

**RUSSIAN FEDERATION MINISTRY OF TRANSPORT  
(MINTRANS OF RUSSIA)**

**ORDER**

**No. 224 of August 12, 2014**

**ON APPROVAL OF SOVETSKAYA GAVAN SEAPORT  
REGULATIONS**

Pursuant to Article 14 of Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation* (Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P. 1), Art. 6427; 2010, No. 19, Art. 2291, No. 48, Art. 6246; 2011, No. 1, Art. 3, No. 13, Art. 1688, No. 17, Art. 2313, No. 30 (P.1), Art. 4590, Art. 4594; 2012, No. 26, Art. 3446; 2013, No. 27, ст. 3477, No. 30 (P. 1), Art. 4058),

**IT IS HEREBY ORDERED TO:**

Approve of the Sovetskaya Gavan Seaport Regulations attached.

Minister:

M.Yu. Sokolov

## SOVETSKAYA GAVAN SEAPORT REGULATIONS

### I. General Provisions

1. Sovetskaya Gavan Seaport Regulations (hereinafter: the Regulations) have been developed in conformity with Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation*<sup><1></sup>, Federal Law No. 81-FZ of April 30, 1999 *Merchant Shipping Code of the Russian Federation*<sup><2></sup>, *General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto* <sup><3></sup> (hereinafter: the General Rules).

<sup><1></sup> *Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P.1), Art. 6427; 2010, No. 19, Art. 2291, No. 48, Art. 6246; 2011, No. 1, Art. 3, No. 13, Art. 1688, No. 17, Art. 2313, No. 30 (P.1), Art. 4590, Art. 4594; 2012, No. 26, Art. 3446; 2013, No. 27, Art. 3477, No. 30 (P.1), Art. 4058.*

<sup><2></sup> *Collected Statutes of the Russian Federation, 1999, No. 18, Art. 2207; 2001, No. 22, Art. 2125; 2003, No. 27 (P.1), Art. 2700; 2004, No. 45, Art. 4377, No. 15, Art. 1519; 2005, No. 52 (P.1), Art. 5581; 2006, No. 50, Art. 5279; 2007, No. 46, Art. 5557, No. 50, Art. 6246; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616, No. 49, Art. 5748; 2009, No. 1, Art. 30, No. 29, Art. 3625; 2010, No. 27, Art. 3425, No. 48, Art. 6246; 2011, No. 23, Art. 3253, No. 25, Art. 3534, No. 30 (P.1), 4590, Art. 4596, No. 45, Art. 6335, No. 48, Art. 6728; 2012, No. 18, Art. 2128, No. 25, Art. 3268, No. 31, Art. 4321; 2013, No. 30 (P.1), Art. 4058; 2014, No. 6, Art. 566.*

<sup><3></sup> *Mintrans of Russia Order No. 140 issued August 20, 2009 On Approval of General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto (registered with the Ministry of Justice of Russia on September 24, 2009, Registration No. 14863), as amended by Order No. 69 issued March 22, 2010 by the Mintrans of Russia (registered with the Ministry of Justice of Russia on April 29, 2010, Registration No. 17054).*

2. These Regulations include the description of Sovetskaya Gavan seaport (hereinafter: the seaport); data on fishing areas within the seaport waters; rules of seaport entry and seaport exit, including navigational safety requirements for entry to/exit from the seaport; rules of navigation within the seaport waters; description of the area covered by a ship traffic management system and rules of ship navigation therein; rules of ship stay in the seaport and anchorage ground arrangement; rules of ecological safety and quarantine compliance in the seaport; rules to use special communication facilities within the seaport territory and water area; data on seaport limits; data on Global Maritime Distress and Safety System (hereinafter: GMDSS) sea areas A1, A2; data on the seaport capability to accommodate ships; data on a navigation period; data on the optional pilotage areas; data on the seaport water depths; data on hazardous cargo handling; data on ice navigation within the seaport waters; data on transmission of information to masters of the ships staying in the seaport in case of a threatened act of unlawful intervention in the seaport; data on transmission of navigational, hydrological and meteorological information to masters of the ships staying in the seaport; transmission of other information required by the Russian Federation's regulatory acts in the field of merchant shipping.

3. These Regulations shall be observed by all ships irrespective of their national and departmental identity as well as all individuals and legal entities, operating in the seaport, irrespective of their legal and ownership form.
4. The present Regulations shall be binding on the ships irrespective of their nationality or departmental subordination and on individuals and legal entities doing business in the seaport.
5. Ship navigation and ship stay within the seaport waters shall comply with the General Rules and the present Regulations.

## **II. Seaport Description**

6. The seaport is located in Sovetskaya Gavan Bay.
7. There is Nelma roadstead loading terminal (hereinafter: Nelma terminal) off the W coast of the Tatar Strait in Nelma Bay.
8. The seaport limits were approved of by the Russian Federation Government Decree No. 237-p of February 27, 2010. <1>.

