

Pub.303 sup.

Sailing Directions for Seto Naikai

Supplement No.6

17 February 2023



Japan Coast Guard

Explanatory Notes

Sailing Directions for Seto Naikai - Supplement No. 6 is issued to correct the outdated information in Publication No.303 Sailing Directions for Seto Naikai which was published in February 2019.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 25 November 2022.

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

17 February 2023

Hydrographic and Oceanographic Department,
Japan Coast Guard

Caution

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

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

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

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

Section 2



(Photographed in December 2016)

Section 3



(Photographed in December 2016)

5

Specified port	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Major port
○	○	○	○		○	○

General information.

1. Hannan Ko is a port stretched N and S located in nearly the middle of E side of Osaka Wan. The port area is divided into 3 sections, Section 1 ~ Section 3; and 2 passages, Kishiwada Passage and **Izumi-Sano Passage**.
2. There are **Sano Gyoko** and **Kishiwada Gyoko** in this port.
3. There is a vast log pond in Section 1. **Large vessels come** in and out in the S berth with the depth of 10 to 12m.

Weather. Throughout the year, W~NW winds blow frequently. Most of the winds with more than 10m/s average velocity blow in winter. When W winds blow strong, vessels entering or leaving at Kishiwada area are pressed away eastward, where called Izumi-Otsu reclaimed land.

15

Fog information.

1. When the visibility in Hanshin Ko is reduced less than **2,000m, 1,000m and 500m**; and when the visibility is recovered more than 2,000m, the 5th Coast Guard Headquarters (call name: Kobe Coast Guard Radio) broadcasts fog information **in Japanese and English on VHF ch16/12.**

5 2. In addition, this information **is also provided by** NAVTEX, AIS and Maritime Information and Communication System (MICS).

MICS: Japan Coast Guard is providing the information for safety navigation in the coastal area to the vessel etc. in real-time with MICS. For the details, refer to the following web page.

URL <http://www.kaiho.mlit.go.jp/info/mics/>

10 **Pilotage.** Pilotage is available on request to **Osaka Wan Pilot' Association.** (Refer to Chapter 6 "PILOTAGE" of Part 1 on page 8.)

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

15 **Such tankers display** a sign " Carrying flammable dangerous substance " etc., which is discernible by night while berthing or anchoring in the port. (Captain of the port Hanshin Ko Notification Osaka No.1-1, 1 May 2019)

20 1. **Sakai-Senboku Ku** (34°33'N 135°23'E) (Charts JP1110, JP1146) (JP SBK)



(Photographed in December 2016)

General information.

1. **Sakai-Senboku Ku** was developed as **a hub of overseas trade** a long time ago. As the recent development of the coastal industrial zone, it became one of the leading industrial areas in the country combining 2 areas, Sakai Chiku (there are industries such as steels, petroleums, electric powers and gases) and Senboku Chiku (there are industries such as petrochemistrries and gases).

25 2. Furthermore large-scale port facilities are under construction aiming to develop **as** commercial port and **there are** many large vessels in and out.

Anchorage. There is a quarantine anchorage in the NW (Sakai-Senboku Ku Section 7) of the entrance to Hamadera Passage. Anchorage nominated for vessels carrying dangerous cargo and vessels of 500t or more is designated 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	Matters relating to Hamadera Passage, Sakai Passage or Sakai-Senboku Ku in Hanshin Ko (traffic control report only) and Osaka Passage and Osaka Ku.
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	5.5	2,000×4	
	Hokko Quay	34°39.9'N 135°25.2'E	284	7~7.5	5,000×1	
				9~10	8,000×1	
	Hokko-Shiratsu No.1 Quay	34°39.6'N 135°24.5'E	240	12	30,000×1	
	Hokko-Shiratsu No.2 Quay		240	12	30,000×1	
	Hokko-Shiratsu No.3 Quay		240	12	30,000×1	
	Hokko-Shiratsu No.4 Quay		130	7.5	5,000×1	
	Hokko-Shiratsu No.5 Quay		130	7.5	5,000×1	
	Hokko-Shiratsu No.6 Quay		130	7.5	5,000×1	
	Yumeshima Container Wharf	No.10 Quay	34°39.0'N 135°24.1'E	350	15	60,000×1
No.11 Quay		350		15	60,000×1	
No.12 Quay		250		15	100,000×1	
Section 2	Ume-machi E Quay	34°39.4'N 135°25.1'E	395	5~7	15,000×2	
	Ume-machi W Quay		792	10~12	15,000×1 30,000×1 40,000×1	
	Sakurajima Quay	34°39.5'N 135°25.6'E	535	10 8.7	10,000×1 15,000×2	
	Central jetty N Quay	34°39.1'N 135°25.6'E	210	10	20,000×1	
	Tenpozan Quay	34°39.4'N 135°25.8'E	370	10	115,000GT×1	
	Ajikawa No.1 Quay	34°39.6'N 135°26.5'E	320	10	10,000×2	
	Osaka Ko silo Quay	34°39.9'N 135°26.7'E	210	11	20,000×1	Dolphin
	Ajikawa No.2 Quay	34°40.0'N 135°26.9'E	360	8.5~9.5	15,000×2	
	Ajikawa No.3 Quay		178	8~10	15,000×1	
	Ajikawa jetty N Quay	34°40.3'N 135°27.1'E	482	3~5.5	2,000×5	
	Ajikawa jetty W Quay		120	4~5.5	2,000×2	
	Ajikawa jetty S Quay		312	5.5 6.5	2,000×2 3,000×1	

