

To be kept at a visible location in the navigation bridge and other areas accessible by crew members.

# Port Entry Manual - Port of Yokohama

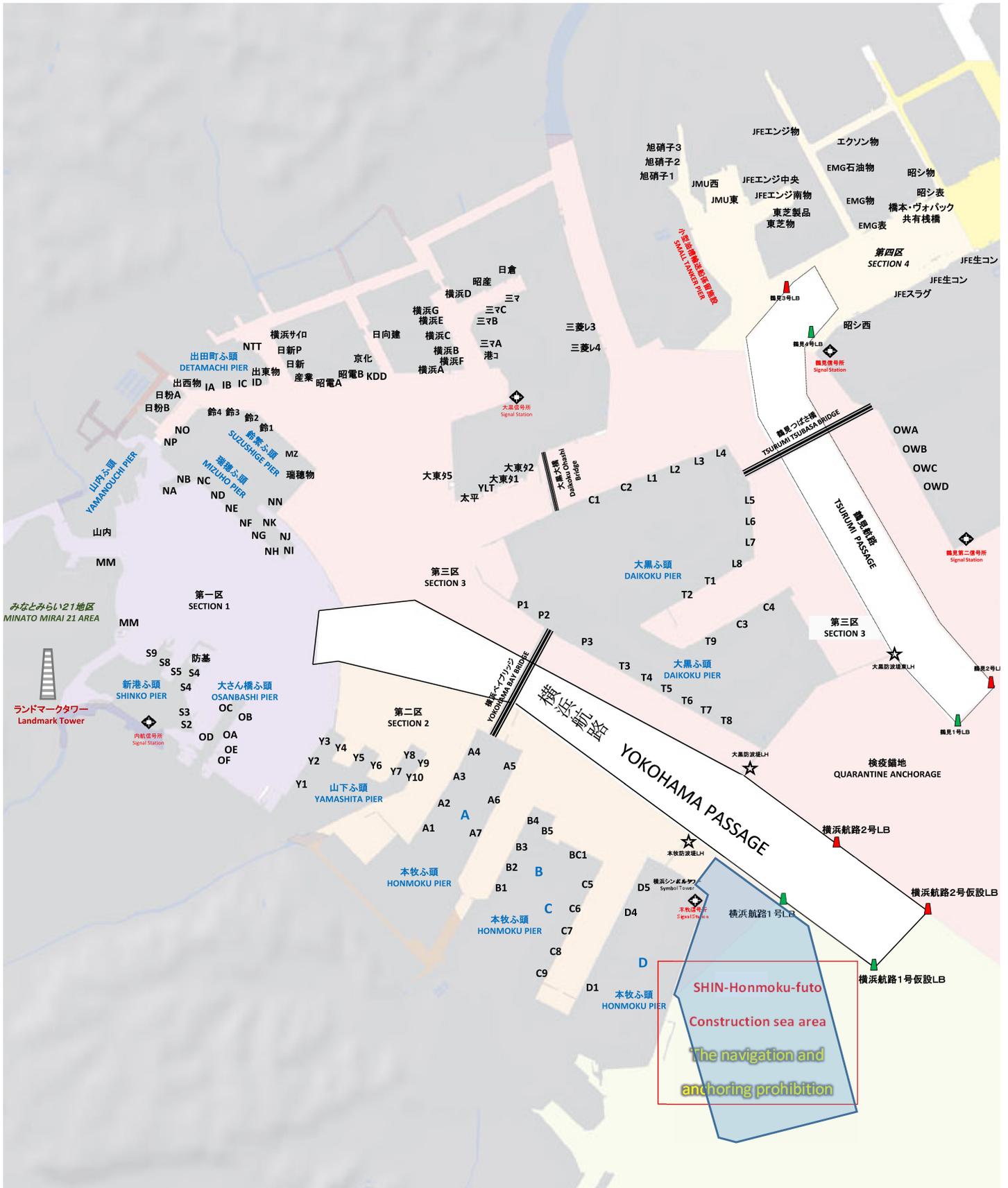
September 2023

## Navigational Safety Committee

MINISTRY OF LAND INFRASTRUCTURE, TRANSPORT AND TOURISM  
KANTO DISTRICT TRANSPORT BUREAU  
YOKOHAMA COAST GUARD OFFICE  
PORT & HARBOR BUREAU, CITY OF YOKOHAMA

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# Berth Layout of Yokohama Port



# PORT ENTRY MANUAL - PORT OF YOKOHAMA

## Preface

SHIN-HONMOKU-FUTO construction work commenced on November 11, 2019, and several anchorages in the vicinity of the construction area have been relocated for the purpose of the optimization. Accordingly, vessels intending to anchor at the anchorage area are required to confirm the position of anchorage in advance.

Vessels entering or departing from Yokohama port should, read this manual thoroughly, comply with the Act on Port Regulations and other related laws and regulations, and pay close attention to the movement of other vessels to avoid incidents and while conducting safe navigation.

\* This manual applies to vessels that enter Yokohama Port via Yokohama and/or Tsurumi Passage.

## 1. Application for Pilot, Tug and Line-Handling Boats

(1) For vessels of 10,000GT or more (for foreign DG vessels of 300GT or more, or Japanese DG vessels which serve for international navigation of 300GT or more, or Japanese DG vessels of 1,000 GT or more except oceangoing vessels), the captains must apply for a pilot on board.

\* For vessels carrying DG (dangerous goods) see (P4).

(2) For vessels under 10,000GT, (foreign DG vessels under 300GT, or Japanese DG vessels which serve for international navigation under 300GT, or Japanese DG vessels under 1,000 GT except oceangoing vessels) the captain should apply for a pilot as necessary, especially during the congested hours of 0600~0900 and 1600~1800 for arrival and departure vessels.

(3) Captains who do not employ a pilot on board should arrange for tug boats and line boats on their own.

Especially in cases where the vessel may be pushed by strong winds and make contact with port facilities or obstruct the navigation of other vessels, the captain should confirm the latest weather information and request a tugboat with advice of an agency or a terminal operator as needed.

Grasp the latest weather information and appropriately request tug boat with advice of an agency or a terminal operator.

*Please be sure to check with the agent or terminal operator because each container terminal stipulates the standards for the terminal.
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(4) Captains who enter the port without a pilot are required to employ a tug boat until they have experienced two entries and two departures from the port in one year (twice inbound, twice outbound – four times in total).

◇ The above items (1) to (4) apply to vessels which enter Yokohama Port via Yokohama and/or Tsurumi Passage.

◇ Please give the tugboat company notice for ordering a tug well in advance; otherwise

they may not be able to arrange for the tug boat in the same day of arrival / departure.

◇ Vessels entering the port without employing a pilot should read this manual carefully and follow the Port Rules and Regulations. Furthermore, when various authorities ask the Captain about their experience at this port, the captain needs answer honestly.

◇ For vessels entering from Yokohama Passage at the congested time of 07:30:

In principle, vessels with a pilot on board have priority over other vessels to enter via Yokohama Passage.

However, there is a limit to the number of vessels entering the Yokohama Passage during the congested time.

You may not be permitted to enter the passage even though you have made an entry application.

**\*Vessels loaded with Dangerous Goods** (See Pilots' Rules, Article/1 part/3)

① Vessels loaded with Dangerous Goods refer to under the Japanese Regulations for transport and storage of dangerous goods by ship (Ministry of Transport No.30), Section/1, article/2, vessels carrying explosives, high pressurized gases, flammable liquids, or organic peroxides, as specified below:

A. Explosives (quantity of 80t or more)

B. Flammable high pressure gases in bulk

C. Flammable liquids in bulk

D. Organic Peroxides (only if the quantity is 200t or more)

② The above mentioned explosives, gases, flammable liquids and organic peroxides do not include substances that are carried for the vessel's own use.

③ Any vessel that has loaded and discharged dangerous goods, as defined in above ① ***B and C*** shall continue to be treated as a vessel carrying dangerous goods if the captain cannot confirm that there are no residues of these two substances remaining on board after discharge and there are no risks of fire or explosion.

## 2. VHF Radio communications and Reporting

(1) ***Vessels shall keep watch on VHF ch16, and respond to any call.***

Use ch16 for calls and responses only, and use other channels for detailed Communications.

(2) To prevent the interference of VHF signals, make sure that the talking switch of the VHF radio is completely reset after communication.

Call sign	Calls and Responses	Communication	Remarks
Tokyo Martis (*)	ch16,13	ch12,13,14, 66,69	Communications on traffic control etc. conducted by Tokyo Wan Vessel Traffic Service Center, Japan Coast Guard (JCG)
Yokohama Coast Guard Radio	ch16	ch12	Communications on safety conducted by JCG
Yokohama Port Radio	ch16	ch7,11, 12, 14, 18, 19, 20, 64	Port operations service conducted by the Master of the Port of Yokohama or Kawasaki *ch 12 and 14 also are used by Japan Coast Guard

(\*)

- Vessels using Yokohama Passage must say “Yokohama” after “Tokyo Martis.”
- Vessels using Tsurumi Passage or Kawasaki Passage must say “Kawasaki” after “Tokyo Martis.”

(3) A management office related to the SHIN-HONMOKU-FUTO construction work was established, and its responsibilities are not only to provide information on the construction work but also to monitor the movement of vessels engaged in the construction work and other vessels and provide information for safe navigation between vessels by VHF radio communication.

Call sign	Calls and Responses	Communication	Remarks
Tokaibo Yokohama	ch16	ch12,13	Monitor the movement of vessels engaging in construction work

## 【When to Report】

Vessels using Yokohama port are required to report their movement to Yokohama Port Radio by VHF ch 16 following the table below:

Type of report	Report Timing	Report Items from the Vessel	Information and confirmation items to the vessel	
Entry	<ul style="list-style-type: none"> <li>• ETA Report</li> </ul>	<ul style="list-style-type: none"> <li>• 3 hours before arriving</li> </ul>	<ul style="list-style-type: none"> <li>• ETA at outer harbor</li> </ul>	<ul style="list-style-type: none"> <li>• Berthing schedule and berthing side</li> <li>• Pilot and tug information</li> <li>• Traffic control information</li> <li>• Confirmation of LOA (When first call)</li> <li>• Thruster condition (if necessary)</li> <li>• Arrival route guidance Naka-no-se traffic route (as required)</li> <li>• Request of position report (vessels without AIS)</li> <li>• Weather information(wind direction/wind speed)</li> </ul>
	<ul style="list-style-type: none"> <li>• After leaving another port (Outgoing vessels in Tokyo Bay)</li> </ul>	<ul style="list-style-type: none"> <li>• Passing Uraga Suido Traffic Route Center No.1 buoy</li> </ul>		
	<ul style="list-style-type: none"> <li>• Passing Report (Vessels Without AIS)</li> </ul>	<ul style="list-style-type: none"> <li>• Passing Uraga Suido Traffic Route Center No.6 buoy</li> </ul>	<ul style="list-style-type: none"> <li>• Passing time</li> <li>• Exact arrival time</li> </ul>	<ul style="list-style-type: none"> <li>• Berth information</li> <li>• Traffic control information</li> <li>• Tug boat information</li> </ul>
		<ul style="list-style-type: none"> <li>• Passing Naka-no-se Traffic Route No.7 buoy</li> </ul>		
	<ul style="list-style-type: none"> <li>• Arrival Report</li> </ul>	<ul style="list-style-type: none"> <li>• Just arriving in outer harbor (Directly berthing vessel)</li> </ul>	<ul style="list-style-type: none"> <li>• Confirm anchorage / request for arranging alternative anchorage(if necessary)</li> <li>• Anchoring time</li> <li>• Anchoring position</li> </ul>	<ul style="list-style-type: none"> <li>• Advise anchoring position/ arrangement of alternative anchorage</li> <li>• Berthing prospect and docking side</li> <li>• Pilot information</li> <li>• Tug boat information</li> </ul>
<ul style="list-style-type: none"> <li>• Shifting Report</li> </ul>	<ul style="list-style-type: none"> <li>• Just dropping anchor</li> </ul>	<ul style="list-style-type: none"> <li>• Shortly before heaving up anchor report</li> </ul>		

		<ul style="list-style-type: none"> <li>Anchor aweigh</li> </ul>	<ul style="list-style-type: none"> <li>Starting Time</li> </ul>	<ul style="list-style-type: none"> <li>Notify/advise timing of start shifting(to berth)</li> <li>Arrangement of line handling and line boat</li> <li>Vessel traffic information</li> </ul>
	<ul style="list-style-type: none"> <li>Berthing Report</li> </ul>	<ul style="list-style-type: none"> <li>Made fast to berth</li> </ul>	<ul style="list-style-type: none"> <li>Berthing Time</li> <li>Anchor &amp; chain (direction and how many meters chain from the vessel to anchor)</li> </ul>	<ul style="list-style-type: none"> <li>Request for 30 minutes notice before departure</li> </ul>
Departure	<ul style="list-style-type: none"> <li>Pre-departure Report</li> </ul>	<ul style="list-style-type: none"> <li>30 minutes before departure</li> </ul>	<ul style="list-style-type: none"> <li>Estimated time of departure</li> </ul>	<ul style="list-style-type: none"> <li>Traffic control information</li> <li>Line man/tugboat information</li> <li>Any other information about the harbor</li> <li>Request single up report</li> </ul>
		<ul style="list-style-type: none"> <li>Single up (No pilot vessel)</li> </ul>	<ul style="list-style-type: none"> <li>Single-up report</li> </ul>	<ul style="list-style-type: none"> <li>Traffic control information</li> <li>Vessel traffic information</li> </ul>
		<ul style="list-style-type: none"> <li>Standby for departure (Pilot vessel)</li> </ul>	<ul style="list-style-type: none"> <li>Standby for departure report</li> </ul>	<ul style="list-style-type: none"> <li>Notify/Advise timing of departure</li> </ul>
	<ul style="list-style-type: none"> <li>Departure Report</li> </ul>	<ul style="list-style-type: none"> <li>Just departing (Domestic ship)</li> </ul>	<ul style="list-style-type: none"> <li>Departure time report</li> </ul>	<ul style="list-style-type: none"> <li>Vessel traffic information</li> </ul>
	<ul style="list-style-type: none"> <li>Other</li> </ul>	<ul style="list-style-type: none"> <li>As necessary</li> </ul>		<ul style="list-style-type: none"> <li>Construction information</li> <li>Other relevant harbor information</li> </ul>

**Remarks**

- Yokohama Port Radio advises vessels when they can depart. These times are to be strictly followed. Non-observance is a danger to safe navigation.

