



Guidelines for Vessels Anchoring and Evacuating in Tokyo Bay During Stormy Weather

Supervised by

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For masters of vessels operating in Tokyo Bay, please reinforce various anti-dragging anchor measures when a Dragging Anchor Warning and/or a Recommendation to Evacuate Outside Each Port's Breakwaters and Others*1 is issued. In this case, before stormy weather further deteriorates, masters of large vessels with sufficient seaworthiness due to their sizes are strongly recommended to evacuate outside Tokyo Bay*2 while they still have time to spare since the bay is expected to congest due to many other vessels wishing for anchoring in the bay.

*1 A Recommendation to Evacuate Outside Tokyo Wan is issued by each Port Captain in advance of when a strong wind with a maximum wind speed of 40m/s or more is forecast in Tokyo Bay due to an approaching typhoon.

*2 Sea areas recommended to evacuate to: In principle, the sea areas south of the line connecting between the Kenzaki Lighthouse and the Suzaki Lighthouse where the safety of your vessel can be ensured.



Be on Alert in Tokyo Bay During Stormy Weather

Vessels operating in Tokyo Bay are easily affected by the south to the northwest wind. Particularly, vessels are more easily affected by the continuous strong southerly winds due to a typhoon when the typhoon passes the west of Tokyo Bay.



Some Points to Ensure While Anchoring and Anchor Watch

- After casting the anchor, pay out the anchor cable straight not to pile up. Then stop paying out once the required anchor cable length is paid out, and check that the anchor is brought up when it leads to the long stay and then gradually comes back to the short to medium stay.
- When stormy weather is forecast, it is advisable to pay out the anchor cable further.
- While riding to a single anchor, if a wind speed increases, it is desirable to pay out the anchor cable further and drop the other anchor as a snubber anchor to prevent a dragging anchor (the length needed for the second cable is about 1.25 times the water depth). The stronger the wind, the more difficult it will be for an anchor team to work at the anchor station, so early actions are necessary.
- It is vital in an early stage to grasp whether the vessel is being swept downwind in a figure of eight motion locus and the vessel deviates from the swinging circle by utilizing the course recorders such as GPS, RADAR, ECDIS, and others.
- If the vessel is swept away by the wind from the side after a dragging anchor is identified, it is desirable to take appropriate measures such as shifting to other anchorage areas and heaving-to by the engine since it would be difficult to control the vessel and wind up the anchor. (Note that anchoring in the vicinity of your original position may cause a dragging anchor again.)
- Keep continuous watch on VHF CH 16. Tokyo Wan Vessel Traffic Service Center (Tokyo MARTIS) will provide your vessel with information on vessels under dragging anchor and issue recommendations and warnings regarding anti-dragging anchor measures.

When Each Port Captain or Others issue a Dragging Anchor Warning

Port Name	Wind Direction	Wind Speed
Keihin Port	Wind blowing from the south	Average 10 m/s or more
	Wind blowing from other directions	Average 15 m/s or more
Chiba Port Kisarazu Port Tateyama Port	Wind blowing from the south to the northwest	Average 10 m/s or more
	Wind blowing from other directions	Average 15 m/s or more
Yokosuka Port	—	Average 15 m/s or more

※Even when the wind direction does not match the above, or the wind speed does not reach the above, a Dragging Anchor Warning may be issued if there is a forecast to fulfill the criteria above.

Recommendations to Evacuate Outside Each Port's Breakwaters or Others in Case of a Typhoon Strikes or Other Stormy Weather

Port Name	Subject Vessels	Details of Recommendations
Keihin Port (Tokyo-Ku)	Vessels with gross tonnage of 3,000 tons or more	recommended to evacuate outside breakwaters
Keihin Port (Yokohama-Ku, Kawasaki-Ku)	Vessels with gross tonnage of 1,000 tons or more	recommended to evacuate outside breakwaters
Chiba Port Kisarazu Port	Vessels with gross tonnage of 500 tons or more	recommended to leave a berth or a pier and evacuate
YokosukaPort	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	recommended to evacuate outside the port or reinforce mooring

Contact

In case of accident or other emergency >>>

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Tokyo Wan Vessel Traffic Service Center

CallVsign	Communication channel		Port name	TEL
	Call/response	Communication		
Tokyo MARTIS	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 via a smartphone or other device.



https://www6.kaiho.mlit.go.jp/03kanku/keihou_kaijou.html

Anchoring Prohibited Areas, Voluntary Refraining-from-Anchoring Areas, and Other Areas

* Recommendations and others will be issued during stormy weather for the sea areas shown in this diagram. Please follow actually issued these recommendations and others.

Be sure to anchor in a correct location.

