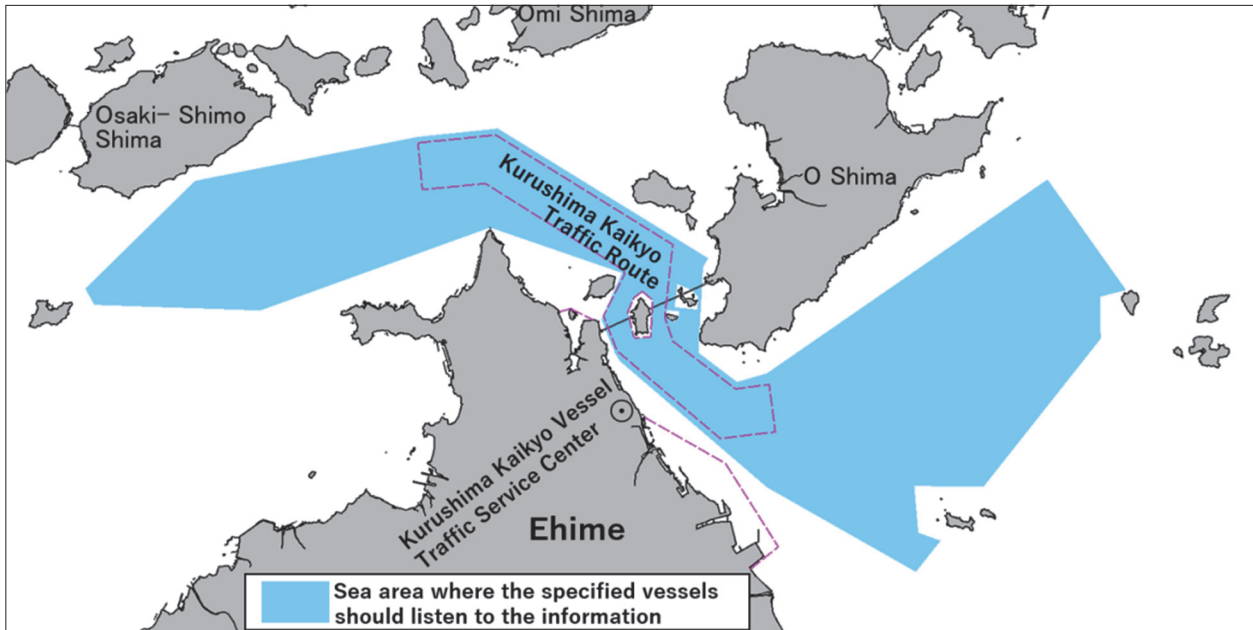
(3) "ADVICE"

20 This indicates that OSAKA MARTIS is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to comply with the traffic regulations on the traffic route, such as altering the vessel's way, etc. to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.

(4) "INSTRUCTION"

25 This indicates that OSAKA MARTIS is informing vessels to take certain action, pursuant to the Act on Maritime Traffic Safety. The recipient has to follow this message unless he/she has contradictory safety reasons.

Fig.33 Kurushima Kaikyo Sea area where the specified vessel should listen to the information [An image replaced]



- 5 7. Listening of the information provided by Japan Coast Guard Commandant (Article 30 of Maritime Traffic Safety Law, Article 23-2, 23-3 of Regulations for the Enforcement of Maritime Traffic Safety Law)

10 Kurushima Kaikyo Vessel Traffic Service Center provides the following information by the VHF radiotelephone to specified vessels (Vessels navigating the sea areas shown in Fig.33 with a length of 50m or more). Specified vessels shall listen to the information provided by Kurushima Kaikyo Vessel Traffic Service Center while navigating sea areas shown in Fig.33.

- (1) Information concerning to traffic rules when there is a possibility of specified vessels navigating traffic routes and the sea areas surrounding the traffic routes against the traffic rules applying to the areas.
- (2) Information pertaining to occurrence of sinking vessels, failure of aids to navigation and problems of other vessel traffic that are likely to hinder considerably the safety of the navigation of the specified vessels.

(3) Information pertaining to the sea areas under construction and other work, sea areas which are extremely shallow and other sea areas difficult to navigate safely for the specified vessels when the specified vessels are found to be at risk from approaching too close to these sea areas.

(4) Information pertaining to vessels, which are not able to avoid the course of other vessels easily, and whose navigation is likely to hinder considerably the safety of the navigation of the specified vessels.

(5) Information pertaining to other specified vessels when the specified vessels are found to be approaching too close to the other specified vessels.

(6) Information considered necessary to be observed by the specified vessels besides from (1) to (5) above.

8. Observance of navigation rule and Prevention of dangers Recommendations (Article 31 of Maritime Traffic Safety Law, Article 23-4 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Kurushima Kaikyo Vessel Traffic Service Center may issue recommendations for changing course or taking other necessary measures to specified vessels by the VHF radiotelephone or other appropriate methods when it is found necessary to comply with navigation rule or to prevent danger.

