

Anchorage in Keihin Port (Yokohama-Ku and Kawasaki-Ku) <Amended partly in April 2023>

Captain of the port, KEIHIN

Vessels anchoring in the above anchorages are requested to comply with the following anchorage classification and remarks



Anchorage for Large-sized Vessels	
Anchorage for Vessels except for VLCCs, etc. : KL, YL3, YL4, & YL5	
Priority Anchorages for VLCCs, etc. : YL1	
Anchorage for Small and Medium-sized Vessels	
For Vessels except for Tankers Carrying Dangerous Cargo : K1, Y1, & Y2	
For General Cargo Vessels : N1 & N2	
For General Cargo Vessels or General Tankers : K2	
For Tankers Carrying Dangerous Cargo : KK1 & YK1	
For Tankers Carrying Dangerous Cargo Anchorage in Reserve : KK2, YK2, & YK3	
For General Cargo Vessels or General Tankers : N3	
Anchorage for Other Vessels	
For Lightening Operations : ON & N4	
For Tank Cleaning Operations or Bunkering Operations, etc. : NR	

- Remarks**
- Vessels of 10,000 GT or more or 150 meters or more in length are classified to anchor in the anchorages for large-sized vessels, while those of less than 10,000 GT are classified to anchor in the anchorages for small and medium-sized vessels.
 - Vessels of less than 500 GT are required to anchor in the anchorages for small and medium-sized vessels, avoiding the area marked in blue in the above diagram where sea berths are located.
 - Since Y1 anchorage tends to be congested, and situations frequently occur where vessels designated to particular anchorages are unable to anchor, we ask for your cooperation in anchoring anchorages except for Y1 anchorage.
 - Vessels intending to anchor are requested to prevent maritime accidents caused by dragging their anchors by:
 - Obtaining the latest weather and marine weather information (utilization of the Safety Information for the Sea);
 - Continuous watch on VHF CH 16, keeping AIS in operation (do not leave the bridge unattended);
 - Continuous appropriate watch at all times (e.g., watch for dragging anchor of own vessel and other vessels);
 - Keeping enough distance from offshore facilities, other vessels, or the shore;
 - Use of adequate anchor cable;
 - abandoning anchoring, changing to heaving-to, etc., depending on the situation; and
 - Stand-by engine and full readiness by the crew (when there is a fear of weather aggravation).

For Inquiries | Yokohama Coast Guard Office TEL: 045-201-8180 | Kawasaki Coast Guard Station TEL:044-266-0118

The Sea Area for the Reinforcing Anti-Drugging Anchor Measures and others (the Sea Area around LNG Berths and Minami-Honmoku Hama Road), etc. Applicable penal provisions: Article 39 (iii) and (iv) of the Act on Port Regulations.


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

- The Recommendations on the Reinforcing Anti-Drugging-Anchor Measures**
When: When "strong wind areas" are expected to reach the area (when a typhoon hits) or when a wind speed of 20m/s or more is expected. (other than when a typhoon hits).
Outline [Recommendations]
 - execute the Reinforcing Anti-Drugging-Anchor Measures to prevent dragging anchor accidents, such as good radio watch on VHF 16, the increase of watch person on the bridge, and the extension of the anchor chains properly;
 - make an effort to detect a sign of dragging-of-anchor at an early stage, promptly resolve it, and start the engines, etc., if necessary, with a view to preventing collision with the facilities; and
 - shift to other anchorages or take other measures such as heaving-to in the early stage of dragging-of-anchor when the
 [Orders] If a ship captain does not follow the recommendations ① or ②, an order shall be issued to follow the content of the non-compliant recommendations.
- The Recommendations 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 expected to arrive (when a typhoon hits), or when a wind speed of 20 m/s or more is expected (other than when a typhoon hits).
Outline [Recommendations] : ① do not anchor in the Anchoring Restricted Areas; and ② for Vessels anchored in the Sea Area for the Reinforcing Anti-Drugging-Anchor Measures, leave the area.
[Orders] If a ship captain does not follow the recommendations ① or ②, an order shall be issued to leave the Sea Area for the Reinforcing Anti-Drugging-Anchor Measures.

Request for notification of your anchoring position, etc. | **A link to a reporting form for anchoring position reporting**
<https://www.kaiho.mlit.go.jp/03kanku/yokohama/tuho.pdf>

In order to ensure communication with the Japan Coast Guard in the event of an emergency, such as when dragging anchor, we ask for your cooperation in reporting your "anchoring position" and "means of communication" when the "Recommendations on the Reinforcing Anti-Drugging-Anchor Measures" are issued.