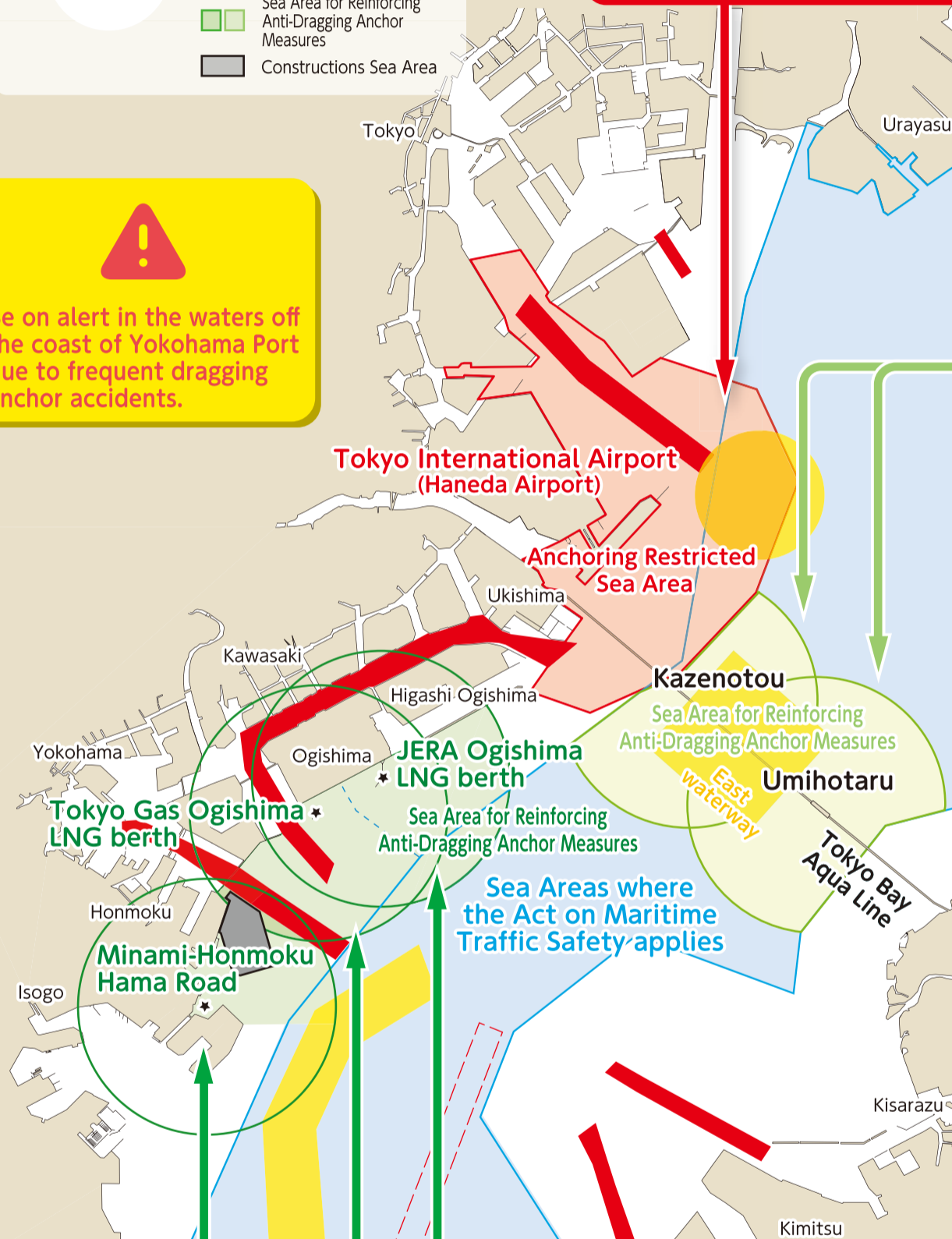
The status of anchored vessels can be checked with a smartphone or other device.
<https://www.w6.kaiho.mlit.go.jp/tokyowan/ope/byohaku/>



Legend

- Anchoring Prohibited Area
- Voluntary Refraining-from-Anchoring Area
- Anchoring Restricted Sea Area
- Sea Area for Reinforcing Anti-Dragging Anchor Measures
- Constructions Sea Area

Be on alert in the waters off the coast of Yokohama Port due to frequent dragging anchor accidents.



Anchoring Restricted Sea Area **Sea Area around Tokyo International Airport**

The Recommendation on Voluntary Refraining-from-Anchoring will be issued to vessels in the following cases. If a vessel fails to follow the recommendation, the vessel may be ordered to leave the area.
 Applicable Provisions: Article 39 (iii) and (iv) of the Act on Port Regulations. Penal provisions could be applied.

Where Within 2-nautical miles of Tokyo International Airport (excluding traffic routes and some sea areas)

When When an average wind speed of 20 m/s or more is forecast due to approaching typhoons or other reasons

Outline [Recommendations] ① do not anchor in the Anchoring Restricted Sea Area.
 ② for vessels anchoring in the Anchoring Restricted Sea Areas, leave the area.
 ※ Vessels are not restricted from sailing in the sea areas where these rules apply.