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 with Kobe Coast Guard Office via "KOBE COAST GUARD RADIO or KOBE PORT RADIO" by VHF or directly with signal station by marine cellular phone.

Kobe Coast Guard Office Traffic Control Room (TEL:+81-78-326-2630)

Kobe Maritime Traffic Signal Station (Osaka Harbor Radar). 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.

Medical facility.

Name	Telephone
Tamano City Hospital	+81-863-31-2101

Maritime traffic. Regular passenger boat and the car ferry services to and from Nao Shima, Te Shima and Shodo Shima.

5

Mizushima Ko (34°29' N 133°43' E) (Charts W1116, JP1127A, JP1127B) (JP MIZ)

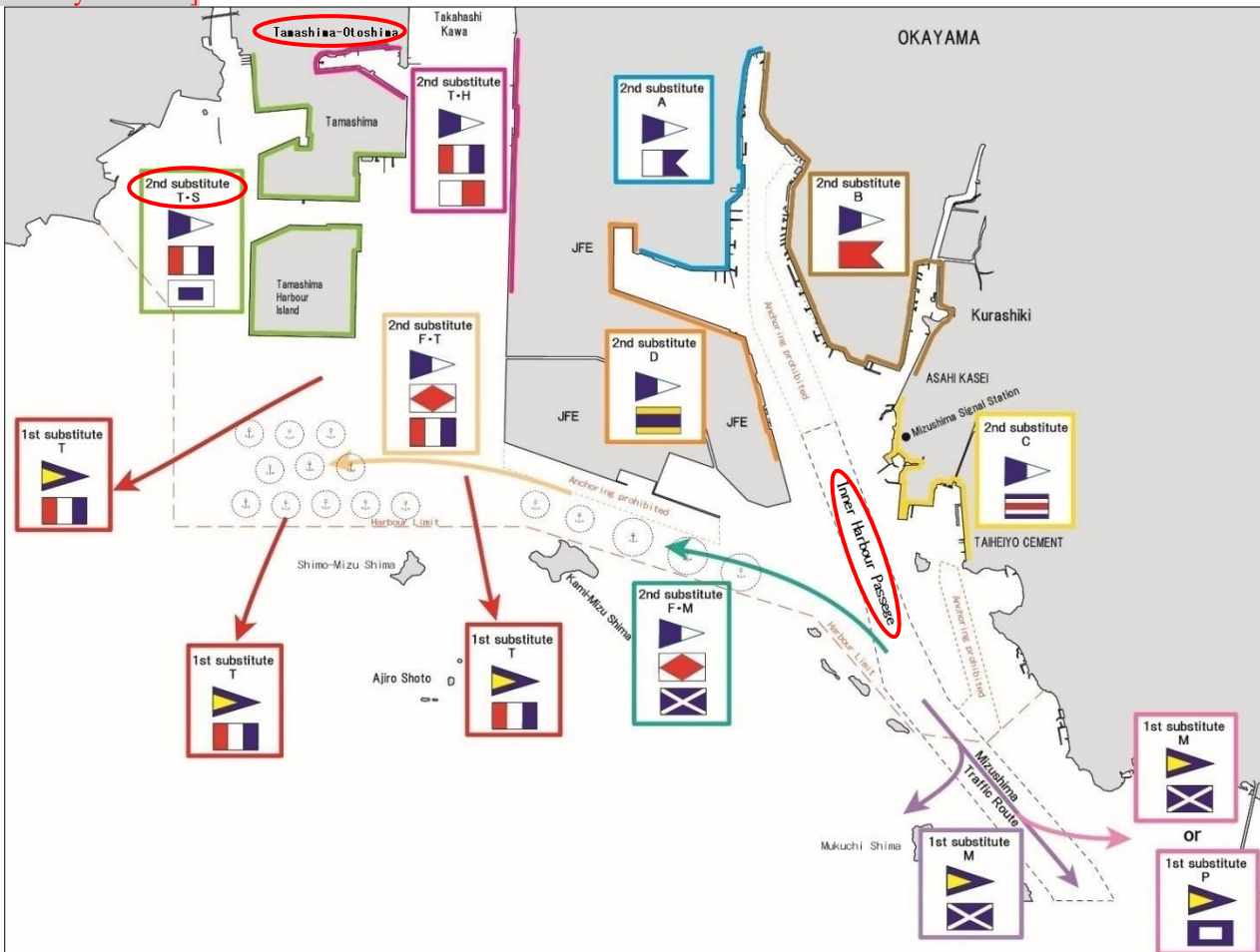
Specified port	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Central International port
○	○	○	○	○	○	○