### 3. Carriage and Preparation of Charts

Vessels must be equipped with the latest or corrected charts of the Ports of Yokohama and of Kawasaki. The essential (Japanese) charts for entering these ports are as tabulated below.

Port of destination	Essential charts (chart No.)
Port of Yokohama	W1062, Middle Part of Tokyo Wan. W66, Yokohama Port. W67, Port of Kawasaki *In addition, vessels which intend to enter Negishi Wan must be equipped with W1085, Negishi Wan.

### 4. Act on Port Regulations / Ordinance for Enforcement of the Act on Port Regulations (Excerpts and summaries for using Yokohama and Kawasaki Ports)

#### 【Anchorage】

Act on Port Regulations, Article 5-(2)

A vessel of 500GT or more intending to anchor in Yokohama Port or Kawasaki Port shall have her place for anchoring which shall be designated by the Captain of the Port.

#### 【Passage, Steering, and Sailing Rules】

① Act on Port Regulations, Article 11

A vessel, other than a launch, etc. which intends to enter, clear or pass through the Port of Yokohama or the Port of Kawasaki shall do so via the Yokohama Passage, the Tsurumi Passage and the Kawasaki Passage (hereafter referred to as “Passage”): provided that this shall not apply to the cases where the vessel intends to avert an accident or where there exist unavoidable circumstances.

The term “launch, etc.” means launches, lighters, small boats, and any craft propelled wholly or primarily by oar. (Act on Port Regulations, Article 3)

② Act on Port Regulations, Article 12

A vessel shall not, except in any of the following cases, cast anchor or release a vessel towed within a passage:

- In cases where a vessel intends to avert an accident;
- In cases where a vessel is not under command;
- In cases where a vessel is engaged in rescue of human life or of a vessel in imminent danger.

- ③ Act on Port Regulations, Article 13-(1)
- A vessel intending to enter a Passage from outside or go outside from the Passage shall keep out of the way of any other vessel navigating the Passage.
- ④ Act on Port Regulations, Article 13-(2)
- A vessel shall not navigate in parallel with any other vessel within a Passage.
- ⑤ Act on Port Regulations, Article 13-(3)
- When two vessels are meeting on reciprocal courses within a Passage, each shall pass on the starboard side of the passage.
- ⑥ Act on Port Regulations, Article 13-(4)
- A vessel shall not overtake any other vessel within a Passage.
- ⑦ Act on Port Regulations, Article 14
- The Captain of the Port may instruct any vessel that is navigating or intends to navigate a passage to stop and wait outside of the passage for permission to proceed when the Captain of the Port finds it necessary to prevent a dangerous situation for the vessel.
- ⑧ Act on Port Regulations, Article 15
- In cases where a motor vessel is in danger of meeting any other motor vessel at or in the vicinity of the entrance of the breakwater of a port, the entering motor vessel shall keep out of the way of the clearing motor vessel outside the breakwater.
- ⑨ Act on Port Regulations, Article 16-(1)
- A vessel shall, within a port or near the boundary of the port, proceed at such speed as not to cause a hazard to other vessels.
- ⑩ Act on Port Regulations, Article 17
- Within a port, a vessel sighting the end of a breakwater, a quay or any other structure or a vessel on the berth on her starboard side shall proceed as close to it as possible and a vessel sighting it on her port side shall proceed as far from it as possible.
- ⑪ Act on Port Regulations, Article 18-(1)
- A launch, etc. shall, within a port, keep out of the way of any other vessel except launch, etc.
- ⑫ Act on Port Regulations, Article 18-(2)
- A small vessel (of 500GT or less other than a launch, etc.) shall, within a port, keep out

of the way of any other vessel except small vessels and launches, etc.

⑬ Act on Port Regulations, Article 18-(3)

• A vessel other than small vessels and launches, etc. shall, when navigating within Yokohama Port or Kawasaki Port, exhibit International Code pennant numeral “1” on a mast so as to be easily seen.

⑭ Act on Port Regulations, Article 38-(1) “Passage Traffic Control”

[See Contents 9 (P.24) “Traffic Control in Yokohama Passage and Tsurumi Passage”]

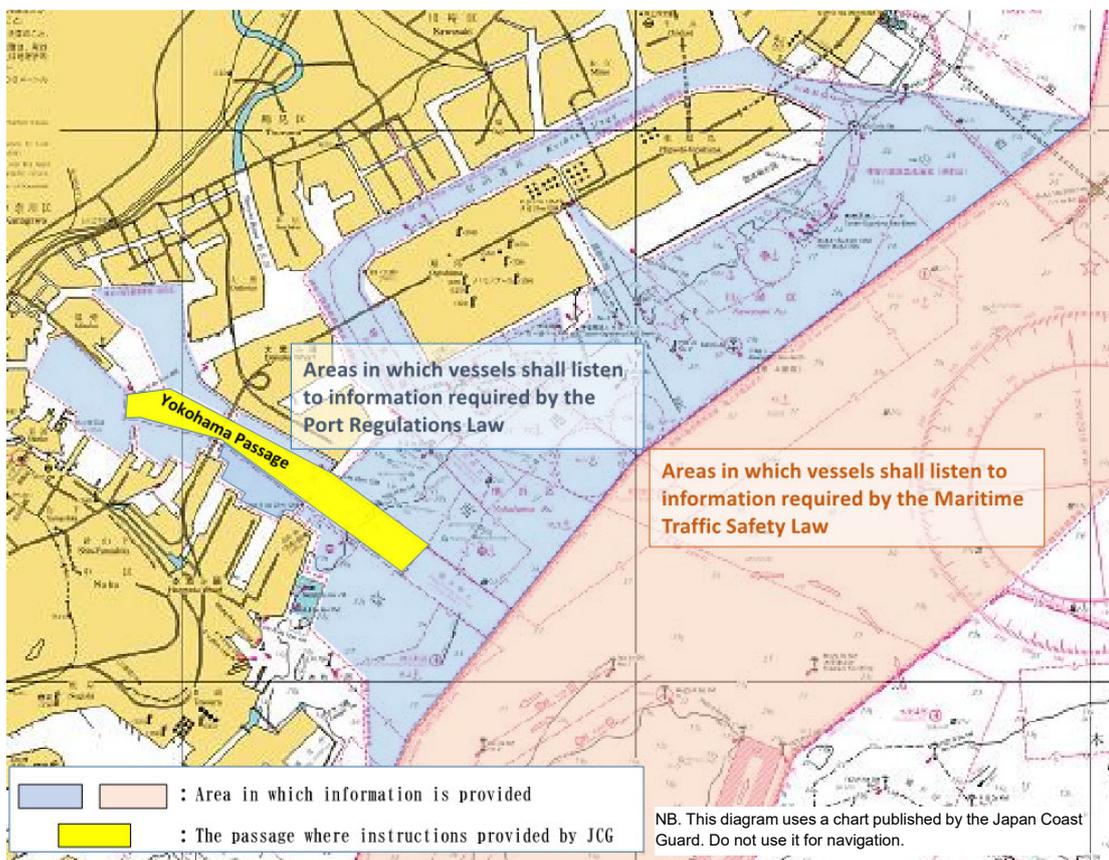
Vessels navigating in the Passage shall comply with traffic signals given by the Captain of the Port at a signal station for the purpose of traffic control.

**【Listening to the Information Provided by the Captain of the Port】**

Act on Port Regulations, Article 41-(2) and Ordinance for Enforcement of the Act on Port Regulations, Article 20-3-(2)

Specified Vessels shall listen to all information provided by the Captain of the Port, on international VHF radio for the entire duration of navigation in a Passage or other navigable area.

The term “Specified Vessels” means vessels of 500GT or more that navigate in the areas where listening to information is required.



## **【Compliance with Navigation Rules and Advisories for Preventing Hazards】**

Act on Port Regulations, Article 42-(1)

In cases where the Captain of the Port recognizes any possibility of a Specified Vessel not complying to the navigation rules in the area vessels are required to listen to information, cases where a Specified Vessel comes extremely close to another vessel or to an obstacle, or any other situations when a Specified Vessel may be exposed to any other perils in navigation, when the Captain of the Port recognizes the necessity to enforce the navigation rules upon the Specified Vessel in order to prevent said perils, the Captain of the Port may advise the Specified Vessel to change its course or to take any other measures as necessary.

## **【Notification to Captain of the Port】**

Ordinance for Enforcement of the Act on Port Regulations, Article 29-(5)

① A vessel of 160m or more in length (or a tanker of 1,000GT or more) intending to enter the Port through Yokohama Passage shall notify the Captain of the Port (Tokyo Wan Vessel Traffic Service Center), of her ETA in the vicinity of the entrance of the Passage (when intending to depart from the Port through the Passage, estimated time of starting operation) by noon of the day before the estimated date of arrival or the estimated date of starting operation.

Ordinance for Enforcement of the Act on Port Regulations, Article 29-(4)

② A vessel of 1,000GT or more intending to enter through Tsurumi Passage shall notify the Captain of the Port (Tokyo Wan Vessel Traffic Service Center), of her ETA in the vicinity of the entrance of the Passage; and when intending to shift inside the Section IV of Yokohama Quarter or to depart through Tsurumi Passage shall notify her estimated time of starting operation by noon of the day before the estimated date of arrival or starting operation.

\* Tokyo Wan Vessel Traffic Service Center TEL : +81-45-225-9152 ( VHF available )

If a vessel notifies the information as described above to the Yokohama Port Corporation (Port & Harbor Bureau of the City of Yokohama) , they will convey it to the Captain of the Port(Tokyo Wan Vessel Traffic Service Center) collectively.

