

To be kept at a visible location in the navigation bridge and other areas accessible to crew members.

# Port Entry Manual for Port of Yokohama

July 2011

PORT & HARBOR BUREAU,  
CITY OF YOKOHAMA

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# Port Entry Manual for Port of Yokohama

***Compulsory application for pilot is required for ships of 3,000 G/T or more***, except ships loaded with dangerous goods.

***Compulsory application for pilot on ships loaded with dangerous goods*** is required ***for those of 300 G/T and more***.

We appeal to all ships to observe port laws and regulations, especially above, for the safety of navigation in Yokohama Kawasaki Section.

- (1) VHF radio communication and reporting
- ***Please listen to VHF radio (16ch) , and respond to any call.***  
Please use 16ch for Calls and Responses only , and use other channel (11,12,14,18,20ch) for Communication.
  - Make sure that talking switch of VHF radio is completely reset after communication to prevent from Masking.

| Call sign                        | Calls and Responses | Communication       | Remarks  |
|----------------------------------|---------------------|---------------------|--|
| Keihin Harbor Radar              | 16ch                | 14ch                | Message of traffic control to Maritime Safety Agency ( Port Traffic Control Office ) |
| Yokohama Harbor Sea Patrol Radio | 16ch                | 12ch                |  |
| Yokohama Sea Patrol Radio        | 16ch                | 12ch                | Security message to Maritime Safety Agency   |
| Yokohama Port Radio              | 16ch                | 11ch · 18ch<br>20ch | Port message to the Master of the Port of Yokohama or Kawasaki                       |

○ Reporting the movement of vessel

- Vessel should report the movement to yokohama port radio in the following manner.
- Vessel entering or leaving Yokohama should contact “YOKOHAMA PORT RADIO”

| Type of report  | Reporting time   | Reported content  | Reporting / a confirmation matter to VESSEL   |
|-----------------|--|---|---|
| ETA Report      | <ul style="list-style-type: none"> <li>▪ 3 hours before arriving</li> <li>▪ After leaving another port (outgoing vessel in Tokyo Bay)</li> </ul> | <ul style="list-style-type: none"> <li>▪ ETA at outer harbor</li> </ul>             | <ul style="list-style-type: none"> <li>▪ Pilot information / Tug name</li> <li>▪ Traffic control information</li> <li>▪ Berthing schedule and berthing side</li> </ul>      |
| Arrival Report  | <ul style="list-style-type: none"> <li>▪ Just arriving at outer harbor</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Arriving outer harbor report</li> </ul>    | <ul style="list-style-type: none"> <li>▪ Arrangement of line handling and line boat</li> <li>▪ Traffic control information</li> <li>▪ Vessel traffic information</li> </ul> |
|                 | <ul style="list-style-type: none"> <li>▪ Make fast to berth</li> </ul>   | <ul style="list-style-type: none"> <li>▪ Berthing time</li> </ul>                   |   |
| Shifting Report | <ul style="list-style-type: none"> <li>▪ Shortly before heaving up anchor</li> </ul>   |   | <ul style="list-style-type: none"> <li>▪ Arrangement of line handling and line boat</li> <li>▪ Berth flag</li> </ul>  |
|                 | <ul style="list-style-type: none"> <li>Anchor a weigh</li> </ul>   | <ul style="list-style-type: none"> <li>▪ Starting time</li> </ul>                   | <ul style="list-style-type: none"> <li>▪ Traffic control information</li> <li>▪ Vessel traffic information</li> </ul>   |
| Leaving Report  | <ul style="list-style-type: none"> <li>▪ 30 minutes before departure</li> </ul>  | <ul style="list-style-type: none"> <li>▪ ETD report</li> <li>▪ Next port</li> </ul> | <ul style="list-style-type: none"> <li>▪ Traffic control information</li> </ul>   |
|                 | <ul style="list-style-type: none"> <li>▪ single up</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Standby for departure report</li> </ul>    | <ul style="list-style-type: none"> <li>▪ Vessel traffic information</li> </ul>  |
| other           | <ul style="list-style-type: none"> <li>▪ As required</li> </ul>  |   | <ul style="list-style-type: none"> <li>▪ Construction information</li> <li>▪ Other harbor information</li> </ul>  |

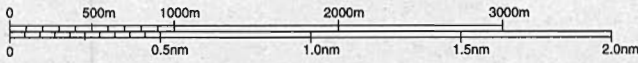
《 NOTE 》

- Vessels when first entering Yokohama Port are requested to report LOA and BTB (to decide berthing position)
- Thruster conditions need to be confirmed (Vessels which a tugboat assists for )

# 横浜港バース位置図

## Berth arrangement of Ports of Yokohama

縮尺 (約) 1:32,500



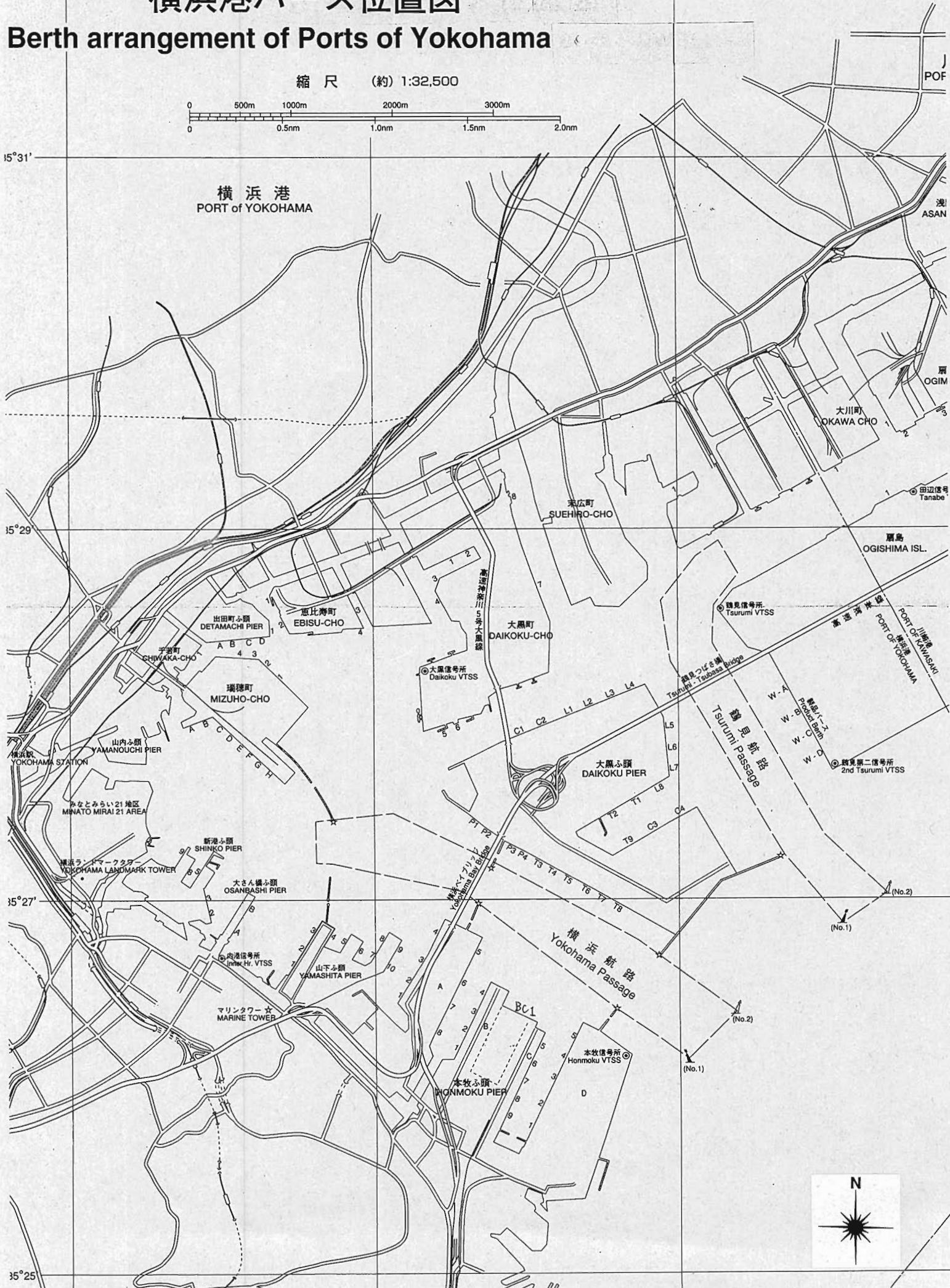
15°31'

