



# Guide to Harborage in Tokyo Bay During Stormy Weather

Supervised by  
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Let's reinforce measures to prevent dragging anchor when a dragging anchor warning is issued. Evacuate from the bay <sup>\*1</sup> before the typhoon approaches, in order to ensure the safety of your ship and prevent dragging anchor accidents in Tokyo Bay.



<sup>\*1</sup> In principle, evacuate to the south area of the line connecting the Tsurugisaki Lighthouse and the Sunosaki Lighthouse to ensure the safety of your vessel.  
 (When a storm with maximum wind speed of more than 40m/s in Tokyo Bay due to a typhoon is expected, an early evacuation advisory will be issued by each Port Captain in the bay considering the time for evacuation out of the bay)



Tokyo Bay is susceptible to the effects of winds blowing from the south to northwest. Particular caution is required when a typhoon passes through the west of Tokyo Bay because of continuously blowing strong winds from the south.



## Precautions concerning anchoring and anchor watch

- After anchoring, extend the anchor chain straight so that it does not tangle. When the anchor chain is taut, stop unwinding the chain and allow it to go slack in order to check that the anchor is brought up.
- It is desirable to extend the anchor chain longer in the situation when stormy weather is expected.
- Lying at single anchor, if the wind speed is increased, it is desirable to extend the chain and use a **snubber anchor** (the extension amount of the chain is about 1.25 times the water depth) to take measures to prevent anchor dragging.
- It is important to use the course display functions of GPS, ECDIS, and RADAR to quickly identify conditions of dragging anchor when the ship is pressed leeward and the hull is yawing and swaying in a figure-eight motion (so-called "horsing" motion).
- If the wind presses on the hull from the side after anchor dragging and horsing, it will be difficult to perform tasks such as controlling the hull attitude and weighing anchor. Therefore when horsing is detected, it is recommended that the vessel make effective use of the engine and other means to quickly shift anchor, weigh anchor, get under way, or take other appropriate action according to the circumstances.
- Continuously monitor VHF ch. 16. The Tokyo Wan Vessel Traffic Service Center (Tokyo MARTIS) will provide information and warnings to ships that are dragging anchor.

### Criteria for issue of "dragging anchor advisory" from each Captain of the Port.

Port name	Wind direction	Wind speed
Keihin Port	Wind blowing from south	Average 10 m/s or more
	Wind blowing from other direction	Average 15 m/s or more
Chiba Port Kisarazu Port Tateyama Port	Wind blowing from south to Vnorthwest	Average 10 m/s or more
	Wind blowing from other direction	Average 15 m/s or more
Yokosuka Port	—	Average 15 m/s or more

<sup>\*</sup>Even when the wind direction and speed are different from the above, an advisory may be issued when there is concern that the wind direction and speed will be reached the criteria.

### Evacuation advisory issued in case of typhoon strike or similar event

Port name	Subject vessels	Details of advisory
Keihin Port (Tokyo-Ku)	Vessels with gross tonnage of 3,000 tons or more	Must evacuate to outside of breakwater.
Keihin Port (Yokohama-Ku, Kawasaki-Ku)	Vessels with gross tonnage of 1,000 tons or more	Must evacuate to outside of breakwater.
Chiba Port Kisarazu Port	Vessels with gross tonnage of 500 tons or more	Must leave berth or pier and evacuate.
Yokosuka Port	Large vessels with gross tonnage of 3,000 tons or more Medium-sized vessels with gross tonnage of 20 to less than 3,000 tons	Must evacuate port or reinforce mooring.

### Contact

In case of accident or other emergency >>>

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### Tokyo Wan Vessel Traffic Service Center

Call/Vsign	Communication channel		Port name	TEL	
	Call/response	Communication			
Tokyo MARTIS <sup>*</sup>	16CH	12CH 13CH 14CH 66CH 69CH	Chiba Port	045-225-9150	
			Keihin Port	Tokyo-Ku	045-225-9151
				Kawasaki-Ku Yokohama-Ku	045-225-9152



You can also check marine safety information from a smartphone or other device.