9. Providing information by Kurushima Kaikyo Vessel Traffic Service Center, etc.

Kurushima Kaikyo Vessel Traffic Service Center provides information, etc. by the VHF radiotelephone, etc. with the following codes to start, depending on the contents. Refer to "Notice of Information Provisional Methods, etc. (provided by Imabari Vessel Traffic Signal Station Operated by Kurushima Kaikyo Vessel Traffic Service Center and by the Center)" (Japan Coast Guard Notice No.169, 2010) for more details:

(1) "INFORMATION"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is informing observed data, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.

(2) "WARNING"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is informing any dangerous situation that may impede safe navigation of vessels. The recipient of this message should pay immediate attention to the situation mentioned and consequences of WARNING will be up to the recipient.

(3) "ADVICE"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to comply with the traffic regulations on the traffic route, such as altering the vessel's way, etc. to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.

(4) "INSTRUCTION"

This indicates that Kurushima Kaikyo Vessel Traffic Service Center is instructing vessels to take certain action, pursuant to the Act on Maritime Traffic Safety. The recipient has to follow this message unless he/she has contradictory safety reasons.

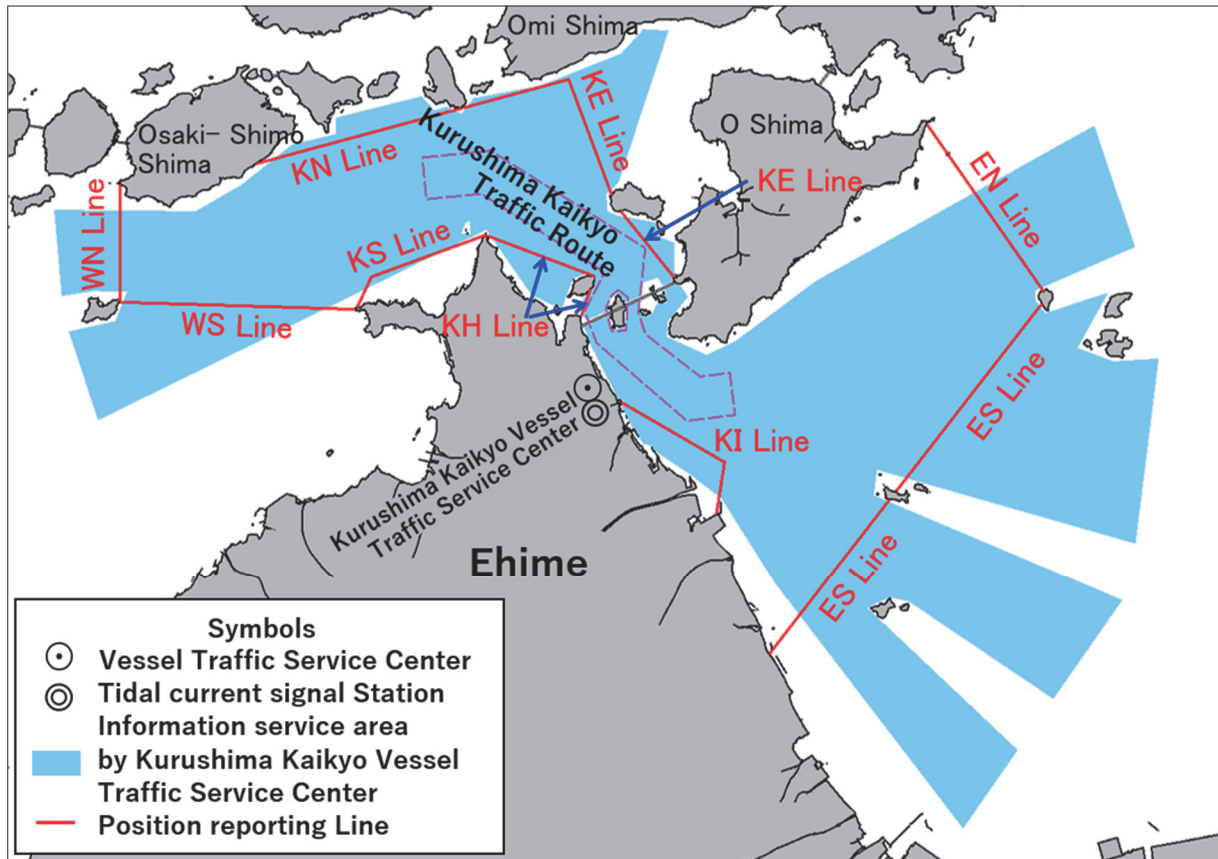
(Note 3): Providing information, etc. by Kurushima Kaikyo Vessel Traffic Service Center does not give instructions for maneuvering.

Kurushima Kaikyo Vessel Traffic Service Center provides the "KURUSHIMA MARTIS USER MANUAL" on the internet:

URL: <https://www6.kaiho.mlit.go.jp/kurushima/info/tab/riyou/eng1.pdf>

Clearing line. A line (145.5°) connecting **Biwa Kubi** (34°07.3'N 132°58.4'E) on the SW end of O Shima {near the Nishi Suido} and **Sashide Hana** {Shikoku} (34°07.0' N 132°58.7' E) on the SE-ward opposite shore. The line constitutes a clearing line for **Mukuri** (34°06.4'N 132°59.1'E, the depth of 4.7m, a sunken rock) offshore Imabari.

