

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION
ORDER
dated January 19, 2015 No. 4
ABOUT APPROVAL OF MANDATORY REGULATIONS
AT THE SEAPORT OF PETROPAVLOVSK-KAMCHATSKY

In accordance with Article 14 of the Federal Law dated 8 November 2007 No. 261-ФЗ "On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation" (Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) art. 3616; 2009 No. 52 (p. I) 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. I) art. 4590, art. 4594; 2012 No. 26 art. 3446; 2013 No. 27 art. 3477, No. 30 (part I) art. 4058; 2014 No. 45 art. 6143) I hereby order:

To approve enclosed Mandatory Regulations for the seaport of Petropavlovsk-Kamchatsky.

Minister
M.Yu.SOKOLOV

Approved
by the Order of the Ministry of Transportation of Russia
No. 4 dated January 19, 2015

MANDATORY REGULATIONS
AT THE SEAPORT OF PETROPAVLOVSK-KAMCHATSKY

I. General provisions

1. The Mandatory Regulations at the seaport of Petropavlovsk-Kamchatsky (hereinafter – Mandatory Regulations) have been developed according to the Federal Law dated November 8, 2007 No. 261-ФЗ "On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation"¹, the Federal Law dated April 30, 1999 No. 81-ФЗ "The Merchant shipping Code of the Russian Federation"², General Rules of ships' navigation and mooring at the seaports of the Russian Federation and in approaches thereto³ (hereinafter – General rules).

¹ Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) art. 3616; 2009 No. 52 (p. I) 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. I) art. 4590, art. 4594; 2012 No. 26 art. 3446; 2013 No. 27 art. 3477, No. 30 (part II) art. 4058; 2014 No. 45 art. 6153.

² Corpus of legislative acts of the Russian Federation, 1999 No. 18 art. 2207; 2001 No. 22 art. 2125; 2003 No. 27 (p. I) art. 2700; 2004 No. 45 art. 4377, No. 15 art. 1519; 2005 No. 52 (p. I) art. 5581; 2006 No. 50 art. 5279; 2007 No. 46 art. 5557, No. 50 art. 6246; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) 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, N 30 (p. I) art. 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 (part I) art. 4058; 2014 No. 6 art. 566, No. 42 art. 5615, No. 48 art. 6659.

³ The Order of the Ministry of Transport of Russia dated August 20, 2009 N 140 "On approval of General rules of navigation and stay of ships in seaports of the Russian Federation and on approaches thereto" (registered by the Ministry of Justice of Russia on September 24, 2009, registration N 14863) as amended by the Order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 (registered by the Ministry of Justice of Russia on April 29, 2010, registration No. 17054).

2. The present Mandatory Regulations contain description of Petropavlovsk-Kamchatsky seaport (hereinafter – Seaport); rules of ships’ calls and departures at/from the seaport, including navigation security measures for ships’ calls and departures at/from the seaport; rules of a navigation within the seaport waters and on approaches to it; description of operational zone of ship Traffic Service and ship navigation rules in this zone; rules of mooring of ships in seaport and allocation of berths; rules of ensuring environmental safety, compliance with quarantine regulations at the seaport; rules of using specialized communication devices on the territory and within the waters of the seaport; details of the seaport boundaries; details of the approaches to the seaport; details of the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter – GMDSS); details of technical capacity of the port’s berthing facilities; details of the navigation season; details of area of compulsory pilotage; details of water depths within the seaport and on approaches to it; details of handling dangerous goods; details of ice navigation organization in the seaport and on approaches to it; details of transmitting information by masters of ships staying in the seaport in case of threat of unlawful interference in the seaport; details of transmitting navigational and hydrometeorological information to masters of ships staying in the seaport; any other information stipulated by the regulatory legal acts of the Russian Federation related to merchant shipping.

3. The present Mandatory Regulations must be followed by any ships regardless of their national and departmental identity, as well as by individuals and legal entities transacting business within the seaport.

4. Navigation of ships within the seaport and its approaches, moorage of ships within the seaport waters must be carried out in accordance with the General Rules and the present Mandatory Regulations.

II. Description of the seaport

5. The seaport is located on the shore of Kamchatka peninsula; it consists of sections of seaport waters located in the north-east of Avacha Bay from creek of Avacha river to south end of Petropavlovsk Bay (section No. 1), section No. 15 in Rakovaya Bay (hereinafter - Petropavlovsk-Kamchatsky section of the seaport waters), section No. 2 in the northern part of Olyutorsky Gulf (hereinafter – Pakhachi section of the seaport waters), section No. 3 in the northern part of Korfa Bay (hereinafter- Tilichiki section of the seaport waters), section No. 4 in Ossora Bay (hereinafter – Ossora section of the seaport waters), section No. 5 in the creek of Kamchatka river (hereinafter – Ust-Kamchatsk section of the seaport waters), section No. 6 at the Bering Island (hereinafter – Nikolskoye section of the seaport waters), section No. 7 in the creek of Ozernaya river (hereinafter – Ozernovsky section of the seaport waters), section No. 8 in the Bolshaya river (hereinafter – Oktyabrsky section of the seaport waters), section No. 9 in the creek of Bolshaya Vorovskaya river (hereinafter – Kirovsky section of the seaport waters), section No. 10 in the creek of Krutogorovo river (hereinafter – Krutogorovo section of the seaport waters), section No. 11 of the creek of Khayryuzovo river (hereinafter –Ust-Khayryuzovo section of the seaport waters), section No. 13 in the creek of Palana river (hereinafter – Palana section of the seaport waters), section No. 12 in the creek of Tigil river (hereinafter – Tigil section of the seaport waters), section No. 14 in the creek of Penzhina river (hereinafter – Manily section of the seaport waters).

6. The seaport’s boundaries are endorsed by the decree of the government of the Russian Federation No. 796-p⁴ dated May 19, 2010.

7. Navigation at the seaport is performed whole year, except for areas Pakhachi, Ossora, Ozernovsky, Oktyabrsky, Kirovsky, Krutogorovo, Ust-Khayryuzovo, Tigil, Palana and Manily of the seaport’s waters.

