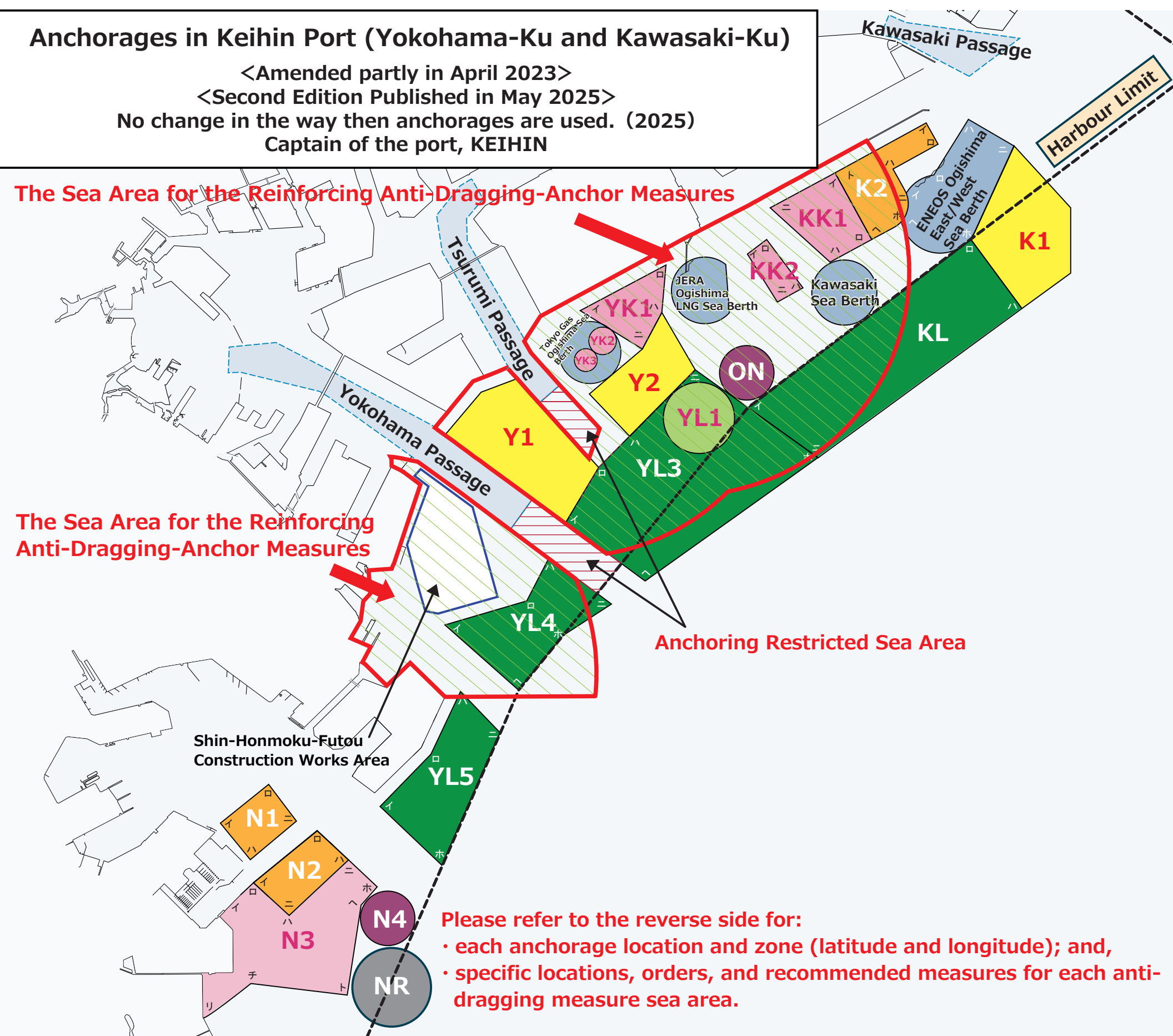


Anchorages in Keihin Port (Yokohama-Ku and Kawasaki-Ku)

<Amended partly in April 2023>
<Second Edition Published in May 2025>
No change in the way then anchorages are used. (2025)
Captain of the port, KEIHIN

The Sea Area for the Reinforcing Anti-Dragging-Anchor Measures

The Sea Area for the Reinforcing Anti-Dragging-Anchor Measures




Please refer to the reverse side for:
• each anchorage location and zone (latitude and longitude); and,
• specific locations, orders, and recommended measures for each anti-dragging measure sea area.