\* Yokohama Port Corporation

TEL : +81-45-521-8080 Fax : +81-45-521-8081

\* Port & Harbor Bureau, City of Kawasaki

TEL : +81-44-287-6033 Fax : +81-44-270-5501

\* Yokohama Port Radio

TEL : +81-45-510-2345 Fax : +81-45-510-2346

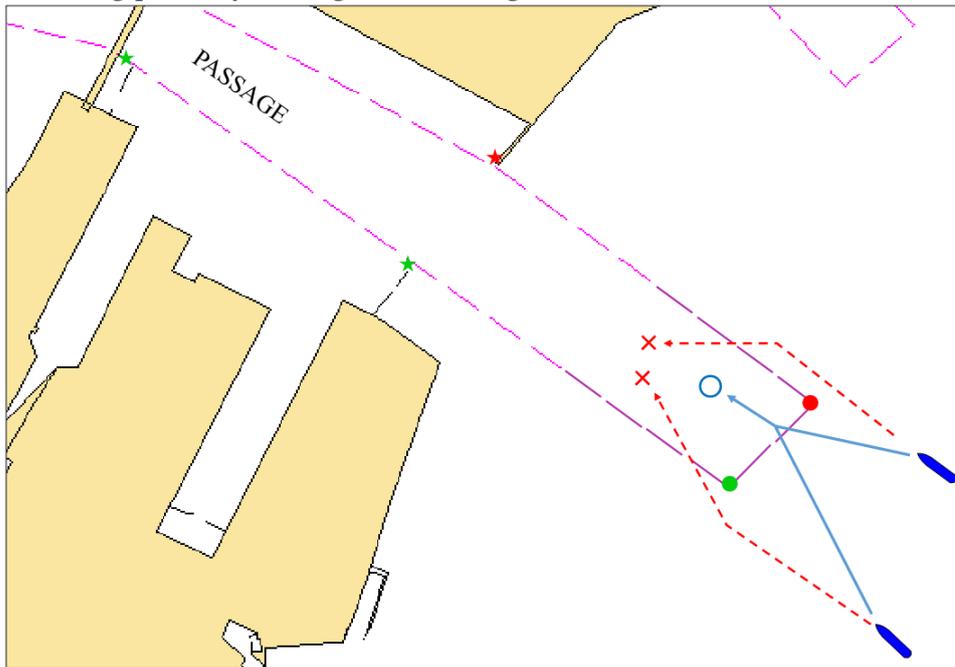
## 5. Compliance with Laws Related to Navigational Rules

A vessel intending to enter Yokohama Port must follow traffic signals shown in “9. Traffic Rules (Yokohama / Tsurumi Passage)” and the navigational rules of the Act on Port Regulations for safety of navigation.

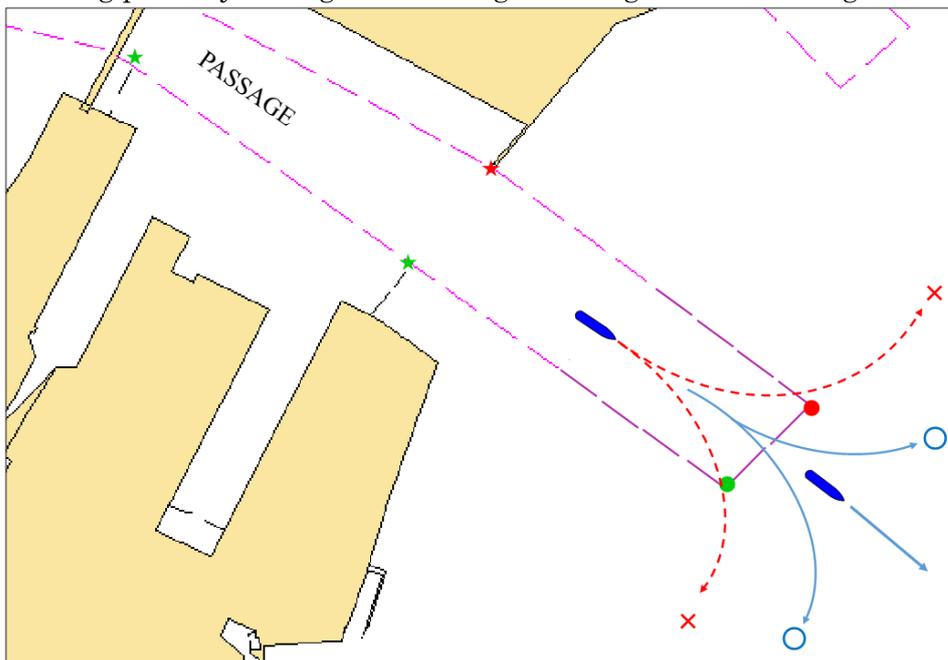
- (1) Navigate the Passages except in cases where there exist unavoidable issues, or circumstances. (Related to the Act on Port Regulations, Article 11)

### 【Examples of unlawful navigation】

Entering partway through the Passage (not at the entrance)

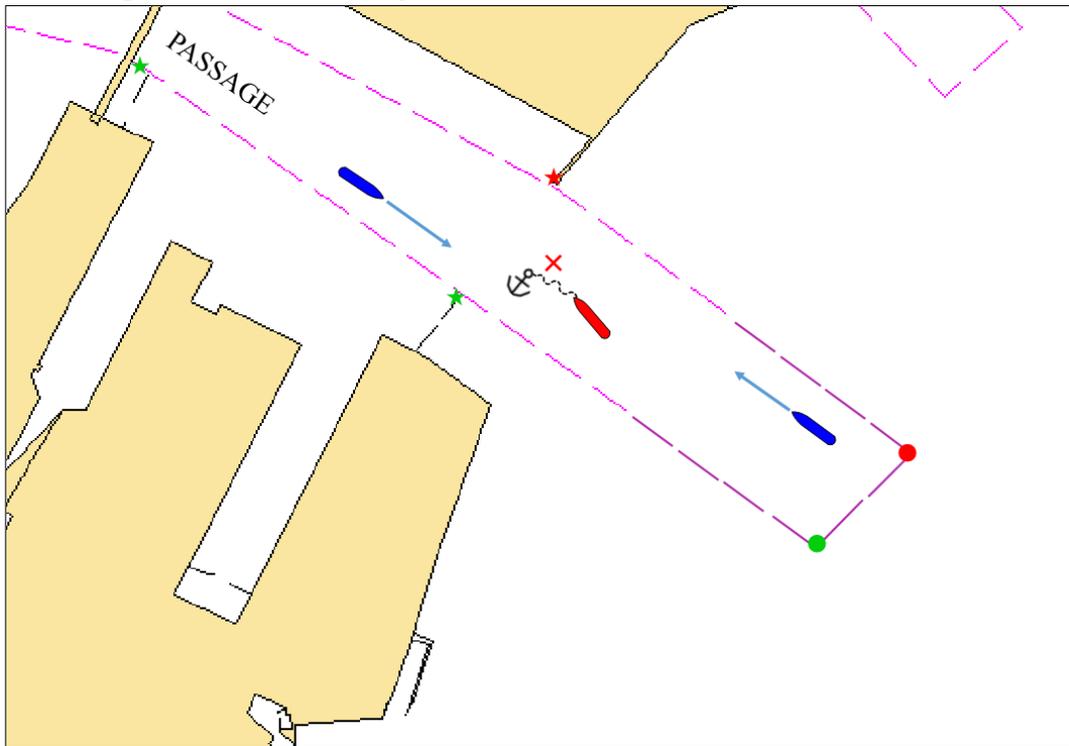


Leaving partway through the Passage; leaving before reaching the end of the Passage



- (2) Dropping anchor inside the Passage is not permitted, except in cases where there are unavoidable circumstances. (Related to the Act on Port Regulations, Article 12)

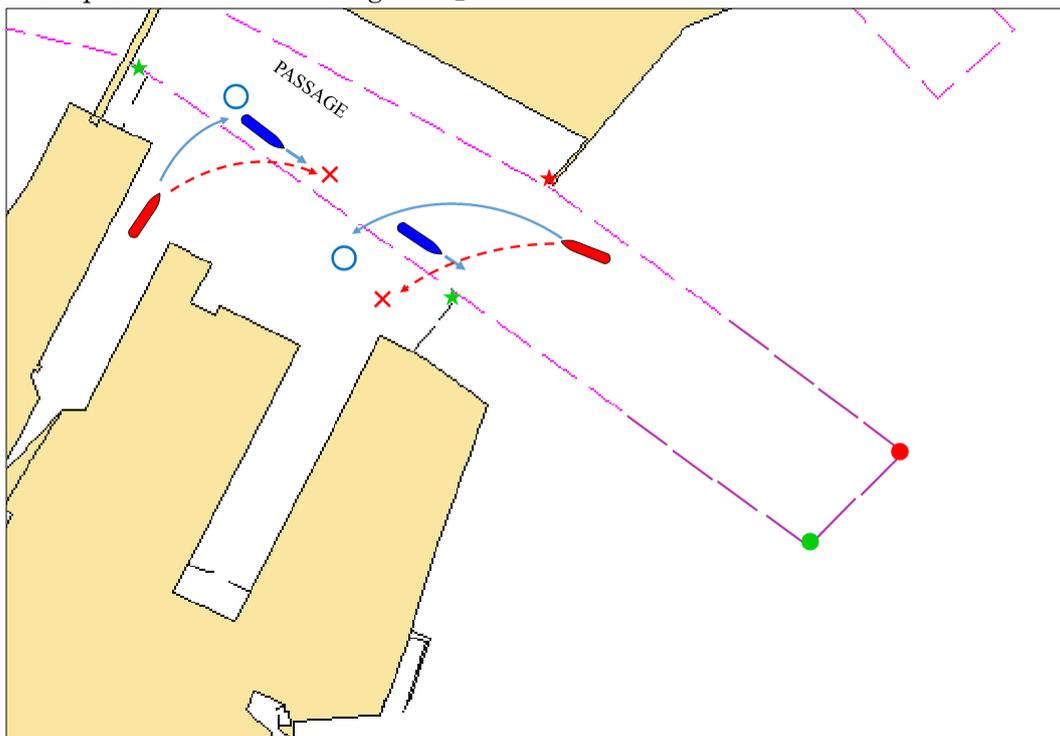
【An example of unlawful navigation】



- (3) Vessels intending to enter a Passage from outside, or leave from the passage shall keep out of the way of any other vessel navigating the Passage.

(Related to the Act on Port Regulations, Article 13)

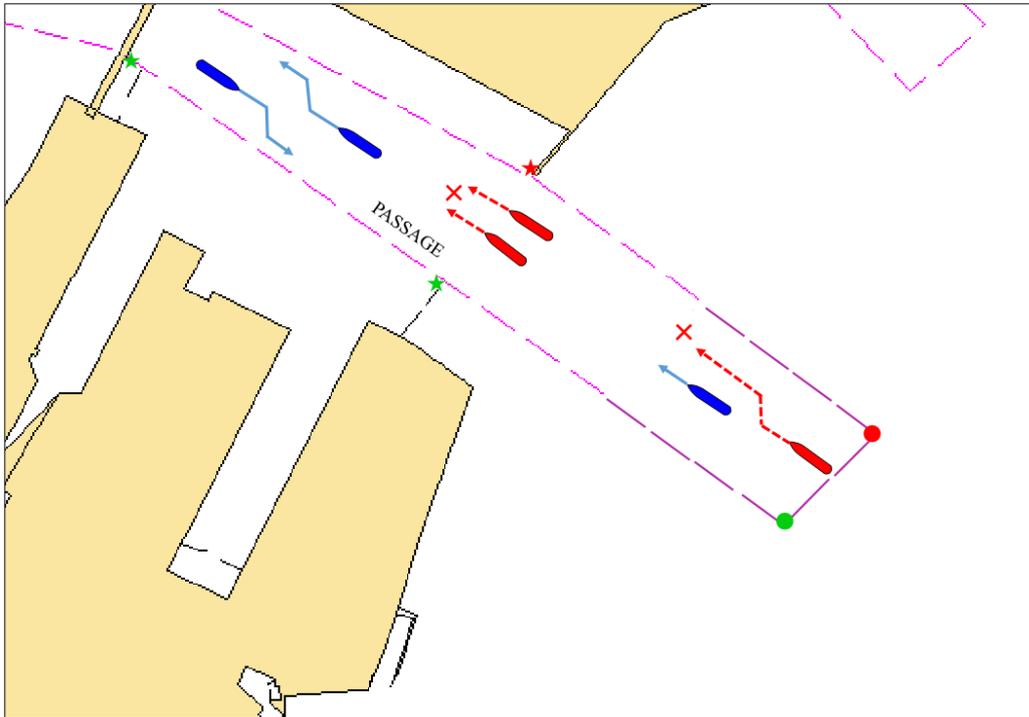
【Examples of unlawful navigation】



(4) A vessel shall not navigate in parallel with any other vessel within a Passage.