Fig.34 Radar Service Area by Kurushima Kaikyo Vessel Traffic Service Center and Position Reporting Lines [An image replaced]



Name of Position Reporting Line	Abbreviation	Location (Position)
N side of Kurushima Kaikyo E Entrance	EN Line	A line drawn 325° from a point 325° 220m of Kaji Shima triangulation point (34°07'21"N 133°09'31"E) to the coast (O Shima).
S side of Kurushima Kaikyo E Entrance	ES Line	A line drawn 218° from a point 218° 320m of Kaji Shima triangulation point to the coast (Higi Shima) and a line drawn at 218° from a position 218° 120m of Higi Shima Light to the coast (Shikoku).
Off Imabari	KI Line	A line joining a point 107° 600m from Ohama Tidal Current Signal Station and a point 120° 4,280m from above point and a line drawn at 189° from a same point to the coast (Shikoku).
Off Hashihama	KH Line	A line drawn 199° from a point 199° 470m of O Shima E Light Beacon (34°07'44"N 132°59'02"E) to the coast and a line joining O Shima E Light Beacon and Osumi Hana (34°08'34"N 132°56'31"E).
Off Namikata Terminal	KS Line	A line drawn from Osumi Hana to a point 250° 4,330m and a line drawn at 205° from above point to the coast.
E side of Kurushima Kaikyo N Entrance	KE Line	A line drawn 159°30' from a point 075° 3,970m of Ago-no-Hana Light (34°10'57"N 132°55'56"E) to the coast and a line drawn 141° from a point 141° 300m of Tsu Shima Tidal Current Signal Station to the coast.
W side of Kurushima Kaikyo N Entrance	KN Line	A line drawn 255° from Ago-no-Hana Light to the coast and a line drawn from the same light to a point 075° 3,970m.
N side of Kurushima Kaikyo W Entrance	WN Line	A line drawn at 000° form the E end of Itsuki Shima to the coast (Osaki-Shimo Shima).

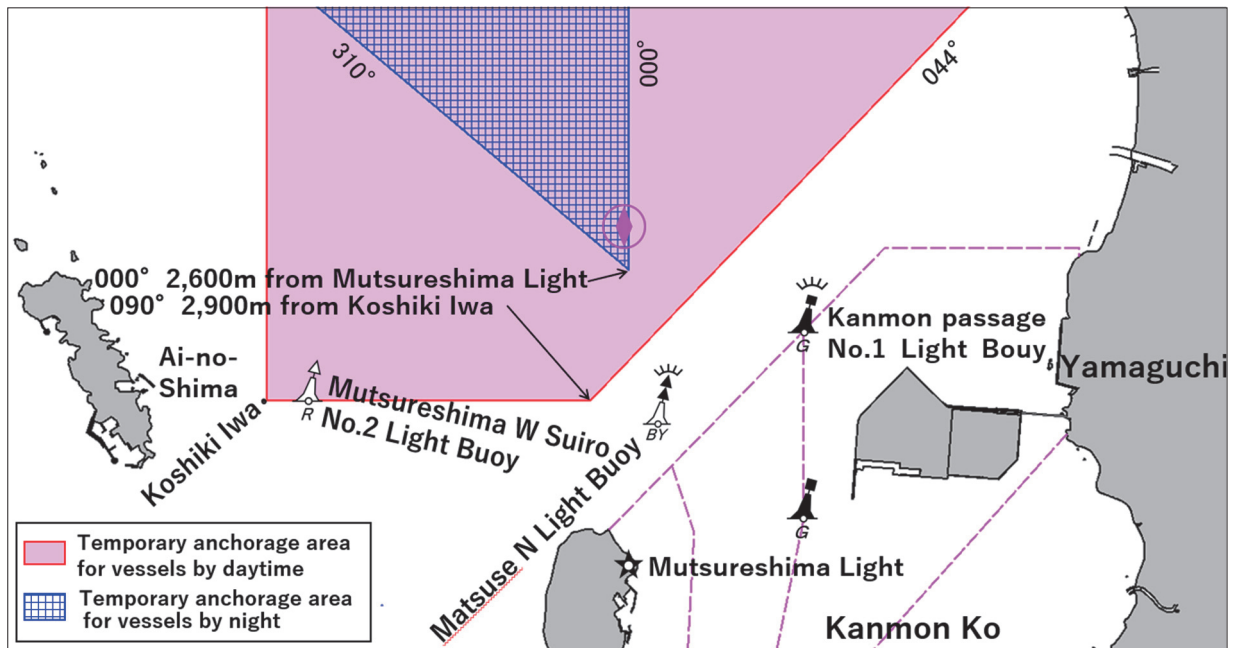
and a line drawn from the same point at 044°.

- From sunset to sunrise

The sea area W of the line drawn from the Mutsure Shima Lighthouse at 000° and N of the line drawn at 310° from the point 000° 2,600m of the same lighthouse.