横浜港  
PORT of YOKOHAMA

15°29'

15°27'

15°25'



## 2 Application for pilot and arrangement of tug boat

- (1) Ships of 3,000G/T and more shall apply for “pilots” on board, when entering or departing from Yokohama Kawasaki Section.
- (2) Ships of 300G/T and more, which are L.P.G. carriers, oil tankers or ships loaded dangerous goods, must apply for “pilots” on board, when entering or departing from Yokohama Kawasaki Section.  
(\*”Ships carrying dangerous goods”; Details of L.P.G. carriers, oil tankers or ships carrying dangerous goods: see Attachment 1.)
- (3) Captains who have experiences entering Yokohama Section twice or less during the past one year, and captains who are going to enter or depart from Yokohama Section during a congested time (0600~0800、1600~1800) should apply for “pilots” and “tug boats” as required.
- (4) Captains who do not employ pilot on board should arrange for “tug boats” as applicable as possible.

### 3 Notices on Entry and Departure

(1) Compliance

***Ships must comply with Port Regulations Law and other related laws and regulations*** (see Attachment 2), and act in accordance with this manual.

(2) Preparation of charts

Ships ***must be equipped with the latest (revised) charts*** of the Port of Yokohama and the Port of Kawasaki. The essential charts for entering these ports are as follows;

| Port of destination | The essential charts (chart No.)  |
|---------------------|---|
| Port of Yokohama    | MIDDLE PART of TOKYO WAN [W1062] , YOKOHAMA [W66]<br>※In addition to these two charts, ships which intend to enter Negishi Wan must be equipped with chart of “NEGISHI” W1085]<br>MIDDLE PART of TOKYO WAN [W1062] , KAWASAKI [W67] |

(3) Traffic Control Signal(Yokohama Passage,Tsurumi Passage)

***Be sure to observe traffic control signals.***

- Location of vessel traffic Signal Stations (VTSS) and meanings of Signals for Yokohama Passage.  
See Attachment 3
- You can check the schedule of inbound and outbound transits of controlled vessels by using the Maritime Information and Communication Systems (MICS) operated by the Yokohama Coast Guard Office.  
URL:[http://www.kaiho.mlit.go.jp/03kanku/h22houkaisei/pdf/guide3\\_e.pdf](http://www.kaiho.mlit.go.jp/03kanku/h22houkaisei/pdf/guide3_e.pdf)
- Location of Vessel Traffic Signal Stations (VTSS), Meaning of Signals and Mode of Navigation for Tsurumi Passage. See Attachment 4

(4) Indication Flag for Berth

Ships entering the port must ***display*** designated ***course signals***.

(5) Anchorage

If anchorage position is ***designated***, anchor at ***exact position***.

See Attachment 7

(6) Docking Procedures

- In principle,vessels should head in the direction of the dock and follow the berth Captain's instructions for the appointed bridge position.("N"flag or Green Light at night)
- Vessel should not drop anchor where it interferes with other vessel's docking or leaving.
- Vessel should not damage harbor facilities when docking / leaving.

(7) On-Dock Rules

- Vessel should leave the dock or take other appropriate measures at once in the event of danger such a fire etc.
- Vessel should prepare to take refuge any time there is a report of threatening weather.
- Vessel should not abandon unwanted articles from the ship or cargo operation on the berth or in the sea.

(8) Others

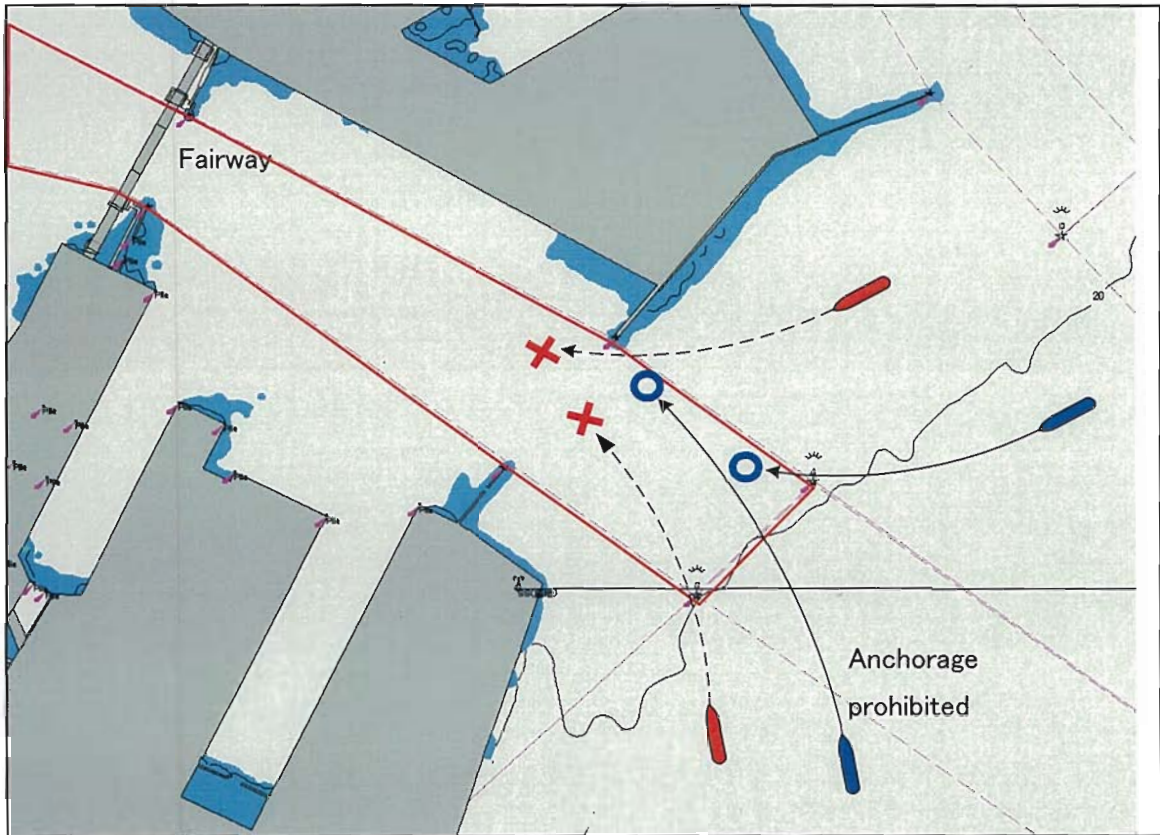
***Vessel should follow directions from the Captain of the Port and Harbor Bureau.***