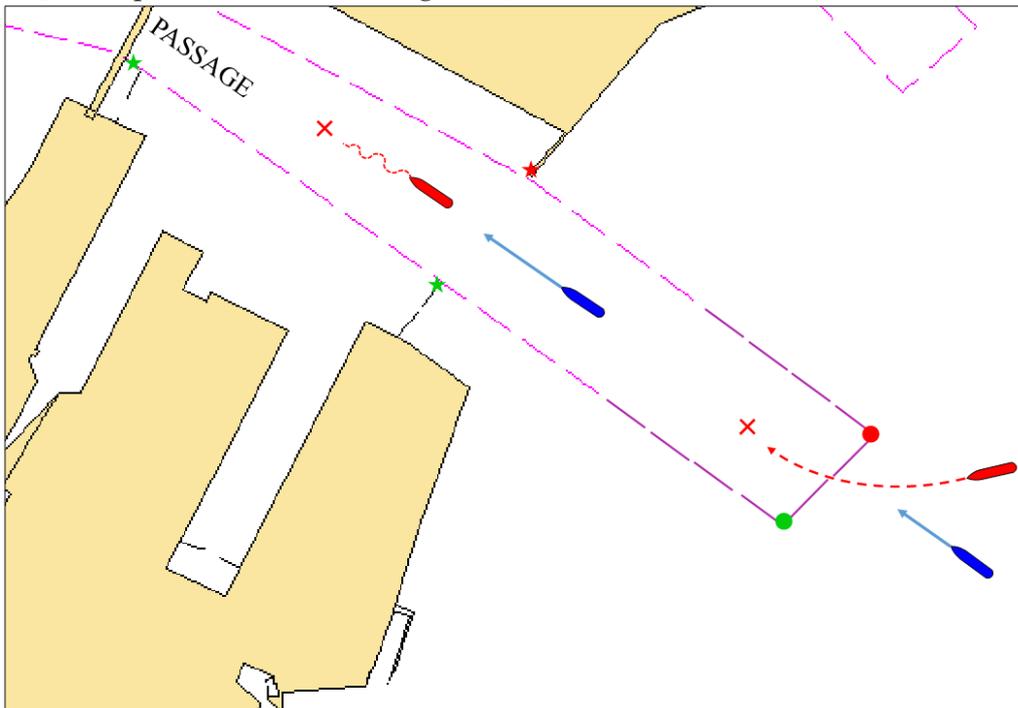
(Related to the Act on Port Regulations, Article 13)

**【Examples of unlawful navigation】**



(5) Other than what is specified in laws and ordinances, vessels shall not cause hazards to other vessels, such as cutting in front of the head of other vessels in the vicinity of the entrance of a Passage or making a sudden reduction in speed or stopping the engine in the Passage.

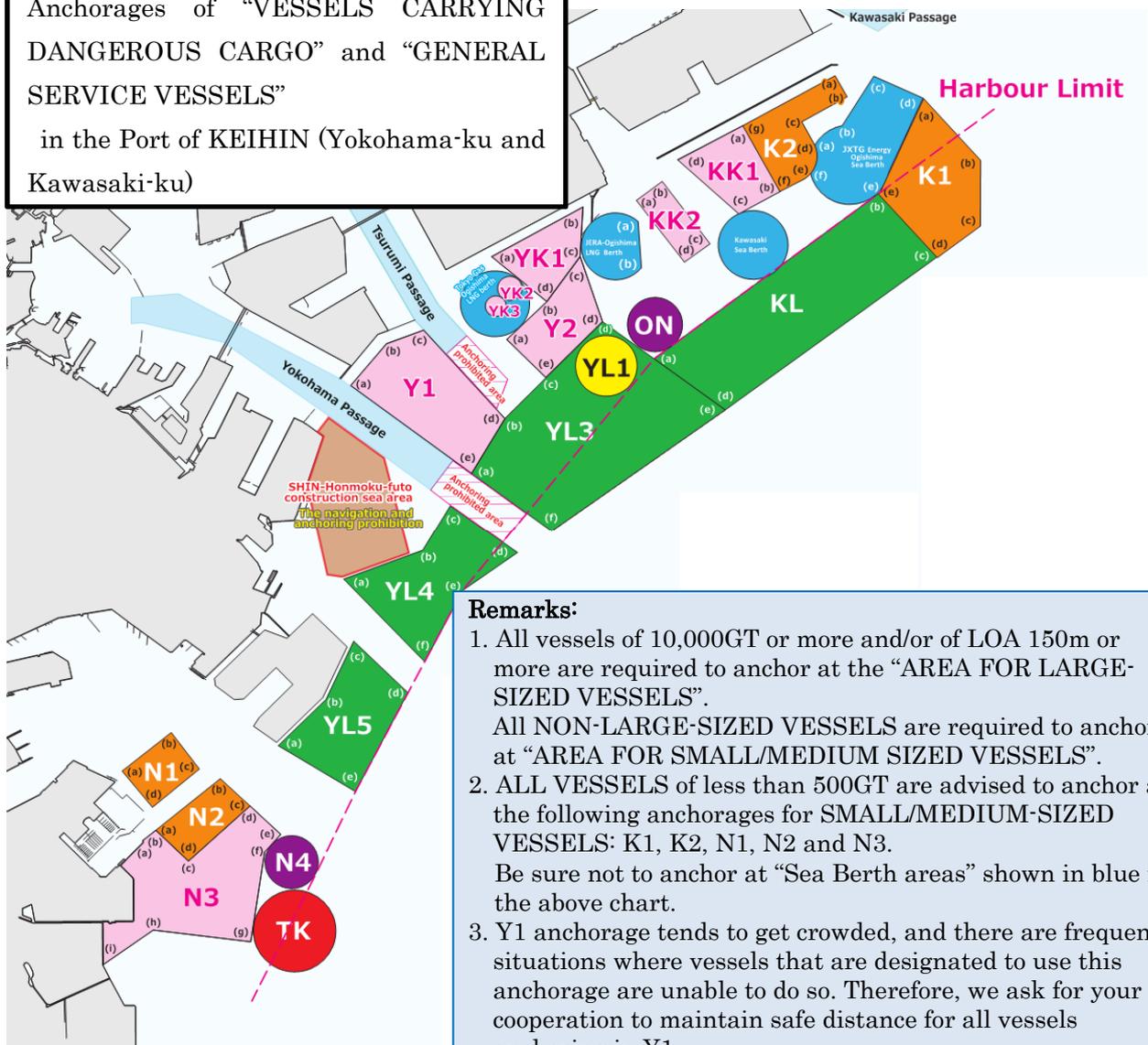
**【Examples of unlawful navigation】**



## 6. Anchorage

A vessel of 500GT or more shall drop anchor accurately in the position designated by the Captain of the Port.

Anchorage of “VESSELS CARRYING DANGEROUS CARGO” and “GENERAL SERVICE VESSELS” in the Port of KEIHIN (Yokohama-ku and Kawasaki-ku)



### Remarks:

- All vessels of 10,000GT or more and/or of LOA 150m or more are required to anchor at the “AREA FOR LARGE-SIZED VESSELS”. All NON-LARGE-SIZED VESSELS are required to anchor at “AREA FOR SMALL/MEDIUM SIZED VESSELS”.
- ALL VESSELS of less than 500GT are advised to anchor at the following anchorages for SMALL/MEDIUM-SIZED VESSELS: K1, K2, N1, N2 and N3. Be sure not to anchor at “Sea Berth areas” shown in blue in the above chart.
- Y1 anchorage tends to get crowded, and there are frequent situations where vessels that are designated to use this anchorage are unable to do so. Therefore, we ask for your cooperation to maintain safe distance for all vessels anchoring in Y1.
- ALL VESSELS intending to anchor must carry out the following requirements and make efforts to prevent marine accidents caused by dragging anchor.
  - Obtain weather information and promote proper lookout.
  - Keep watch on VHF ch16 and maintain AIS in operation.
  - Keep the anchor watch for 24 hrs
  - Keep enough distance from offshore facilities, other vessels and the coast.
  - Use an enough anchor cable.
  - Heave up anchor, heave to, etc, depend on the situation.
  - Stand by engine, and full readiness.  
(When there is fear of weather aggranation.)

\*Especially PURE CAR CARRIERS and CONTAINER VESSELS, easy to affect the strong wind, are advised to take all possible measures to prevent marine accidents caused by dragging anchor.

Contact numbers:  
Yokohama Coast Guard Office: +81-45-201-8180  
Kawasaki Coast Guard Office: +81-44-266-0118

## ANCHORING AREA FOR SMALL & MEDIUM-SIZED VESSELS

Name of Anchorage	Type of Vessel	Anchorage position
K1	For All Vessels & Tankers Except the Tanker Carrying Dangerous Cargo	An area bounded by a line joining the following positions a 35°29'23"N 139°47'56"E b 35°28'50"N 139°48'33"E c 35°28'15"N 139°48'33"E d 35°27'56"N 139°48'01"E e 35°28'33"N 139°47'28"E
K2	For General Service Vessels & Tankers	An area bounded by a line joining(a) to (d) and (e) to (g), (d) to (e) lining along the circle desingnated as Quarantine area a 35°29'35"N 139°46'58"E b 35°29'24"N 139°47'06"E c 35°29'11"N 139°46'37"E d 35°29'00"N 139°46'44"E e 35°28'39"N 139°46'36"E f 35°28'33"N 139°46'23"E g 35°29'09"N 139°45'59"E
Y1	For All Vessels & Tankers Except the Tanker Carrying Dangerous Cargo	An area bounded by a line joining the following positions a 35°26'49"N 139°41'44"E b 35°27'11"N 139°42'07"E c 35°27'19"N 139°42'31"E d 35°26'33"N 139°43'22"E e 35°26'01"N 139°43'02"E
Y2	For All Vessels & Tankers Except the Tankers Carrying Dangerous Cargo	An area bounded by a line joining the following positions a 35°27'10"N 139°43'17"E b 35°27'34"N 139°43'53"E c 35°27'54"N 139°44'05"E d 35°27'23"N 139°44'27"E e 35°26'48"N 139°43'42"E
N1	For General Service Vessels	An area bounded by a line joining the following positions a 35°23'20"N 139°39'16"E b 35°23'41"N 139°39'48"E c 35°23'21"N 139°40'06"E d 35°23'01"N 139°39'36"E
N2	For General Service Vessels	An area bounded by a line joining the following positions a 35°22'48"N 139°39'38"E b 35°23'16"N 139°40'20"E c 35°23'00"N 139°40'41"E d 35°22'31"N 139°39'58"E
N3	For Tankers Carrying Dangerous Cargo & General Service Tankers	An area bounded by a line joining the following positions a 35°22'43"N 139°39'30"E b 35°22'48"N 139°39'38"E c 35°22'31"N 139°39'58"E d 35°23'00"N 139°40'41"E e 35°22'46"N 139°40'59"E f 35°22'36"N 139°40'48"E g 35°21'48"N 139°40'39"E h 35°21'54"N 139°39'36"E i 35°21'35"N 139°39'04"E
KK1	For Tankers Carrying Dangerous Cargo	An area bounded by a line joining the following positions a 35°29'09"N 139°45'59"E b 35°28'33"N 139°46'23"E c 35°28'21"N 139°45'56"E d 35°28'50"N 139°45'16"E
KK2	For Tankers Carrying Dangerous Cargo (Anchorage in Reserve)	An area bounded by a line joining the following positions a 35°28'25"N 139°45'01"E b 35°28'33"N 139°45'14"E c 35°28'07"N 139°45'38"E d 35°28'00"N 139°45'25"E

YK1	For Tankers Carrying Dangerous Cargo	An area bounded by a line joining the following positions a 35°27'55"N 139°43'12"E b 35°28'19"N 139°44'08"E c 35°27'54"N 139°44'05"E d 35°27'34"N 139°43'53"E
YK2	For Tankers Carrying Dangerous Cargo (Anchorage in Reserve)	A circle with a radius of 200m centered the position 35°27'38"N 139°43'31"E
YK3	For Tankers Carrying Dangerous Cargo (Anchorage in Reserve)	A circle with a radius of 170m centered the position 35°27'31"N 139°43'19"E

#### ANCHORING AREA FOR LARGE-SIZED VESSELS

Name of Anchorage	Type of Vessel	Anchorage position
KL	For Large-Sized Vessels (Except VLCC, etc.)	An area bounded by a line joining the following positions a 35°27'03"N 139°45'02"E b 35°28'33"N 139°47'28"E c 35°27'56"N 139°48'01"E d 35°26'36"N 139°45'47"E
YL1	For Large-Sized Vessels (Anchorage in Priority), Used with YL3	A circle with a radius of 575m centered the position 35°26'59"N 139°44'29"E
YL3	For Large-Sized Vessels (Except VLCC, etc.)	An area bounded by a line joining the following positions a 35°26'01"N 139°43'02"E b 35°26'33"N 139°43'22"E c 35°26'48"N 139°43'42"E d 35°27'23"N 139°44'27"E e 35°25'30"N 139°43'54"E
YL4	For Large-Sized Vessels (Except VLCC, etc.)	An area bounded by a line joining the following positions a 35°25'06"N 139°42'06"E b 35°25'19"N 139°42'53"E c 35°25'43"N 139°43'02"E d 35°25'17"N 139°43'54"E e 35°24'58"N 139°42'57"E f 35°24'27"N 139°42'33"E
YL5	For Large-Sized Vessels (Except VLCC, etc.)	An area bounded by a line joining the following positions a 35°23'29"N 139°40'59"E b 35°23'57"N 139°41'33"E c 35°24'30"N 139°41'53"E d 35°24'08"N 139°42'19"E e 35°22'56"N 139°41'41"E

#### ANCHORING AREA FOR LARGE-SIZED VESSELS

Name of Anchorage	Type of Vessel	Anchorage position
ON	For Vessels Offshore Lightering Operations (except for bunkering etc.)	A circle with a radius of 450m centered the position 35°27'22"N 139°45'01"E
N4	For Vessels Offshore Lightering Operations (except for bunkering etc.)	A circle with a radius of 450m centered the position 35°22'29"N 139°41'06"E
TK	For Tank Cleaning and Bunkering Operations	A circle with a radius of 650m centered the position 35°21'52"N 139°41'08"E

\*NR anchorage is permitted for use when bunkering.