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<1> Collected Statutes of the Russian Federation, 2010, No. 10, Art. 1129.

9. The seaport has a water area adjacent to Sovetskaya Gavan base station.
10. Navigation in the seaport, except for Nelma terminal, is year-round.
11. Navigation in Nelma terminal begins on the first of April and ends on the first of November. The beginning and the end of navigation shall be announced by the Harbor Master.
12. The seaport, except for Nelma terminal, shall operate on a round-the-clock basis. Nelma terminal shall only operate in daylight hours.
13. The seaport has a cargo and passenger seasonal multilateral border checkpoint <1>.

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<1> Russian Federation Government Decree No. 1724-p of November 20, 2008 (Collected Statutes of the Russian Federation, 2008, No. 49, Art. 5844).

14. The seaport, except for Nelma terminal, shall be a shelter for ships in stormy weather.
15. The seaport is a part of sea areas A1, A2 covered by GMDSS.
16. The seaport shall receive and discharge passengers and handle cargo, including hazard class 1-6, 8-9 cargo as per the classification of the International Maritime Organization (hereinafter: the IMO).
17. The seaport has capabilities to supply provisions, fuel, lubricants and fresh water on board the ships and receive oily water, segregated ballast and all types of garbage as well as repair equipment and inspect ship's bottom by divers.
18. The seaport is referred to as a freezing port.  
The seaport provides icebreaker assistance in the port waters in compliance with the General Rules and the present Regulations.
19. Data on the leading line of Sovetskaya Gavan Bay entrance ranges are provided in Addendum No. 1 hereto.
20. Data on the optional pilotage area within the seaport are provided in

Addendum No. 2 hereto.

21. Data on the seaport capability to accommodate ships are provided in Chapter IX hereof and Addendum No. 3 hereto.

22. Data on very high frequency (hereinafter: VHF) channels used within the seaport are provided in Addendum No. 4 hereto.

23. Data on anchorages, anchoring grounds, roadsteads and roadstead ship-to-ship transfer area No. 1 are provided in Addendum No. 5 hereto.

24. The seaport provides tugboat assistance to ships.

Data on the minimal number and power capacity of tugboats for mooring operations are provided in Addendum No. 6 hereto.

25. Data on sunken wreck and obstruction locations are provided in Addendum No. 7 hereto.

26. Data on fishing areas within the seaport waters are provided in Addendum No. 8 hereto.

### **III. Rules of Ship Entry into and Exit from the Seaport**

27. Information on the ship calling at the seaport shall be transmitted to the Harbor Master via the Internet site at [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

28. Clearance of ships entering the seaport and exiting from the seaport, except for Nelma terminal, shall be done on a round-the-clock basis. No ship clearance shall be done in Nelma terminal.

29. Ships arriving from or heading for foreign ports as well as foreign-flag ships carrying cargo and towing objects in coasting navigation shall be cleared at anchorages Nos. 16, 17, 18 and 19 within the port limits and at Egge Bay berths, Okocha Bay berths Nos. 1, 2, 3, Kuriksha Bay berths Nos. 5 and 7, and Mayachnaya Bay berth No. 35.

30. Ships heading for Nelma terminal for timber loading or going from Nelma terminal for exit shall be cleared at anchorages Nos. 16, 17, 18 and 19 of the seaport.

### **IV. Rules of Navigation within the Seaport Waters**

31. Ship traffic and ship stay within the seaport waters shall only occur under specific authorization in conformity with berth allotment and traffic schedule in the seaport, except for Nelma terminal.

32. The Harbor Master shall approve of the berth allocation and ship traffic schedule on a daily basis at 16:00 local time, using the ship call information transmitted in the manner provided in Clause 26 hereof, and the schedule shall be posted at [www.ampvanino.ru](http://www.ampvanino.ru).

33. Ship traffic within the seaport waters as well as berthing/unberthing operations shall be controlled by the Harbor Master in conformity with berth allotment and traffic schedule.

Prior to leaving the seaport for Sovetskaya Gavan base station waters, the ship shall ask permission from the senior naval officer.

Ship traffic within the seaport waters may be temporarily restricted under Article 15 (3), Federal Law *On Internal Sea Waters, Territorial Sea and Contiguous Zone of the Russian Federation*, No. 155-FZ of July 31, 1998 <1>.

<1> Collected Statutes of the Russian Federation, 1998, No. 31, Art. 3833; 2003, No. 17, Art. 1556, No. 27 (P. I), Art. 2700, No. 46 (P. I), Art. 4444; 2004, No. 35, Art. 3607; 2007, No. 46, Art. 5557; 2008, No. 30 (P. II), Art. 3616, No. 49, Art. 5748; 2009, No. 52 (P. I), Art. 6440; 2011, No. 15, Art. 2021, No. 27, Art. 3880, No. 30 (P. I), Art. 4590, 4594, No. 48, Art. 6732; 2012, No. 31, Art. 4321, No. 53 (P. I), Art. 7612; 2013, No. 19, Art. 2314, No. 23, Art. 2868; 2014, No. 6, Art. 566.