General information. Mizushima Ko lies in about 10M W of Uno Ko in the N side of the centre of Seto Naikai. It is an industrial and commercial port consisting of Mizushima Chiku in the E side of the estuary of Takahashi Kawa and Tamashima Chiku in the W side. Large tanker, etc. come in and out navigating Mizushima Traffic Route. (Refer to “Western part of Bisan Seto” of Chapter 2 of Part 2 on page 71.)

10

Fig.54 Indication of Course and Destination in Mizushima Ko

[Partially amended]



Port regulations.

<p>Navigational Precautions (Article 33-2 of Regulations for the Enforcement of the Port Regulations Law)</p>	<p>1. Vessels of 200m or more in length intending to enter or depart the port through Inner Harbour Passage shall report the items described in Law Article 38 Paragraph 2 each item (the items in Item 3 mean the estimated time of arrival near the entrance of the passage when enter, or the estimated time of departure when getting underway) by noon of the day before the estimated date of entry or departure.</p> <p>2. Vessels which have made above-mentioned report, shall also expeditiously report any subsequent changes in the estimated time of arrival or departure to the Captain of the Port.</p> <p>Reference: Items listed in Port Regulations Law Article 38 Paragraph 2.</p> <p>(1) The name of said vessel (2) The gross tonnage and the length of said vessel (3) The estimated navigating time at the passage (4) The method of communications between Captain of the Port and said vessel (5) The mooring facilities of specified port where said ship anchors or is going to anchor.</p>		
<p>Indication of course and destination (Japan Coast Guard Public Notice No.35, 1995) And Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No.94, 2010) (See Fig.54 on page 223.)</p>	<p>Signal</p>	<p>Symbol showing the route in the port.</p>	<p>Meanings of signal</p>
<p>1st Substitute, Flag M</p>	<p>—</p>	<p>—</p>	<p>Leaving from the E of Kami-Mizu Shima. (Vessels which are leaving the port using Inner Harbour Passage and entering the joining Mizushima Traffic Route may display "1st Substitute P" instead of "1st Substitute M" if they are required to display "1st Substitute P" when entering the traffic route under the provision of Article 7 of Maritime Traffic Safety Law).</p>
<p>1st Substitute, Flag T</p>	<p>—</p>	<p>—</p>	<p>Leaving the port from the W of Kami-Mizu Shima.</p>
<p>2nd Substitute, Flag A</p>	<p>A</p>	<p>A</p>	<p>Navigating towards the mooring facilities between W Public -2.6m Landing Place and ENEOS Mizushima Refinery, Factory A quays.</p>
<p>2nd Substitute, Flag B</p>	<p>B</p>	<p>B</p>	<p>Navigating towards the mooring facilities between E Public Landing Place and ENEOS Mizushima Refinery, Factory B piers, or that on Yobimatsu Fairway.</p>
<p>2nd Substitute, Flag C</p>	<p>C</p>	<p>C</p>	<p>Navigating towards the mooring facilities between Asahi Kasei Corporation C7 Pier and Taiheiyo Cement Corporation Pier.</p>
<p>2nd Substitute, Flag D</p>	<p>D</p>	<p>D</p>	<p>Navigating towards the mooring facilities between JFE A Quay and JFE Coal Loading Pier.</p>
<p>2nd Substitute, Flag T, H</p>	<p>T H</p>	<p>T H</p>	<p>Navigating towards the mooring facilities on Takahashikawa Fairway or Otoshima.</p>
<p>2nd Substitute, Flag T, S</p>	<p>T S</p>	<p>T S</p>	<p>Navigating towards the mooring facilities on Tamashima Chiku (excluding Otoshima).</p>
<p>2nd Substitute, Flag F, M</p>	<p>F M</p>	<p>F M</p>	<p>Navigating towards the mooring facilities in the S sea area of JFE (anchorage A to E).</p>
<p>2nd Substitute, Flag F, T</p>	<p>F T</p>	<p>F T</p>	<p>Navigating towards the S sea area of Tamashima Harbour Island (anchorage F to P).</p>

Advance reporting.

1. Vessels of 200m or more in length intending to enter or depart the port through Inner Harbour Passage shall report the estimated time of arrival at the entrance of said passage when enter, or the estimated time of departure to the

Captain of the Port (via the Bisan Seto Vessel Traffic Service Center) by noon of the day before the estimated date of entry or departure.