8. The seaport has a permanent multilateral cargo / passenger entry point through the state border of

⁴ Corpus of legislative acts of the Russian Federation, 2010 No. 21 art. 2683; 2014 No. 35 art. 4781.

the Russian Federation ⁵ located on Petropavlovsk-Kamchatsky section of the seaport waters.

9. Terms of navigation in the Seaport are characterized by complicated hydrometeorological conditions related to thick fogs in the spring and summer period and gale-force winds in the autumn and winter period. Cyclones with hurricane winds occur in the area in summer and autumn. Significant swell in Avacha Bay may be caused by western winds. Branch of current from the creek of Avacha river enters the north-eastern part of Avacha Bay. Significant swell may be caused by strong southern winds near berths on Mokhovaya Bay; swell causes resonance oscillations of water mass – as the result anchors might dredge and mooring ropes might break (heave of sea). Tides are abnormal single-day. The greatest tidal range reaches two meters.

10. Ice forms in waters of Avacha Bay from January to March. Ice conditions change under flood-tide current and wind.

11. The seaport is a refuge for ships during storm weather.

12. Information about approaches to the seaport is stated in Annex No. 1 to the present Mandatory Regulations.

13. Tug boats are available in Petropavlovsk-Kamchatsky section of the seaport. Mooring and unmooring to berth, mooring ships one to another for cargo operations are done with tug boats at Petropavlovsk-Kamchatsky section of the seaport waters. Information about minimum quantity and capacity of tug boats for mooring operations at Petropavlovsk-Kamchatsky section of the seaport waters is stated in Annex No. 2 to the present Mandatory Regulations.

14. Information about coordinates of the seaport's anchorage points is stated in the Annex No. 3 to the present Mandatory Regulations.

15. Information about the communication channels of very high frequency used in sea port (hereinafter – VHF) are listed in appendix No. 4 to the present Mandatory Regulations.

16. Pilotage is compulsory at Petropavlovsk-Kamchatsky section of the seaport waters.

17. The ships are given pilots in order of precedence of submitted requests and in accordance with the schedule of ships' allocation and traffic in the seaport. Request for pilotage submitted earlier must be cancelled at least one hour before the scheduled time of pilotage.

18. Information about technical capacity of the seaport's berthing facilities is stated in Annex No. 5 and Chapter X of the present Mandatory Regulations.

19. Information about ice navigation restrictions in the seaport's waters and on approaches to it is listed in Annex No. 6 to the present Mandatory Regulations.

20. Petropavlovsk-Kamchatsky section of the seaport waters has facilities for replenishing food stock and fresh water, bunkering, all grades of garbage, oily bilge and sewage discharging, as well as for equipment repair and diver surveys of ships.

21. The seaport performs cargo operations with all types of cargo, including hazardous cargo of 1, 2, 3, 4, 5, 6, 8, and 9 classes as specified by International Maritime Organization.

22. The seaport is included into operational zone of sea areas A1 and A2 of the GMDSS.

III. Rules for ships' calls and departures at/from the seaport

23. The information about ships' calls at the seaport should be transferred to the Harbor Master via the following URL address: www.portcall.marinet.ru. The schedule of ships' allocation and traffic in the seaport is endorsed by the Harbor Master daily based on information about ships' calls.

24. Ships' calls and departures at/from the port are registered 24 hours, except for calls and departures at/from the following sections of the seaport waters: Pakhachi, Tilichiki, Ossora, Ust-

⁵ The Decree of the Government of the Russian Federation dated November 20, 2008 N 1724-p (Corpus of legislative acts of the Russian Federation, 2008 N 49 art. 5844).

Kamchatsk, Nikolskoye, Ozernovsky, Oktyabrsky, Kirovsky, Krutogorovo, Ust-Khayryuzovo, Tigil, Palana and Manily.

25. Ships' calls and departures at/from sections of the seaport waters listed under cl. 24 of the present Mandatory Regulations are registered from 8.30 a.m. to 5.00 p.m. local time on working days.

26. Ships' calls and departures at/from sections of the seaport waters listed under cl. 24 of the Mandatory Regulations can be registered at another time pursuant to ship owners' requests. Preliminary request for call/departure registering should be submitted to the Harbor Master at the respective section of the seaport at least 24 hours prior to the planned time of call/departure from 8.30 a.m. to 4.00 p.m.; if the call/departure is planned on weekends or holidays, the request should be submitted not later than 4.00 p.m. on the preceding working day.

IV. Rules of ships' sailing within seaport waters and on approaches to it

27. Authorization-based procedure for navigation, anchorage and moorage of ships is in force at the seaport in accordance with the schedule of ships' allocation and traffic, except for small watercrafts, pleasure boats and sports sailing ships.

28. Ships' speed must be minimal when sailing within the seaport waters and on approaches to it, but to ensure ship is under command, and not more than nine knots, except cases when speed increasing is necessary to avoid immediate danger.

29. Ships' speed must be minimal when sailing within Petropavlovsk-Kamchatsky section of the seaport waters, but to ensure ship is under command, and not more than 4-(four) knots.

30. Ships overtaking is prohibited within the seaport waters, except for overtaking by small watercrafts, sports sailing ships and pleasure boats.

31. Towage of ships within the seaport waters is permitted by following methods: "back towing" with tow length not more than 100 meters, "alongside towing" – not more than one towing ship, "push-towing" – not more than two towing ships at once.

32. Towage of ships with non-functioning propeller-rudder system, ship power plant or the anchor gear within the seaport's waters is available with wind speed not more than 10 meters per second.

33. The Harbor Master permission for inner harbor of Petropavlovsk-Kamchatsky section of the seaport waters should be requested by ship one nautical mile before cape Signalny. The permission is valid for 30 minutes; after that permission should be received repeatedly.

34. Two or more ships may not be shifted or sail within Petropavlovsk-Kamchatsky section of the seaport waters simultaneously.

35. When visibility is less than five cables, ships may not call at the inner harbor of Petropavlovsk-Kamchatsky section of the seaport waters and leave it.

36. Small watercrafts, sports sailing ships and pleasure boats may sail in the seaport waters under visibility at least five cables.