5

Fig.51 Temporary anchorage in the waters around Mutsure shima [An image replaced]



3. Prevention of marine accident around Daiba Hana area in Kanmon Ko.

- (1) The vessel which tries to enter Kanmon Passage from Kanmon Passage 2 or Kanmon Passage 2 from Kanmon Passage must avoid the course of the vessel navigating in Kanmon Passage having priority. As measure, in the early time, the vessel should take appropriate action to reduce speed, and so on.
- (2) The vessel never overtakes the other vessel on the area from Kanmon passage No.7 Light Buoy (33°57.3'N 130°52.2'E) to No.10 Light Buoy (33°56.4'N 130°51.6'E) near Daiba Hana.
- (3) The vessel which head for the area of Daiba Hana, should get the information of the passage navigating vessel beforehand from the Kanmon Kaikyo Vessel Traffic Service Center (hereinafter, are "Center"). And make effort not to meet the special vessel. But when meeting unavoidably, the vessel is expected to get information from the Center and to grasp the position of the special vessel, and navigate with carefully.
- (4) The special vessel should make a report about own position to the Center beforehand, and take the cooperation continuously with the Center and pay attention to the position of the other vessel sufficiently. Moreover, the special vessel should navigate with strict caution and deploy a guard ship, and so on.

* The special vessel is as follows;

It is a huge vessel which can not navigate right side in the passage temporarily because of deep draft from the relation between the water depth and draft.


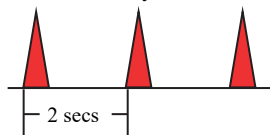
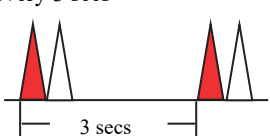
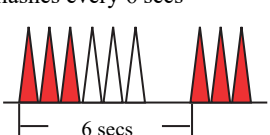
It is a tugboat which restricted the maneuver by towing object length 200m or more.

Indication of course and destination (Japan Coast Guard Notice No.35, 1995) And Symbol showing Destination of Automatic Identification System (Japan Coast Guard Notice No.94, 2010) (See Fig.52 on page 178.)	Signal	Symbol showing the route in the port	Meanings of Signal
	2nd Substitute over Flag 1	1	Head for the mooring facilities in Section 1.
	2nd Substitute over Flag 2	2	Head for the mooring facilities in Section 2.
	2nd Substitute over Flag 3	3	Head for the mooring facilities in Section 3.

Traffic Control Signals. Vessels proceeding in the passage prescribed by the Enforcement Regulations in Specified Port shall comply with the traffic control signals made by the Captain of the Port at the Signal Station.

Sakai and Sakai No.2 Signal Station (the N end of the pier in the E side of Nishi Hakuchi in Section 3, 34°35.4N 135°25.6E) and Hamadera Signal Station (the base of Sakai-Hamadera N breakwater in Section 4, 34°33.7N 135°24.6E) are operating traffic control signals.

The covering area is Hamadera Passage E of the line drawn at 181° from the point of 262°40' 2,755m from Hamadera Signal Station (This area is called "Hamadera Fairway") and Sakai Passage E of the line drawn at 029° from the point of 301° 2,540m from Sakai Signal Station (This area is called "Sakai Fairway").

Signals	Meaning		
Lighted Marks (Day and night signal)			
1 white flash every 2 secs 	Priority for entering	<ul style="list-style-type: none"> Vessels can enter the port. Vessels of 500t or more are prohibited intending to depart the port. Vessels of less than 500t can depart the port. 	
1 red flash every 2 secs 	Priority for departure	<ul style="list-style-type: none"> Vessels can depart the port. Vessels of 500t or more are prohibited intending to enter the port. Vessels of less than 500t can enter the port. 	
1 red flash and 1 white flash every 3 secs 	Passage allowed		Sakai Fairway
		Entry and departure are prohibited	3,000t or more
		Entry and departure are allowed	Less than 3,000t
3 red flashes and 3 white flashes every 6 secs 	Passage not allowed	Entry and departure are prohibited except for vessels designated by the Captain of the Port.	

Advance Reporting. (Refer to “Navigational Precautions” of “Port regulations” on page 184.)

Send the Advance Reporting to the Traffic Control Room, Port Traffic Control, **Osaka Wan Vessel Traffic Service Center**. Also, confirm the Traffic Control Signals Information at the above section.

The information addressee.

5

1. Telephone

Osaka Wan Vessel Traffic Service Center +81-78-302-7614

2. VHF

Call name	Frequency
OSAKA MARTIS	ch16/14, 66

3. E-mail

Please refer to the **Osaka Wan Vessel Traffic Service Center**

10

4. NACCS using WEB

URL: <https://www.naccs.jp>

Entry restricted. In order of the Captain of the Port to prevent fire hazard, no general vessel is allowed to enter the area within 30m from the tanker carrying flammable dangerous cargo at berth or anchor in the port **and the area within 50m from LNG loading tanker at berth or anchor in the port.**

15

Anchorage. Quarantine anchorage is located in the NW of the entrance to Hamadera Passage. **Anchorage for vessels carrying dangerous cargo are designated** in Section 6 and Section 7.

Port communications. Port communication could be made among the vessel, the Captain of the Port and the Port Authority by the radio telephone.

Report destination	Call name	Frequency	Hours of operation	Contact address	Remarks
Captain of the Port	KOBE COAST GUARD RADIO	ch16/12	24hours	Osaka Coast Guard Office	Matters about the traffic control report of Hamadera Passage and Sakai Passage. Matters about Osaka Passage and Osaka Ku.
				Sakai Coast Guard Station	Matters about Sakai-Senboku Ku in Hanshin Ko except the above.
Port Authority	SAKAI PORT RADIO	ch16/11,12, 18, 19, 20 (priority is ch19, 20)	24hours	+81- 6-6615-7071	

Facilities.

