To the Members

Prevent Dragging Anchor during Typhoon Seasons—Guide to Harborage in Tokyo Bay During Stormy Weather

We have obtained the Guide to Harborage in Tokyo Bay During Stormy Weather June 2020 issued by Tokyo Wan Association for Marine Safety. As for the preventing measures for dragging anchoring in the guide, Captain Okada, our loss prevention department, participated in the meeting to establish the preventing measures as a technical adviser.

When approaching a typhoon, we would urge members to provide safety measures against rough sea, obtaining the latest weather information such as a maximum instantaneous wind speed, a storm warning area, a projected path and so on. Vessels staying at anchorages to avoid typhoons should take appropriate measures against dragging anchor including engine stand-by in advance.

For your reference, please refer to our Loss Prevention Bulletins No.25 “Preventing an Anchor from Dragging”, No.43 “Dragging Anchor – Case Studies and Preventive Measures”.

We wish you a pleasant voyage.

Yours faithfully,

The Japan Ship Owners’ Mutual Protection & Indemnity Association

Attachment: The Guide to Harborage in Tokyo Bay During Stormy Weather issued by Tokyo Wan Association for Marine Safety
Let’s reinforce measures to prevent dragging anchor when a dragging anchor warning is issued. Evacuate from the bay “1” before the typhoon approaches, in order to ensure the safety of your ship and prevent dragging anchor accidents in Tokyo Bay.

“1” 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:

<table>
<thead>
<tr>
<th>Port name</th>
<th>Wind direction</th>
<th>Wind speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keihin Port</td>
<td>Wind blowing from south</td>
<td>Average 10 m/s or more</td>
</tr>
<tr>
<td></td>
<td>Wind blowing from other direction</td>
<td>Average 15 m/s or more</td>
</tr>
<tr>
<td>Chiba Port</td>
<td>Wind blowing from south to NorthWest</td>
<td>Average 10 m/s or more</td>
</tr>
<tr>
<td></td>
<td>Wind blowing from other direction</td>
<td>Average 15 m/s or more</td>
</tr>
<tr>
<td>Yokosuka Port</td>
<td>—</td>
<td>Average 15 m/s or more</td>
</tr>
</tbody>
</table>

Even when 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:

<table>
<thead>
<tr>
<th>Port name</th>
<th>Subject vessels</th>
<th>Details of advisory</th>
</tr>
</thead>
<tbody>
<tr>
<td>Keihin Port</td>
<td>Vessels with gross tonnage of 3,000 tons or more</td>
<td>Must evacuate to outside of breakwater.</td>
</tr>
<tr>
<td>Keihin Port</td>
<td>Vessels with gross tonnage of 1,000 tons or more</td>
<td>Must evacuate to outside of breakwater.</td>
</tr>
<tr>
<td>Chiba Port</td>
<td>Vessels with gross tonnage of 500 tons or more</td>
<td>Must leave berth or pier and evacuate.</td>
</tr>
<tr>
<td>Yokosuka Port</td>
<td>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</td>
<td>Must evacuate port or reinforce mooring.</td>
</tr>
</tbody>
</table>

Contact

In case of accident or other emergency >>> 118

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

https://www.m5.kaiho.mlit.go.jp/03kanku/keihou_kaijou.html
Guide to ocean-going vessels harboring in Tokyo Bay during stormy weather

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.

Sea area around Tokyo International Airport

Area within 2 nautical miles of Tokyo International Airport (excluding traffic routes and some portions)

When wind speeds of 20 m/s or more are expected due to approaching typhoon or other reason

[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.

Sea area around Tokyo Bay Aqua Line

Area within a 2 nautical mile radius of the Kazenoto and Umihotaru (excluding the anchoring restricted area and some sea areas)

[Recommendations for enhanced measures against dragging anchor]
Within a 2-miles radius area of [the Tokyo Gas & JERA Ogishima LNG Berth] and [Minami-Honnoku Hama Road].

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

[Summary]
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 chain properly.
2. Making efforts of early detection and early resolution of dragging anchor, 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 (disposal and multiple recommendations).

[Order from the Port Captain]
1. All the recommendations in 1 and 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)]
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).

[Summary]
1. Vessels shall not anchor in Reinforced dragging anchor prevention area.
2. Vessels are to leave the area when the anchoring in the anchoring areas 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 2, an order shall be issued to leave the area where enhanced measures have done to prevent dragging anchor.

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, etc.

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