37. In the seaport waters small watercrafts, sports sailing ships and pleasure boats, except for ships rendering services and supply to other ships within the seaport waters and on approaches to it and to objects of port infrastructure (hereinafter – seaport ships) are not allowed:

- to approach to anchored ships closely than two cables;
- to cross ahead of sailing ships' course and maneuvering in immediate proximity nearby them and nearby operated dredging ships and floating cranes.

38. Small watercrafts, sports sailing ships and pleasure boats are prohibited to call at Petropavlovsk-Kamchatsky section of the seaport waters.

39. Ships navigating in the seaport's waters near fish pump equipment, fishing grounds, fixed gill nets and other fishing facilities should reduce speed to minimum to ensure ship is under command.

40. The following is prohibited when wind speed is more than 14 meters per second:

- Delivering people to anchored ships;
- Bunkering of anchored ships;
- Cargo operations with oil liquid cargoes.

41. Enter to Skrytaya Bay in Tilichiki section of the seaport waters is permitted when leading beacons are visible only.

42. Pilotage is compulsory in Petropavlovsk-Kamchatsky section of the seaport and approaches to the seaport, information about which is listed in Annex No. 1 to the present Mandatory Regulations.

43. The following categories of ships are free from compulsory pilotage:

- small watercrafts;
- pleasure boats;
- sports sailing ships;
- ships with gross tonnage less than 1000;
- seaport ships.

44. Pilot embarkation/disembarkation to/from ships should be done:

by ships sailing to or from Petropavlovsk-Kamchatsky section of the seaport waters – at pilot embarkation area No. 1 outlined with a circle 7.5 cables in radius with a center in 52°50'42" north latitude and 158°44'18" east longitude.

by ships intending to sail in compulsory pilotage areas at anchorage or berth.

V. Description of operational zone of Vessel Traffic Service and ship navigation rules effective within this zone

45. The operational zone of the Vessel Traffic Service (VTS) is the area of compulsory pilotage.

46. VTS functions are done by the Harbor Master service with technical means of automatic identification system and VHF communication channels.

47. Ships traffic within the area of VTS operation is regulated by an officer of the Harbor Master service.

48. VTS communication with ships at the seaport and its approaches is performed with VHF communication channel 11, spare VHF communication channel 9 and calling channel VHF communication channel 16; the call sign is "Petropavlovsk radio-49".

49. Ships sailing to Petropavlovsk-Kamchatsky section of the seaport waters must contact to the VTS with VHF communication channel 11 (call sign "Petropavlovsk-49") at least 30 minutes before cross the line connecting cape Mayachny and cape Bezymyanny (hereinafter – "Mayachny – Bezymyanny line") and submit information stipulated by cl. 48 of the General rules.

50. A ship sailing to or from Petropavlovsk-Kamchatsky section of the seaport waters must submit the following information to the VTS:

- time of crossing the Mayachny – Bezymyanny line and actual visibility along the ship's route;
- time of crossing the southern and northern borders of the one-way traffic area;
- time of passing beam of the western mark of shoal Rakovaya and actual visibility along the ship's route.

VI. Rules of ships' stay at the seaport and allocation of stay points

51. Ships stay in the seaport are available at berths and anchorages also; which coordinates are listed in the annex No. 3 to the present Mandatory Regulations.

52. Stay of detained and arrested ships at the seaport is as prescribed by the Order of the Ministry of

Transport of Russia No. 219 dated August 5, 2014 “On determination of areas of anchorage for detained and arrested ships at seaports of the Russian Federation⁶.

53. Ship Master must notify an officer of the Harbor Master service when drop anchor or heave up anchor.

54. Ships with non-functioning propeller-rudder system, ship power plant or the anchor gear are permitted to stay at anchor with tugboat assistance and the Harbor Master permission only.

55. Berthing operations are not allowed at the seaport when wind force is equal or more then 12.5 meters per second and/or waves are higher than 1 meter, as well as when visibility is lower than five cables.

56. Cargo operations using tower gantries, boom trucks and ships' loading equipment are allowed at the seaport when wind force is less than 14 meters per second, but with floating crane using – when wind force is less than 12 meters per second.

57. Reloading operations from one ship to another, including hazardous cargo, must be carried out in accordance with Rules for rendering reloading services from one ship to another⁷.

58. Information about places for reloading from one ship to another and safety measures for reloading at sections of the seaport waters are listed in Annex No. 7 to the present Mandatory Regulations.

59. Mooring, unmooring and shifting of ships alongside over than 50 meters should be done with tug assistance.

60. It is allowed to carry out berthing operations with one tug assistance only for ships not longer than 100 meters and equipped with an operating transverse bow thruster.

61. If there is ice near the berth, the mooring operational zone should be cleared with tugs assisted before a ship approaches the berth.

62. Quantity of linemen should be provided for mooring as follow:

for a ship of gross tonnage up to 300 - 1 linesman;

for a ship of gross tonnage from 301 to 1500 - 2 linesmen;

for a ship of gross tonnage from 1501 to 2500 - 3 linesmen;

for a ship of gross tonnage from 2501 to 5000 - 4 linesmen;

for a ship of gross tonnage from 5001 to 10000 - 6 linesmen;

for a ship of gross tonnage from 10001 to 20000 - 8 linesmen;

for a ship of gross tonnage over 20000 - 10 linesmen. The linesmen leader should be provided with a radio communication with a ship.

63. Tankers may be berthed at the seaport one hull only.

64. Berthed ships may operate with propellers only for trial runs with low revolutions to prepare main engine for operation.

65. Upon receiving a storm warning or when weather deteriorates, berthed ships must terminate cargo operations and be ready to leave the following berths immediately if:

- winds from south-eastern to south-western directions exceed 14 meters per second for berths at Mokhovaya Bay;

- winds from north-western to south-western directions exceed 14 meters per second for berths No. 10, 11 and 12 at Petropavlovsk-Kamchatsky section of the seaport waters.

66. Diving operations within seaport waters are allowed under the following conditions:

- wind force is not more than ten meters per second, wave high is not more than 0.5 meters;

- keel clearance under inspected ship is not less than two meters;

⁶ Registered by the Ministry of Justice of Russia on September 5, 2014 under No. 33989.