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks	
Section 2	Ohama Wharf	No.1 Quay	60	4~4.5	700×1		
		No.2 Quay	270	5~5.5	2,000×3		
		No.3 Quay	240	5.5~6.5	4,000×2		
		No.4 Quay	165	8~8.5	10,000×1		
		No.5 Quay	370	10~10.5	15,000×2		
		No.6 Quay	130	6.5~7	5,000×1		
	Shiohama No.1 Quay	34°35.3'N 135°27.8'E	360	5~6.5	4,000×3		
Sakaihama No.1 Quay	34°35.4'N 135°26.8'E	130	7.5~8	5,000×1			
Section 5	Sukematsu Wharf	No.1 Quay	34°31.5'N 135°23.7'E	280	9	10,000×1	Aseismatic quay Ferry quay
		No.2 Quay		390	7~7.5	5,000×3	
		No.3 Quay		390	7~7.5	5,000×3	
		No.4 Quay		390	7.5	5,000×3	
		No.5 Quay		390	7.5	5,000×3	
		No.6 Quay		180	5.5~8.5	2,000×1	
		No.7 Quay		390	8.5	5,000×3	
		No.8 Quay		480	12	30,000×2	
		No.9 Quay		300	12~14	30,000×1	Aseismatic quay
	Komatsu Wharf	No.1 Quay	34°30.8'N 135°24.1'E	360	5~5.5	2,000×4	
		No.2 Quay		390	6~7	5,000×3	
		No.3 Quay		230	5~6.5	2,000×2	
	Matsunohama Quay	No.1	34°30.8'N 135°24.6'E	450	5~5.5	2,000×5	
		No.2		450	5	2,000×5	
	Shiomi Wharf	No.1 Quay	34°30.4'N 135°23.3'E	480	1.5~5	700×8	
		No.2 Quay	34°30.7'N 135°23.2'E	555	9~10	15,000×3	
		No.3 Quay	34°30.7'N 135°23.1'E	555	9~10	15,000×3	
		No.4 Quay	34°30.7'N 135°23.0'E	260	5.5~8	5,000×2	
		No.5 Quay	34°30.7'N 135°23.0'E	720	10.5~11.5	30,000×3	
		No.6 Quay	34°30.6'N 135°23.5'E	370	10	15,000×2	
Yunagi No.1 Quay	34°31.2'N 135°23.1'E	260	11	18,000×1			

Typhoon and tsunami safety measures. In order to prevent marine casualties caused by disasters including typhoons and tsunamis, Osaka Prefecture Osaka City Subcommittee on Tsunami Countermeasures and Osaka Ko Maritime Accident Prevention Countermeasure Committee is established to issue information on typhoon and tsunami to vessel and Concerned parties in port and give countermeasures to taken including relevant warnings, evacuation from berths. When stormy weather is expected, Captain of the port Hanshin Ko issue evacuation advisory and especially, It will be recommendation for self-restraint of anchoring in Sakai LNG No.2 Tanker Berth, Sakai Senboku Ko Pier (Cosmo Oil Co., Ltd., Sakai Refinery Crude Oil Pier, Osaka Gas Corp. Senboku No.2 Factory LNG Co., Ltd., LNG Center Pier). See article “Safety measures against typhoon and tsunami” of subsection “Osaka Wan”, Section 2 “OSAKAWAN AND THE VICINITIES”, Chapter 1 “KII SUIDO - AKASHI KAIKYO”, Part 2 “OFFSHORE AND THROUGH ROUTES”.
~~—[recommendation for self-restraint of anchoring]—~~

~~Vessels: In principal, for vessels with gross tonnage of 100 tons or more, should not anchor at the area within 3 nautical miles from the piers of the Sakai Senboku Port.~~

~~Sea area: A range of 3 nautical miles from the Piers of the Sakai Senboku port.~~

~~Periods: If a weather phenomenon could potentially arise, such as windstorm or snowstorm related weather warning announcement in the port of Sakai Senboku area.~~

Alternate flashing of letter “ X ” and letter “ F ”		<ul style="list-style-type: none"> • Entry and departure vessels navigating in the fairway can enter and depart. • Entry and departure vessels of 500t or more outside of the fairway shall avoid the courses of entry and departure vessels navigating in the fairway and wait outside of the fairway. • Entry and departure vessels less than 500t outside of the fairway can enter and depart the port. • The signal will soon change to a flashing letter “F”.
Flashing letter “ X ”		<ul style="list-style-type: none"> • Entry and departure vessels navigating in the fairway can enter and depart. • Entry and departure vessels outside of the fairway shall avoid the courses of entry and departure vessels navigating in the fairway and wait outside of the fairway. • The signal will soon change to a flashing letter “X”.
Lighted letter “ X ”	Passage not allowed	Entry and departure are prohibited except for vessels designated by the Captain of the Port.

2. The water of Kizugawa Unga (canal) W of Ofuna Hashi

The following control signals are shown at Kizugawa Unga Signal Station (34°38'04"N 135°27'10"E).