## 7. Usage of Tugboats

Vessels entering/departing the port without requesting a pilot on board should, after referring to the rules, take a tug line and pick up a transceiver (\*). Communications should be done in tugboat terms. (\*) transceiver = **walkie-talkie**

### (1) Rules for vessels entering or departing port of Yokohama without requesting pilot on board.

As a rule, vessels should take a tug line in the following method and receive it and a transceiver while moving at a speed of under 6 knots.

#### ① Entering from Yokohama Passage or Tsurumi Passage

As the vessel heads slowly towards Yokohama Passage or Tsurumi Passage, a tugboat will approach the vessel in the waiting area (see the next page), deliver the transceiver and under the vessel's orders, provide directions for the fitting of the tug line (making fast the tug line).

On completion of berthing, the transceiver is to be returned to the tug boat.

#### ② On Departure

The transceiver handed to the vessel before leaving the wharf should be returned to the tugboat when detaching the tug line.

**Table of Tugboat Pulling Power**

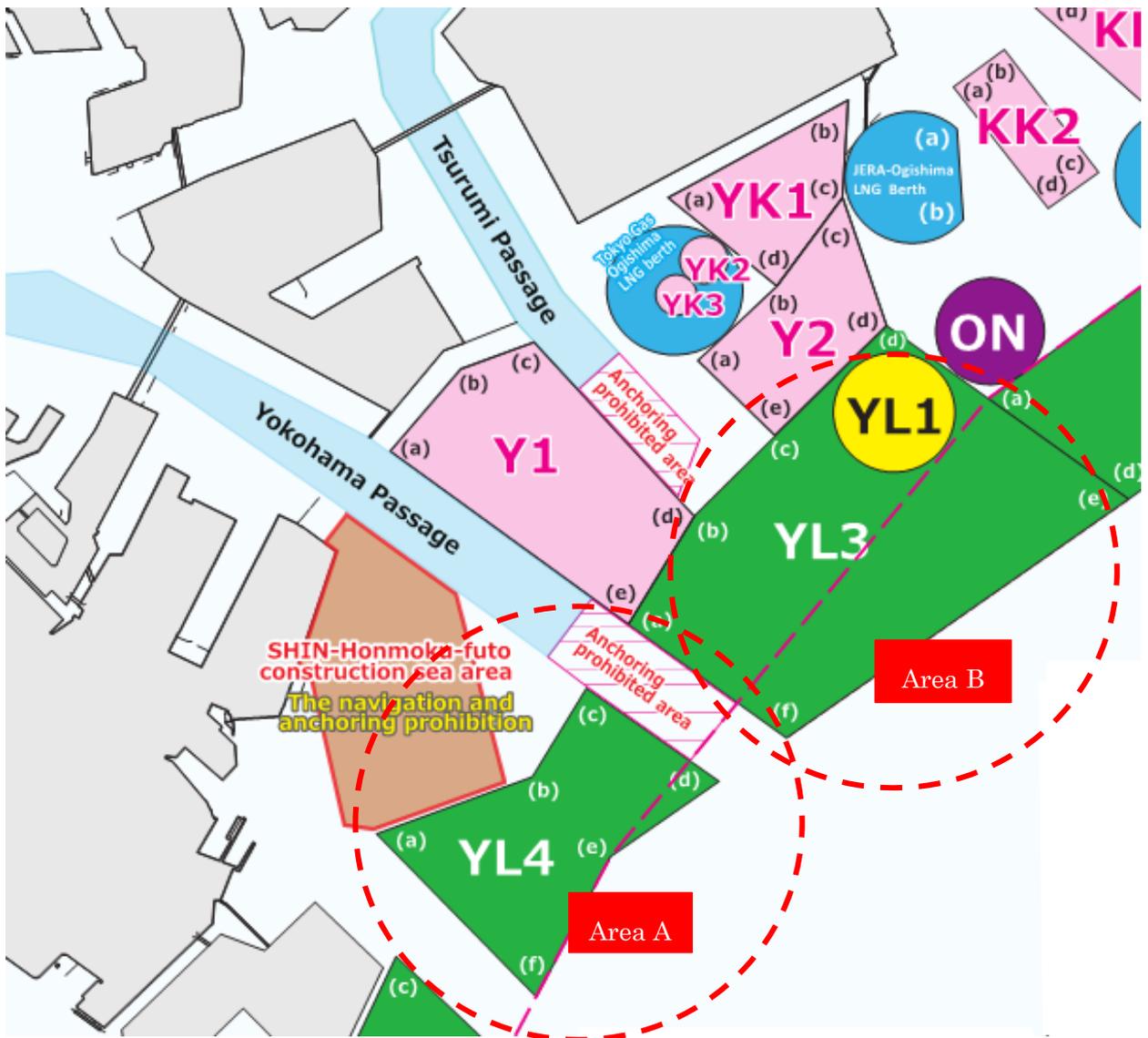
Output Power	(% ) power	Power of Towing/Pushing (Ton) astern	
		3600 HP	4000 HP
“OMEGA” (minimum rpm)	half-clutch	6	7
DEAD SLOW	25	13	14
SLOW	50	23	28
HALF	75	33	38
FULL	100	43	48
MAX FULL	110	47	52

\*Ship's speed when assisted by tug.

To push or pull the stern, Stern-way should be Max 2 knots.

To push or pull the bow, Head-way should be Max 3~4 knots.

## (2) Tugboat Waiting Areas



**Circular Area A** has a radius of 1nm from the center position at 145 degrees x 1.5 nm from Yokohama Passage buoy No.1 excluding the SHIN-Honmoku-futo construction area.

This area should be used by vessels coming from the south. (Vessels inbound to Yokohama Passage via waters west of Nakanose Traffic Route after leaving the Uraga Suido Traffic route.)

**Circular Area B** has a radius of 1nm from the center position at 120 degrees x 2.0 nm from Yokohama Daikoku Breakwater East Lighthouse.

This area should be used by vessels coming from the Tokyo, Kawasaki and Chiba areas, bound for Yokohama or Tsurumi Passage; and for inbound vessels that have entered Tokyo Bay via Nakanose Traffic Route after leaving the Uraga Suido Traffic Route.

### (3) Necessary words/phrases for communication

- Tug boats in Yokohama Port use the Clock (analog) system for tug orders.

**Examples:** “12 o’clock” is dead ahead.

“6 o’clock” is right astern.

- When giving orders to tugs, vessels should call assisting tug/s by name first, then give the order.
- For safety reasons, please inform the tugboat(s) when a vessel has approached within about 10 meters of the berth.
- When vessels need to tell a tug boat to change the movement/action being performed at the time, e.g. to change the order from “Push”to “Pull” it should be ordered “Stop” first and then give the new orders.

**Examples:** “Tug Asahi, pushing STOP! Now, pull half, three o’clock.”

“Asahi, pulling STOP! Prepare to push to hold.”

ENGLISH	JAPANESE
STOP REPLY	STOP OUTOU SEYO
Stand by for PUSHING  PUSH PUSH OMEGA(SPEED) PUSH DEAD SLOW(SPEED) PUSH SLOW(SPEED) PUSH HALF(SPEED) PUSH FULL(SPEED) KEEP PUSHING	OSU YOUI (TUG Reply : Ready for PUSHING) OSE OMEGA DE OSE DEAD SLOW DE OSE SLOW DE OSE HALF DE OSE FULL DE OSE OSHI TUZUKEYO
Stand by for PULLING  PULL PULL OMEGA(SPEED) PULL DEAD SLOW(SPEED) PULL SLOW(SPEED) PULL HALF(SPEED) PULL FULL(SPEED) KEEP PULLING	HIKU YOUI (TUG Reply : Ready for PULLING) HIKE OMEGA DE HIKE DEAD SLOW DE HIKE SLOW DE HIKE HALF DE HIKE FULL DE HIKE HIKI TUZUKEYO
(DIRECTION) PULL OMEGA 3 O’CLOCK PULL SLOW 6 O’CLOCK PULL HALF 9 O’CLOCK PULL FULL 12 O’CLOCK	(DIRECTION) SAN JI HOUKOU E OMEGA DE HIKE ROKU JI HOUKOU E SLOW DE HIKE KU JI HOUKOU E HALF DE HIKE JUNI JI HOUKOU E FULL DE HIKE

PUSH OMEGA 3 O'CLOCK PUSH SLOW 6 O'CLOCK PUSH HALF 9 O'CLOCK PUSH FULL 12 O'CLOCK	SAN JI HOUKOU E OMEGA DE OSE ROKU JI HOUKOU E SLOW DE OSE KU JI HOUKOU E HALF DE OSE JUNI JI HOUKOU E FULL DE OSE
KEEP THAT DIRECTION	SONO HOUKOU O HOJI SEYO
DISMISS(COMPLETE)	SAGYO SHU RYOU
BOW STERN	SENSHU SENBI
PORT BOW STARBOARD BOW	SAGEN SENSHU UGEN SENSHU
PORT QUARTER STARBOARD QUARTER	SAGEN SENBI UGEN SENBI
MID-SHIP	SENTAI CHUOU
LET GO TOW LINE	TUG LINE O HANASE

When you find that transceivers (\*) do not work well, immediately sound four short and one prolonged blast on the whistle. The vessel should receive a working transceiver from the tug.

(\*Tugboat will stop the current operation on hearing the above signal.)

(\*) transceiver = **walkie-talkie**

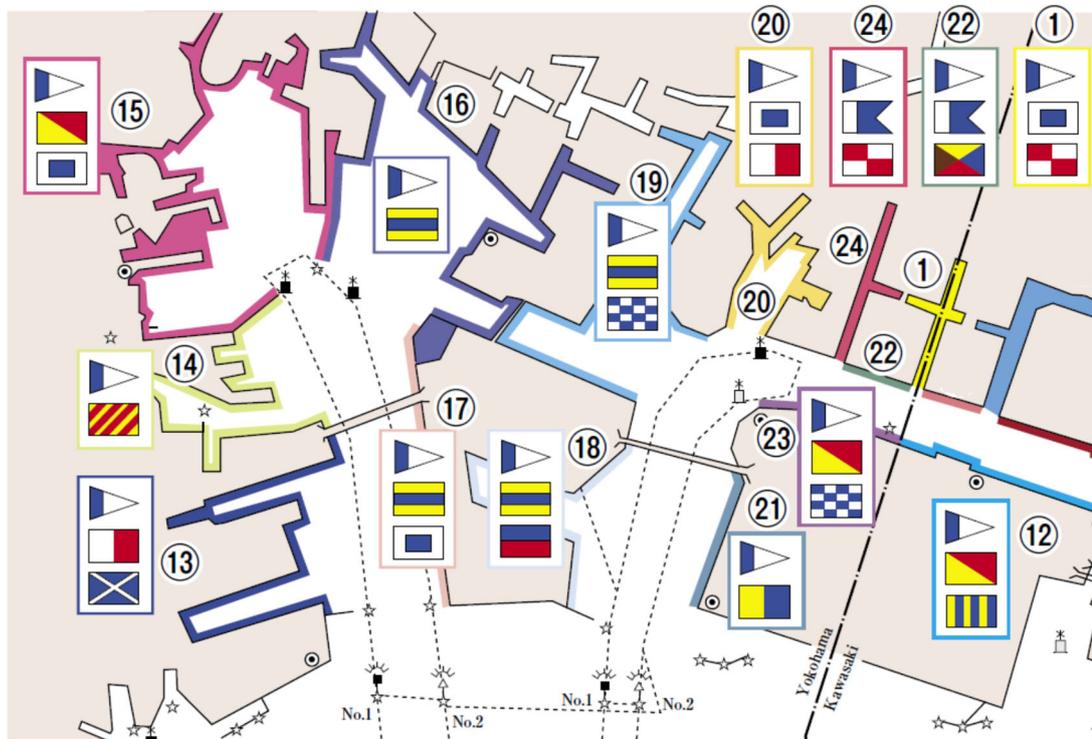
The tug will give you a UHF transceiver that uses channels 1 ~ 3.

Required channel is notified by the tug boat.