#### 4 Examples of improper navigation

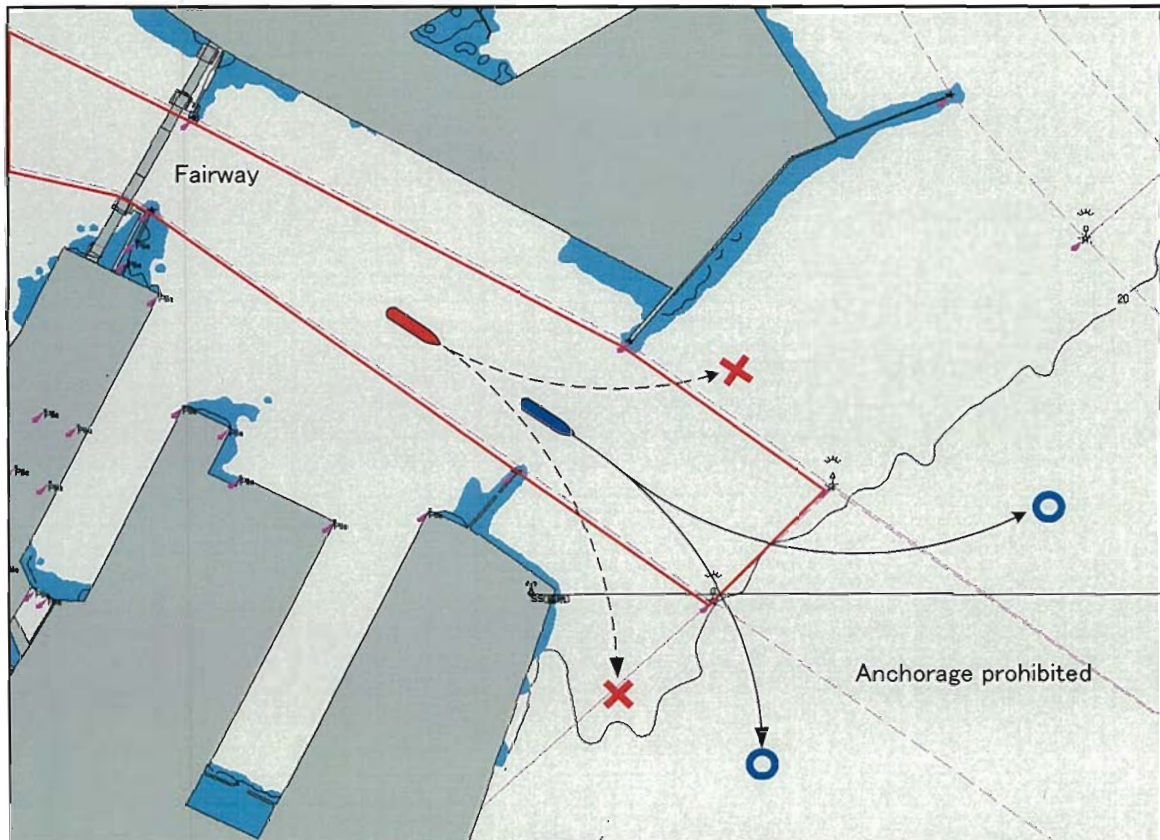
① Entering fairway en route to the port

✗ Incorrect Path

○ Correct Path

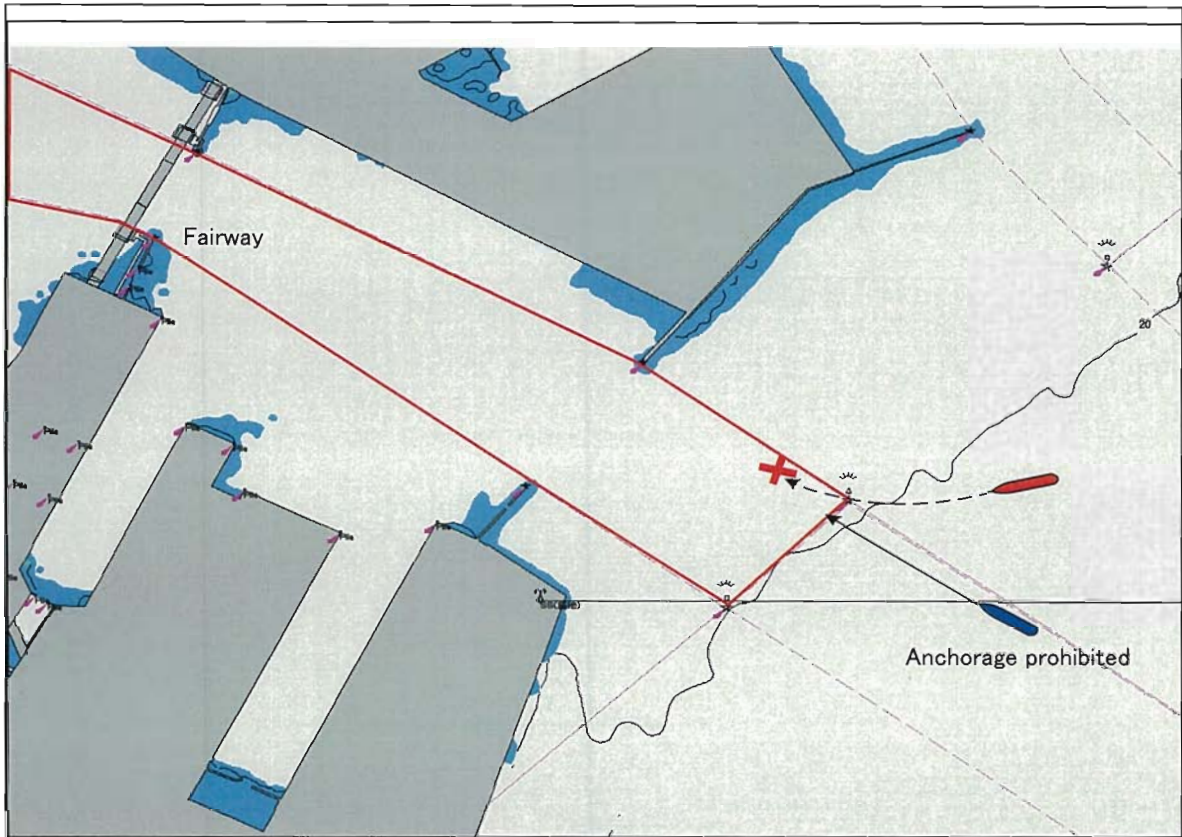


② Departing from the Passage en route shifting

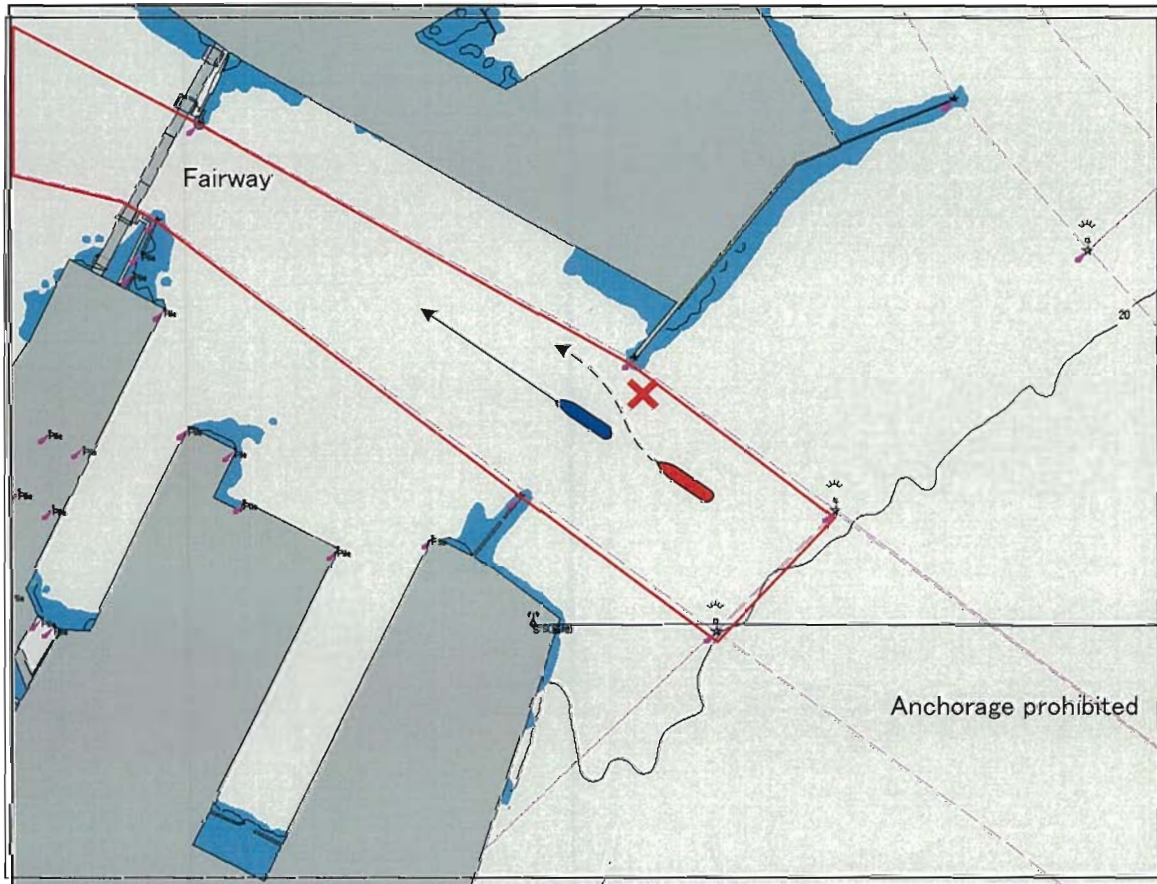


③ Cutting in front of a ship in vicinity of entrance of the Passage

✗ Incorrect Path

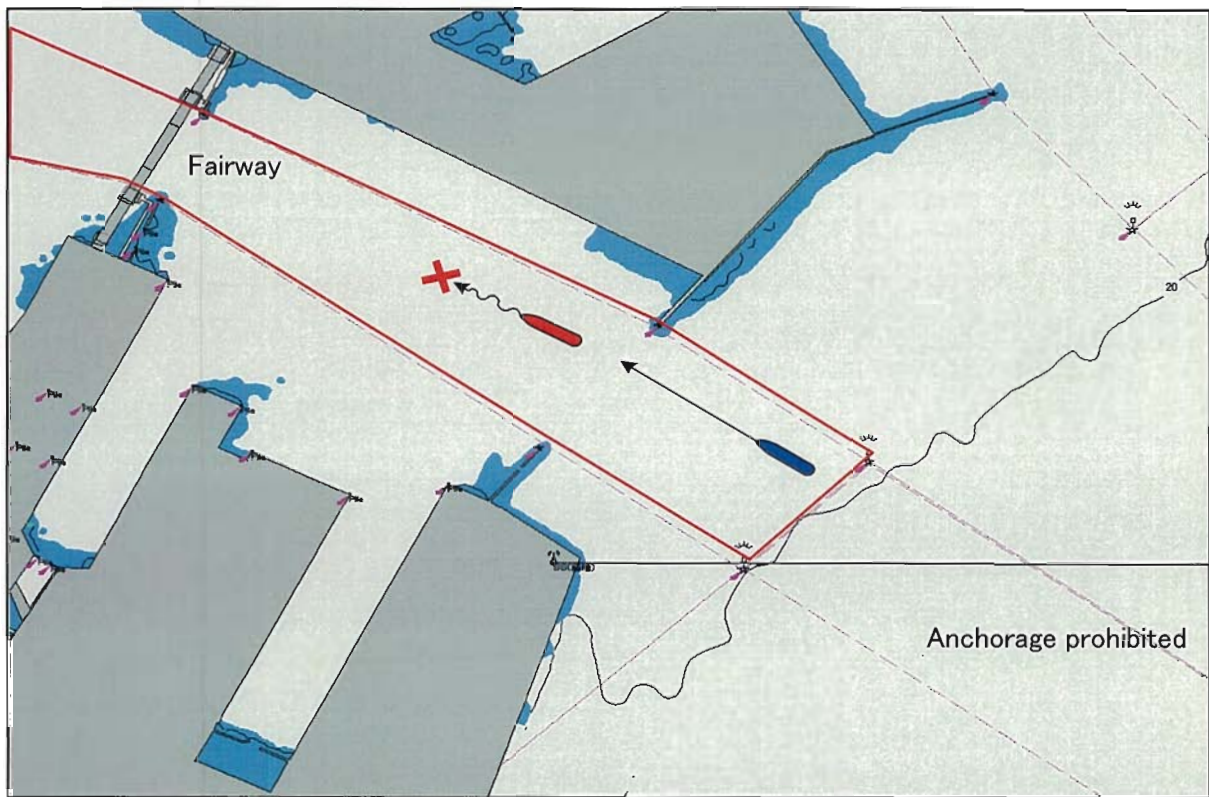


④ Overtaking

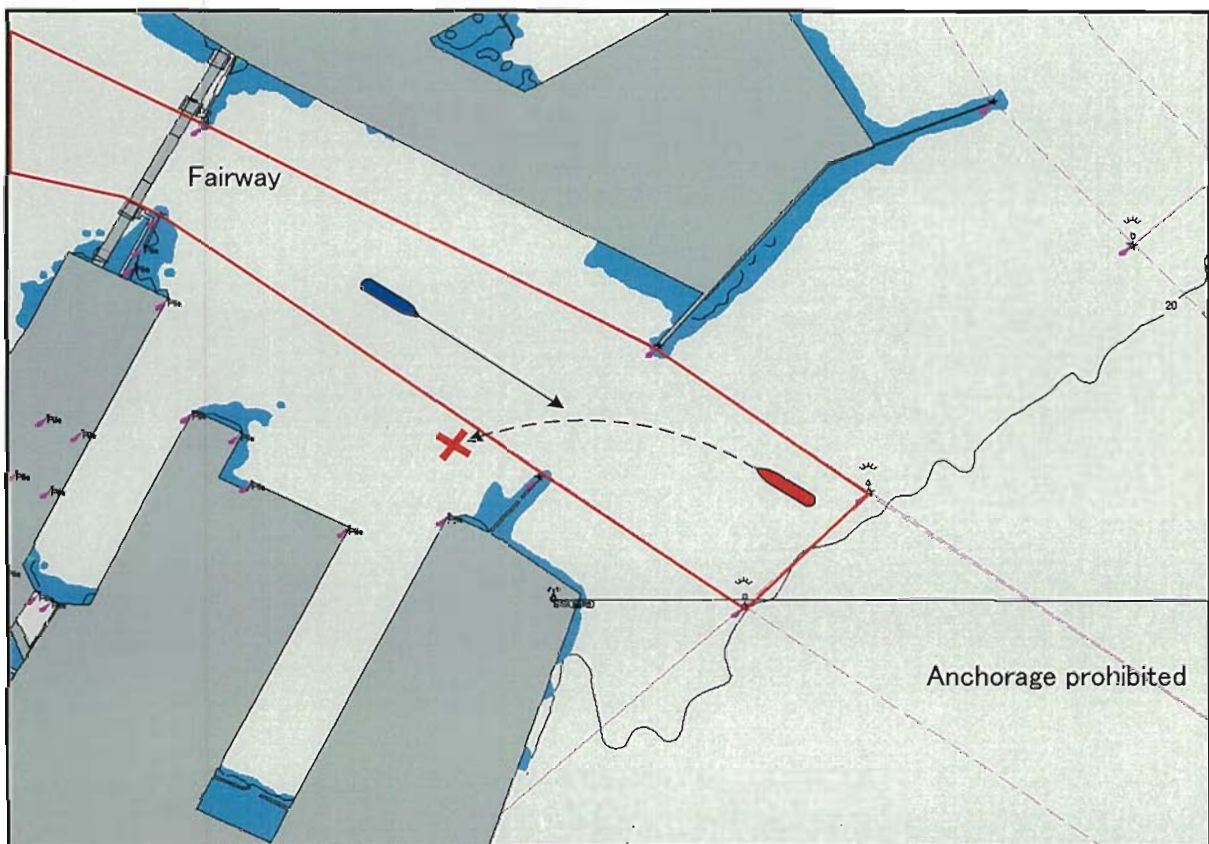


⑤ Slowdown navigation within the passage

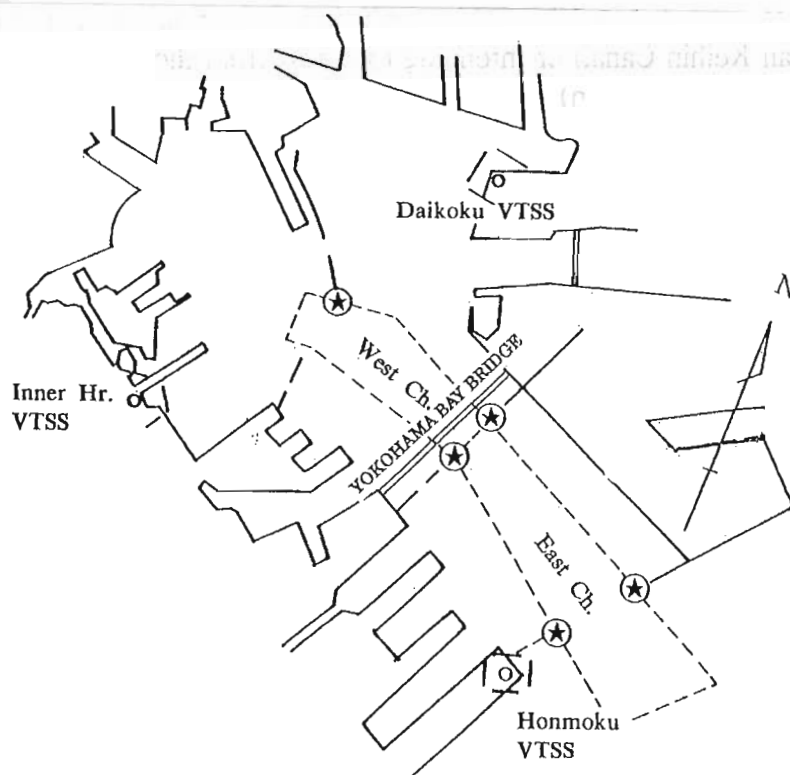
✗ Incorrect Path



⑥ Crossing within the Passage



## 5 【Location of vessel traffic Signal Station (VTSS) for Yokohama Passage】



【Meanings of Signals for Yokohama Passage】

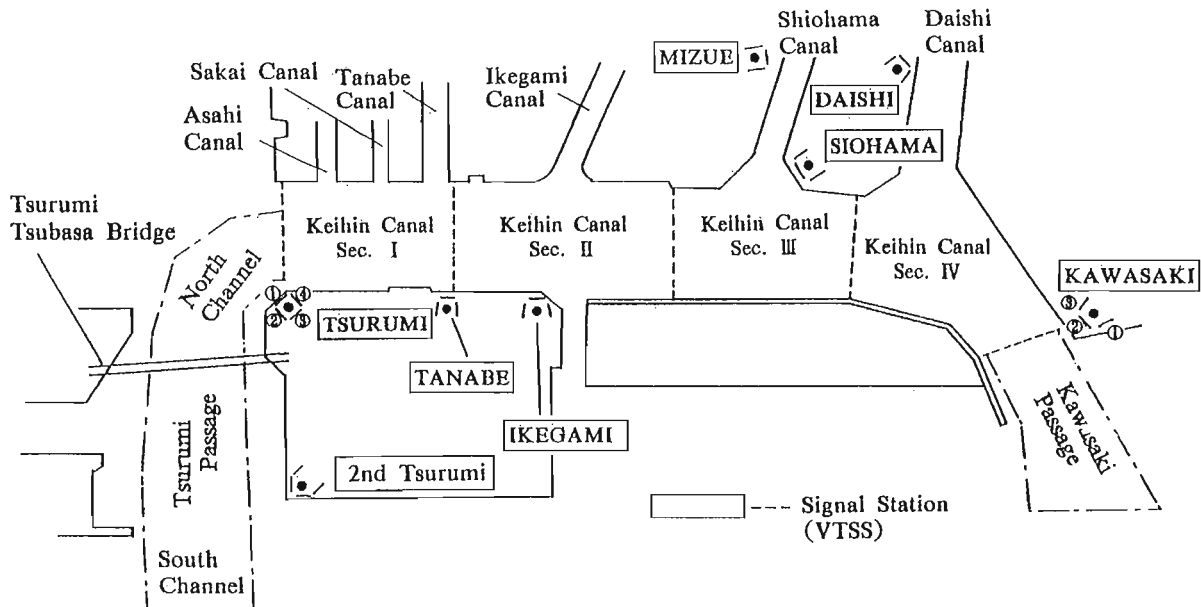
| Signal                               | Symbol                  | Signal Code          | Meaning   |
|--------------------------------------|-------------------------|----------------------|---|