Signals		Meaning	
Unlighted marks (Day signals)	Unlighted marks (Day signals)		
Black Cone (point up) One figure	1 white flash every 2secs 2 secs	Priority for entering	<ul style="list-style-type: none"> • Vessels can enter the port. • Vessels of 300t or more intending to depart the port should wait. • Vessels of less than 300t can depart the port.
Black square One figure	1 red flash every 2secs 2 secs	Priority for departure	<ul style="list-style-type: none"> • Vessels can depart the port. • Vessels of 300t or more intending to enter the port should wait outside of the Unga and give right of way to departing vessels. • Vessels less than 300t can enter the port.
Black hand drum One figure	1 red flash and 1 white flash every 3secs 3 secs	Passage allowed	<ul style="list-style-type: none"> • Vessels of 300t or more intending to enter the port should wait outside of the Unga and give right of way to departing vessels. • Vessels of 300t or more intending to depart the port should wait. • Vessels less than 300t can enter or depart the port.
Black hand drum over a square red flag	3 red flashes and 3 white flashes every 6secs 6 secs	Passage not allowed	Entry and departure are prohibited except for vessels designated by the Captain of the Port

Anchorage. There is a quarantine anchorage in the NW (Sakai-Senboku Ku Section 7) of the entrance to Hamadera Passage. Anchorage ~~nominated~~ for various vessels including vessels carrying dangerous cargo and vessels ~~of 500t or more~~ is designated within in Section 5.

Port communications. Port communication can be made between the vessel, the Captain of the Port and the Port Authority by the radio telephone.

Report destination	Call name	Frequency	Hours of operation	Contact address	Remarks
Captain of the Port	KOBE COAST GUARD RADIO	ch16/12	24hours	Osaka Coast Guard Office	Call "KOBE COAST GUARD RADIO" when requesting a connection to Osaka Coast Guard Office.
Port Authority	OSAKA PORT RADIO	ch16/11, 12, 18, 19, 20 (priority is ch19, 20)	24hours	+81-6-6615-7073	

Facilities.

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks	
Section 1	Tsuneyoshi Quay	34°40.4'N 135°25.0'E	360	4.5~5	1,000t×4		
	Hokko Quay	34°39.9'N 135°25.2'E	284	7~7.5	3,000t×1		
	Hokko-Shiratsu No.1 Quay		240	12	20,000t×1		
	Hokko-Shiratsu No.2 Quay		240	12	20,000t×1		
	Hokko-Shiratsu No.3 Quay		240	12	20,000t×1		
	Hokko-Shiratsu No.4 Quay		130	9	3,000t×1		
	Hokko-Shiratsu No.5 Quay		130	9~9.5	3,000t×1		
	Hokko-Shiratsu No.6 Quay		130	9	3,000t×1		
	Yumeshima Quay		No.10	34°39.0'N 135°24.1'E	350	15	60,000×1
		No.11	350		15	60,000×1	Container crane
	No.12	650	14~16		100,000×1	Container crane	
Section 2	Ume-machi Quay	34°39.3'N 135°25.4'E	395	10~10.5	10,000t×2		
	Ume-machi E Quay	34°39.4'N 135°25.2'E	769	4.5~7			
	Ume-machi W Quay	34°39.4'N 135°25.1'E	792	10~12	10,000t×1		
					20,000t×1		
					30,000t×1		
	Sakurajima Quay	34°39.5'N 135°25.6'E	535	8.5~10	7,000t×1		
					10,000t×2		
	Central jetty N Quay	34°39.1'N 135°25.6'E	210	10~10.5	13,000t×1		
	Tenpozan Quay	34°39.4'N 135°25.8'E	370	11	168,000 t×1		
	Osaka Ko silo Quay	34°39.9'N 135°26.7'E	210	11	13,000t×1	Dolphin	
	Ajikawa Quay	No.1	34°39.6'N 135°26.5'E	320	9.5~10	10,000t×2	
		No.2	34°40.0'N 135°26.9'E	360	8~9	10,000t×2	Foul object in front
		No.3		178	8~10	10,000t×1	
Ajikawa jetty Quay	N	34°40.3'N 135°27.1'E	482	3~5.5	1,700t×5		
	W		120	4~5	1,000t×2		
	S		312	5~6	1,000t×2		
				2,000t×1			

Traffic Control Signals. Vessels proceeding in Kobe-Chuo Passage prescribed by the Enforcement Regulations in Specified Port shall comply with the traffic control signals made by the Captain of the Port at the Signal Station.

The following control signals are shown at Kobe Signal Station and Kobe No.2 Signal Station.