## 8. Destination Signal Flags

Vessels intending to enter Yokohama Port must indicate using designated Direction Signal Flags and the destination on AIS.



Port Name		Port Code	Direction signal flags under Article 11 of the Port Regulations Law	Code	Input example		
Keihin Port	Yokohama -ku	JP YOK	⑬ 2nd · H · M	HM	>JP YOK HM		
			⑭ 2nd · Y	Y	>JP YOK Y		
			⑮ 2nd · O · S	OS	>JP YOK OS		
			⑯ 2nd · D	D	>JP YOK D		
			⑰ 2nd · D · S	DS	>JP YOK DS		
			⑱ 2nd · D · E	DE	>JP YOK DE		
			⑲ 2nd · D · N	DN	>JP YOK DN		
			⑳ 2nd · S · H	SH	>JP YOK SH		
			㉑ 2nd · K	K	>JP YOK K		
			㉒ 2nd · A · Z	AZ	>JP YOK AZ		
			㉓ 2nd · O · N	ON	>JP YOK ON		
			㉔ 2nd · A · U	AU	>JP YOK AU		
			① 2nd · S · U	SU	>JP YOK SU		
			Except above directions			XX	>JP YOK XX
			* For Negishi			XX	>JP YOK XX NGI 
* For Minami-Honmoku			XX	>JP YOK XX SHN 			
* For Honmoku			XX	>JP YOK XX HNN 			

Yokohama Coast Guard Office  
TEL +81-45-201-1671 FAX +81-45-211-2405

URL: <https://www.kaiho.mlit.go.jp/03kanku/yokohama/>

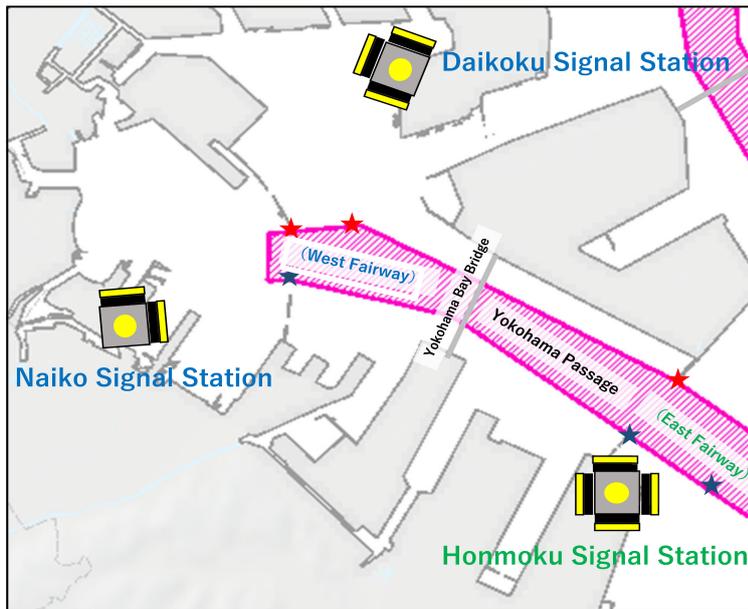
## 9. Traffic Control in Yokohama Passage and Tsurumi Passage

Vessels must obey Traffic Control Signals at Yokohama Passage and Tsurumi Passage. All vessels must comply with Act on Port Regulations, or they will be penalized accordingly.

When there is a delay in the vessel's arrival or departure time, the delayed vessel can be given the next time slot, taking into consideration any vessels following her.

### i . Traffic Control Signals for Yokohama Passage

Positions of Signal Stations for Yokohama Passage



Controlled vessels:  
 Vessel of LOA160m or more.  
 For oil tankers, 1,000GT or more.  
 Vessels subject to control:  
 Vessels of LOA over 50m.  
 (except vessels less than 500GT).

\*Standard timetable for inbound and outbound vessels for Yokohama Passage\*  
 Departure: from 00 to 30 minutes every hour.  
 Entrance: from 30 to 00 minutes every hour.  
 Exceptions:  
 One hour from 07:30 to 08:30 for entrance.  
 One hour from 08:30 to 09:30 for departure.  
 One hour from 17:00 to 18:00 for departure.  
 One hour from 18:00 to 19:00 for entrance.

Vessels using the West Fairway of Yokohama Passage must follow the traffic signals of Naiko and Daikoku Signal Stations.  
 Vessels using the East Fairway of Yokohama Passage must follow the traffic signals of Honmoku Signal Station.

Meanings of Yokohama Passage Traffic Control Signals:

Signal	Signal Code	Meaning
Flashing I	Entering Signal (IN)	<ul style="list-style-type: none"> <li>Inbound vessels may enter the Passage.</li> <li>Outbound vessels of 50m or more in length (except vessels less than 500GT) shall not enter the Passage.</li> </ul>
Flashing O	Leaving Signal (OUT)	<ul style="list-style-type: none"> <li>Outbound vessels may enter the Passage.</li> <li>Inbound vessels of 50m or more in length (except vessels less than 500GT) shall not enter the Passage.</li> </ul>
Flashing F	Free Signal (FREE)	<ul style="list-style-type: none"> <li>Both inbound and outbound vessels of 160m or more in length (Tanker of 1,000GT or more) shall not enter the Passage.</li> <li>Other vessels may enter the Passage.</li> </ul>
Fixed light X	Restrictive Signal	<ul style="list-style-type: none"> <li>No vessel shall enter the Passage except the vessels permitted by Captain of the Port.</li> </ul>

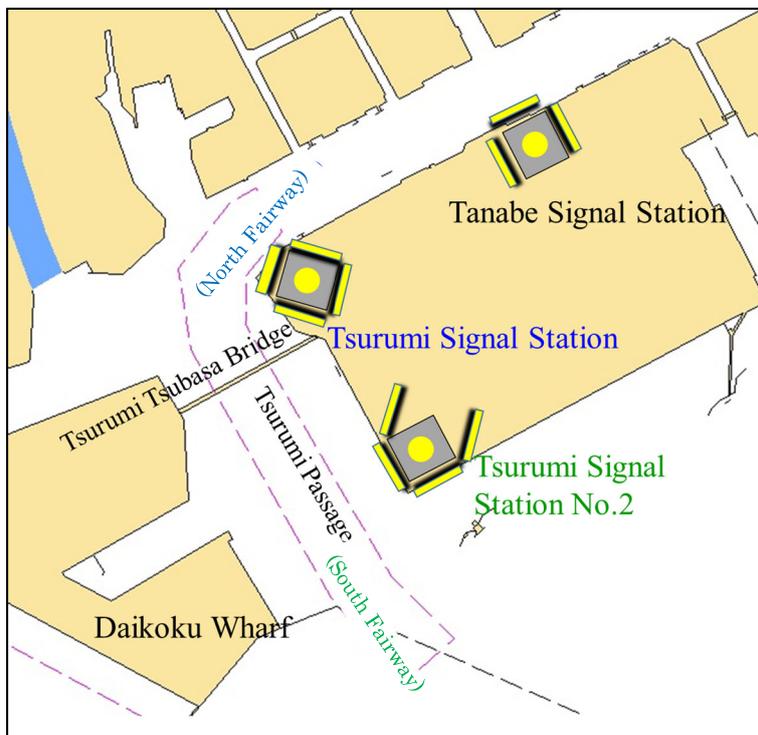
<p>Alternating Flashing X and another signal (I,O,orF)</p>	<p>Caution Signal</p>	<ul style="list-style-type: none"> <li>• Vessels already in the Passage may continue navigating.</li> <li>• Vessels of 50m or more in length (excluding vessels less than 500GT) shall wait outside of the Passage keeping out of the way of other vessels in the Passage.</li> <li>• Signal will be changed to Flashing I( or Flashing O or Flashing F) soon.</li> </ul>
<p>Flashing X</p>		<ul style="list-style-type: none"> <li>• Vessels already in the Passage may continue navigating.</li> <li>• All vessels shall wait outside of the Passage and keep out of the way of other vessels in the Passage.</li> <li>• Signal will be changed to Fixed light X soon.</li> </ul>

\*The signal is indicated by an alphabetical letter on the electric panel.

\*\*"Tanker" refers to vessels carrying crude oil, liquefied petroleum gas (LPG) or liquid with the ignition point below 23°C/73.4°F, and vessels that have not undergone a gas inspection after unloading substances that emit flammable or explosive fumes, and the captain has not confirmed that there is no risk of a fire or Explosion (same applies below).

## ii . Traffic Control Signals for Tsurumi Passage

### Positions of Signal Stations for Tsurumi Passage



Controlled vessels: vessels of 1,000GT or more.  
 The following vessels are to be treated in accordance with controlled vessels:

- ① Floating crane with a lifting capacity of 1,000 tons or more.
- ② Vessels towing long objects of above 150m in length overall.
- ③ Vessels of above 75m in length overall, such as steamboats or barges of unspecified gross tonnage.

Vessels using Tsurumi North Fairway must follow the traffic signals of Tsurumi Signal Station.

Vessels using Tsurumi South Fairway must follow the traffic signals of Tsurumi Signal Station No.2.

Traffic Control Signals:

Signal	Signal Code	Meaning
Flashing I	Entering Signal (IN)	<ul style="list-style-type: none"> <li>• Inbound vessels may enter.</li> <li>• Outbound vessels of 1,000GT or more shall not enter.</li> </ul>
Flashing O	Leaving Signal (OUT)	<ul style="list-style-type: none"> <li>• Outbound vessels may leave.</li> <li>• Inbound vessels of 1,000GT or more shall wait outside the Passage, keep clear of outbound vessels in the Passages.</li> </ul>
Flashing X		<p><b>【Tsurumi Passage (South Fairway)】</b></p> <ol style="list-style-type: none"> <li>1. Vessels already in the Fairway may continue navigating.</li> <li>2. Vessels out of the Fairway shall wait outside, keep clear of other vessels in the Fairway.</li> <li>3. Outbound vessels navigating the North Fairway may enter.</li> </ol> <p><b>【Tsurumi Passage (North Fairway)】</b></p> <ol style="list-style-type: none"> <li>1. Vessels already in the Fairway may continue navigating.</li> <li>2. Vessels out of the Fairway shall wait outside, keep clear of other vessels in the Fairway.</li> <li>3. Outbound vessels navigating Section I of Keihin Canal may continue.</li> </ol>
Fixed Light X	Restrictive Signal	<p><b>【Tsurumi Passage (South Fairway)】</b></p> <ol style="list-style-type: none"> <li>1. No vessel shall enter the Fairway except as permitted by Captain of the Port.</li> <li>2. Outbound vessels navigating the North Fairway may enter.</li> </ol> <p><b>【Tsurumi Passage (North Fairway)】</b></p> <ol style="list-style-type: none"> <li>1. No vessel shall enter the Fairway except as permitted by Captain of the Port.</li> <li>2. Outbound vessels navigating Section I of Keihin Canal may enter when the inner signal panel of Tsurumi Signal Station indicates Fixed light T or Flashing T.</li> </ol>

## 10. Orders of Vessels to Enter Port via Yokohama Passage

For the morning rush of traffic in Yokohama Passage, 0600 to 0900 daily, entering order of vessels is set one day before.

(1) The entering order can be confirmed on the following websites:

- “Maritime Traffic Information / Yokohama passage” on Tokyo Wan Vessel Traffic Service Center’s website.

<http://www6.kaiho.mlit.go.jp/tokyowan/>

- Port & Harbor Bureau, City of Yokohama

<https://www.city.yokohama.lg.jp/business/bunyabetsu/kowan/business-support/nyuusyukkounotebiki.html>

(2) If there are any changes in the order, Yokohama Port Radio will provide the entering vessels with information on VHF etc.

(3) Any vessels not complying the order by cutting in front of other vessels or disrupting the order will be subject to instruction etc. from Tokyo Wan Vessel Traffic Service Center.