2. Vessels which have made above-mentioned report, shall also immediately report any subsequent changes to the Captain of the Port of any change in the estimated time without delay. (Refer to Article 33-2 of Regulations for the Enforcement of the Port Regulations Law)

Anchoring prohibited. Vessels are prohibited to anchor in the areas from the N entrance of Inner Harbour Passage to the back of port, and from the E side of the S entrance of the same passage to near Katsura Shima (34°27.8'N 133°45.7'E), and on the temporary passage on the S coast of JFE Steel (West Japan Works) (34°29'N 133°43'E).

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.

Anchorage. Quarantine anchorage is in the SW side of Noji Shoto (34°26.9'N 133°45.1'E).

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	BISAN MARTIS	ch16/13	24hours	Bisan Seto Vessel Traffic Service Center	Matters relating to the traffic control report of Inner Harbour Passage.
Port Authority	MIZUSHIMA PORT RADIO	ch16/11, 12, 18, 21	24hours	+81-86-526-0301	

Pilotage. Pilotage is available on request to Naikai Pilot Associations. (Refer to Chapter 6 "PILOTAGE" of Part 1 on page 8.)

Safeguards against Typhoon and Tsunami. In order to prevent marine casualties caused by Typhoon and Tsunami etc., The Mizushima Ko Typhoon, etc. measures 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 and cancellation thereof. (Contact inquiry: Mizushima Coast Guard Office)

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Mizushima Coast Guard Office (Captain of the Port)	+81-86-444-2967	Okayama Transport Branch, Mizushima Maritime Office, Chugoku District Transport Bureau	+81-86-444-7750
Mizushima Branch Customs, Kobe Customs	+81-86-448-3375	Mizushima Port Authority	+81-86-444-7141
Mizushima Detached Office, Hiroshima Quarantine Station	+81-86-444-7701	Mizushima Branch of Hiroshima Sub-Station, Kobe Plant Protection Station	+81-86-444-6001
Mizushima Port Branch Office, Uno Port Office, Chugoku Regional Development Bureau	+81-86-522-0507		

Medical facility.

Name	Telephone
Kurashiki Central Hospital	+81-86-422-0210

1. Mizushima Chiku (Charts JP1127A, JP1127B)



(Photographed in January 2017)

General information. Mizushima Chiku lies in the **left bank** of Takahashi Kawa and works as an industrial port. It is one of the leading petrochemical industry zones. Within the **harbour** there is Inner **Harbour** Passage.

5 It is a rapidly developed industrial port following the construction of heavy industrial zone at the reclaimed yard in the front.

Landmarks.

Landmark	Position	Remarks
Noji Shoto	34°26.9'N 133°45.1'E	Consisting of 4 islands, Kami-Noji Shima (29m high), Futo-Noji Shima (43m high), Hosonoji Shima (29m high), Izaronoji Shima (28m high).
Katsura Shima	34°27.8'N 133°45.7'E	35m high.
Mizushima Signal Station	34°28.7'N 133°45.5'E	Painted white, on the top of Taka Shima (59m high).
Group of big chimneys	34°28.8'N 133°44.1'E	125~136m high, painted red and white each, within a steelworks.
Chimney	34°29.5'N 133°43.5'E	204m high, painted red and white, within a steelworks.
Kami-Mizu Shima	34°27.8'N 133°42.8'E	51m high.
Shimo-Mizu Shima	34°27.8'N 133°41.5'E	60m high.

Cautions.

1. At Mizushima Traffic Route connecting with the S entrance **of** Inner Harbour Passage, Vessels of 50m or more in length are regulated the duty of sailing the traffic route by Maritime Traffic Safety Law.
2. Large vessels must keep clear of the shoals with a depth of some 10m which extends near the buoy with a white light (34°26.6'N 133°46.3'E). A number of fishing boats may congregate in this area.
3. Inner Harbour Passage and the fairway are dredged down; therefore they suddenly get shallow while running off from the passage or the fairway.
- 15 4. Since there are many vessels sailing near Mizushima Ko, there are many casualties like collisions. Especially caution must be paid to the area near the S entrance of Inner **Harbour** Passage since many coastal vessels sailing Shimotsui Seto come in and out Mizushima Ko or cross Mizushima Traffic Route.

Prescribed passages. Inner Harbour Passage regulated by Port Regulations Law is connected with the N entrance of Mizushima Traffic Route regulated by Maritime Traffic Safety Law. The passage is about 2.5M in length, 450~700m in width and about 16~22m in depth indicated by many light buoys. At the passage, traffic controls designated by the Port Regulations Law are operated. (See “Traffic Control Signal” on page 227.)

5 **Fairway.**

1. There is a fairway with the depth of 10m or more towards Seto Futo Pier (34°28.1'N 133°46.0'E) in the N from the E side of the S entrance of Inner Harbour Passage and indicated by light buoys.
2. Another fairway reaching the estuary of Takahashi Kawa from the N side of Noji Shoto via the S side of JFE Steel (West Japan Works) is the depth of 10m or more and indicated by several light buoys.