Signal	Meaning	
Alphabetic signals (day and night)		
Flashing letter " I "	Priority for entering	<ul style="list-style-type: none"> • Vessels can enter the port. • Vessels of 500t or more intending to depart the port should wait. • Vessels less than 500t can depart the port.
Flashing letter " O "	Priority for departure	<ul style="list-style-type: none"> • Vessels can depart the port. • Vessels of 500t or more intending to enter the port should wait outside of the passage and give right of way to departing vessels. • Vessels less than 500t can enter the port.
Flashing letter " F "	Passage allowed	<ul style="list-style-type: none"> • Vessels of 40,000t or more (or tankers of 1,000t or more) intending to enter the port should wait outside of the passage and give right of way to departing vessels. • Vessels of 40,000t or more (or tankers of 1,000t or more) intending to depart the port should wait. • Vessels less than 40,000t (or tankers less than 1,000t) can enter or depart the port.
Lighting letter " X "	Passage not allowed	Entry and departure are prohibited except for vessels designated by the Captain of the Port.
Alternate flashing of letter " X " and letter " I ", " O " or " F "	Advance (stand-by) Signal	<ul style="list-style-type: none"> • Vessels in the passage can enter or depart the port. • Vessels of 500t or more outside of the passage and scheduled to depart/enter should wait and give right of way vessels in the passage. • The signal will soon change to flashing of the letter "I", "O" or "F".
Flashing letter " X "		<ul style="list-style-type: none"> • Vessels in the passage can enter and depart the port. • Vessels outside of the passage and scheduled to depart/enter should wait and give right of way to vessels in the passage. • The signal will soon change to a lighted letter " X ".

Controlling signal can be checked [Kobe Coast Guard Office](#) via "KOBE COAST GUARD RADIO or KOBE PORT RADIO" by VHF or directly with signal station by marine cellular phone.

[Osaka Wan Vessel Traffic Service Center](#) (TEL:+81-78-302-7615)

Kobe Maritime Traffic Signal Station (OSAKA MARTIS). This Station performs the report of the contents of marine disasters etc. that may affect navigating vessels in Kobe-Nishi Passage, Kobe-Chuo Passage, Shinko Passage and the adjacent waters thereof, the status of measures against them, and other matters necessary for the safety of navigation of vessels.

It also provides information of advance notice etc. of control in the Kobe-Chuo Passage.

(See " Pub.No.411 "LIST OF AIDS TO NAVIGATION" on Page "Maritime Traffic Signal Station")

Precautions for entering port.

1. There are quite a number of regular passenger vessels and car ferries coming in and out, Regular passenger vessels and Car ferries leaving/arriving at Naka Jetty at Section 1 and Shinko Jetty (No.1 ~ No.4) take Kobe-Nishi Passage. Tramp passenger vessels leaving/arriving at Shinko No.4 Jetty at Section 2 take Kobe-Chuo Passage. Car ferries leaving/arriving at Ferry Wharf in the NE of Rokko Island at Section 3 take the fairway in the E side of Rokko Island.
2. Breakwater lights and light buoys marking fairway may be obscured at night by the lights of buildings and factories in the background.

3. There is a case of small vessels suddenly appearing from behind large vessels mooring at the quay of each shipyard at the area from Kobe-Nishi Passage to Naka Jetty.

4. Many container vessels and cargo vessels berth in Section 5.

5. In the E and W of Kobe Airport, An aircraft approach surface area based on the Civil Aeronautics Act is set.

5 Caution should be exercised with the safety vertical clearance of the vessel's mast, etc., as shown in the diagram of Chart JP 101A.

6. With the construction of the W extension of Osaka Bay Coast Road, the removal work of No.5 Breakwater of Kobe Ko is being carried out.

Entry prohibited. There is entry prohibited area at Section 6 in the S side of No.7 Breakwater.

10 **Entry restricted.** In order of the Captain of the Port to prevent fire hazard, no general vessel is allowed to enter the area within 30m from the tanker carrying flammable dangerous cargo at berth or anchor in the port. In addition, the tanker raises drop curtains during "the flammable dangerous materials loading" that the port can view during anchorage easily in the night.

15 **Anchorage.** Good anchorage is obtainable with the bottom materials of mud. Quarantine anchorage is in Section 4 and nominated anchorages for vessels carrying dangerous cargo are at Section 4~6.

Port communications. Port communication could be made among the vessel, the Captain of the Port and the Port Authority by the radio telephone.

Report destination	Call name	Frequency	Hours of operation	Remarks
Captain of the Port	KOBE COAST GUARD RADIO	ch16/12	24hours	Matters relating to Kobe-Nishi Passage, Kobe-Chuo Passage, Shinko Passage, and Kobe Ku in Hanshin Ko
Port Authority	KOBE PORT RADIO	ch16/11, 12, 18, 19, 20 (priority is ch11, 18)	24hours	+81-78-303-1711

Facilities.

Name		Position	Length (m)	Depth (Approx.m)	Capacity (D/W×vessel)	Remarks
Section 1	No.1 Shinko Jetty A~C	34°40.9'N 135°11.8'E	364	8.5	10,000×2	
	No.1 Shinko Jetty D~F		360	7.5~8.5	10,000×2	
	No.2 Shinko Jetty G~H		360	8.5~9	10,000×2	
	No.2 Shinko Jetty I~J		356	8.5~9	10,000×2	
	No.3 Shinko Jetty K~L		357	6~9	10,000×2	
	No.3 Shinko Jetty M~N			8.5~11	45,000×1	
	No.4 Shinko Jetty O~P			8.5~11	45,000×2	
	Naka Jetty A	34°40.8'N 135°11.3'E	220	8~9	10,000t×1	
	Naka Jetty B~E		470	5~9	30,000t×1 1,000t×1	
	Takahama Quay	34°40.8'N 135°11.1'E	294	5.5~7		
	Hyogo Wharf	A~E	34°39.8'N 135°11.0'E	623	6~7	5,000×5
F~G		423		9		
H		211		9	7,500×1	
I		278		9	10,000×1	
J~K		265		7.5	5,000×2	
U·V Quay	34°40.0'N 135°12.0'E	680	11.5	70,000×2		

Overhead cable. There is an overhead cable (vertical clearance of 49m) between Hon-ko Quay in the N of Hon-ko and the vicinity of Timber Quay in the N of the Hon-ko Quay.