⁷ The Order of the Ministry of Transport of Russia No. 68 dated April 29, 2009 “On endorsement of Rules for rendering transshipment services from one ship to another” (registered by the Ministry of Justice of Russia on June 29, 2009, registration No. 14146).

- all cargo and bunkering operations are terminated or absent on board the inspected ship;
- visibility is at least five cables.

67. Ships anchored at Ust-Khayryuzovo section of the seaport waters must keep main engines stand by due to strong tidal streams.

68. Ships' anchorage at fairway of the creek of Khayryuzovo river is prohibited.

69. Ships' mooring to the north-western side of the berths at Nikolskoye section of the seaport waters is prohibited.

70. It is prohibited to drop small watercrafts at open sea during low tide at Ozernovsky section if the daily forecast says that wind of western direction might increase more than 12 meters per second.

VII. Environmental safety rules and quarantine regulations at the seaport

71. The Seaport has receptacles for all categories of shipboard wastes stipulated by Annexes I, IV and V to the International convention for the prevention of pollution from ships 1973⁸.

72. During cargo operations with hazardous substances on board a ship, cargo dropping into water must be ruled out. Nets preventing cargo dropping into water should be duly fastened, and to be lighted at night time.

73. Ships' bunkering at Petropavlovsk-Kamchatsky section of the seaport waters is allowed at anchorages No. 20, 21, 27 and 28. Before bunkering operations begin, booms must be installed around the ships.

74. If oil spillage is happened on board a ship or in the area of oil cargo operations (pumping / un pumping) at the seaport waters such operations must be suspended and actions must be taken to localize the spillage in accordance with the oil pollution prevention plan.

75. Information about pollution in the seaport waters must immediately be submitted to the Harbor Master on 9 VHF communication channel. The message must include the following information:

- time when oil spillage was found;
- hydrometeorological conditions (waves, force and direction of wind, visibility);
- nature of pollution and extension of the spill area;
- alleged source of pollution.

76. Ships not engaging in eliminating oil spillage are not allowed to cross the polluted area of the seaport waters.

77. A ship passing near the area where spill is being eliminated must reduce her speed to the minimum to ensure control over the ship.

78. The ship with the patient with the symptoms similar to very dangerous infection revealed should proceed with crew, passengers and cargo to carry out epidemiology activities to anchorages No. 79, 80, 81, or 82, which details are listed in Annex No. 3 to the present Mandatory Regulations.

VIII. Rules for using special communication facilities within the territory and waters of the seaport

79. Radio communication between ships and between ships and seaport services is performed on VHF communication channels or by phone.

80. Information about additional means of communication for submitting information, including phone numbers, must be submitted to seafarers by the Harbor Master.

⁸ Decrees of the Council Of Ministers of the USSR dated September 30, 1983 No. 947 "On accession of the USSR to Protocol of 1978 to International Convention for the Prevention of Pollution from ships of 1983" (The Decree of the council of Ministers of the USSR, 1983, September, page 127)

81. Ships sailing to Petropavlovsk-Kamchatsky section of the seaport waters must ensure a radio watch on 11 VHF communication channel besides 16 VHF communication channel before they approach to the line connected Mayachny point and Bezymyanny point.

82. Anchored ships or ships under way must ensure continuous radio watch on 11 and 16 VHF communication channels, but berthed ships must ensure radio watch on 16 VHF communication channel only. If VHF radio station is broken, the ship must inform the Harbor Master and takes actions for communication renew.

83. Radio communications on 11 and 16 VHF communication channels unrelated to ensuring of safety of navigation and ships' traffic control are prohibited.

84. During mooring operations communication with tugs to be maintained—on 8 or 14 VHF communication channels.

IX. Details of boundaries of sea areas A1 and A2 of Global Maritime Distress and Safety System

85. There are following aids for communication in case of distress and safe navigation:

- Station of area A1 GMDSS is located in Petropavlovsk-Kamchatsky city (52°59' northern latitude 158°39' eastern longitude). The station ensures communication within the entire area of Avacha Bay (except for Krashennikov Bay) and in Avacha Gulf within the sector limited with radius of 22 nautical miles from the radio station's location and rays along the azimuth from 168° to 185°;

- Station of area A2 GMDSS is located in Petropavlovsk-Kamchatsky city (53°04' northern latitude and 158°32' eastern longitude). The station ensures communication within the sector limited with radius of 150 nautical miles from the radio station's location and rays along the azimuth from 0° to 150°;

- Station of area A2 GMDSS is located in Ozernovsky settlement (51°29' northern latitude and 156°30' eastern longitude). The station ensures communication within the sector limited with radius of 150 nautical miles from the radio station's location and rays along the azimuth from 145° to 345°;

- Station of NAVTEX service (53°15' northern latitude and 158°25' eastern longitude). The station ensures submission of information about safety of navigation within the radius of 450 nautical miles from the station's location.

X. Details of the seaport waters depths and technical capacity of the seaport's anchorage / berthing facilities

86. The seaport admits ships up to 400 meters in length, up to 58 meters in breadth, and up to 13 meters in draught.

Information about the Seaport's technical capacity as it pertains to acceptance of ships is listed in Annex No. 5 to the present Mandatory Regulations.

87. Details on actual depths within seaport's waters and alongside seaport's berths, as well as information about maximum permissible drafts of ships within seaport's waters and alongside seaport's berths are provided to seafarers by the Harbor Master annually and when they change.

XI. Details of hazardous cargo handling at the seaport

88. Operations with cargo of 1, 2, 3, 4, 5, 6, 8, and 9 classes as specified by International Maritime Organization are allowed in the seaport waters.

89. Staying of tankers and other ships carrying hazardous cargo may moor within is allowed alongside seaport's berths and at anchorages No. 20, 21, 27 and 28.

90. Ships' mooring alongside oil cargo berths is prohibited when wind force is over 10 meters per

second.

XII. Details of organizing ice navigation in the seaport and on approaches to it

91. The beginning and the end of the period of navigation with icebreaker at the seaport waters are declared by the Harbor Master when seaport water freeze up and when ice breaks in Avacha Bay.

92. Depending on predicted ice conditions in seaport waters the Harbor Master establishes restrictions for regime of ice navigation according to Annex No. 6 to the present Mandatory Regulations.