34. Moving with a paid-out cable, anchoring, underwater and dredging operations, blasting operations shall not be allowed in sunken wreck and obstruction locations within the seaport waters.

In the optional pilotage area, pilotage shall be compulsory for ships greater than 10,000 gross tons.

35. Pilots shall embark and disembark from the ships at the point at 49°02.00'N and 140°19.95'E as well as at anchorages within the seaport waters and at the seaport berths.

36. While moving about Roadstead No. 2, a ship may not develop speed more than nine knots, her engines operating in a maneuver mode.

37. Towing train length may not exceed 500 meters.

38. Ships greater than 1,000 gross tons with power-off main propulsion unit, steering gear and cable hauling gear, and floating cranes shall be towed under wind velocity of no more than 11 meters per second with assistance of no less than two tugboats of no less than 2,500 kilowatts in combined power.

39. Ships less than 1,000 gross tons with power-off main propulsion unit, steering gear and cable hauling gear shall be towed under wind velocity of no more than 11 meters per second with assistance of one tugboat of no less than 880 kilowatts in power.

40. Ships shall use extreme caution while navigating in fishing areas of the seaport waters.

Ships engaged in fishing in the seaport waters may not interfere with other ships.

41. Small crafts, sport sailers and pleasure boats may go across the seaport waters from the 15th day of April 15 to the 1st day of November.

42. Small crafts used for nonprofit applications, sport sailers and pleasure boats may not go across the seaport waters and anchor at berths if they pose an obstacle to ship maneuvering; sail under wind velocity exceeding 11 meters per second and/or visibility less than five cable's lengths; come up to ships riding at anchor or alongside berths; cross ahead of any ship moving in the seaport waters or interfere with her maneuvering.

## **V. Description of Area Covered by Ship Traffic Management System and Rules of Ship Navigation Therein**

43. The seaport approaches are subject to coverage by Vanino Seaport ship traffic management system (hereinafter: Vanino STMS).

44. The area covered by Vanino STMS includes Vanin Bay and a traffic separation scheme at Vanin Bay entry, Muchke Bay, Sovetskaya Gavan Bay and a portion of the Tatar Strait bounded by latitude 49°09.0'N (Cape Tokee) in the north; longitude 140°30.00'E in the east; latitude 48°58.00'N (Cape Krasny Partizan) in the south.

45. Vanino STMS maintains radio watch on VHF working channel 14 and calling channel 16, call sign: Vanino-Traffic.

46. Permission from Vanino STMS to enter Vanino STMS area of coverage shall be obtained by the ships heading for the seaport not later than 30 minutes prior to entering Vanino STMS area and by the ships leaving the seaport not later than 30 minutes prior to crossing the seaport limits.

47. The seaport operates a ship traffic management service (hereinafter: STMS) covering the seaport water area.

Ship traffic organization and control within the seaport waters is carried out using automatic identification and radar systems.

48. Communication with the Harbor Master shall be established on VHF channels 12 and 16, call sign: Sovgavan-Radio-5.

49. Ships coming to the seaport from the south, while abreast of Cape Krasny Partizan, shall request permission of the Harbor Master on VHF channel 12 to enter the seaport, call sign: Sovgavan-Radio-5.

Ships coming to the seaport from the north, while abreast of Cape Burny, shall request permission of the Harbor Master on VHF channel 12 to enter the seaport, call sign: Sovgavan-Radio-5.

50. If no permission is available, ships shall wait for entry permission outside the seaport limits.

## **VI. Rules of Ship Stay in the Seaport and Anchorage Ground Arrangement**

51. Ships in the seaport shall lie at anchors in the anchorage and anchoring grounds described in Addendum No. 5 hereto as well as on berths.

52. Ships shall be anchored in anchoring grounds in such a way that no portion of the hull extends outside of anchoring ground.

53. Anchorage No. 21 is intended for ships up to 133 meters long having a draft of less than 7.5 meters.

54. When ships are moored to berths in Kuriksha and Okocha Bays, berth No. 35 of Mayachnaya Bay, the ship's angle of approaching to berth may not exceed 20 degrees.

55. Mooring operations at berths and in the roadstead ship-to-ship transfer area shall be compulsorily tugboat-assisted in compliance with the data on minimal number and power capacity of tugboats for mooring operations in the seaport as provided in Addendum No. 6 hereto, except for twin-screw ships with a bow thruster.

56. Ships shall be moored by a mooring crew with the number of people therein depending on the gross registered tonnage of the ship as follows:

ships less than 1,000 gross tons – 2 mooring masters;  
ships of 1,001 to 5,000 gross tons – 3 mooring masters;  
ships greater than 5,000 gross tons – 4 mooring masters;  
and a lead mooring master who is equipped with a radio to communicate with a pilot or the ship master.