[Orders] If a vessel fails to follow the recommendations ① or ②, the vessel may be ordered to leave the Anchoring Restricted Sea Area.

Sea Area for the Reinforcing Anti-Dragging Anchor Measures **Sea Area around the Tokyo Bay Aqua-Line**

The Recommendation on the Reinforcing Stormy Weather Preparations and the Recommendation on Reinforcing Anti-Dragging Anchor Measures will be issued in the following cases. If a vessel fails to follow recommendations, the vessel may be ordered to follow the content of non-compliant recommendations.
 Article 32 (i) and (ii) of the Act on Maritime Traffic Safety. Penal provisions could be applied.

Where Within a 2-nautical mile radius from Umihotaru and Kazenotou of the Tokyo Bay Aqua-Line. (Excluding the Anchoring Restricted Sea Area and the Tokyo Bay Aqua-Line East Fairway)

When When an average wind speed of 20 m/s or more is forecast.

Outline [Recommendations] With a view to preventing a collision with the facilities of the Tokyo Bay Aqua-Line caused by a dragging anchor,
 ① execute the full rigor of the Reinforcing Anti-Dragging Anchor Measures such as continuous watch on VHF CH 16, the increase of watch-person on the bridge, paying out the anchor cable correctly, starting the engines and bow thrusters, maintaining AISs functional, and early identification and early resolution of a dragging anchor; and
 ② establish and maintain communication measures with a tug service company in case of emergency.

[Orders] If a vessel fails to follow the recommendations ① or ②, the vessel may be ordered to follow the content of non-compliant recommendations.

Sea Area for the Reinforcing Anti-Dragging Anchor Measures **Sea Area around the LNG Berths and the Minami-Honmoku Hama Road**

The Recommendation on the Reinforcing Stormy Weather Preparations, the Recommendation on the Reinforcing Anti-Dragging Anchor Measures, and recommendation on others will be issued to vessels in the following cases.
 If a vessel fails to follow recommendations, the vessel may be ordered to follow the contents of non-compliant recommendations.
 Applicable Provisions: Article 39 (iii) and (iv) of the Act on Port Regulations. Penal provisions could be applied.

● The Recommendation on the Reinforcing Anti-Dragging Anchor Measures

Where Within a 2-nautical mile radius of the JERA Ogishima LNG Berth, the Tokyo Gas LNG Berth, and the Minami-Honmoku Hama Road. (Excluding navigation routes and some sea areas)

When When a "strong wind zone" is forecast to arrive (when a typhoon hits) or when a wind speed of 20m/s or more is forecast (other than when a typhoon hits).

Outline [Recommendations] With a view to preventing a collision with the facilities of the LNG Berths and the Minami-Honmoku Hama Road caused by a dragging anchor,
 ① execute the full rigor of the Reinforcing Anti-Dragging Anchor Measures such as good radio watch on VHF CH 16, the increase of watch person on the bridge, and paying out the anchor cable correctly;
 ② make an effort to identify a sign of a dragging anchor at an early stage, promptly resolve it, and start the engines and the bow thrusters if necessary; and
 ③ shift to other anchorage areas or take other measures such as heaving-to in the early stage of a dragging anchor when the possibility of a dragging anchor is identified. (Gradual and multiple recommendations)

[Orders] If a vessel fails to follow the recommendations ① or ②, the vessel may be ordered to follow the content of non-compliant recommendations.

● The Recommendation on Voluntary Refraining-from-Anchoring (To vessels with high freeboard or with a load factor of 10% or less)

When When a "strong wind zone" is forecast to arrive (when a typhoon hits) or when a wind speed of 20 m/s or more is forecast (other than when a typhoon hits).
 * Wind directions will be taken into account in cases other than when a typhoon hits.

Outline [Recommendations] ① do not anchor in the Sea Area for the Reinforcing Anti-Dragging Anchor Measures;
 ② for vessels anchoring in the Sea Area for the Reinforcing Anti-Dragging Anchor Measures, leave the area.
 * Vessels are not restricted from sailing in the sea areas where these rules apply.

[Orders] If a vessel fails to follow the recommendations ① or ②, the vessel may be ordered to leave the Sea Area for the Reinforcing Anti-Dragging Anchor Measures.

From, Through, or By Which these Recommendations or Orders are disseminated
 Each port's Typhoon Committee, Port Captains' Public Notifications, Leaflets, Websites, etc.

Measures to Disseminate these Recommendations and Orders

Recommendations Through the Network of each port's Typhoon Committee, VHF broadcast from Tokyo Wan Vessel Traffic Service Center, the Safety Information for the Sea, Websites, etc.

Orders Through FAX, VHF, telephone, a visit by patrol craft, etc.