The largest vessel to enter the port. A foreign vessel of 71,178t has berthed at the port since 2010.

Safety measure against abnormal weather including typhoon and tsunami. In order to prevent accidents due to typhoons and tsunamis and other abnormal weather, the Kanda Ko Natural Disaster Safety Measures Committee communicates and its surrounding waters is established; they manage typhoon and tsunami damage prevention countermeasures by providing typhoon and tsunami information, issuing warnings, and issuing and cancelling evacuation advisories for all vessels in the harbour. (Inquiry: Kanda Coast Guard Station)

Precaution for stormy weather. Moji Coast Guard Office requests vessels to refrain from anchoring in order to prevent marine accidents caused by stormy weather (e.g., anchor dragging) in the sea area around **Shin-Kitakyushu Airport**.
Airport.

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

The area required to refrain from anchoring: the sea area within 3M from the edge of **Shin-Kitakyushu Airport**. Approach Light Bridge (33°51.9'N 131°01.9'E) and **Shin-Kitakyushu Airport Connecting Bridge Light** (C2 light) (33°49.4'N 131°01.3'E).

The period required to refrain from anchoring: From the time when the blizzard or snowstorm warning is issued to the time when the warning is cancelled in Kanda-town, Kyoto district, Fukuoka Prefecture.

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Kanda Coast Guard Station	+81-93-436-3356	Kanda Sub-Branch Customs, Moji Customs	+81-93-436-1458
Kanda Port Authority	+81-93-434-0585		

Tug boat. 8 tugboats (35~760PS) are available.

Supplies. Water supply boats and fuel oil supply boats are available.

Nakatsu Ko(33°37'N 131°15'E) (Charts JP1101, W1246) (JP NAT)



(Photographed in December 2016)

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

General Information. Nakatsu Ko lies in the SW of Suo Nada, about 15M SE of Kanda Ko, and extend two prefecture Oita and Fukuoka. Within 1 to 2.5M around this port is shallow less than 5m and around the coast is to dry.

Landmarks.

Landmark	Position	Remarks
Cement silo	33°36.6'N 131°14.7'E	

Winter (10/1 ~ 3/31)

00:00	01:30	04:00	05:30	08:00	11:00	13:00	15:00	16:30	18:30	20:00	21:30	24:00
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	

Note: 1. Depending upon situations, the signal may be switched earlier than the above basic time (it is 30 minutes before in the maximum.) both the summer and the winter.

2. In: Vessels of entry Out: Vessels of departure

Advance Reporting. Advance Reporting at Wakamatsu Fairway, Okudokai Passage and Wakamatsu Ku (excluding Section 5 and Section 6)

1. Vessels of 300t or more intending to enter through Wakamatsu Fairway are required to notify the estimated time of arrival at the entrance of Wakamatsu Fairway, and vessels of 300t or more intending to leave through Wakamatsu Fairway or Okudokai Passage are required to notify the estimated time of leaving the berth, to Wakamatsu Port Traffic Control Office (TEL: +81-93-871-2482, E-mail: jcg-7wakamatsu-jizentsuho@gxb.mlit.go.jp) by noon of the estimated date of entering or the day before the estimated date of leaving the berth respectively.

2. Vessels which have already noticed the estimated time, should report any change promptly to Wakamatsu Port Traffic Control Office if there is any change on the estimated time once notified.

Supply of information on maritime traffic. Makiyama Signal Station (Wakamatsu Port Traffic Control Office) provides the information including other vessels' activities and weather reports for safety of vessels navigating in Dokai Wan (Wakamatsu Passage and Okudokai Passage).

Content	Method
Reporting matters: The following matters at Dokai Wan: (1) Conditions of marine accidents which may affect vessels underway and the measures to take. (2) Conditions of limitation or prohibition of vessel traffic. (3) Conditions of abnormal aids to navigation. (4) Conditions of constructions, works or obstacles to passages which effect vessels underway. (5) Other necessary items for safety of vessels underway.	Call Name: WAKAMATSU HARBOR COAST GUARD RADIO For reporting (Automatic Identification System (AIS) in English) 004310704 (Hinoyama Transmitter Station)

Cautions in entering.

1. Within Section 1~4, are narrow and fairways are divided complicatedly, there are many general cargo vessels and towing vessels that come in and out. Since quays are very close to the passages, vessels navigating must be cautious to the vessels anchoring and just leaving the berth.

2. On both sides of the S side of Wakato Ohashi Bridge, there is a floating pier for ferry boats and arriving and leaving so often.

Anchorage. At Section 1~4 in principle, the anchorage of vessels is prohibited. At Section 5, vessels of 300t or more and vessels carrying dangerous cargo are not allowed to anchor without the permission of the Captain of the Port.