57. In Okocha Bay, tankers may be loaded up to a draft of no more than 9.5 meters providing that a nonselfpropelled flat-bottom cargo craft (hereinafter: a lighter) is installed between the berth and the ship hull.

58. Ships shall be moored starboard side to berth No. 35 in Mayachnaya Bay with the port anchor dropped and chain veered to no less than six shackles. Within an icebreaker assistance period, no anchors shall be dropped when ships are moored to Mayachnaya Bay berth No. 35.

59. Ships shall be moored port side to berth No. 3 in Egge Bay and berth No. 5 in Kuriksha Bay.

60. If the draft of a ship exceeds four meters, such ship shall be moored to Kuriksha Bay berth No. 5 with a lighter installed between the berth and the ship hull.

61. Two ships may be berthed alongside each other only if both masters consent thereto. Berthing of more than two ships side by side at berth shall not be allowed in the seaport.

62. Ships staying at berths of the seaport shall be allowed to rotate the propellers at minimum RPM for a short-time.

63. Single shifting of ships, except for ships engaged in maintenance and logistic support of the seaport infrastructure (hereinafter: port fleet vessels) as well as ships in the seaport waters and approaches thereto, over a distance of no more than 50 meters shall be done without tugboat and pilot assistance, the main propulsion units of the ship being ready to operate. In shifting, the mooring lines may not be let go all at once.

64. With the wind velocity exceeding 11 meters per second, no oil and petroleum product handling operations in the roadsteads and at berths as well as bunkering operations in the roadsteads shall be allowed.

65. With the wind velocity exceeding 11 meters per second and the wave height exceeding two meters, no stay of ships secured alongside another ship at anchor shall be allowed.

66. With the wind velocity exceeding 11 meters per second, mooring operations shall only be allowed if :

- a life- or health-threatening situation or threatened loss and/or damage to property arises on board a ship or at the berth where the ship is moored;
- stay of a ship at berth or anchorage becomes unsafe.

67. In case of storm warning, ships lying in anchorages shall hold their main propulsion unit in constant readiness and be ready to shift to another anchorage.

68. With the wind velocity exceeding five meters per second and the wave height exceeding 0.5 meters, the port fleet vessels and lighters shall go to the Nelma river estuary to the crane anchored at the right bank of the river.

69. In case of a warning of expected east wind velocity in excess of 15 meters

per second, ships being loaded at Nelma terminal shall go to Sovetskaya Gavan Bay or leave the seaport.

70. In case of a forecast of expected north and northwest wind velocity in excess of 20 meters per second, ships lying at Mayachnaya Bay berth No. 35 shall go to the roadstead or leave the seaport.

71. Hot work on board a ship staying in roadstead or at berth of the seaport shall be allowed subject to the Harbor Master's permission.

72. Floating crane operation in the seaport shall be allowed if a wind velocity does not exceed 11 meters per second and seas are not higher than 2 points.

73. Delivery of people to the ships staying in roadsteads shall be allowed if a wind velocity does not exceed 11 meters per second and and/or visibility is no less than five cable's lengths.

74. Cargo handling operations shall be carried out in compliance with Ministry of Transport of Russia Order No. 68 of April 29, 2009 *On Approval of Ship-to-Ship Cargo Transfer Regulations* <1>.

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<1> Registered June 29, 2009 by the Ministry of Justice of Russia, registration No. 14146.

75. Within an icebreaker assistance period, no anchoring or going adrift shall be allowed east of a line connecting Capes Burny and Vesoly due to the danger of being gripped by the ice in case of shoreward drift.

## **VII. Rules of Ecological Safety and Quarantine Compliance in the Seaport**

76. There are reception facilities to collect oily water, hazardous substances and all types of garbage as provided in Addenda I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973 <1>.

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<1> Enactment of the USSR Council of Ministers No. 947 of September 30, 1983 *On the USSR Accession to the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (USSR Council of Ministers Enactments, September 1983, P. 127).*

77. Separated residue of petroleum products, oily rags, garbage, small containers, industrial, food and other domestic waste shall be delivered from a ship to the shore facilities.

78. Oily water and oil residues shall be delivered from a ship to the reception facilities of the seaport, except for Nelma terminal.

79. Ships may not discharge oily water, oil residue, sewage and other polluted water to the seaport waters.

80. Discharge of any types of ballast to the seaport waters shall not be allowed.

81. A ship with a patient having symptoms suspicious for highly infectious disease shall go to Anchorage No. 1 together with the crew, passengers and cargo to take antiepidemic measures.

## **VIII. Rules to Use Special Communication Facilities within the Seaport Territory and Water Area**



82. Ship-to-ship, ship-to-shore communication in the seaport shall be maintained on VHF channels provided in Addendum 4 hereto, or using additional means of communication.
83. Ships lying in the roadsteads of the seaport shall maintain radio watch on VHF channels 12 and 16.
84. Ships at berths shall maintain continuous radio watch on VHF channel 12.
85. Use of the VHF channels provided herein for the communication between the shore correspondents shall not be allowed.