10 **Traffic Control Signals.** Vessels proceeding in Inner Harbour 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.

~~For vessels of 70m or more in length (prohibition signal and prohibition notice signal are to all the vessels) using Inner Harbor Passage, the following Control signals are displayed at Mizushima Signal Station are listed in the following table. (See “Landmarks” on page 226.) to control the traffic in Inner Harbor Passage.~~

15 Furthermore, a new inner harbor traffic control using AIS was introduced in June, 2012. An uncontrolled vessel subject to control (with a length of 70m or more and less than 200m), which receives permission under certain conditions and instructions from the Captain of the Port, is allowed to meet up with a controlled vessel (200m or more in length) in Inner Harbour Passage and depart from the Inner Harbour Passage before the controlled vessel enters the Mizushima Traffic Route. Make a request to the Captain of the Port (via the Bisan Seto Vessel Traffic Service Center) if a vessel subject to
20 control requires navigation by this new inner harbor traffic control. (See “Traffic Control using AIS” on page 228.)

[Replaced by new table]

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 70m or more in length intending to depart the port should wait; However, vessels can depart the port when instructed by the Captain of the Port. • Vessels less than 70m in length can depart the port.
Flashing letter “ O ”	Priority for departure	<ul style="list-style-type: none"> • Vessels can depart the port. • Vessels of 70m or more in length intending to enter the port should wait outside the passage and give right of way to departing vessels; However, vessels can enter the port when instructed by the Captain of the Port. • Vessels of less than 70m in length can enter the port.
Flashing letter “ F ”	Passage allowed	<ul style="list-style-type: none"> • Vessels of 200m or more in length intending to enter the port should wait outside the passage and give right of way to departing vessels. • Vessels of 200m or more in length intending to depart the port should wait. • Vessels less than 200m in length can enter or depart the port.

Alternate flashing letters “ X ” and “ I ”	Advance signal for ‘Priority for entering’	<ul style="list-style-type: none"> • Vessels in the passage can enter or depart the port. • Entering and departing vessels of 70m or more in length outside the passage shall avoid the courses of entering and departing vessels using the passage and wait outside the passage; However, vessels can enter or depart the port when instructed by the Captain of the Port. • Vessels less than 70m in length can enter or depart the port. • The signal will soon change to the flashing letter “I”.
Alternate flashing letters “ X ” and “ O ”	Advance signal for ‘Priority for departure’	<ul style="list-style-type: none"> • Vessels in the passage can enter or depart the port. • Entering and departing vessels of 70m or more in length outside the passage shall avoid the courses of entering and departing vessels using the passage and wait outside the passage; However, vessels can enter or depart the port when instructed by the Captain of the Port. • Vessels less than 70m in length can enter or depart the port. • The signal will soon change to the flashing letter “O”.
Alternate flashing letters “ X ” and “ F ”	Advance signal for ‘Passage allowed’	<ul style="list-style-type: none"> • Vessels in the passage can enter or depart the port. • Entering and departing vessels of 70m or more in length outside the passage shall avoid the courses of entering and departing vessels using the passage and wait outside the passage; However, vessels can enter or depart the port when instructed by the Captain of the Port. • Vessels less than 70m in length can enter or depart the port. • The signal will soon change to the flashing letter “F”.
Flashing letter “ X ”	Advance signal for ‘Passage prohibited’	<ul style="list-style-type: none"> • Vessels in the passage can enter or depart the port. • Entering and departing vessels outside the passage shall avoid the courses of arriving and departing vessels using the passage and wait outside the passage. • The signal will soon change to the lighting letter “X”.
Lighting letter “ X ”	Passage prohibited	<ul style="list-style-type: none"> • Entering and departure are prohibited except for vessels instructed by the Captain of the Port.

Port Traffic Control using AIS.

1. Traffic control for a controlled vessel and an uncontrolled vessel in the passage.

(Traffic control according to vessel length)

5 Previously when a controlled vessel (200m or more in length) navigated on Inner Harbour Passage, passage of all uncontrolled vessels (with a length of 70m or more and less than 200m) was restricted.

With this traffic control, because AIS information is used, under certain conditions an uncontrolled vessel which has been recognized by and received instructions from the Captain of the Port may enter Inner Harbour Passage when the signal “O” is flashing “O” (priority for departure), or may depart via Inner Harbour Passage when the signal “I” is flashing “I” (priority for entering).