| Blinking I                           | I'                      | Entering Signal (IN) | <ul style="list-style-type: none"> <li>Incoming vessel may enter the channel.</li> <li>Outgoing vessel of 50m long or more in length (except vessels less than 500G/T) shall not enter the channel.</li> </ul>  |
| Blinking O                           | O'                      | Leaving Signal (OUT) | <ul style="list-style-type: none"> <li>Outgoing vessel may enter the channel</li> <li>Incoming vessel of 50m long or more in length (except vessels less than 500G/T) shall not enter the channel.</li> </ul>   |
| Blinking F                           | F'                      | Free Signal (FREE)   | <ul style="list-style-type: none"> <li>Both incoming and outgoing vessel of 160m long or more in length (Tanker of 1,000G/T or more) shall not enter the channel.</li> <li>Other vessels may enter the channel.</li> </ul>  |
| Lighting X                           | X'                      | Restrictive Signal   | <ul style="list-style-type: none"> <li>No vessel shall enter the channel except the vessels permitted by Captain of the Port.</li> </ul>  |
| Alternate Lighting X and next signal | X' I'<br>X' O'<br>X' F' | Caution Signal       | <ul style="list-style-type: none"> <li>Vessel already in the channel may continue navigating.</li> <li>Vessel of 50m long or more in length (except vessels less than 500G/T) shall wait out of the channel keeping out of the way of other vessels in the channel.</li> <li>Signal will be changed to I ( or O' or F' ) soon.</li> </ul> |

|            |    |  |
|------------|----|--|
| Blinking X | X' | <ul style="list-style-type: none"> <li>• Vessels already in the channel may continue navigating.</li> <li>• All vessels shall wait out of the channel and keep out of the way of other vessels in the channel .</li> <li>• Signal will be changed to X soon</li> </ul> |
|------------|----|--|

※The signal is indicated in an alphabetical letter on the electric panel.

※"Tanker" means the vessel carrying crude oil,liquefied petroleum gas (LPG) or liquid with the ignition point below 23 °C/73.4° F , and the vessel is not free from any inflammable gas.