#### **IX. Data on Limits of Sea Areas A1 and A2 of the Global Maritime Distress and Safety System (GMDSS)**

86. There are GMDSS sea areas A1 and A2 within the seaport waters.
87. Communication with ships within GMDSS sea areas A1 and A2 is provided by Vanino base station, call sign: Vanino-Radiotsentr, MMSI 002734421.
88. GMDSS sea area A1 is bounded by a circle having a radius of 45 nautical miles with the center at 48°55.00'N and 140°20.00'E.
89. GMDSS sea area A2 is bounded by a circle having a radius of 72 nautical miles with the center at 49°05.69'N and 140°16.90'E.

#### **X. Data on the Seaport Capability to Accommodate Ships and on the Seaport Water Depths**

90. The seaport accommodates ships up to 200 meters long having a draft up to ten meters.
91. Data on the seaport capability to accommodate ships are provided in Addendum No. 3 hereto.
92. Data on the actual depths within the seaport waters and at berths and canal drafts shall be provided to the seafarers on an annual basis and in case of changes therein.

#### **XI. Data on Hazardous Cargo Handling**

93. Hazardous cargo of hazard classes 1-6 as per the IMO classification shall only be allowed to the seaport for transshipment: either from trucks or railcars to ships or from ships to trucks or railcars.
94. Two-way communication between the ship and the berth shall be maintained for the time of cargo operations.
95. Hazardous cargo shall only be handled in daylight hours.
96. During her stay in the seaport, a ship with hazardous cargo on board shall hold her main propulsion unit in constant readiness for prompt departure from the berth.

Bulk oil and petroleum product loading and unloading to/from tankers shall only be carried out at the specialized berth or roadstead ship-to-ship transfer area No. 1 of the seaport.

97. With high sea, oil and petroleum product handling operations shall be terminated, suction hose disconnected and the Harbor Master shall be notified thereof.

## **XII. Data on Ice Navigation Management within the Seaport Waters**

98. Icebreaker assistance season shall be announced with the beginning of ice formation in the seaport waters and shall terminate with the end of ice drift.

Beginning and ending of the icebreaker assistance season within the seaport and approaches thereto shall be announced by the Harbor Master.

99. Depending on the predicted ice conditions within the seaport waters, the Harbor Master shall impose ice navigation restrictions in conformity with Addendum No. 9 hereto and fix a rendezvous point (hereinafter: the RP) for convoy arrangement. Notice of ice navigation restrictions and RP location shall be posted at [www.ampvanino.ru](http://www.ampvanino.ru) not later than 14 days prior to the date the restrictions are imposed and RP location fixed.

Ice navigation restrictions provided in Addendum No. 9 hereto shall not apply to ships under 15 years old, which meet the requirements set by the Rules of Russian Maritime Register of Shipping to the extent pertaining to unescorted and icebreaker-escorted ice navigation. In this case, the ice navigation restrictions for such ships as provided in the Rules of Russian Maritime Register of Shipping shall apply.

100. Information on the ship's approach to the RP shall be transmitted 72 hours and confirmed 24 hours prior to her expected time of arrival at the RP as provided in clause 26 herein.

Every day at 10:00 local time, the Harbor Master shall fix the time and sequence order for the ships to navigate through the ice and the number of ships to be escorted all at once and the information shall be posted at [www.ampvanino.ru](http://www.ampvanino.ru). As the ice situation changes, the time and sequence order for the ships to navigate through the ice shall be adjusted and posted on the Internet.

101. Ships heading for the seaport shall arrive to the RP using STMS recommendations. Ships unable to proceed to the RP on their own shall go with icebreaker assistance. For proceeding to or from the seaport within the icebreaker assistance season, the ship must be able to use manual control of her main propulsion unit.

102. Icebreaker assistance shall be provided by icebreakers and ice-class tugboats.

103. Upon approaching the RP, the ship shall establish radio communication with an icebreaker and act following the icebreaker master's instructions. If need be, assistance in radio communication between the ship and the icebreaker shall be provided by the STMS.

104. Subject to the actual ice conditions in the seaport waters and ship's particulars, ships may be allowed to proceed unescorted, using routing instructions offered by the STMS.

The unescorted ships shall inform the STMS of their passing through the check points fixed by the STMS in the recommended route and notify of the en-route ice conditions, including availability and thickness of ice on the way towards the seaport.

105. The ship proceeding to the seaport unescorted shall constantly monitor wind direction and ice movements, including an approach section to the area bounded by parallels of Capes Krasny Partizan and Duanka 140°30.00' E meridian of longitude.

106. At the command of the assisting icebreaker, ships included into a convoy shall switch over to VHF communication channels specified by the icebreaker.

107. Ice around the ships may only be rammed by an icebreaker or a tugboat.

108. Supplies of fuel, food and water on board shall allow for the ship endurance for no less than ten days from the arrival at the RP to the arrival to the seaport. If the ship stays in excess of ten days after her arrival at the RP, the Harbor Master shall take immediate action to assist the ship to the seaport.