93. Notification of ice navigation restrictions is published at URL: www.ampskk.ru not later than seven days before the ice navigation restrictions will come into force.

94. Taking into account actual ice conditions in the seaport waters and technical characteristics of ships, ships may sail following recommendations of an officer of the Harbor Master's service or themselves.

95. Ships sailing to the seaport must inform the Harbor Master about passing the control points of the recommended route stipulated by the Harbor Master and inform about ice conditions along their way.

XIII. Details of information transmission by masters of ships staying in the seaport if a threat of illegal interference acts in the seaport occurs

96. If a threat of illegal interference acts in the seaport occurs the ship master or the ship security officer should immediately inform the port facility security officer and the Harbor Master too.

97. The information about port facilities security level and ships security level, which are at the seaport, as well as any its changes must be provided to the Harbor Master.

98. Notifications about threat of illegal interference acts in the seaport and change of ship security level, as well as confirmation of receipt of the specified notifications are transmitted immediately from the moment of the circumstances specified in notifications occurrence on VHF communication channels.

99. Information about all incidents involving detection of suspicious items or explosives, about signs of preparation and accomplishment of acts of illegal interference, about the facts of illegal penetration onboard the ships, about receiving any information concerning preparation of terrorist acts, as well as about all breaches of established order or about suspects detected in the seaport should be immediately reported by the masters of ships staying in the seaport to the Harbor Master and to the port facilities security officer on VHF communication channels and by additional means of communication which details are provided by the Harbor Master for concerned parties.

XIV. Details of navigational and hydrometeorological information transmission to the masters of ships staying in the seaport

100. Navigational and hydrometeorological information is transmitted by Harbor Master for ships daily at 8.00 a.m. local time on 9 VHF communication channel. The information contains:

meteorological forecast and warnings;

information about conditions of navigational aids;

information about factors hampering navigation,

101. Urgent navigational information, storm warnings and especially important messages are transmitted by the Harbor Master on 16 VHF communication channel.

102. Masters of ships should confirm receipt of information stated in art. 101 of the present Mandatory Regulations.

APPROACHES TO THE SEAPORT

Approaches to Petropavlovsk-Kamchatsky section of the seaport waters are fairway No. 25 and fairway of Rakovaya Bay:

1. Fairway No. 25 is located along Avacha range (343.3° - 163.3°), its breadth is three cables, and it is limited by straight lines connecting points with the following coordinates in the given sequence:

52°52'03" northern latitude and 158°40'36" eastern longitude;

52°52'17" northern latitude and 158°40'57" eastern longitude;

52°59'28" northern latitude and 158°37'18" eastern longitude;

52°59'20" northern latitude and 158°36'55" eastern longitude.

Two-way traffic is established on fairway No. 25, except the section with one-way traffic limited by straight lines connecting points with the following coordinates in the given sequence:

52°57'23" northern latitude and 158°37'54" eastern longitude;

52°57'23" northern latitude and 158°38'24" eastern longitude;

52°55'59" northern latitude and 158°39'06" eastern longitude;

52°55'59" northern latitude and 158°38'36" eastern longitude.

2. Fairway of Rakovaya Bay is located along Rakovaya Bay range ($138,9^{\circ}$ - $318,9^{\circ}$); its breadth is two cables, it is limited by straight lines connecting the following points in the given sequence:

52°59'38" northern latitude and 158°37'45" eastern longitude;

52°58'09" northern latitude and 158°39'50" eastern longitude;

52°58'12" northern latitude and 158°40'23" eastern longitude;

52°58'18" northern latitude and 158°40'23" eastern longitude;

52°58'18" northern latitude and 158°40'10" eastern longitude;

52°59'44" northern latitude and 158°38'03" eastern longitude.

Two-way traffic is established on fairway of Rakovaya Bay.

DETAILS
OF THE MINIMUM QUANTITY AND MINIMUM POWER CAPACITY OF TUGBOATS FOR
MOORING OPERATIONS IN PETROPAVLOVSK-KAMCHATSKY SECTION AT THE SEAPORT

1. For mooring operations alongside seaport berths located
at Petropavlovsk-Kamchatsky section of the seaport waters

Length of ship (meters)	Minimum number of tugs and their capacity in kW	
	mooring	unmooring
From 80 to 120	2 x 440	2 x 440
From 121 to 170	1 x 880 1 x 440	1 x 880 1 x 440
From 171 to 200	2 x 880	2 x 880
From 201 to 220	2 x 1838	2 x 1838
From 221 to 260	1 x 1838 1 x 2667	1 x 1838 1 x 2667
More than 260	3 x 1838 or 2 x 2667	3 x 1838 or 2 x 2667

2. For mooring operations in the areas for transshipment from one ship to another
within Petropavlovsk-Kamchatsky section of the seaport waters

Ship's deadweight (tons)	Minimum number of tugs and their capacity in kW	
	mooring	unmooring
From 5001 to 10 000	1 x 440 1 x 880	1 x 440 1 x 880
From 10001 to 20 000	1 x 880 1 x 1838	1 x 880 1 x 1838
From 20001 to 80 000	2 x 1838	2 x 1838
From 80001 to 120 000	3 x 1838 or 2 x 2667	3 x 1838 or 2 x 2667