2. Control for departure of uncontrolled vessels before a controlled vessel enters the Mizushima Traffic Route.

(Outbound control when the inbound signal “P” is flashing “I” (priority for entering))

15 Previously when a controlled vessel (200m or more in length) passed through the Bisan Seto E Traffic Route or the Bisan Seto S Traffic Route to navigate for the N on the Mizushima Traffic Route (when the inbound signal “P” is flashing “I” (priority for entering)), departure on Inner Harbour Passage was restricted for all uncontrolled vessels (with a length of 70m or more and less than 200m).

With **this** traffic control, because AIS information is used, under certain conditions an uncontrolled vessel which has been recognized by and received instructions from the Captain of **the** Port may depart via **Inner Harbour Passage** even when the **inbound** signal **“P”** is **flashing “I” (priority for entering)** only when its destination is in the direction of Shimotsui Seto or the quarantine anchorage.

5 3. Procedure for requesting passage under **this** traffic control.

(1) Check the schedule for controlled vessel inbound / outbound passage.

The schedule for inbound / outbound passage of controlled vessels on **Inner Harbour Passage** can be viewed on the Bisan Seto Vessel Traffic Service Center web page.

URL <https://www6.kaiho.mlit.go.jp/bisan/> (Japanese only)

10 (2) Submit a request.

An uncontrolled vessel which would like to pass under **this** traffic control should submit a request to the Captain of **the** Port (via **the** Bisan Seto Vessel Traffic Service Center) by the means shown below.

(A) Request timing.

(a) Control for passage of controlled and uncontrolled vessels on the **passage**.

15 From 1 hour to 20 minutes before the uncontrolled vessel intends to enter the **passage**.

(b) Control for departure of uncontrolled vessels before a controlled vessel enters **the** Mizushima Traffic Route.

From 2 hours to 30 minutes before the uncontrolled vessel intends to depart via the **passage**.

(B) Request procedure.

20 The vessel shall submit a request directly to the Bisan Seto Vessel Traffic Service Center by one of the means listed below.

TEL: +81-877-49-2220 or +81-877-49-2221

FAX: +81-877-49-1413 or +81-877-49-1156

VHF: ch16, call name “BISAN MARTIS”

(3) Receive notification of approval or refusal of passage.

25 The requesting vessel will be notified of the result approving or refusing passage by AIS message, VHF or telephone.

Uncontrolled vessels must confirm the contents of the AIS message, VHF or telephone notification before entering the **passage**.

4. Contact for inquiries.

Boating and Water Safety Division, Maritime Traffic Department, TEL: +81-82-251-5111
6th Regional Coast Guard Headquarters

Navigation Safety Division, Mizushima Coast Guard Office TEL: +81-86-444-2967

Operations Management **Division**, Bisan Seto Vessel Traffic Service Center TEL: +81-877-49-5537

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Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Takashima Public Quay	34°28.4'N 133°45.5'E	130	5	2,000×2	
W Public Wharf No.1 Quay	34°30.6'N 133°44.2'E	185	10	15,000×1	
W Public Wharf No.2 Quay		130	9	10,000×1	
E Public Quay	34°31.2'N 133°44.4'E	360	5.5	2,000×4	
E Public Landing Place		230	4	500t class	
W Public Landing Place	34°31.2'N 133°44.2'E	305	4	500t class	

Overhead bridge. There is a pipe bridge (vertical clearance of 23m) reaching the opposite shore from Tenjin-ga-Hana at about 0.8M N of Takashima.

5 **The largest vessel to enter the port.** In 2002, tanker “NEW CIRCASSIA” (163,346t, draft 16m) berthed at Crude Oil No.2 Pier of ENEOS.

Tug boat etc. Many tug boats are available. Ferryboats and mooring boats are also available.

Supplies. Water supply vessels and fuel supply vessels are available.

10 **2. Tamashima Chiku** (Chart JP1127B)



(Photographed in January 2017)

General information. Tamashima Chiku lies in the W side of Takahashi Kawa and works as a commercial port. This **harbour** area is shallow except the dredged fairway.

15 **Landmarks.**

Landmark	Position	Remarks
2 chimneys	34°30.9'N 133°41.2'E	233m and 173m high, painted grey each, within the premises of a power station.
4 pylons	34°31.2'N 133°40.0'E	For overhead cable, about 102m, 70m, about 127m , 82m, high each, 3 out of them are painted red and white.

Fairways.

1. There is a dredged fairway with a width of about 300m in width and a depth of about 10m in depth reaching the power station in the N from about 0.4M NNE of Shimo-Mizu Shima.
2. There is a dredged fairway with a width of about 150m in width and a depth of about 7.5m in depth reaching the W of Tamashima No.4 Wharf in the N from about 1.5M WNW of Shimo-Mizu Shima.
3. There is a dredged fairway in the E of the estuary of Takahashi Kawa. Further there is a fairway reaching Tamashima-Otoshima Chiku in the NW from the N of the dredged fairway.

Although these fairways are indicated by light buoys, caution must be paid since both sides of the E and W of the fairways are steep shallows.