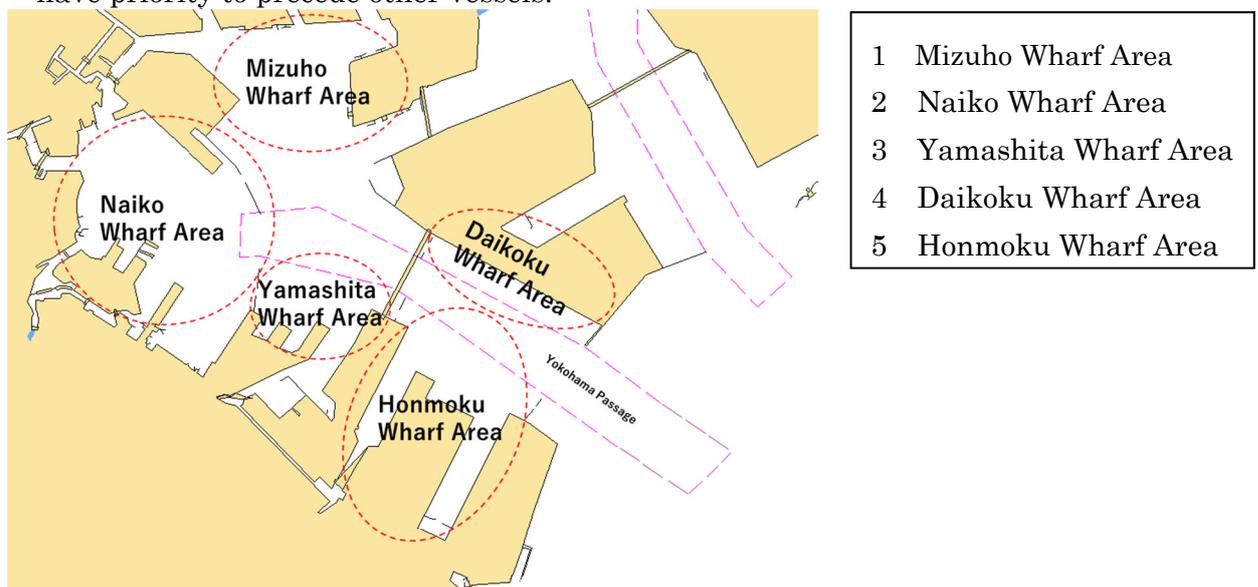
\*In order to maintain safety of navigation in Yokohama Port, all vessels should follow the planned order of entry.

### 【How the order for vessels entering port via Yokohama Passage is decided】

The order of vessels entering port from Yokohama passage is decided in advance in the following way:

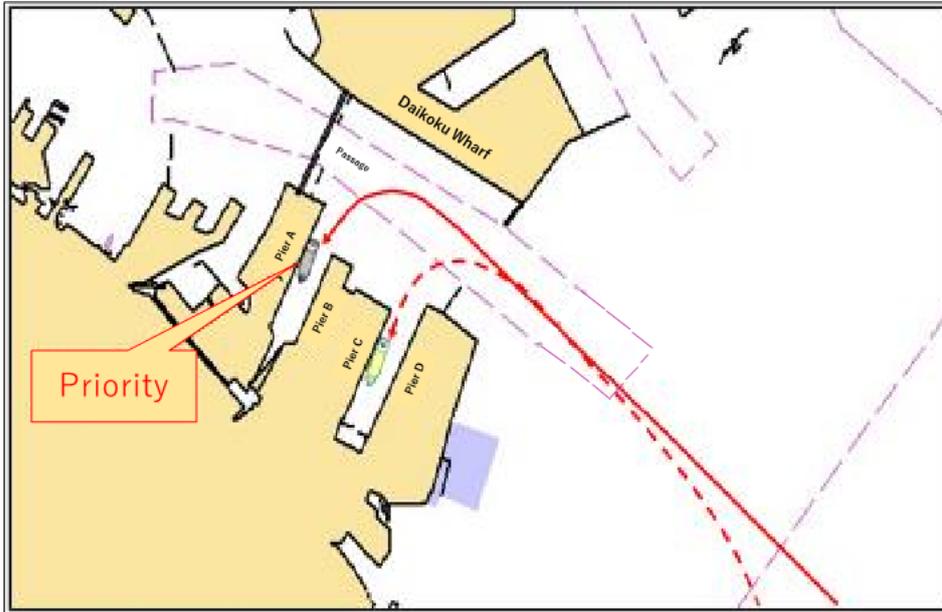
#### ① The order of priority by area

The vessels berthing further away from the entrance of Yokohama Passage have priority to precede other vessels.

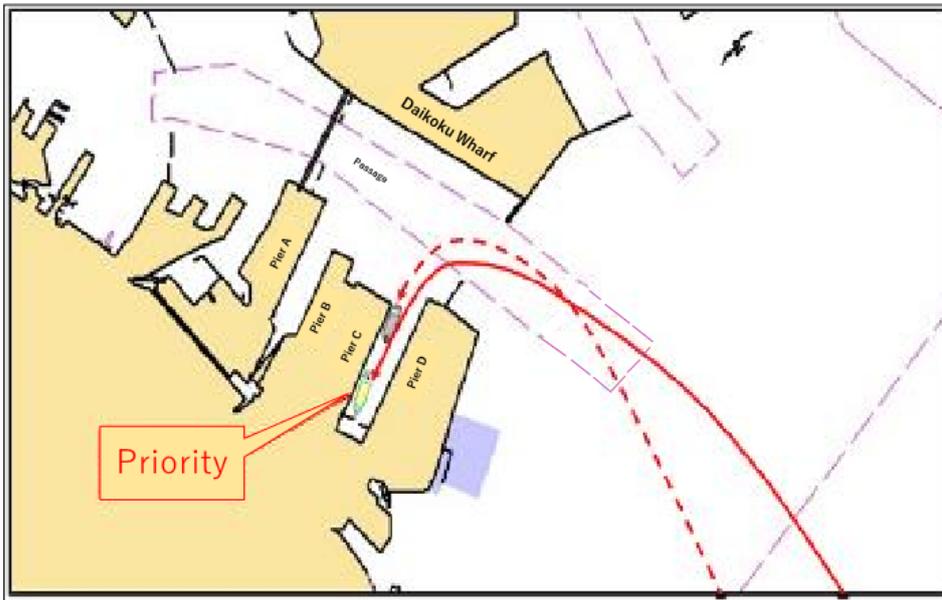


② The order of priority in the same area/wharf

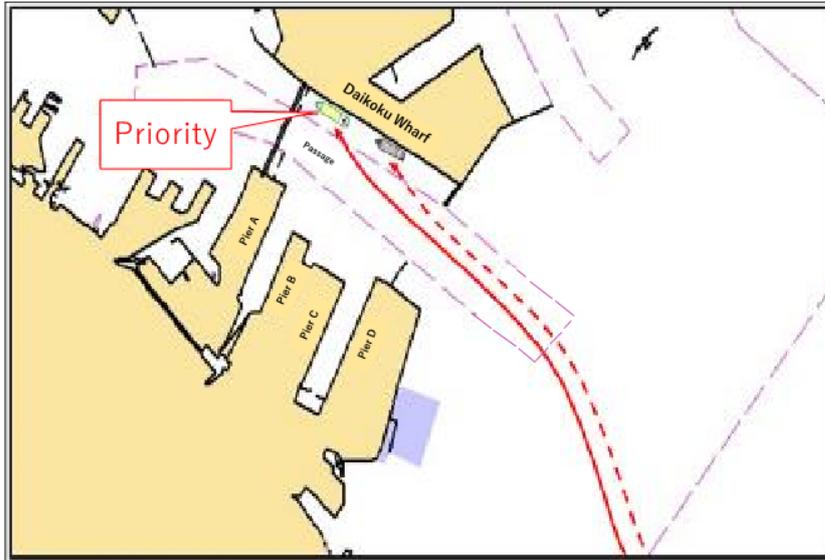
In the case of vessels berthing in the same area or wharf, the vessels berthing at the furthest pier from the entrance of Yokohama Passage have priority to precede other vessels.



**【Example 1】**  
Pier A takes priority over Pier C at Honmoku.



**【Example 2】**  
In the case of Pier C at Honmoku, vessels berthing at a pier deeper into the basin have priority over other vessels.



**【Example 3】**

At Daikoku Wharf, vessels berthing at deeper piers have priority over other vessels.

**③ Considerations for deciding the order of priority**

Furthermore, the following items are considered when making a decision for the order of priority in order to improve the efficiency of the traffic of vessels entering the port through Yokohama Passage.

**A) Vessels entering from Yokohama passage at the congested time of 07:30:**

In principle, vessels with a pilot on board have priority over other vessels to enter via Yokohama Passage.

However, there is a limit to the number of vessels entering the Yokohama Passage during the congested time.

You may not be permitted to enter the passage even though you have made an entry application.

**B) The priority of berthing in the same area/wharf**

The order of berthing is arranged not to have vessels berthed in the same area/pier successively.

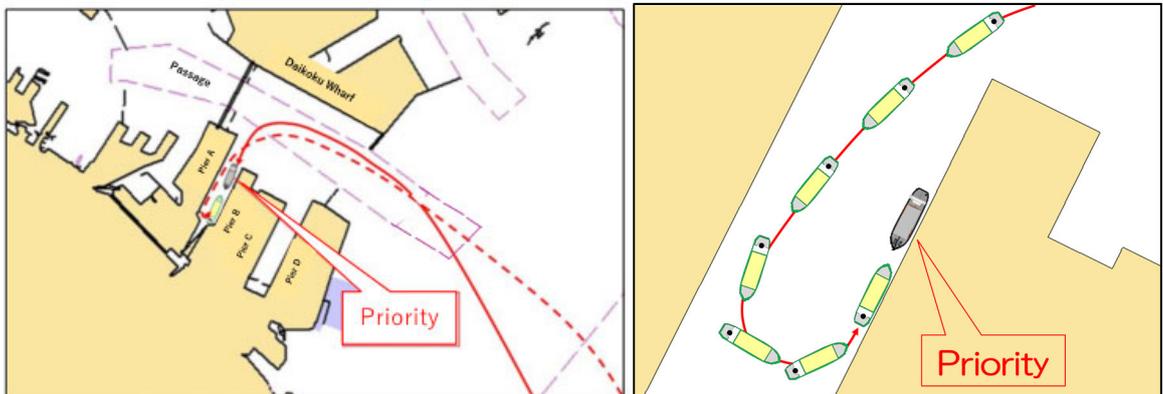
C) Vessels anchored outside Yokohama Port

To avoid unnecessary delays, vessels already underway have preference of entry over anchored vessels as they take time to get underway.



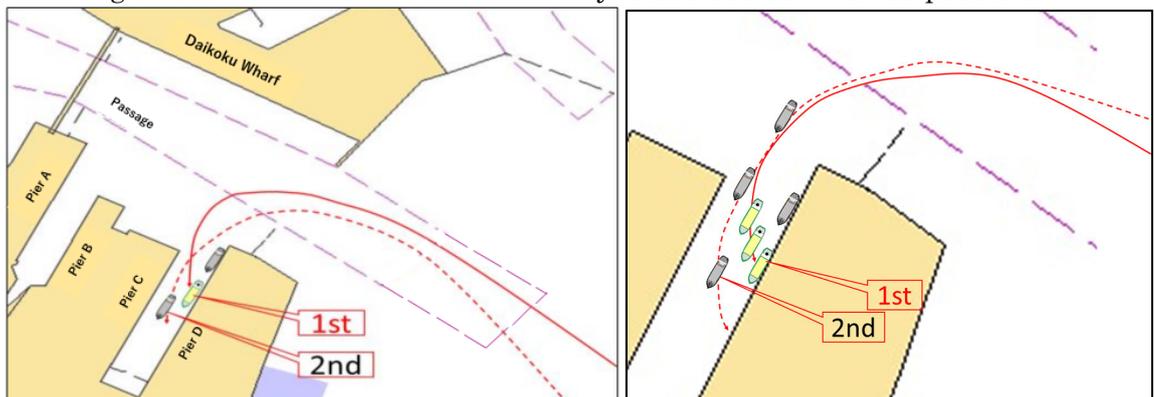
D) In such cases as entering vessels need to do head-out berthing:

Vessels berthing head-in have priority over head-out.



E.) Avoiding slotting-in style berthing

Berthing a vessel between two others closely is avoided as much as possible.



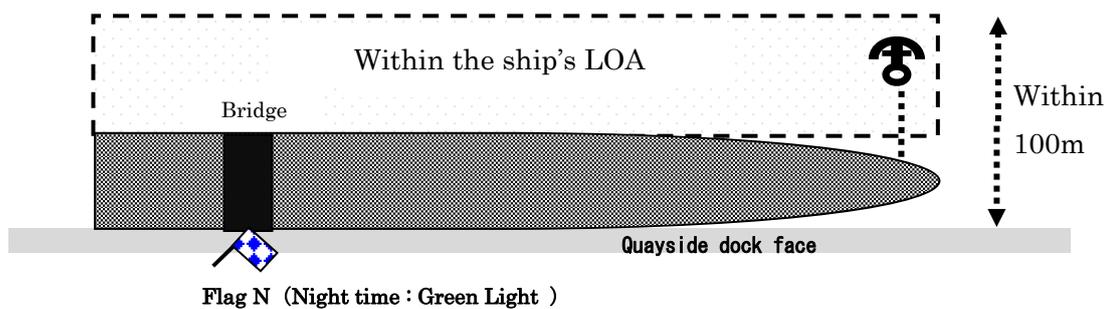
## 11. Notices on Berthing and Mooring

### (1) Mooring / berthing (same meaning)

- ① In principle, vessels should approach their berth head-in along the direction of the berth and follow the Berth Captain's instructions to adjust the bridge position to come abreast the flag "N" or green flashing light at night.
- ② Vessels should not drop anchor where they may be in the way of other vessels' arriving or leaving the berth
- ③ Vessels should take care not to damage harbor facilities when berthing or leaving.