DETAILS OF ANCHORAGES AT THE SEAPORT

N 4	53°02'30" northern latitude and 158°36'30" eastern longitude;
N 5	53°01'84" northern latitude and 158°36'70" eastern longitude;
N 6	53°00'78" northern latitude and 158°33'52" eastern longitude;
N 7	53°00'78" northern latitude and 158°34'20" eastern longitude;
N 8	53°00'78" northern latitude and 158°34'87" eastern longitude;
N 9	53°00'78" northern latitude and 158°35'56" eastern longitude;
N 10	53°00'38" northern latitude and 158°33'00" eastern longitude;
N 11	53°00'38" northern latitude and 158°33'70" eastern longitude;
N 12	53°00'38" northern latitude and 158°34'30" eastern longitude;
N 13	53°00'38" northern latitude and 158°35'00" eastern longitude;
N 14	53°00'38" northern latitude and 158°35'70" eastern longitude;
N 15	53°00'00" northern latitude and 158°32'86" eastern longitude;
N 16	53°00'00" northern latitude and 158°33'50" eastern longitude;
N 17	53°00'00" northern latitude and 158°34'20" eastern longitude;
N 18	53°00'00" northern latitude and 158°34'90" eastern longitude;
N 19	53°00'00" northern latitude and 158°35'60" eastern longitude;
N 20	52°59'60" northern latitude and 158°32'35" eastern longitude;
N 21	52°59'60" northern latitude and 158°33'05" eastern longitude;
N 22	52°59'60" northern latitude and 158°33'75" eastern longitude;
N 23	52°59'60" northern latitude and 158°34'40" eastern longitude;
N 24	52°59'60" northern latitude and 158°35'05" eastern longitude;
N 25	52°59'60" northern latitude and 158°35'80" eastern longitude;
N 27	52°59'20" northern latitude and 158°31'50" eastern longitude;
N 28	52°59'20" northern latitude and 158°32'20" eastern longitude;

N 29	52°59'20" northern latitude and 158°32'85" eastern longitude;
N 30	52°59'20" northern latitude and 158°33'53" eastern longitude;
N 31	52°59'20" northern latitude and 158°34'20" eastern longitude;
N 32	52°59'20" northern latitude and 158°34'90" eastern longitude;
N 33	52°59'20" northern latitude and 158°35'60" eastern longitude;
N 70	53°01'82" northern latitude and 158°47'18" eastern longitude;
N 71	53°01'54" northern latitude and 158°37'17" eastern longitude;
N 72	53°01'54" northern latitude and 158°37'60" eastern longitude;
N 73	52°59'93" northern latitude and 158°37'32" eastern longitude;
N 74	53°00'12" northern latitude and 158°47'68" eastern longitude;
N 75	53°00'34" northern latitude and 158°38'00" eastern longitude;
N 76	52°59'64" northern latitude and 158°37'47" eastern longitude;
N 77	52°59'86" northern latitude and 158°37'80" eastern longitude;
N 78	53°00'08" northern latitude and 158°38'18" eastern longitude;
N 79	53°01'77" northern latitude and 158°32'98" eastern longitude;
N 80	53°01'60" northern latitude and 158°33'40" eastern longitude;
N 81	53°01'50" northern latitude and 158°32'55" eastern longitude;
N 82	53°01'32" northern latitude and 158°32'95" eastern longitude.

**DETAILS
OF THE VERY HIGH FREQUENCY CHANNELS OF THE SEAPORT**

Call recipient	Very high frequency communication channels		Call sign
	Calling channel	Operating channel	
The Harbor Master service	16	11	"Petropavlovsk radio-49"
		9	"Petropavlovsk radio-5"
Pilotage service	14	8, 10	"Petropavlovsk - Rosmorport"
Operator of sea area A1 GMDSS	16	25, 85	"Petropavlovsk radio- TSUS"
Dispatcher of Kamchatka branch of Federal Budgetary Institution "Maritime Search and Rescue Service of the Federal Agency of Maritime and River Transportation"	29	29	" Petropavlovsk radio-12"
Dispatcher of Petropavlovsk branch of Federal State Budgetary Institution "National Fish Resources"	97	11	"Petropavlovsk-Kamchatsky-Natsrybresource"

**DETAILS
OF SEAPORT'S TECHNICAL CAPACITIES TO ACCEPT SHIPS**

Name	Purpose	Technical characteristics of the berth		Location
		length, meters	designed depth, meters	
1	2	3	4	5
Area of Mokhovaya Bay				
Berth No. 12	Serving fishing ships	246.75	7.91	From rear mark of Avachinsky leading line along bearing 241° at the distance of 10.4 cables
Berth No. 11	Serving fishing ships	126	7.91	From rear mark of Avachinsky leading line along bearing 240° at the distance of 8.9 cables
Berth No.10	Serving fishing ships	155	7.91	From rear mark of Avachinsky leading line along bearing 233° at the distance of 8.1 cables
Mokhovaya pile pier	Mooring of small watercrafts	31.25	8.8	From rear mark of Avachinsky leading line along bearing 231° at the distance of 7.9 cables
Berth of Mokhovaya Bay	Serving fishing ships	132	7.2	From rear mark of Avachinsky leading line along bearing 166° at the distance of 10.7 cables
Reinforced concrete berthing line	Cargo	60	6	Immediately to the south-east from the berth No. 1 of Chavychnaya Bay
Berth	Serving fishing ships	63	9.5	From rear mark of Avachinsky leading line along bearing 167° at the distance of 10.3 cables
Area of Seroglazka Bay				
Enclosing breakwater	Protecting the boot basin from wave	Root portion 94	5.42	From front mark of Avachinsky leading line along bearing 92° at

	mooring of fishing ships			the distance of 7.5 cables
		Head portion 258	7.92	From front mark of Avachinsky leading line along bearing 95° at the distance of 5.6 cables
Fish receiving berth	Serving fishing ships	222.25	8.92	From front mark of Avachinsky leading line along bearing 87° at the distance of 5.8 cables
Onshore berth	Serving fishing ships	240	5.42	From front mark of Avachinsky leading line along bearing 90° at the distance of 4,7cables
Cargo berth	Serving fishing ships	133.3	6.46	From front mark of Avachinsky leading line along bearing 101° at the distance of 8.8 cables
Reconstruction of a pier, first phase	Mooring and serving fishing ships	99.4	6.4	From front mark of Avachinsky leading line along bearing 107° at the distance of 8,6 cables
Reconstruction of a pier, second phase	Mooring and serving fishing ships	124.2	7.96	From front mark of Avachinsky leading line along bearing 109° at the distance of 8,2 cables
Harbor wall	Mooring and serving fishing ships	355.6	6.66	From front mark of Avachinsky leading line along bearing 107° at the distance of 8.6 cables
Enclosing breakwater, second phase	Protection of the inner harbor and hydrotechnical structures, mooring of fishing ships	(inner part) 273.2	6.2/8	From front mark of Avachinsky leading line along bearing 111° at the distance of 7,8 cables
		(outer part) 422.89	9	From front mark of Avachinsky leading line along bearing 111° at the distance of 7,8 cables
Area of Ozernovsky landtongue				
Root section of the breakwater	Protecting structure, ship repair berth	Outer part 80	4.04	From top of Mishennaya peak (382.5 meters) along bearing 188° at the distance of 9,9 cables
		Inner part 161.12	4.04	
Deep water part of the breakwater	Protecting structure, ship repair berth	172.4	Outer part 7.04	From top of Mishennaya peak (382.5 meters) along bearing 193° at the distance of 9.7 cables
			Inner 6.04	