### **XIII. Data on Transmission of Information to Masters of the Ships Staying in Vanino Seaport in Case of Threatened Act of Unlawful Intervention in the Seaport**

109. In case of a threatened act of unlawful intervention in the seaport, the master of the ship or the ship security officer shall immediately notify the Harbor Master and a port facility security officer thereof.

110. The Harbor Master shall be informed of the port facility security level and security level of the ships staying in the seaport as well as of any change in security levels thereof.

111. Warnings of any threatened acts of unlawful intervention in the seaport and of changes in the security levels of the ships staying in the seaport as well as acknowledgment of receipt of the said warnings shall be given immediately after the circumstances stated in the warnings arise.

112. Any suspicious items or explosive devices found, signs of threatened acts of unlawful intervention identified, ship intruders or attempted intrusion detected, any information on threatened terrorist attacks as well as any violation of the seaport routine or any suspicious strangers in the seaport shall be immediately reported by the masters of the ships staying in the seaport to the Harbor Master, the port facility security officer using VHF channels and additional means of communication made known to the parties concerned by the Harbor Master.

### **XIV. Transmission of Navigational, Hydrological and Meteorological Information to Masters of the Ships Staying in the Seaport**

113. Hydrometeorological information to the ships staying in the seaport shall be

transmitted by the Harbor Master every day at 08:00 and 17:00 local time.

114. The Harbor Master shall notify the ships at berths or in roadsteads of the seaport of storm warnings, a change in the navigation circumstances or sailing conditions in the seaport waters by 12 VHF.

115. When vital messages and storm warnings are received, the ships shall at all times acknowledge receipt of such messages and warnings.

DATA ON THE LEADING LINE OF SOVETSKAYA GAVAN BAY  
ENTRANCE RANGES

Leading line of Sovetskaya Gavan Bay entrance ranges 41 cable's lengths long and 2.9 cable's length wide passes through points at:

49°02.52' N and 140°20.48' E;

48°59.66' N and 140°16.12' E.

with entrance range direction 44.1° - 224.1°.

DATA ON THE OPTIONAL PILOTAGE AREA IN THE SEAPORT

The optional pilotage area in the seaport comprises a SW portion of the seaport waters in Sovetskaya Gavan Bay bounded by the shoreline and a straight line connecting the following points one after another:

49°00.91' N and 140°19.13' E;

49°01.50' N and 140°18.18' E.

Addendum No. 3  
to the Seaport Regulations (cl. 20, 90)

DATA ON THE SEAPORT CAPABILITY TO ACCOMMODATE SHIPS

Berth	Berth location (geographical coordinates)		Berth specifications	
	North latitude	East longitude	Berth length (meters)	Planned depth at berth (meters)
1	2	3	4	5
Berth No. 1, Egge Bay	48°57.62'	140°15.78'	300	9.75
Berth No. 3, Egge Bay	48°57.55'	140°15.60'	151	7
Berth No. 1, Okocha Bay	48°57.75'	140°16.48'	71	5
Berth No. 2, Okocha Bay	48°57.83'	140°16.42'	157	7 - 10
Berth No. 3, Okocha Bay	48°57.88'	140°16.40'	180.5	9 - 9.6
Passenger terminal, Okocha Bay	48°58.10'	140°16.35'	84	3.2
Coal terminal, Okocha Bay	48°58.12'	140°16.31'	108	6
Berth No. 1, Kuriksha Bay	48°58.80'	140°16.75'	148	4.3
Berth No. 2, Kuriksha Bay	48°58.77'	140°16.80'	152	4.3
Berth No. 3, Kuriksha Bay	48°58.73'	140°16.85'	198	4.4
Berth No. 4, Kuriksha Bay	48°58.73'	140°17.00'	70	4.4
Berth No. 5, Kuriksha Bay	48°58.78'	140°17.03'	218	4.7
Berth No. 6, Kuriksha Bay	48°58.87'	140°16.65'	165	4.8 - 7.4
Berth No. 7, Kuriksha Bay	48°58.85'	140°16.95'	200	6.8
Berth No. 35, Mayachnaya Bay	49°00.18'	140°18.32'	199	6
Berth No. 35A, Mayachnaya Bay	49°00.27'	140°18.03'	62	5
Berth No. 34, Lososina Bay	49°00.42'	140°18.75'	248	6.8

DATA ON VERY HIGH FREQUENCY (HEREINAFTER: VHF) CHANNELS  
USED IN THE SEAPORT

User	Very high frequency channels	Call sign	User
	Calling channel	Working channel	
Harbor Master	16	12	Harbor Master
Vanino Seaport Ship Traffic Management System	16	14	Vanino Seaport Ship Traffic Management System
Terminal	16	12	Terminal
Bunker port	16	9	Bunker port
Far Eastern Ship Repair Corporation, LLC	16	12	Far Eastern Ship Repair Corporation, LLC