Vessels to report: Vessels intending to anchor in Keihin Port (Yokohama and Kawasaki Area) of less than 500 GT (except Vessels Carrying Dangerous Cargo)
Where to report: Yokohama Coast Guard Office TEL:045-201-8180 FAX: 045-211-2405



Locations and Areas of Anchorages

<p>Anchorage for Large-sized Vessels</p> <p>Name of Anchorage: KL For Large-sized Vessels (except for VLCCs, etc.)</p> <p>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</p>	<p>Anchorage for Small and Medium-sized Vessels</p> <p>Name of Anchorage: Y1 For Vessels except for Tankers Carrying Dangerous Cargo</p> <p>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 (f) 35° 26' 01" N 139° 43' 02" E</p>	<p>Anchorage for Other Vessels</p> <p>Name of Anchorage: ON For Lightening Operations (except for bunkering and etc.)</p> <p>A circle with a radius of 4.5 0 m centered the position 35° 27' 22" N 139° 45' 01" E</p>
<p>Name of Anchorage: YL1 Priority Anchorages for VLCCs, etc., used with YL3</p> <p>A circle with a radius of 5.7 5 m centered the position 35° 26' 59" N 139° 44' 29" E</p>	<p>Name of Anchorage: Y2 For Vessels except for Tankers Carrying Dangerous Cargo</p> <p>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</p>	<p>Name of Anchorage: N4 For Lightening Operations (except for bunkering and etc.)</p> <p>A circle with a radius of 4.5 0 m centered the position 35° 22' 29" N 139° 41' 06" E</p>
<p>Name of Anchorage: YL3 For Large-sized Vessels except for VLCCs, etc.</p> <p>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° 26' 36" N 139° 45' 47" E (f) 35° 25' 30" N 139° 43' 54" E</p>	<p>Name of Anchorage: N1 For General Cargo Vessels</p> <p>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</p>	<p>Name of Anchorage: NR For Tank Cleaning Operations or Bunkering Operations, etc.</p> <p>A circle with a radius of 6.0 0 m centered the position 35° 21' 52" N 139° 41' 16" E</p> <p>* Vessels can use NR Anchorage as well for bunkering Operations, etc.</p>
<p>Name of Anchorage: YL4 For Large-sized Vessels except for VLCCs, etc.</p> <p>An area bounded by a line joining the following positions (a) 35° 25' 06" N 139° 41' 43" E (b) 35° 25' 19" N 139° 42' 36" E (c) 35° 25' 43" N 139° 42' 51" E (d) 35° 25' 17" N 139° 43' 32" E (e) 35° 24' 58" N 139° 42' 57" E (f) 35° 24' 27" N 139° 42' 30" E</p>	<p>Name of Anchorage: N2 For General Cargo Vessels</p> <p>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</p>	<p>Water Areas for Maneuvering Vessels to /from the Sea Berths</p> <p>ENEOS Ogasima East/West Sea-Berth An area bounded by a line joining (a) to (e) (described below) and (e) to (f) lining along the circle with a radius of 620m centered the position 35°28'47" N 139°47'09" E, (f) to (a) lining along the circle designated as Quarantine area. (a) 35° 28' 59" N 139° 46' 44" E (b) 35° 29' 03" N 139° 46' 56" E (c) 35° 29' 37" N 139° 47' 24" E (d) 35° 29' 23" N 139° 47' 55" E (e) 35° 28' 33" N 139° 47' 26" E</p> <p>Kawasaki Sea-Berth A circle with a radius of 6.0 0 m centered the position 35° 28' 01" N 139° 46' 05" E</p> <p>JERA Ogasima LNG Berth An area bounded by a line joining (a) to (b) (described below) and lining along the circle with a radius of 620m centered the position 35° 28' 00" N 139° 44' 34" E (a) 35° 28' 18" N 139° 44' 46" E (b) 35° 27' 44" N 139° 44' 52" E</p> <p>Tokyo Gas Ogasima LNG Berth A circle with a radius of 5.2 0 m centered the position 35° 27' 32" N 139° 43' 18" E</p>
<p>Name of Anchorage: YL5 For Large-sized Vessels except for VLCCs, etc.</p> <p>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</p>	<p>Name of Anchorage: N3 For Tankers Carrying Dangerous Cargo or General Tankers</p> <p>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</p>	<p>Name of Anchorage: K1 For Vessels except for Tankers Carrying Dangerous Cargo</p> <p>An area bounded by a line joining the following positions (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</p>

*** Please take all possible measures to prepare for dragging-anchor, especially for car carriers, container carriers, or other vessels with high freeboard that are susceptible to the wind!**