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W×vessel)	Remarks
Tamashima Foreign Trade No.1 Wharf	34°30.5'N 133°41.0'E	370	10	15,000×2	
Tamashima No.1 Wharf	34°31.2'N 133°40.2'E	630	5.5	2,000×7	
Tamashima No.2 Wharf	34°31.0'N 133°40.6'E	380	4	700×5	
Tamashima No.3 Wharf	34°30.8'N 133°40.2'E	730	5.5	2,000×8	
Tamashima No.4 Wharf	34°30.5'N 133°40.2'E	780	7.5	5,000×6	
Tamashima Harbour Island No.4 Wharf	34°30.2'N 133°40.3'E	520	7.5	5,000×4	
Tamashima Harbour Island No.5 Wharf	34°30.2'N 133°40.9'E	380	4	200(for small cargo vessel) 300(for tugboat)	
Tamashima Harbour Island No.7 Wharf, 1	34°29.7'N 133°41.0'E	320	12	120,000×1	
Tamashima Harbour Island No.7 Wharf, 2	34°29.5'N 133°41.0'E	100	5.5	1,640×1	
Tamashima Harbour Island No.7 Wharf South Side		108	5.5	1,640×1	
International Container Terminal Wharf	34°30.1'N 133°41.0'E	340	10	10,000×2	
		240	12	23,600×1	
Tamashima Landing Place	34°31.2'N 133°40.2'E	653	4	700×9	

Overhead bridge. Near the harbour limit of Takahashi Kawa, the Kurashiki Minato O-hashi Bridge (Vertical clearance of 10m) connects Tamashima Chiku with Mizushima Chiku.

Overhead cables.

The position approximate		The number	Vertical clearance (m)
Near the estuary of Takahashi Kawa	34°31.4'N 133°41.8'E	1	E side; 25 W side; 23
Otoshima Landing Place	34°31.4'N 133°40.9'E	1	26
W side of Tamashima No.1 Wharf	34°31.2'N 133°40.0'E	2	39, 32

Supplies. The principal quays are equipped with water supply valves; and fuel supply boats are available.

2. South Bay: This bay opens widely to S and is 5m~10m in depth. In the area between South Bay and Shikoku, the depth is 15m or less, vessels can prevent winds and waves with various directions and large vessels can anchor. Caution should be paid for **Taishi-no-Mo** (34°15.6'N 133°38.6'E, a bank with the least depth of 1.8m) at about 0.6M SSE of Kashi Saki.
- 5 3. West Bay: As this bay opens widely to W and rough waves enter the bay, the bay is not suitable for anchorage.

Takuma Ko (34°14'N 133°40'E) (Chart W1445) (JP TKM)



(Photographed in July 2016)

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

10

General information. Takuma Ko lies in about 6M SW of Marugame Ko. As the forestry industrial port, timber carriers in the foreign trade come in and out the E part of Takuma Ko. N strong winds blow obstruct the loading and unloading works in the offing.

Landmarks.

Landmark	Position	Remarks
Kamegasa Shima	34°15.5'N 133°42.1'E	59m high, small island.
Iwa Shima	34°15.3'N 133°41.7'E	3.4m high, NE end of harbor limit.

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Fairways. There is a fairway with the depth of 7.5~8m reaching Takuma Quay at the forestry industrial estate from near 500m E of Koya Hana. This fairway is indicated by light **buoys** and led by Takuma Ko Leading **Mark** (34°14.1'N 133°40.9'E, 2 marks at 166°). Other fairways are shallows with the depths of 5m or less.

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Ube Ko (33°56'N 131°14'E) (Chart JP128) (JP UBJ)

(Photographed in January 2017)

Specified port	Open port	Quarantine port	Immigration port	Domestic animal quarantine port	Plant protection port	Major port
○	○	○	○		○	○

5 General Information.

1. Ube Ko locates on the SW of Yamaguchi Prefecture, facing Suo Nada. There are a large quantity of petrochemical products, cement and pharmaceuticals shipment and also unloading of coal at this port.

The roadstead in the center of the inner port is called Nai Ko or Hon Ko, the SE part is called Higashi Ko. **The NW part with Kogyo Unga, Sakae Kawa Unga**, and near the estuary of Koto Kawa is called Nishi Ko.

10 2. There are Yamaguchi Ube Airport and **Ubemisaki Gyoko** on the E of the port. During September to April in the following year, seaweed laver nets are set in the broad area of the coast within the port. Caution must be paid for navigation.

Oceanography. The harbour is generally calm. At typhoon storm surges occur occasionally. And near the entrance **of the fairway** entering each roadstead, there is an occasionally strong tidal current crossing the **fairway**.