Anchorages for Large-sized Vessels	KL · YL3 · YL4 · YL5	Anchorages for Vessels except for VLCCs
	YL1	Priority Anchorages for VLCCs
Anchorages for Small and Medium-sized Vessels	K1 · Y1 · Y2	For Vessels except for Tankers Carrying Dangerous Cargo (Vessels Carrying Dangerous Cargo, except for Tankers Carrying Dangerous Cargo, are allowed to anchor.)
	N1 · N2	For General Cargo Vessels ✖
	K2	For General Cargo Vessels or General Tankers ✖
	KK1 · YK1	For Tankers Carrying Dangerous Cargo
	KK2 · YK2 · YK3	For Tankers Carrying Dangerous Cargo Anchorage in Reserve
	N3	For General Cargo Vessels or General Tankers ✖
Anchorages for Other Vessels	ON · N4	For Lightering Operations
	NR	For Tank Cleaning Operations or Bunkering Operations


✖ 'General Cargo Vessels' or 'General Tankers' are not vessels carrying dangerous cargo.

Remarks

- Vessels of 10,000 GT or more or 150 meters or more in length are designated to anchor in the anchorages for large-seized vessels. Vessels of less than 10,000 GT or less than 150 meters are designated to do so in the anchorages for small and medium-sized vessels.
- Vessels of less than 500 GT are requested to anchor in the designated small and medium-sized vessel anchorages, avoiding the area marked in blue in the left diagram where sea berths are located.
- Due to frequent congestion in Y1 Anchorage, we ask for your cooperation in utilizing alternative anchorages, as some vessels that applied for Y1 and were recognized by the Captain of the Port may not be able to anchor there.
- Please be advised of the following points when anchoring in Y1 Anchorage to utilize the anchorage waters effectively.
 - For vessels of less than 500 GT, anchor as far as possible northwest in Y1 Anchorage, where the water is shallow.
 - For vessels temporarily using Y1 Anchorage, like tug boats, anchor as far as possible in the waters on the landward side of Y1 Anchorage (the northwest edge of Y1 Anchorage).
- Vessels planning to anchor in Y1 Anchorage are requested before anchoring to check the status of anchoring vessels in Y1 Anchorage on the 'Status of Anchoring Vessels' uploaded by Tokyo Wan Vessels Traffic Service Center.


[Status of Anchoring Vessels](#)

(Note): The information on anchoring vessels shown in the 'Status of Anchoring Vessels' may differ from the actual anchoring status.
- Please use Y2 Anchorage, which typically has fewer anchoring vessels than Y1 Anchorage. If you are proceeding northbound through the Uraga Suido Traffic Route toward Y2 Anchorage, be aware that you will be obliged to pass through the Nakanose Traffic Route.


[Safety Tokyo Bay](#)
(Entry Routes and Navigation)

(Please refer to the 'Safety Tokyo Bay' ('Entry Routes and Navigation' section) on the 3rd Regional Coast Guard Headquarters Website.)
- Vessels planning to anchor are requested to take the following precautions to prevent maritime accidents caused by dragging anchors:
 - obtain the latest weather/marine weather information (utilization of the Safety Information for the Sea);
 - maintain continuous watch on VHF CH 16, keep AIS operational (do not leave the bridge unattended);
 - maintain continuous and appropriate lookout at all times (e.g., lookout for dragging anchors of your or others' vessels);
 - keep a sufficient distance from offshore facilities, other vessels, or the shore;
 - use adequate anchor cable;
 - be prepared to abandon anchoring or transition to heaving-to, etc., depending on the situation; and,
 - keep the engine on standby and maintain full readiness by the crew (when there is a fear of weather aggravation).