[https://www6.kaiho.mlit.go.jp/03kanku/keihou\\_kaijou.html](https://www6.kaiho.mlit.go.jp/03kanku/keihou_kaijou.html)

# Guide to ocean-going vessels harboring in Tokyo Bay during stormy weather JUN 2020

## Anchoring prohibited areas and voluntary anchoring restricted areas

\* Advisories and other information at times of stormy weather will be issued for the sea areas shown in this map. Follow the instructions in the actual advisory or other information

Be sure to anchor in a correct location.

The status of anchored vessels can be checked with a smartphone or other device.  
<https://www6.kaiho.mlit.go.jp/tokyowan/ope/byohaku/>



**Legend**

- Anchoring prohibited area
- Voluntary anchoring restricted area
- Anchoring restricted area
- Reinforced dragging anchor prevention area
- Anchoring caution area
- Construction sea area

### Anchoring restricted area Sea area around Tokyo International Airport

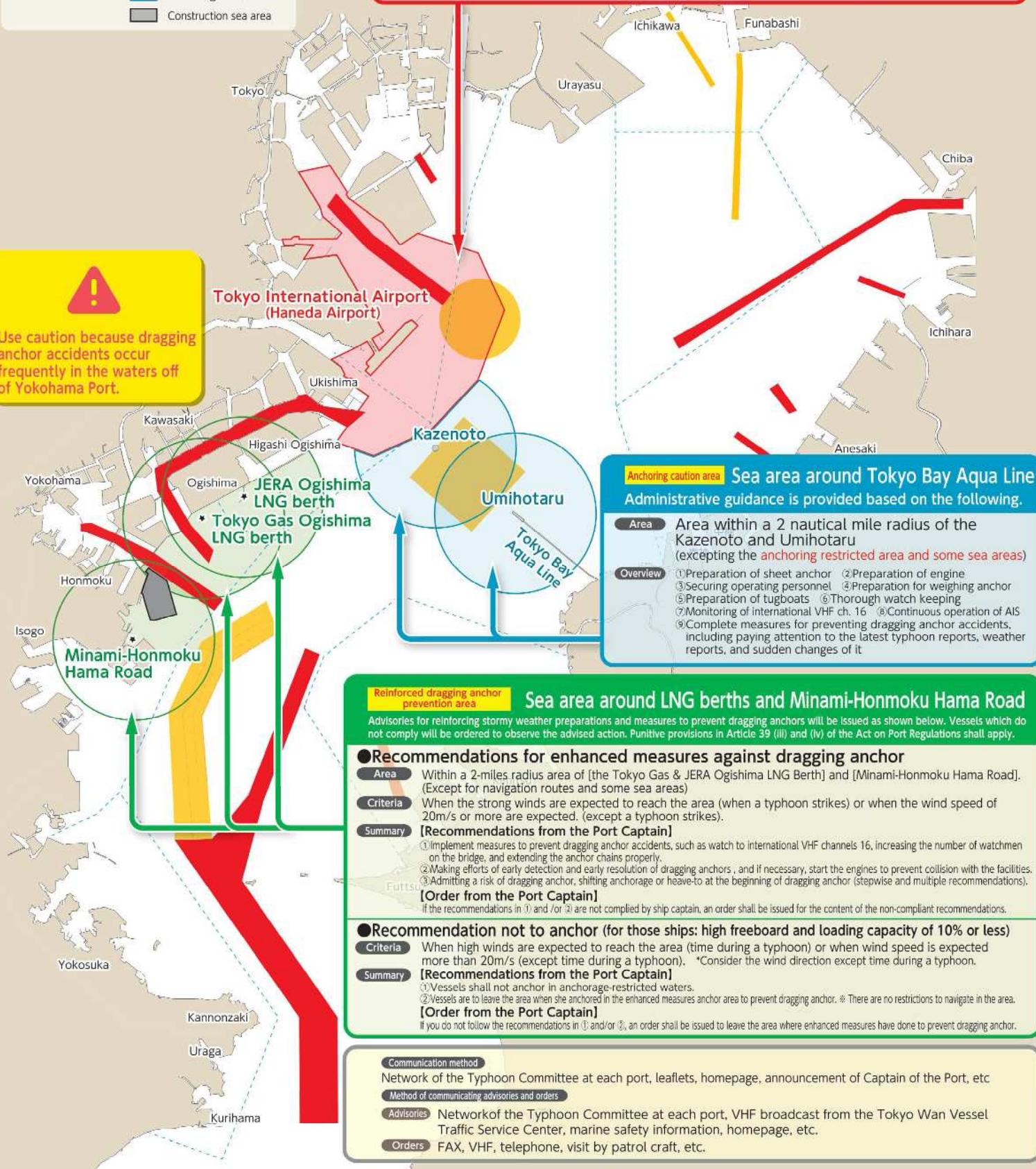
Voluntary anchoring restrictions will be issued at the following times. Vessels which do not comply will be ordered to leave. Punitive provisions in Article 39 (iii) and (iv) of the Act on Port Regulations law shall apply.