**DATA ON THE SEAPORT ANCHORAGES,  
ANCHORING GROUNDS, ROADSTEADS AND  
ROADSTEAD SHIP-TO-SHIP TRANSFER AREA NO. 1**

Anchoring ground No.	Coordinates	
	North latitude	East longitude
1	49°01.89'	140°19.00'
2	49°01.70'	140°18.80'
3	49°01.50'	140°18.60'
4	49°00.75'	140°17.40'
5	49°00.68'	140°17.10'
6	49°00.45'	140°17.10'
7	49°00.50'	140°17.80'
8	49°00.27'	140°17.91'
9	49°00.31'	140°17.53'
10	49°00.07'	140°17.67'
11	49°00.14'	140°17.30'
12	48°58.83'	140°15.90'
13	48°59.92'	140°16.32'
14	49°00.00'	140°16.00'
15	48°59.83'	140°15.88'
16	48°59.35'	140°16.20'
17	48°59.40'	140°16.60'
18	48°59.10'	140°16.00'
19	48°59.10'	140°16.50'
20	48°58.85'	140°15.45'

Anchorage No. 21 is bounded by straight lines connecting the following points one after another:

- 1) 48°58.85' N and 140°16.30' E;
- 2) 48°58.98' N and 140°16.15' E;
- 3) 48°59.08' N and 140°16.35' E;
- 4) 48°58.95' N and 140°16.48' E.

The least depth is eight meters, bottom ground: ooze, small stones.

Roadstead No. 1 – NE portion of the seaport in Sovetskaya Gavan Bay bounded on the northeast by a straight line connecting Cape Menshikov and Cape



Putyatin, on the southwest – by the northeast limit of Roadstead No. 2.

Roadstead No. 2 – SW portion of the seaport in Sovetskaya Gavan Bay bounded by a straight line connecting the following points one after another:

- 1)  $49^{\circ}00.91'$  N and  $140^{\circ}19.13'$  E;
- 2)  $49^{\circ}01.50'$  N and  $140^{\circ}18.18'$  E.

Roadstead ship-to-ship transfer area No. 1 of the seaport is bounded by straight lines connecting the following points one after another:

- 1)  $49^{\circ}00.03'$  N and  $140^{\circ}16.62'$  E;
- 2)  $49^{\circ}00.18'$  N and  $140^{\circ}16.42'$  E;
- 3)  $49^{\circ}00.37'$  N and  $140^{\circ}16.72'$  E;
- 4)  $48^{\circ}00.25'$  N and  $140^{\circ}16.92'$  E.

**DATA ON THE MINIMAL NUMBER AND POWER CAPACITY OF  
TUGBOATS FOR MOORING OPERATIONS IN THE SEAPORT**

1. Data on the minimum number and power capacity of tugboats for mooring operations at seaport berths.

Deadweight (tons)	LOA <1> (meters)	Minimum number of tugboats and power capacity thereof (kilowatts)
5,001 to 10,000	141 to 180	1 x 880
10,001 to 20,000	181 to 220	2 x 880
20,001 to 40,000	221 to 240	2 x 1,854
40,001 to 80,000	241 to 260	1 x 1,854 1 x 2,573
Above 80,000	Above 260	2 x 2,573 or 3 x 1,854

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<1> The number of tugboats in respect of LOA shall only be determined for ships carrying no cargo.

2. Data on the minimum number and power capacity of tugboats for mooring operations in Roadstead ship-to-ship transfer area No. 1

Deadweight (tons)	Minimum number of tugboats and power capacity thereof (kilowatts)
10,001 to 20,000	1 x 880
20,001 to 40,000	2 x 880
40,001 to 80,000	2 x 1,838
80,001 to 120,000	1 x 1,838 or 1 x 2,573
Above 120,000	2 x 2,573 or 3 x 1,838
Above 260,000	2 x 2,573 or 3 x 1,854

DATA ON SUNKEN WRECK AND OBSTRUCTION LOCATIONS  
IN THE SEAPORT

There are the following sunken wreck and obstruction locations in the seaport:

1) in Okocha Bay: sunken ships with some parts above the water surface at points at:

48°57.62' N and 140°16.43' E;

48°37.57' N and 140°16.47' E;

2) southwest of Kuriksha Bay: underwater obstruction of a 'pipe' type with water depth of 0.2 meters above the obstruction at the point at:

48°58.88' N and 140°16.47' E;

3) south of Olga Bay: underwater obstruction of a 'pontoon' type with water depth of 1.0 meter above the obstruction at the point at:

48°58.87' N and 140°16.47' E;

4) in Kuriksha Bay: underwater obstruction of a 'tank' type at the point at:

48°59.10' N and 140°16.90' E;

5) nearby Sovgavansky flash light: sunken ship with some parts above the water surface at the point at:

48°58.21' N and 140°16.23' E.