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

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

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Locations and Areas of Anchorages

Anchorages for Large-sized Vessels

Name of Anchorage	KL	For Large-sized Vessels (except for VLCCs, 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		

Name of Anchorage	YL1	Priority Anchorages for VLCCs, etc., used with YL3
A circle with a radius of 5 7 5 m centered the position 35° 26' 59" N 139° 44' 29" E		

Name of Anchorage	YL3	For Large-sized Vessels except for VLCCs, 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° 26' 36" N 139° 45' 47" E		
(f) 35° 25' 30" N 139° 43' 54" E		

Name of Anchorage	YL4	For Large-sized Vessels except for VLCCs, etc.
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		
(a) 35° 24' 27" N 139° 42' 30" E		

Name of Anchorage	YL5	For Large-sized Vessels except for VLCCs, 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		

Anchorages for Other Vessels

Name of Anchorage	ON	For Vessels Offshore Lightering Operations(except for bunkering and etc.)
A circle with a radius of 4 5 0 m centered the position 35° 27' 22" N 139° 45' 01" E		

Name of Anchorage	N4	For Vessels Offshore Lightering Operations
A circle with a radius of 4 5 0 m centered the position 35° 22' 29" N 139° 41' 06" E		

Name of Anchorage	NR	For Tank Cleaning Operations or *Bunkering Operations, etc.
A circle with a radius of 6 5 0 m centered the position 35° 21' 52" N 139° 41' 08" E		

*Vessels can use NR Anchorage as well for bunkering Operations, etc.

Anchorages for Small and Medium-sized Vessels

Name of Anchorage	Y1	For Vessels except for Tankers 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		

Name of Anchorage	Y2	For Vessels except for 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		

Name of Anchorage	N1	For General Cargo 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		

Name of Anchorage	N2	For General Cargo 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		

Name of Anchorage	N3	For Tankers Carrying Dangerous Cargo or General 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		

Name of Anchorage	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		

Name of Anchorage	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		

Name of Anchorage	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		

Name of Anchorage	YK2	For Tankers Carrying Dangerous Cargo(Anchorage in Reserve)
A circle with a radius of 2 0 0 m centered the position 35° 27' 38" N 139° 43' 31" E		

Name of Anchorage	YK3	For Tankers Carrying Dangerous Cargo(Anchorage in Reserve)
A circle with a radius of 1 7 0 m centered the position 35° 27' 31" N 139° 43' 19" E		

Name of Anchorage	K1	For Vessels except for Tankers 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		

Name of Anchorage	K2	For General Cargo Vessels or General Tankers
An area bounded by a line joining (a) to (d) and (e) to (g), (d) to (e) lining along the circle designated 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		

Water Areas for Maneuvering Vessels to /from the Sea Berths

ENEOS Ogishma 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 の地点
(b) 35° 29' 03" N 139° 46' 56" E の地点
(c) 35° 29' 37" N 139° 47' 24" E の地点
(d) 35° 29' 23" N 139° 47' 55" E の地点
(e) 35° 28' 33" N 139° 47' 26" E の地点

Kawasaki Sea Berth

A circle with a radius of 6 0 0 m centered the position 35° 28' 01" N 139° 46' 05" E

JERA Ogishima Sea Berth

An area bounded by a line joining (a) to (b) (described below)and lining along the circle with a radius of 6 2 0 m centered the position

(a) 35° 28' 18" N 139° 44' 46" E の地点
(b) 35° 27' 44" N 139° 44' 52" E の地点

Tokyo Gas Ogishima Sea Berth

A circle with a radius of 5 2 0 m centered the position 35° 27' 32" N 139° 43' 18" E

The Sea Area for the Reinforcing Anti-Dragging 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 Ogishima LNG Berth" and "Minami-Honmoku Hama Road."
(Excluding navigation routes and some sea areas)

● The Recommendations on the Reinforcing Anti-Dragging-Anchor Measures

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]

- ① execute the Reinforcing Anti-Dragging-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;
- ② 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
- ③ 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 (otherthan 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-Dragging-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-Dragging-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-Dragging 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