- Area** Area within 2 nautical miles of Tokyo International Airport (excluding traffic routes and some portions)
- Criteria** When wind speeds of 20 m/s or more are expected due to approaching typhoon or other reason
- Overview**

**[Advisory]** ① Do not anchor in anchoring restricted areas.  
 ② Vessels anchored in anchoring restricted areas must leave the area.  
 ※ There are no restrictions on traffic within the applicable area.

**[Order]** Vessels which do not comply with the advisory of ① and ② will be ordered to leave the anchoring restricted area.

**Use caution because dragging anchor accidents occur frequently in the waters off of Yokohama Port.**



### Anchoring caution area Sea area around Tokyo Bay Aqua Line

Administrative guidance is provided based on the following.

- Area** Area within a 2 nautical mile radius of the Kesennuma and Umihotaru (excluding the anchoring restricted area and some sea areas)
- Overview**
  - ① Preparation of sheet anchor
  - ② Preparation of engine
  - ③ Securing operating personnel
  - ④ Preparation for weighing anchor
  - ⑤ Preparation of tugboats
  - ⑥ Thorough watch keeping
  - ⑦ Monitoring of international VHF ch. 16
  - ⑧ Continuous operation of AIS
  - ⑨ Complete measures for preventing dragging anchor accidents, including paying attention to the latest typhoon reports, weather reports, and sudden changes of it

### Reinforced dragging anchor prevention area Sea area around LNG berths and Minami-Honmoku Hama Road

Advisories for reinforcing stormy weather preparations and measures to prevent dragging anchors will be issued as shown below. Vessels which do not comply will be ordered to observe the advised action. Punitive provisions in Article 39 (iii) and (iv) of the Act on Port Regulations shall apply.

- Recommendations for enhanced measures against dragging anchor**
  - Area** Within a 2-miles radius area of [the Tokyo Gas & JERA Ogishima LNG Berth] and [Minami-Honmoku Hama Road]. (Except for navigation routes and some sea areas)
  - 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**

**[Recommendations from the Port Captain]**

    - ① 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.
    - ② Making efforts of early detection and early resolution of dragging anchors, and if necessary, start the engines 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).

**[Order from the Port Captain]**  
 If the recommendations in ① and /or ② are not complied by ship captain, an order shall be issued for the content of the non-compliant recommendations.
- Recommendation 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**

**[Recommendations from the Port Captain]**

    - ① Vessels shall not anchor in anchorage-restricted waters.
    - 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.

**[Order from the Port Captain]**  
 If you do not follow the recommendations in ① and/or ②, an order shall be issued to leave the area where enhanced measures have done to prevent dragging anchor.

- Communication method** Network of the Typhoon Committee at each port, leaflets, homepage, announcement of Captain of the Port, etc
- Method of communicating advisories and orders**
- Advisories** Network of the Typhoon Committee at each port, VHF broadcast from the Tokyo Wan Vessel Traffic Service Center, marine safety information, homepage, etc.
- Orders** FAX, VHF, telephone, visit by patrol craft, etc.