Addendum No. 8  
to the Seaport Regulations (cl. 25)  
(For your information)

DATA ON FISHING AREAS WITHIN THE SEAPORT WATERS <1>

*<1> The fishing areas have been established under Khabarovsk Kray Government Decree No. 126-pr of April 29, 2011 On Approval of Consolidated List of Fishing Areas in Khabarovsk Kray (State registration number in the Federal Register of Legislative Enactments Adopted by Constituent Entities of the Russian Federation: RU 27000201012377 of May 11, 2011) as amended by Khabarovsk Kray Government Decree No. 218-pr of June 29, 2012 (State registration number in the Federal Register of Legislative Enactments Adopted by Constituent Entities of the Russian Federation: RU 27000201200699 of July 10, 2012), Khabarovsk Kray Government Decree No. 119-pr of May 20, 2013 (State registration number in the Federal Register of Legislative Enactments Adopted by Constituent Entities of the Russian Federation: RU 27000201300358 of July 4, 2013), Khabarovsk Kray Government Decree No. 168-pr of June 26, 2013 (State registration number in the Federal Register of Legislative Enactments Adopted by Constituent Entities of the Russian Federation: RU 27000201300504 of July 12, 2013), Khabarovsk Kray Government Decree No. 130-pr of April 25, 2014 (State registration number in the Federal Register of Legislative Enactments Adopted by Constituent Entities of the Russian Federation: RU 27000201400352 of May 14, 2014).*

No.	Body of water description	Limits	Size (meters)	Purpose
1	2	3	4	5
35	Tatar Straits, Sovgavan-1	49°01'29" N and 140°20'53" E; 49°01'21" N and 140°19'51" E; 49°02'01" N and 140°20'54" E; 49°01'55" N and 140°19'49" E	Shoreline length: 1,700; width: 1,000	For coastal fishing
36	Tatar Straits, Sovgavan-2	49°01'21" N and 140°19'51" E; 49°00'42" N and 140°18'47" E; 49°01'33" N and 140°19'34" E; 49°00'53" N and 140°18'30" E	Shoreline length: 2,000; width: 500	For coastal fishing
37	Tatar Straits, Sovgavan-4	49°00'41" N and 140°18'47" E; 48°59'55" N and 140°18'03" E; 49°00'53" N and 140°18'30" E; 48°00'09" N and 140°17'50" E	Shoreline length: 3,700; width: 500	For coastal fishing

38	Tatar Straits, Sovgavan-5	48°59'38" N and 140°17'43" E; 48°59'40" N and 140°16'57" E; 48°59'55" N and 140°17'44" E; 48°59'56" N and 140°16'58" E	Shoreline length: 1,000; width: 500	For fishing to provide for traditional lifestyle and traditional economic activities of indigenous low- numbered peoples of the North
39	Tatar Straits, Yugo-Zapadnaya Bay	48°59'40" N and 140°16'56" E; 48°58'03" N and 140°13'54" E; 48°59'57" N and 140°16'19" E; 48°58'28" N and 140°13'38" E	Shoreline length: 15,000; width: 1,000	For amateur and sport fishing
41	Tatar Straits, Byaude Bay	48°59'22" N and 140°15'22" E; 49°00'05" N and 140°15'35" E; 48°59'19" N and 140°15'46" E; 49°00'02" N and 140°15'59" E	Shoreline length: 2,000; width: 500	For market fishing
42	Tatar Straits, Sovgavan-6	49°00'60" N and 140°17'06" E; 49°00'26" N and 140°16'26" E; 49°00'50" N and 140°17'26" E; 49°00'16" N and 140°16'46" E	Shoreline length: 1,500; width: 500	For coastal fishing
45	Tatar Straits, Menshikov Peninsula	49°02'29" N and 140°19'37" E; 49°02'16" N and 140°18'57" E; 49°01'60" N and 140°19'59" E; 49°01'47" N and 140°19'19" E;	Shoreline length: 1,000; width: 1000	For amateur and sport fishing

ICE NAVIGATION RESTRICTIONS IN THE SEAPORT WATERS <1>

<1> Ice classes are as provided in Russian Maritime Register of Shipping

Ice conditions	Ships permitted to navigate through the ice with icebreaker assistance or unassisted	Ships permitted to navigate through the ice with icebreaker assistance only	Ships not permitted to navigate through the ice
Solid ice cover of 10-15 centimeters	Class Ice1 and higher	Ships with no ice strengthening	Tug-barge arrangements
Solid ice cover of 15-30 centimeters	Class Ice2 and higher	Class Ice1	Ships with no ice strengthening, tug-barge arrangements
Solid ice cover of 30-50 centimeters	Class Ice3 and higher	Class Ice1 and Ice2	Ships with no ice strengthening, tug-barge arrangements
Solid ice cover of in excess of 50 centimeters	Class Ice4 and higher	Class Ice2 and Ice3	Ships with no ice strengthening and Ice1 class, tug-barge arrangements