## 6 Location of vessel traffic Signal Stations (VTSS) for Tsurumi Passage






### 【 Meanings of Signals for Tsurumi Passage 】

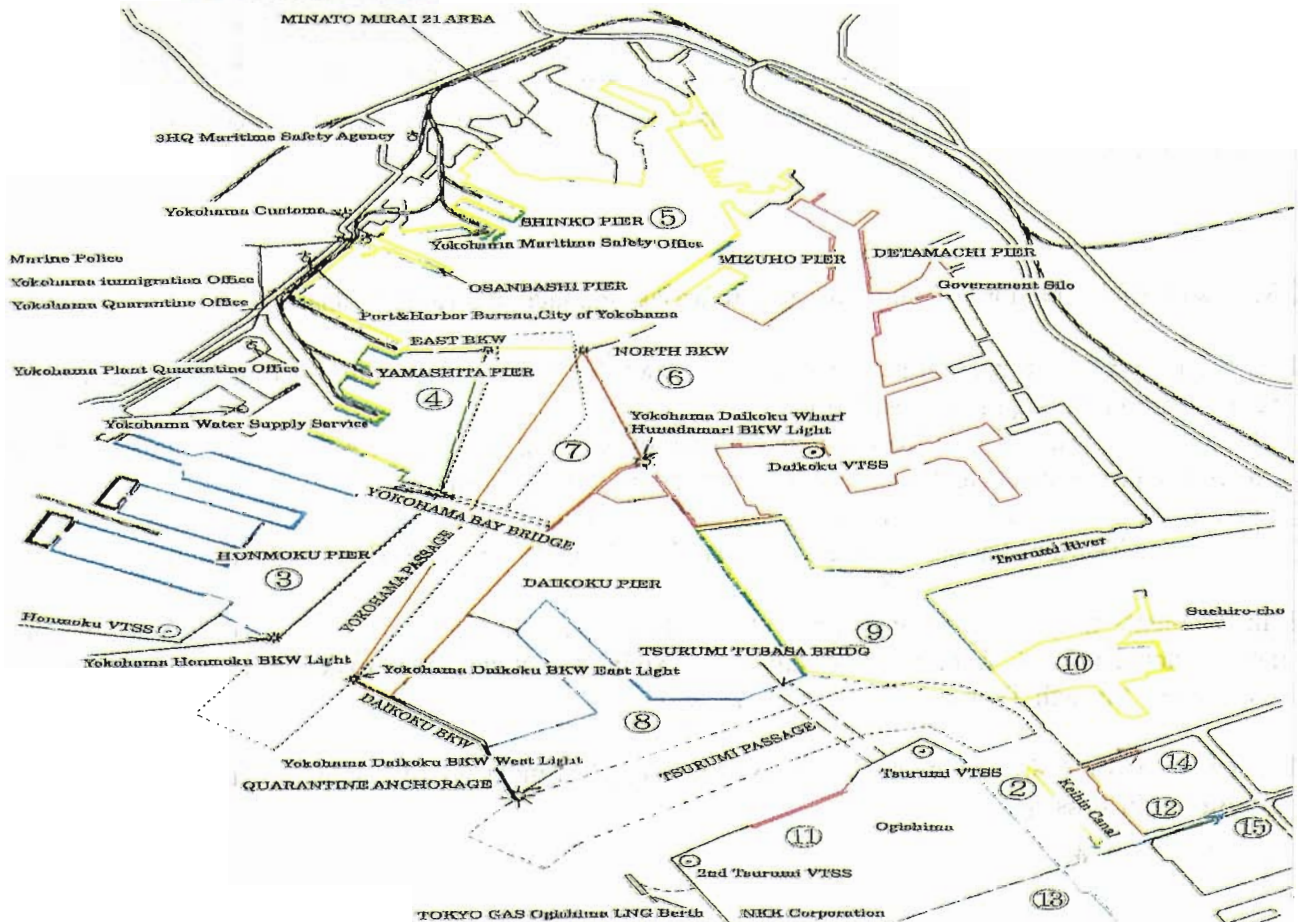
| Signal     | Symbol | Signal Code          | Meaning  |
|------------|--------|----------------------|--|
| Blinking I | I'     | Entering Signal (IN) | <ul style="list-style-type: none"> <li>Incoming vessel may enter.</li> <li>Outgoing vessel of 1,000 G/T or more shall not enter.</li> </ul>  |
| Blinking O | O'     | Leaving Signal (OUT) | <ul style="list-style-type: none"> <li>Outgoing vessel may enter.</li> <li>Incoming vessel of 1,000 G/T or more shall wait out of the passage keeping out of the way of outgoing vessels in the passages</li> </ul>  |
| Blinking X | X'     | Caution Signal       | <p>【Tsurumi Passage ( South Channel )】</p> <ol style="list-style-type: none"> <li>Vessel already in the Channel may continue navigating.</li> <li>Vessel out of the Channel shall wait out of the channel keeping out of the way other vessels in the channel.</li> <li>Outgoing vessel navigating the North Channel may enter.</li> </ol> <p>【Tsurumi Passage ( North Channel )】</p> <ol style="list-style-type: none"> <li>Vessel already in the channel may continue navigating.</li> <li>Vessel out of the Channel shall wait out of the Channel keeping out of the way of other vessels in the Channel.</li> <li>Outgoing vessel navigating Sec. I of Keihin Canal may</li> </ol> |
| Lighting X | X      | Restrictive Signal   | <p>【Tsurumi Passage ( South Channel )】</p> <ol style="list-style-type: none"> <li>No vessel shall enter the Channel except the vessels permitted by Captain of the Port.</li> <li>Outgoing vessel navigating the North</li> </ol>  |

|  |  |  |  |
|--|--|--|--|
|  |  |  | <p>Channel may enter.</p> <p><b>【Tsurumi Passage ( North Channel )】</b></p> <ol style="list-style-type: none"><li>1. No vessel shall enter the Channel except the vessels permitted by Captain of the Port.</li><li>2. Outgoing vessel navigating Sec. I of Keihin Canal may enter when No.④ signal panel of Tsurumi VTSS indicates T or T'.</li></ol> |
|--|--|--|--|

# 7 Indication Flog for Berth in the Port of Yokohama

【 Indication Flag for Berth in the Port of Yokohama 】

| To be Lifting Signal Flag for berth | Remark  | Meaning of Signal Flag  |
|-------------------------------------|---|---|
| 1st-E                               |    | ① Proceed to east mouth of Keihin Canal and navigate through Keihin Canal.  |
| 1st-W                               |    | ② Proceed to west mouth of Keihin Canal and navigate through Keihin Canal.  |
| 2nd-H-M                             |    | ③ Proceed to berth south side of the line drawn from Yokohama Honmoku Breakwater Light to Yokohama Outer Breakwater South Light.                                    |
| 2nd-Y                               |    | ④ Proceed to berth south side of the line drawn from Yokohama Outer Breakwater South Light to northern extremity of Yokohama East Breakwater.                       |
| 2nd-O-S                             |    | ⑤ Proceed to berth west side of the line drawn from north extremity of Yokohama East Breakwater to Yokohama North Breakwater Light.                                 |
| 2nd-D                               |    | ⑥ Proceed to berth north side of the line drawn from Yokohama North Breakwater Light to Yokohama Daikoku wharf Hunadamari Breakwater Light.                         |
| 2nd-D-S                             |    | ⑦ Proceed to berth Daikoku wharf north side of the line drawn from Yokohama North Breakwater Light to Yokohama Daikoku Breakwater West Light.                       |
| 2nd-D-E                             |    | ⑧ Proceed to berth west side of the line drawn from Yokohama Daikoku Breakwater East Light to northeastern extremity of Daikoku wharf.                              |
| 2nd-D-N                             |    | ⑨ Proceed to berth west side of the line drawn from northeastern extremity of Daikoku wharfter in Section No. II to southeastern extremity of 1-chome, Suehiro-cho. |
| 2nd-S-H                             |    | ⑩ Proceed to berth north side of the line drawn from southeastern extremity of 1-chome, Suehiro-cho in Section No. IV to southwestern 2-chome, Suehiro-cho.         |
| 2nd-K                               |    | ⑪ Proceed to berth Kihinn Works of NKK Corporation in Section No. II  |
| 2nd-A-Z                             |    | ⑫ Proceed to Anzen-cho 2-chome South berth in Section No. IV  |
| 2nd-O-N                             |    | ⑬ Proceed to berth North side Ogishima in Section No. IV.   |
| 2nd-A-U                             |   | ⑭ Proceed to Asahi Canal.   |
| 2nd-S-U                             |  | ⑮ Proceed to Sakai Canal.   |