Berth "Pacific Network"	Finalization of ships under construction, cargo operations	159.5	5	From top of Mishennaya peak (382.5 meters) along bearing 181° at the distance of 9.4 cables
Area of Petropavlovsk Bay				
Berth No. 1	Handling bulk cargo	185.5	9.7	From rear mark of Petropavlovsky leading line along bearing 248° at the distance of 4.1 cables
Berth No.2	Handling timber and bulk cargo	125.2	9.7	From rear mark of Petropavlovsky leading line along bearing 271° at the distance of 4.0 cables
Berth No.3	Handling scrap metal	85	9.7	From rear mark of Petropavlovsky leading line along bearing 276° at the distance of 4.2 cables
Berth No. 3-A	Auxiliary	69.35	5.5	From rear mark of Petropavlovsky leading line along bearing 277° at the distance of 4,2 cables
Berth No. 3-B	Auxiliary	59	4.5	Immediately to the north-west from the berth 3-A
Berth No. 3-B	Auxiliary	226.1	4.5	Immediately to the north-west from the berth 3-B
Berth No.3-Г	Auxiliary	142.2	4.5	Immediately to the north-west from the berth 3-B
Berth No. 1-p	Serving fishing ships	106	9.7	From rear mark of Petropavlovsky leading line along bearing 316° at the distance of 6.0 cables
Berth No. 2-p	Serving fishing ships	104	7.96	From rear mark of Petropavlovsky leading line along bearing 325° at the distance of 5.3 cables
Berth No. 3-p	Serving fishing ships	155	6.46	Immediately to the east from the berth No. 2
Berth No. 6-p	Serving fishing ships	100.83	6.06	From rear mark of Petropavlovsky leading line

				along bearing 306° at the distance of 4.9 cables
Berth No. 7-p	Serving fishing ships	96.66	6.06/7.96	From rear mark of Petropavlovsky leading line along bearing 297° at the distance of 4.9 cables
Berth No. 8-p	Serving fishing ships	120	7.96	Southern side of the landtongue of Petropavlovsky Bay
Berth No. 9-p	Serving fishing ships	162.26	6.04	From rear mark of Petropavlovsky leading line along bearing 308° at the distance of 5.3 cables
Berth No. 4	Local passenger traffic	125	9.7	Immediately to the south-east from the berth No. 8
Berth No. 5	Passenger, refrigerated cargo	113	9.7	From rear mark of Petropavlovsky leading line along bearing 300° at the distance of 3.3 cables
Berth No. 6	Handling general cargo	140	9.7	From rear mark of Petropavlovsky leading line along bearing 295° at the distance of 2,8 cables
Berth No. 7	Handling general cargo	143.8	9.7	From rear mark of Petropavlovsky leading line along bearing 282° at the distance of 2,3 cables
Berth No. 8	Handling general cargo	170	9.7	From rear mark of Petropavlovsky leading line along bearing 261° at the distance of 1.9 cables
Berth No. 9	Handling general cargo	147	9.7	From rear mark of Petropavlovsky leading line along bearing 235° at the distance of 1.8 cables
Berth No.10	Containers	184	9.7	From rear mark of Petropavlovsky leading line along bearing 212° at the distance of 2.2 cables
Berth No. 11	Handling general	98.8	11	From rear mark of

	cargo and grain in bulk as cargo			Petropavlovsky leading line along bearing 185° at the distance of 2.7 cables
Berth No. 12	Handling general cargo, containers and bulk cargo	154.2	11	From rear mark of Petropavlovsky leading line along bearing 184° at the distance of 3.2 cables
Area of Korfa Bay, Tilichiki section				
Berth No. 1	General cargo and bulk cargo	70.75	1.6	Within 2.6 nautical miles to the west from Skryty cape
Area of Kamchatka Bay, Ust-Kamchatsk section				
Berth No. 1	General cargo	213.5	5.73	Within 7.8 cables north-west from Reydovy deviation mark

**RESTRICTIONS OF ICE NAVIGATION REGIME
IN THE SEAPORT WATERS AND ON ITS APPROACHES⁹**

Ice condition	Vessels allowed to navigate in ice with icebreaking pilotage or independently	Vessels allowed to navigate in ice with icebreaker only	Vessels not allowed to navigate in ice
Thickness of solid ice 10-15 centimeters	Vessels of Ice1 category and higher	Vessels without ice reinforcements	Tugs with barges
Thickness of solid ice 15-30 centimeters	Vessels of Ice2 category and higher	Vessels of Ice1 category	Vessels without ice reinforcements, tugs and barges
Thickness of solid ice 30-50 centimeters	Vessels of Ice3 category and higher	Vessels of Ice1 and Ice2 categories	Vessels without ice reinforcements, tugs with barges
Thickness of solid ice more than 50 centimeters	Vessels of Arc4 category and higher	Vessels of Ice2 and Ice3 categories	Vessels without ice reinforcements, Ice1 category ships, tugs with barges

⁹ Categories of ice reinforcement are set forth in accordance with classification of the Russian Maritime Register of Shipping

INFORMATION ABOUT AREAS FOR RELOADING CARGO
FROM ONE SHIP TO ANOTHER AND TERMS OF SECURE TRANSSHIPMENT
IN SECTIONS OF THE SEAPORT WATERS

1. Petropavlovsk-Kamchatsky section of the seaport waters.

During reloading cargo from one ship to another at Petropavlovsk-Kamchatsky section of the seaport waters requirements of art. 57 of Mandatory Regulations should be done.