15 Landmarks.

Landmark	Position	Remarks
2 Chimneys	33°57.1'N 131°14.0'E	164m and 160m high, painted gray, within the premises of a chemical factory.
Chimney	33°56.9'N 131°14.1'E	130m high, painted red and white, within the premises of a cement plant
Chimney	33°56.4'N 131°11.0'E	125m high, painted red and white, within the premises of an oil company.
Motoyama Misaki	33°56.0'N 131°11.0'E	The tip is steep cliff.

Fairway. There is no passage designated by Port Regulations Law, but there are 4 **fairways** reaching each roadstead.

1. The fairway reaching Nai Ko is about 250m in navigable width and **about** 11m in depth.

2. The fairway reaching Higashi Ko (indicated by Ube Ko E **Leading Light, 2 lights at** 058.2°) is about 110m in navigable width and 6 ~ 9m in depth.

3. The fairway reaching the entrance **of Kogyo Unga** is about 100m in navigable width and 2.5~4.5m in depth.

4. The fairway reaching the exclusive piers of Seibu Oil and Ubekosan W Okinoyama Pier at the W end of the harbour is about 140m in navigable width and about 7.5m in depth.

All the fairways are indicated by several light buoys. In the winter season, there are many aquaculture facilities set outside the fairway.

5 **Precautions for navigation.** In the E and W area of Yamaguchi Ube Airport, An aircraft approach surface area based on the Civil Aeronautics Act is set. For particulars, apply to Yamaguchi Ube Airport Office (TEL; +81-836-21-5841).

Anchorage. Quarantine anchorage is located about 1.6M WNW of Motoyama Light Beacon at the S end of the harbour limit.

Vessels carrying dangerous cargo less than 1,000t are nominated to anchor near 1M SW of Ube Ko W Breakwater Light.

10 **Pilotage.** Pilotage is available on request to Naikai Pilot Associations. (Refer to Chapter 6 “PILOTAGE” of Part 1 on page 8.)

Pilot boarding positions for vessel entering the Ubekosan No.6 Quay are as follows.

1. Vessel entering from the E ward: 33°51.2'N 131°15.2'E (approx.).
2. Vessel anchoring off Ube Ko or vessel entering from the S ward: 33°50.5'N 131°13.8'E (approx.).
- 15 3. Vessel entering from the W ward: 33°53.1'N 131°08.8'E (approx.).

Facilities.

Name	Position	Length (m)	Depth (Approx. m)	Capacity (D/W × vessel)	Remarks
Shibanaka E Quay	33°56.1'N 131°14.9'E	162	6~8	10,000 × 1	
Shibanaka W No.1 Quay	33°55.9'N 131°13.9'E	270	13	50,000 × 1	
Shibanaka W No.2 Quay	33°56.0'N 131°14.0'E	240	12	30,000 × 1	
Shibanaka No.1 Quay	33°56.3'N 131°14.2'E	185	8.5	15,000 × 1	
Shibanaka No.2 · 3 Quay	33°56.3'N 131°14.3'E	260	6~8	3,000 × 2	
Onda Quay	33°56.4'N 131°14.7'E	240	4~5	700 × 4	
Minatomachi Landing Place	33°56.6'N 131°14.6'E	240	3~4	500 × 4	
Shinmachi No.1 · 2 Quay	33°56.9'N 131°14.4'E	260	5~5.5	5,000 × 2	
Shinmachi No.3 Quay	33°56.8'N 131°14.5'E	90	3~4	2,000 × 1	
Okinoyama No.1 Quay	33°56.7'N 131°14.1'E	185	8~9.5	15,000 × 1	
Okinoyama No.2 Quay		185	8~9	15,000 × 1	

Overhead bridge. There is Kosan O-hash Bridge (vertical clearance of about 25m) at the entrance of Nishi Ko.

20 **Overhead cables.** There is an overhead cable (vertical clearance of 32m) at the S entrance of Sakae Kawa Unga. There are 2 more (vertical clearance of 52m and 28m) at the central part of Sakae Kawa Unga. There is an overhead cable (vertical clearance of 44m) in the Kogyo Unga.

The largest vessel to enter the port. On July in 2017, cargo vessel (73,583t) berthed at the Ubekosan No.6 Quay.

25 **Safety measure against abnormal weather including typhoon and tsunami.** In order to prevent accidents due to abnormal weather including typhoon and tsunami, Abnormal Weather Safety Measures Council of Ube and Sanyo Onoda district communicates with the vessels mooring in the port and gives instructions regarding warnings, evacuations, and restrictions in the event of abnormal weather. (Inquiry: Ube Coast Guard Station)

Maritime authorities and facilities.

Name	Telephone	Name	Telephone
Ube Coast Guard Station (Port of the Captain)	+81-836-21-2410	Ube Branch Customs, Moji Customs	+81-836-21-7391
		Ube Ko Port and Harbour Management Office	+81-836-31-3311

Tug boat · Ferry boat. Many tug boats (maximum 3,400PS) and ferry boats are available.

Supplies. A small fuel oil supply boat is available.