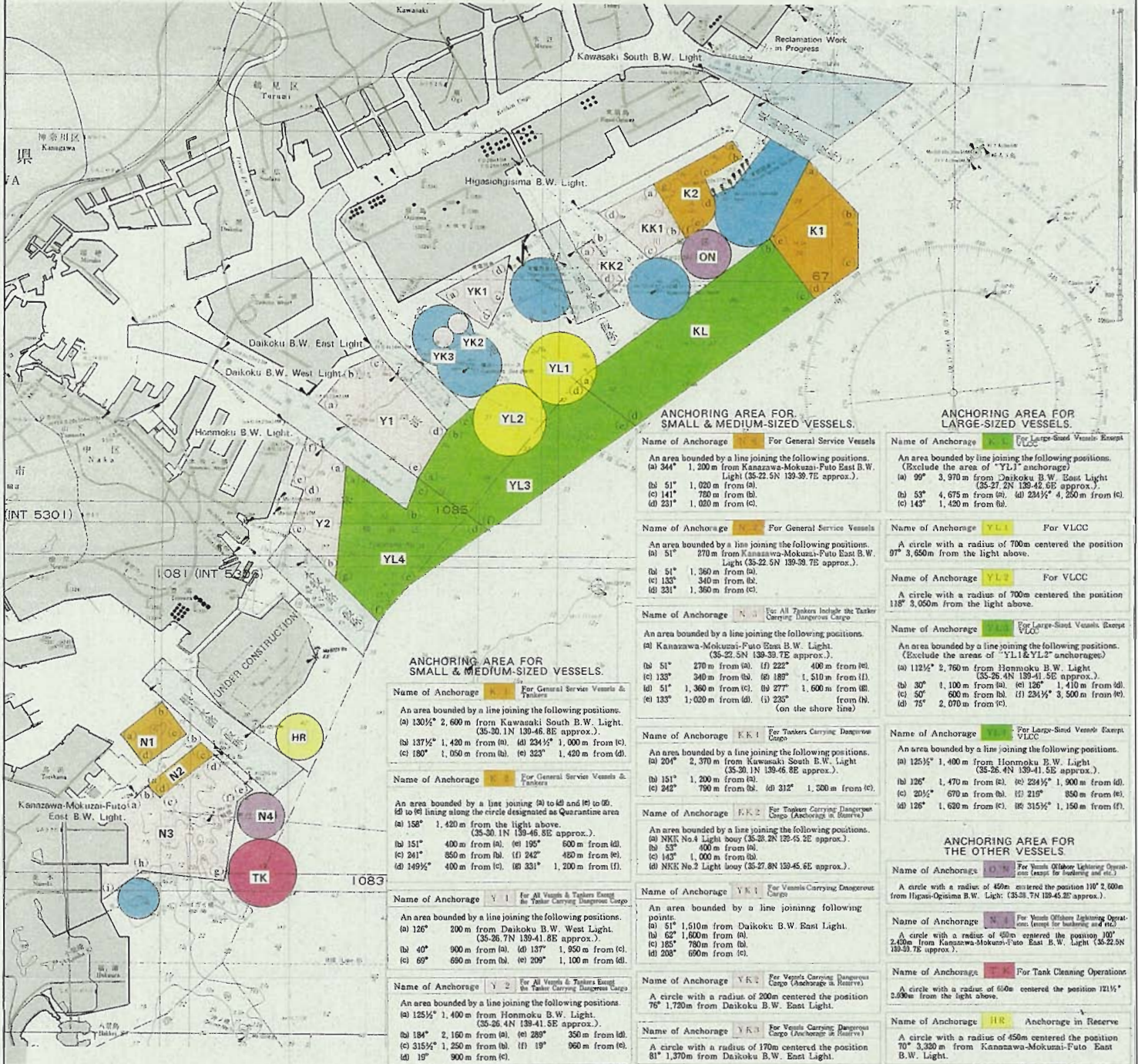


# NOTICE to Mariners for Anchorages of "VESSELS CARRYING DANGEROUS CARGO" and "GENERAL SERVICE VESSELS" in the Port of Yokohama and the Port of Kawasaki

Attachment 8

Anchorages are to be designated by Captain of the Port according to the figure since June 1, 1998. Vessels, intending to anchor in the area, must do so according to the following remarks.

Reproduction of Hydrographic Publication  
Maritime Safety Agency Approval No. 100301  
(Please do not use for navigation)



### ANCHORING AREA FOR SMALL & MEDIUM-SIZED VESSELS

- Name of Anchorage** For General Service Vessels & Tankers
- An area bounded by a line joining the following positions.
- (a) 130°/2' 2,600 m from Kawasaki South B.W. Light (35-30.1N 139-46.8E approx.).
- (b) 137°/2' 1,420 m from (a). (d) 234°/2' 1,000 m from (c).
- (c) 180° 1,050 m from (b). (e) 323° 1,420 m from (d).
- Name of Anchorage** For General Service Vessels & Tankers
- An area bounded by a line joining (a) to (d) and (e) to (d), (d) to (e) lining along the circle designated as Quarantine area.
- (a) 158° 1,420 m from the light above (35-30.1N 139-46.8E approx.).
- (b) 151° 400 m from (a). (e) 195° 600 m from (d).
- (c) 241° 850 m from (b). (f) 242° 450 m from (e).
- (d) 149°/2' 400 m from (c). (g) 331° 1,200 m from (f).
- Name of Anchorage** Y 1 For All Vessels & Tankers Except the Tankers Carrying Dangerous Cargo
- An area bounded by a line joining the following positions.
- (a) 126° 200 m from Daikoku B.W. West Light (35-26.7N 139-41.8E approx.).
- (b) 40° 900 m from (a). (d) 137° 1,950 m from (c).
- (c) 69° 690 m from (b). (e) 209° 1,100 m from (d).
- Name of Anchorage** Y 2 For All Vessels & Tankers Except the Tankers Carrying Dangerous Cargo
- An area bounded by a line joining the following positions.
- (a) 125°/2' 1,400 m from Hommoku B.W. Light (35-26.4N 139-41.5E approx.).
- (b) 184° 2,160 m from (a). (e) 289° 350 m from (d).
- (c) 315°/2' 1,250 m from (b). (f) 19° 960 m from (e).
- (d) 19° 900 m from (c).

### ANCHORING AREA FOR SMALL & MEDIUM-SIZED VESSELS

- Name of Anchorage** For General Service Vessels
- An area bounded by a line joining the following positions.
- (a) 344° 1,200 m from Kanazawa-Mokuzai-Futo East B.W. Light (35-22.5N 139-39.7E approx.).
- (b) 51° 1,020 m from (a).
- (c) 141° 790 m from (b).
- (d) 231° 1,020 m from (c).
- Name of Anchorage** For General Service Vessels
- An area bounded by a line joining the following positions.
- (a) 51° 270 m from (a). (f) 222° 400 m from (e).
- (b) 51° 1,360 m from (a).
- (c) 133° 340 m from (b).
- (d) 231° 1,360 m from (c).
- Name of Anchorage** For All Tankers Including the Tankers Carrying Dangerous Cargo
- An area bounded by a line joining the following positions.
- (a) Kanazawa-Mokuzai-Futo East B.W. Light (35-22.5N 139-39.7E approx.).
- (b) 51° 270 m from (a). (f) 222° 400 m from (e).
- (c) 133° 340 m from (b). (g) 189° 1,510 m from (f).
- (d) 51° 1,360 m from (a). (h) 277° 1,600 m from (g).
- (e) 133° 1,020 m from (d). (i) 235° from (h) (on the shore line).
- Name of Anchorage** F.K. 1 For Tankers Carrying Dangerous Cargo
- An area bounded by a line joining the following positions.
- (a) 204° 2,370 m from Kawasaki South B.W. Light (35-30.1N 139-46.8E approx.).
- (b) 151° 1,200 m from (a). (d) 312° 1,300 m from (c).
- (c) 242° 790 m from (b).
- Name of Anchorage** F.K. 2 For Tankers Carrying Dangerous Cargo
- An area bounded by a line joining the following positions.
- (a) NKI No.4 Light buoy (35-28.2N 139-45.2E approx.).
- (b) 53° 400 m from (a).
- (c) 143° 1,000 m from (b).
- (d) NKI No.2 Light buoy (35-27.8N 139-45.6E approx.).

### ANCHORING AREA FOR LARGE-SIZED VESSELS

- Name of Anchorage** For Large-Sized Vessels Except VLCC
- An area bounded by line joining the following positions. (Exclude the area of "YL" anchorage)
- (a) 99° 3,970 m from Daikoku B.W. East Light (35-27.2N 139-42.6E approx.).
- (b) 53° 4,675 m from (a). (d) 234°/2' 4,250 m from (c).
- (c) 143° 1,420 m from (b).
- Name of Anchorage** YL1 For VLCC
- A circle with a radius of 700m centered the position 07° 3,650m from the light above.
- Name of Anchorage** YL2 For VLCC
- A circle with a radius of 700m centered the position 118° 3,050m from the light above.
- Name of Anchorage** For Large-Sized Vessels Except VLCC
- An area bounded by a line joining the following positions. (Exclude the areas of "YL1&YL2" anchorages)
- (a) 112°/2' 2,750 m from Hommoku B.W. Light (35-26.4N 139-41.5E approx.).
- (b) 30° 1,100 m from (a). (e) 126° 1,410 m from (d).
- (c) 50° 800 m from (b). (f) 234°/2' 3,500 m from (e).
- (d) 75° 2,070 m from (c).
- Name of Anchorage** For Large-Sized Vessels Except VLCC
- An area bounded by a line joining the following positions. (Exclude the areas of "YL1&YL2" anchorages)
- (a) 125°/2' 1,400 m from Hommoku B.W. Light (35-26.4N 139-41.5E approx.).
- (b) 126° 1,470 m from (a). (e) 234°/2' 1,900 m from (d).
- (c) 205°/2' 670 m from (b). (f) 219° 850 m from (e).
- (d) 126° 1,630 m from (c). (g) 315°/2' 1,150 m from (f).