Point No. 1 is situated in the area limited with a circumference 630 meters in radius with the center in the point with coordinates 53°00'59" northern latitude and 158°35'26" eastern longitude. Point No. 1 is established for ships of maximum length 400 meters and maximum breadth 58 meters. Simultaneous occupations by ships of the point No. 1 for reloading from one ship to another and anchorages No. 8 and No. 9 are not allowed.

Point No. 2 is situated in the area limited with a circumference 630 meters in radius with the center in the point with coordinates 53°00'12" northern latitude and 158°35'26" eastern longitude. Point No. 2 is established for ships of maximum length 400 meters and maximum breadth 58 meters. Simultaneous occupations by ships of the point No. 2 for reloading from one ship to another and anchorages No. 13, 14, 18, and No. 19 are not allowed.

2. Pakhachi section of the seaport waters.

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 5 is situated in the area limited with a circumference ten cables in radius with the center in the point with the coordinates 60°30'24" northern latitude and 169°13' eastern longitude. Point No. 5 is established for ships discharging cargo at Pakhachi section of the seaport waters using lightering ships for delivering cargo from the anchorage to shore (hereinafter – port ships). When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea.

3. Tilichiki section of the seaport waters.

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 160 meters.

Point No. 6 is situated in the area limited with circumference six cables in radius with the center in the point with the coordinates 60°24'30" northern latitude and 166°06'30" eastern longitude. Point No. 6 is established for ships discharging cargo at Tilichiki section of the seaport waters using port ships and reload fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea, but port ships must shift to refuge.

4. Ossora section of the seaport waters.

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 7 is situated in the area limited with circumference four cables in radius with the center in

the point with the coordinates 59°15' northern latitude and 163°05' eastern longitude. Point No. 7 is established for ships that discharge cargo at Ossora section of the seaport waters using port ships. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading and unmoor, but port ships must shift to refuge.

Point No. 8 is situated in the area limited with circumference five cables in radius with the center in the point with the coordinates 59°16' northern latitude and 163°17' eastern longitude. Point No. 8 is established for ships reloading fishing products from one ship to another. When wind force exceeds 14 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea.

5. Ust-Kamchatsk section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 9 is situated in the area limited by straight lines connecting points with the following coordinates in the given sequence: 56°12' northern latitude and 162°30' eastern longitude, 56°12'42" northern latitude and 162°31'36" eastern longitude, 56°11'18" northern latitude and 162°31'36" eastern longitude, 56°11'18" northern latitude and 162°30' eastern longitude. Point No. 9 is established for ships discharging cargo at Ust-Kamchatsk section of the seaport waters using port ships and reloading fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea, but port ships must shift to refuge.

6. Nikolskoye section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 10 is situated in the point with the coordinates 55°12'18" northern latitude and 165°57'48" eastern longitude. Point No. 10 is established for ships discharging cargo at Nikolskoye section of the seaport waters using port ships. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, but port ships must shift to refuge.

7. Ozernovsky section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 130 meters.

Point No. 11 is situated in the area limited with a circumference seven cables in radius with the center in the point with the coordinates: 51°30'30" northern latitude and 156°27'18" eastern longitude. Point No. 11 is established for ships discharging cargo at Ozernovsky section of the seaport waters using port ships and reloading fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea, but port ships must shift to refuge.

8. Oktyabrsky section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 160 meters.

Point No. 12 is situated in the area limited with a circumference six cables in radius with the center in the point with the coordinates: 52°37' northern latitude and 156°11' eastern longitude. Point No. 12 is established for ships reloading fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop

their own anchors or sail at open sea.

9. Kirovsky section of the seaport waters.

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 160 meters.

Point No. 13 is situated in the area limited with a circumference eight cables in radius with the center in the point with the coordinates: $54^{\circ}11'30''$ northern latitude and $155^{\circ}45'$ eastern longitude. Point No. 13 is established for ships discharging cargo at Kirovsky section of the seaport waters using port ships and reloading fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea, but port ships must shift to refuge.

10. Krutogorovo section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 160 meters.

Point No. 14 is situated in the area limited with a circumference four cables in radius with the center in the point with the coordinates: $55^{\circ}02'30''$ northern latitude and $155^{\circ}33'$ eastern longitude. Point No. 14 is established for ships discharging cargo at Krutogorovo section of the seaport waters using port ships and reloading fishing products from one ship to another. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, unmoor and drop their own anchors or sail at open sea, but port ships must shift to refuge.

11. Tigil section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 15 is situated in the area limited with a circumference four cables in radius with the center in the point with the coordinates: $58^{\circ}04'$ northern latitude and $158^{\circ}06'$ eastern longitude. Point No. 15 is established for ships discharging cargo at Tigil section of the seaport waters using port ships. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, but port ships must shift to refuge.

12. Palana section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 130 meters.

Point No. 16 is situated in the area limited with a circumference three cables in radius with the center in the point with the coordinates: $59^{\circ}04'18''$ northern latitude and $159^{\circ}46'24''$ eastern longitude. Point No. 16 is established for ships discharging cargo at Palana section of the seaport waters using port ships. When wind force exceeds 12 meters per second or waves are higher than one meter, ships must suspend reloading, but port ships must shift to refuge.

13. Manily section of the seaport waters

Positioning on an anchor during reloading operations from one ship to another is allowed to ships not longer than 140 meters.

Point No. 17 is situated in the area limited by straight lines connecting points with the following coordinates in the given sequence: $62^{\circ}32'06''$ northern latitude and $164^{\circ}44'24''$ eastern longitude, $62^{\circ}32'12''$ northern latitude and $164^{\circ}45'18''$ eastern longitude, $62^{\circ}31'24''$ northern latitude and $164^{\circ}48'18''$ eastern longitude, $62^{\circ}31.3'18''$ northern latitude and $164^{\circ}47'24''$ eastern longitude. Point No. 17 is

established for ships discharging cargo at Manily section of the seaport waters using port ships. When wind force exceeds 14 meters per second or waves are higher than one meter, ships must suspend reloading, but port ships must shift to refuge.

When ships reload cargo from one to another positioning on an anchor, their main engines must be stand by; ships must be ready to unmoor, heave up anchor and sail at open sea if weather deteriorates.