#### Safety Precautions to Use Anchor When Berthing

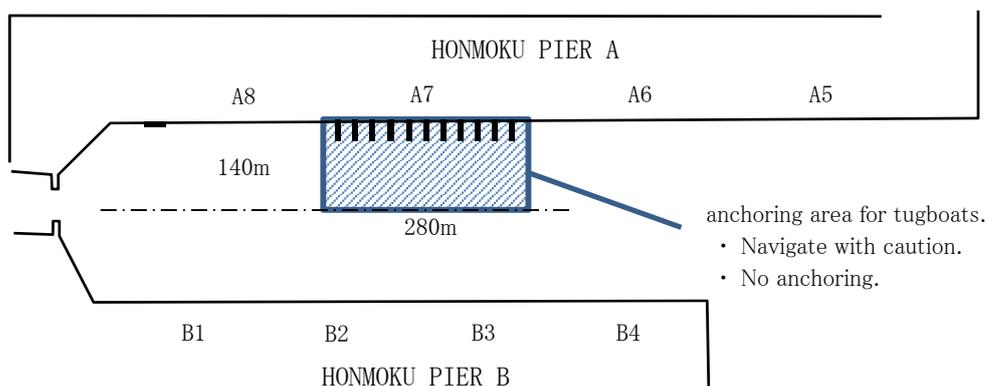
- Permitted area to drop anchor at berthing:
  - Length not more than ship's own length, from the bow to stern (LOA).
  - Width not more than 100m from the dock face, including the vessel's beam (width)
- Length of chain to let out: 3~4 shackles (75 ~ 100m)
- Chain should let go in the direction convenient to maneuver the vessel at the time of departure.



- Honmoku Pier A, berth HA7 – additional safety precautions.

Honmoku berth HA7 is used for only tug boats. The tugs make fast to A7 by 'Mediterranean Moor' which is stern-first to the pier and using anchors at the bow. For safety of navigation and to prevent accidents, vessels should not drop anchor, nor turn around, in front of and within 140 meters of the pier face, shown in the illustration below.

In case of adverse conditions such as strong wind, poor visibility, or night navigation, ships are to request tugboat assistance as appropriate.



(2) Rules on the Berth

- ① In the event of danger such as fire, vessels should leave the berth or take other emergency measures as appropriate.
- ② Vessels should be prepared to leave for safe refuge at any time when there is a threat of bad weather, such as a typhoon.
- ③ Vessels are not permitted to dump unneeded articles, waste oil, or other waste generated on board on the quay or into the water.

(3) Meteorological conditions - weather at sea and on land

Not only during the time vessels are moored but also when entering and leaving port, the vessel's operators and other related parties should do their best to obtain the latest weather information from TV, radio, internet etc. and appropriately request a tugboat for the safety of navigation.

The Captain of the Port issues evacuation advisories as necessary when a typhoon approaches and warnings to prevent dragging anchor when the wind is more than 15m/s from the north or more than 10 m/s from the south.

The Captain of the Port also issues information when there is poor visibility of less than 1,000 meters.

★Weather Conditions at:

<https://www6.kaiho.mlit.go.jp/03kanku/kisyou.html>

(4) Others

- ① Any orders to vessels from the Captain of the Port and port authorities should be followed accordingly.
- ② The Captain of a vessel that has damaged port facilities, such as the pier, when berthing, will be required to sign a letter of acknowledgement when it is requested.

## 12. Dragging Anchor Accident Prevention Areas in Keihin Port.

- (1) The sea area within a radius of 2 miles from the JERA Ogishima LNG berth and Minami Honmoku Hama road, excluding certain water passages and areas, is designated as the Keihin Port reinforced dragging anchor prevention area (Yokohama-ku, Kawasaki-ku).
- (2) In case of stormy weather, the Captain of the Port issues the first warning system (preparations system), advisory for enhanced measures against dragging anchor, and advisory not to anchor (self-restraint anchor), in accordance with the Act on Port Regulations, Article 39, Paragraph 4.

<Advisory for enhanced measures against dragging anchor>

Criteria: When the strong winds are expected reach the area (when a typhoon strikes)  
or when wind speed of 20m/s or more are expected. (except a typhoon strikes).

Summary : 【Advisory】

- ① Implement measures to prevent dragging anchor accidents, such as listening to international VHF channel 16, increasing the number of watchmen on the bridge, and extending the anchor chains properly.
- ② Making efforts to early detection and early resolution of dragging anchors, and if necessary, start the engine to prevent collision with the facilities.
- ③ Admitting a risk of dragging anchor, shifting anchorage or heave-to at the beginning of dragging anchor (stepwise and multiple recommendations).

<Advisory not to anchor (for those ships: high freeboard and loading capacity of 10% or less)>

Criteria: When strong winds are expected reach the area (when a typhoon strikes)  
or when wind speeds of 20m/s or more are expected. (except a typhoon strikes).

Summary : 【Advisory】

- ① Vessels shall not anchor in reinforced dragging anchor prevention area.
- ② Vessels are to leave the area when she anchored in the enhanced measures anchor area to prevent dragging anchor.

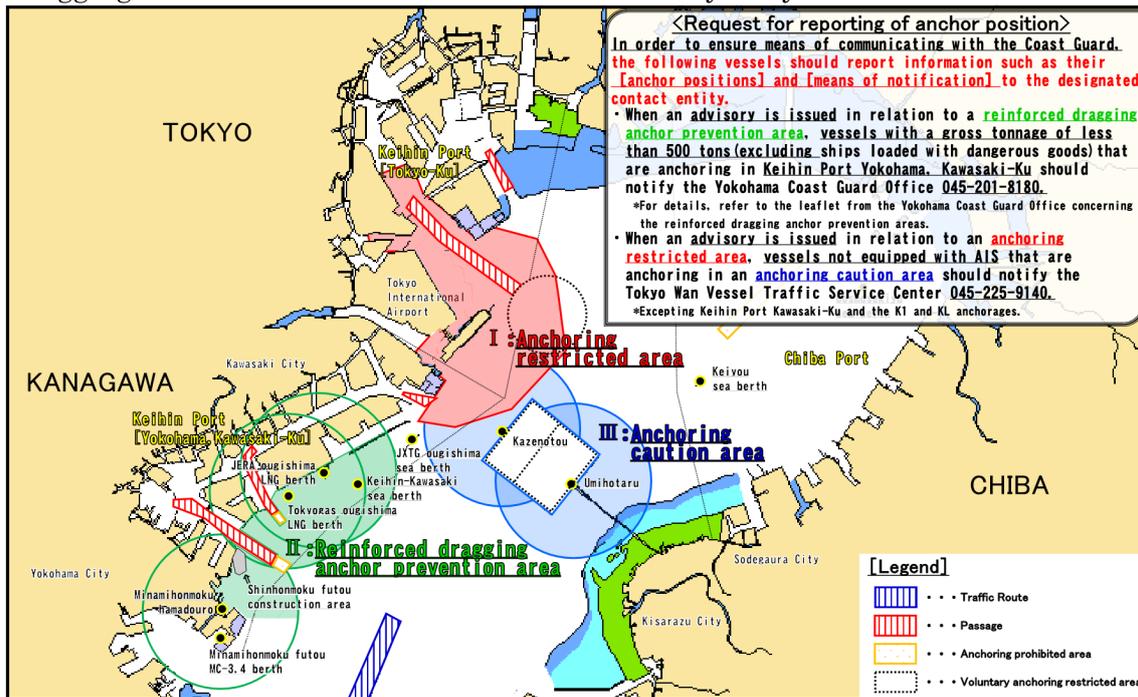
\*There are no restrictions to navigate in the area.

- (3) For vessels that do not comply with the advisories, the Captain of the Port will order the measures listed below to be implemented, pursuant to the Act on Port regulations, article 39 paragraph 3.

《Measures》

- ★ Obtain weather information and promote proper lookout.
- ★ Keep watch on VHF ch16 and maintain AIS in operation.
- ★ Keep the anchor watch for 24 hrs
- ★ Keep enough distance from offshore facilities, other vessels and the coast.
- ★ Use an enough anchor cable.
- ★ Heave up anchor, heave to etc, depend on the situation.
- ★ Stand by engine, and full readiness by crew.  
(When there is fear of weather aggravation)

# Dragging Anchor Accident Prevention Areas in Tokyo Bay



**I: Anchoring restricted area** Act on Port Regulations Article 39-3/4 \*Punitive provisions apply.

Area: Within 2 nautical miles from [Tokyo International Airport] (Excluding passage and some sea areas)  
 Criteria: When wind speeds of 20m/s or more are expected due to approaching typhoon or other reason.  
 Summary: [Advisory] (I) Do not anchor in anchoring restricted areas.  
 (II) Vessels anchored in anchoring restricted areas must leave the area.  
 \*There are no restrictions on traffic within the applicable  
 [Order] Vessels which do not comply with the advisories (I) and/or (II) will be ordered to leave the anchoring restricted area.

**II: Reinforced dragging anchor prevention area** Act on Port Regulations Article 39-3/4 \*Punitive provisions apply.

Area: Within 2 nautical miles from [Tokyo and JERA Ougishima LNG berth] and [Minamihonokuhamadoro] (Excluding passage and some sea areas)

- Advisory for enhanced measures against dragging anchor  
 Criteria: When the strong winds are expected to reach the area (when a typhoon strikes) or when the wind speed of 20m/s or more are expected. (except a typhoon strikes).  
 Summary: [Advisory] (I) Implement measures to prevent dragging anchor accidents, such as watch to international VHF channels 16, increasing the number of watchmen on the bridge, and extending the anchor chains properly.  
 (II) Making efforts of early detection and early resolution of dragging anchors, and if necessary, start the engines to prevent collision with the facilities.  
 (III) Admitting a risk of dragging anchor, shifting anchorage or heave-to at the beginning of dragging anchor (stepwise and multiple recommendations).  
 [Order] If the advisories in (I) Implement and/or (II) are not complied by ship captain, an order shall be issued for the content of the non-compliant advisories.
- Advisory not to anchor (for those ships: high freeboard and loading capacity of 10% or less)  
 Criteria: When high winds are expected to reach the area (time during a typhoon) or when wind speed is expected more than 20m/s (except time during a typhoon). \*Consider the wind direction except time during a typhoon.  
 Summary: [Advisory] (I) Vessels shall not anchor in reinforced dragging anchor prevention area.  
 (II) Vessels are to leave the area when she anchored in the enhanced measures anchor area to prevent dragging anchor. \*There are no restrictions to navigate in the area.  
 [Order] Vessels which do not comply with the advisories (I) and/or (II) will be ordered to leave the reinforced dragging anchor prevention area.

**III: Anchoring caution area** Administrative guidance

Area: Within 2 nautical miles from [Kazenotou] and [Umihotaru] (Excluding anchoring restricted area and voluntary anchoring restricted area)  
 Summary: (I) Preparation of spare anchor (II) Preparation of engine (III) Securing operating personnel (IV) Preparation for heaving up anchor (V) Preparation of tugboats (VI) Complete stationing of lookouts (VII) Monitoring of international VHF channels 16 (VIII) Continuous monitoring of AIS (IX) Complete measures for preventing dragging anchor accidents, including paying attention to the latest typhoon reports, weather reports, and their sudden changes

<https://www.kaiho.mlit.go.jp/03kanku/soubyo/index.html>



Web Site

## Members of Navigational Safety Committee in Yokohama Port.

Tokyo Bay Licensed Pilot's Association  
Japan Foreign Steamship Association  
Association of Ship Agencies in Kanagawa  
Japan Federation of Coastal Shipping Associations  
Yokohama Kawasaki Tugboat Co.Ltd.  
All Japan Seaman's Union  
Tokyo Wan Association for Marine Safety  
Japan Captain's Association  
TST Corporation.  
Port & Harbor Bureau, City of Kawasaki  
Port & Harbor Bureau, City of Yokohama  
3<sup>rd</sup> Regional Coast Guard Headquarters  
Yokohama Coast Guard Office  
Kawasaki Coast Guard Office  
Kanto Regional Development Bureau  
Kanto District Transport Bureau  
Maritime Bureau of Ministry of Land, Infrastructure, Transport and Tourism

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