### ANCHORING AREA FOR THE OTHER VESSELS

- Name of Anchorages** For Vessels Without Lightening Operations (except for bunkering and etc.)
- A circle with a radius of 450m centered the position 110° 2,600m from Higashi-Ohshima B.W. Light (35-29.7N 139-45.2E approx.).
- Name of Anchorage** For Vessels Without Lightening Operations (except for bunkering and etc.)
- A circle with a radius of 450m centered the position 107° 2,000m from Kanazawa-Mokuzai-Futo East B.W. Light (35-22.5N 139-39.7E approx.).
- Name of Anchorages** For Tank Cleaning Operations
- A circle with a radius of 650m centered the position 121°/2' 2,000m from the light above.
- Name of Anchorage** HR Anchorage in Reserve
- A circle with a radius of 450m centered the position 70° 3,330m from Kanazawa-Mokuzai-Futo East B.W. Light.

**\*REMARKS\***

- "GENERAL SERVICE VESSELS" of 500G.R.T or more and all "VESSELS CARRYING DANGEROUS CARGO" must anchor in anchorage mentioned above after obtaining permission from Captain of the Port, KEIHIN. "GENERAL SERVICE VESSELS" of less than 500G.R.T must anchor in Y1/Y2 anchorage or the other "AREA FOR SMALL AND MEDIUM-SIZED VESSELS".
- "ALL VESSELS" of 10,000G.R.T or more and/or of 150m or more of L.O.A must anchor in the "AREA FOR LARGE-SIZED VESSELS". "ALL VESSELS" of less than 10,000G.R.T and/or less than 150m must anchor in the "AREA FOR SMALL AND MEDIUM-SIZED VESSELS".
- "ALL VESSELS" intending to anchor in anchorage shown above must do within the area correctly.
- "ALL VESSELS", while anchoring, must prevent dragging anchor and maintain following matters.
  - (A) Keep a proper look-out by sight and hearing as well as radar etc.
  - (B) Pay attention to the weather information and oceanographic conditions.
  - (C) Maintain continuous watch on the VHF 16ch.
- Vessels of less than 3,000G.R.T must anchor close to shore in the "AREA FOR SMALL AND MEDIUM-SIZED VESSELS". Vessels of 3,000G.R.T or more must anchor off shore in the "AREA FOR SMALL AND MEDIUM-SIZED VESSELS".

## 9 Ships loaded with dangerous goods

1. Dangerous goods means explosives, gases, flammable liquids and organic peroxides under the Japanese Regulations for the carriage and storage of dangerous goods by Ships, as follows.

① Explosives

Explosive substance of 80 tons and more

② Flammable gases in bulk

③ Flammable liquids in bulk

④ Organic peroxides ( Amount not less than 200 tons only )

2. Explosives, Gases, flammable liquids and organic peroxides as mentioned in the preceding paragraph shall not include those substance which are stowed on board for its own use.

3. Any vessel loaded with such dangerous goods as mentioned in the preceding paragraph 1.② or 1.③, unless gas inspection has not been carried out by Captain to confirm that there is no risk of fire or explosion after unloading such dangerous goods ,are treated as ships loaded with dangerous goods.

# 10 Port Regulations Law / Regulations for the Enforcement of Port Regulations Law ( Extracts )

## 【 Port Regulations Law 】

### [ Anchorage ]

#### Article 5 ( Summary )

A vessel of 500 G/T or more intending to berth in Yokohama Port or Kawasaki Port shall have her place for anchoring which shall be designated by the Captain of the Port, exclusive of the case where she will be made fast to a mooring buoy, a pier, a quay or any other mooring facility.

### [ Restriction on Shifting ]

#### Article 7 ( Summary )

A vessel other than miscellaneous vessels ( means launch, lighters, small boats and any craft propelled wholly or primarily by oar. ) shall not , without the permission of the Captain of the Port, shift from the anchorage designated by the Captain of the Port

### [ Passage ]

#### Article 12 ( Summary )

A vessel other than miscellaneous vessels which intends to enter or depart the Yokohama Port or the Kawasaki Port shall navigate The Yokohama Passage, The Tsurumi Passage and The Kawasaki Passage ( hereafter referred to as “Passage”) : provided that this shall not apply to the cases where the vessel intends to avert an accident or where there exist unavoidable circumstances.

#### Article 13 ( Summary )

A vessel shall not , except in any of the following cases, cast anchor or release a vessel towed within a passage :

- (1) In a case where a vessel intends to avert an accident ;
- (2) In a case where a vessel is not under command ;
- (3) In a case where a vessel is engaged in rescue of human life or a vessel in imminent danger.

### [ Steering and Sailing Rules ]

#### Article 14 ( Summary )

1. A vessel intending to enter a Passage from outside or go outside from the Passage shall keep out of the way of any other vessel navigating the Passage.
2. A vessel shall not navigate in parallel with any other vessel within a Passage.
3. When two vessels are meeting on reciprocal courses within a Passage, each shall pass on the port side of the other.
4. A vessel shall not overtake any other vessel within a Passage.

#### Article 15 ( Summary )

In a case where a steam vessel is in danger of meeting any other steam vessel at or in the vicinity of the entrance of the breakwater of a port, the entering steam vessel shall keep out of the way of the clearing steam vessel outside the breakwater.

#### Article 16 ( Summary )

A vessel shall , within a port or near the boundary of the port, proceed at such speed as not cause a hazard to other vessels.

#### Article 17 ( Summary )

Within a port, a vessel sighting the end of a breakwater, a quay or any other structure or avessel on the berth on her starboard side shall proceed as close to it as practicable and a vessel sighting it on her port side shall proceed as far from it as practicable.

#### Article 18 ( Summary )

1. A miscellaneous vessel shall, within a port, keep out of the way of any other vessel except miscellaneous vessels.

2. A small vessel ( other than miscellaneous vessels, whose gross tonnage is 500G/T or less ) shall keep out of the way of any other vessel except small vessels and miscellaneous vessels within the Yokohama Port and the Kawasaki Port.

3. A vessel other than small vessels and miscellaneous vessels shall, when navigates within the Yokohama Port or the Kawasaki Port, exhibit International Code pennant numeral “ 1 “.

### **【 Regulations for the Enforcement of the Port Regulations Law 】**

#### **[ Sailing Rules within Tsurumi Passage ]**

##### Article 27-3 ( Summary )

1. In Section IV of the Yokohama Port, a vessel shall not overtake another . However, this shall not apply to the case where there is enough space for safe passing.

##### Article 29 ( Summary )

A vessel of 5,000G/T or more ( or a tanker of 1,000G/T or more ) intending to enter Section IV of the Yokohama Port through Tsurumi Passage shall sound two prolonged blasts on her whistle or siren in vicinity of entrance of the Passage ( when intending to pass through Tsurumi Passage departing from Section IV of the Yokohama Port shall sound the same signal in the area in front of Sakai Canal.

### **【 Notification to Captain of the Port 】**

Article 29 ( Summary )

1. A vessel of 160 m or more ( or a tanker of 1,000G/T or more ) intending to enter the Port through Yokohama Passage shall notify the Captain of the Port ( Yokohama Port Traffic Controls Office ) of estimated time of arrival in the vicinity of the entrance of the Passage ( when intending to depart from the Port through the Passage , estimated time of navigation ) by noon of the day before the estimated date of arrival or the estimated date of navigation.

2. A vessel of 1,000G/T or more intending to enter Section IV of the Yokohama Port through Tsurumi Passage shall notify the Captain of the Port ( Kawasaki Port Traffic Controls Office ) of estimated time of arrival in the vicinity of the entrance of the Passage ( when intending to shift in the Section ( excluding the vessel shifting in the area other than Keihin Canal ) or intending to depart from the Section through the Passage , estimated time of starting operation ) by noon of the day before the estimated date of arrival or starting operation.

**【 Addresses 】**

- ※ Yokohama Port Traffic Controls Office TEL 045-621-5957 ( VHF available )
- ※ Kawasaki Port Traffic Controls Office TEL 044-277-0946 ( VHF available )

A vessel may also notify , as before , the Port & Harbor Bureau of the City of Yokohama or the City of Kawasaki which needs the same notification and will convey it to Captain of the Port collectively.

- ※ Port&Harbor Bureau, City of Yokohama TEL 045-671-7131 Fax 045-641-8749