

BY-LAWS in Novorossiysk Sea Port

I. General provisions

1. The By-Laws in the Novorossiysk seaport (further referred to as By-Laws) are issued in accordance with the Federal Law No. 261-FL «On sea ports of the Russian Federation and amendments to the certain legislative acts of the Russian Federation» dated November 8, 2007, Federal Law No.81-FL «The Merchant Shipping Code of the Russian Federation» (further referred to as MSC) dated April 30, 1999, Federal Law No. 155-FL «On internal waters, territorial sea and contiguous zone of the Russian Federation» dated July 31, 1998, and General Rules of navigation and mooring of vessels in the sea ports of the Russian Federation and on the approaches thereto (further referred to as General Rules).
2. These By-Laws comprise rules as follows: description of the Novorossiysk seaport (further referred to as seaport); procedures for arrival at and departure from the seaport including the safety of navigation requirements; navigation of vessels in the seaport water area and on the approaches to it; Vessel Traffic Control Service area and navigation regulations in the area covered by VTS; vessels' stay in the seaport water area at anchorages and alongside berths; ecological and quarantine requirements, waste to be disposed in the seaport; means of communication to be used in the seaport water area and on its territory; the seaport limits and information on the approaches to the seaport; range of Sea Area A1 of the Global Maritime Distress and Safety System (further referred to as GMDSS); seaport technical capability of accepting vessels; areas for compulsory and voluntary pilotage; depths available in the seaport water area and on the approaches to it; dangerous cargoes handling; data to be advised by the masters of vessels in the event of a threat of unlawful interference act in the seaport; transmission of data regarding navigational conditions as well as weather and sea conditions prevailing in the seaport, other information as prescribed by the acts of law of the Russian Federation pertaining to the merchant shipping.
3. These By-Laws pertain to all vessels irrespective of their national and departmental status as well as any legal entity or individual engaged in the activities of the seaport.
4. Navigation of vessels and vessels' stay within the seaport water area shall be executed in compliance with the General Rules and these By-Laws.

II. Seaport Description

5. The boundaries of the seaport are established by the Government Decree No. 1161 of the Russian Federation dated August 12, 2009.

The seaport is located in the north-eastern part of the Black Sea. The water area of the seaport comprises the Inner Harbour, Shipyard Harbour, «Kombinat Stroykomplekt» Harbour (further referred to as KSK Harbour), South-Eastern Cargo Area (further referred to as SECA), Sheskharis Oil Harbour, Aleksino settlement Harbour and «Caspian Pipeline Consortium-R» Marine Terminal Harbour (further referred to as CPC-R Marine Terminal).

There are approaches to the seaport of Novorossiysk established for vessels proceeding to the CPC-R Marine Terminal. Vessels proceeding to the Single Point Moorings of CPC-R Marine Terminal (further referred to as the SPM of CPC-R Marine Terminal) shall sail from the position Lat 44°31,15' N, Long 37°38,35' E in the direction of the recommended route No. 83 (0°-180°) until the boundary of the Novorossiysk seaport water area along the passage constrained by meridians between Long. 37°37,4' E and Long 37°38,6' E.

6. The seaport water area is adjacent to the waters of Novorossiysk Naval base and Coastguard sea-based naval ships, vessels and launches of the Federal Security Service of the Russian Federation.
7. Navigation in the seaport is performed all the year round; the seaport operating round-the-clock and a permanent cargo and passenger border check-point is available in the seaport to cross the state boundary of the Russian Federation.
8. The Novorossiysk seaport is an ice-free port.
9. Sailing conditions in the seaport are as follows:
 - The north-easterly gale force wind prevailing within the period from November till March can reach a speed more than 50 m/s;
 - Ice covering of ships and hydraulic structures may occur as a result of stormy winds blowing from the northern directions accompanied with air temperature below zero;
 - The velocity of southerly winds can reach 30-35 m/s while the sea height can reach 7 metres in the seaport water area and up to 3 metres in the Inner Harbour;
 - During the period from June till August waterspouts are observed within the seaport water area.
10. The sea port is defined as the GMDSS Sea Area A1.
11. The seaport is capable to embark and disembark passengers, carry out cargo operations including dangerous goods of Classes 1-6 and 8-9 as described by the International Maritime Organization, replenish the stock of food, fuel, fresh water and receive sewage and oily water from vessels as well as garbage of any category. The port has at its disposal the facilities for repairing shipborne equipment and carrying

out diver's survey of a ship.

12. The technical capabilities of the seaport to accept vessels with regard to depths within the water area of and on approaches to the seaport are given in Chapter X and the Appendix 1 to these By-Laws.
13. Seaport fairways to be referred to the Appendix 2 to these By-Laws.
14. Areas for sailing only with a pilot available on board are described in the Appendix 3 to these By-Laws.
15. Tug assistance is available in the seaport.

Minimum number and power of tugs required for vessel's mooring/unmooring in the seaport to be referred to the Appendix 4 to these By-Laws.

16. Data regarding the CPC-R Marine Terminal is given in the Appendix 5 to these By-Laws.
17. The extreme sea and weather factors imposing restrictions on vessel's approach to berths of Sheskhari Oil Harbour to be referred to the Appendix 6 to these By-Laws.
18. Seaport Areas to be referred to the Appendix 7 to these By-Laws.
19. Anchorage areas to be referred to the Appendix 8 to these By-Laws.
20. Fishing areas within the seaport water area to be referred to the Appendix 9 to these By-Laws.
21. Communication channels of very high frequency (further referred to as VHF channels) to be used in the seaport are indicated in the Appendix 10 to these By-Laws.
22. Ship-to-ship transfer of cargo including dangerous goods is carried out in the seaport in compliance with the "Rules for rendering services to arrange ship to ship transfer", approved by the Ministry of Transport of the Russian Federation.

Data regarding the areas and positions intended for ship-to-ship transfers and the precautionary measures to be taken for ensuring safe operations to be referred to the Appendix 11 to these By-Laws.

III. Procedures for arrival at and departure from the seaport including the safety of navigation requirements

23. Information of vessel's arrival at and departure from the seaport shall be forwarded to the Harbour Master: www.portcall.marinet.ru.
24. A vessel's clearance inwards or outwards is performed in the seaport round-the-clock.
25. A vessel is not required to be cleared inwards or outwards if she:
 - sails only within the seaport water area;

- leaves the port limits subject to its return to the seaport after the period not exceeding 72 hours without calling at any other port.

The permit for sailing within the seaport water area and beyond the limits of the seaport water area provided the vessel is to return to the seaport, shall be issued by the Harbour Master for the time period of not over than 90 days. The period of validity of the above mentioned authorization shall not extend over an expiration date of any of the ship's certificates.

In the event of small vessels, sport sailing vessels and pleasure craft based at berth stations within the seaport water area such permit shall be issued for the period while a vessel's seaworthiness certificate being valid.

Non self-powered sport sailing vessels up to 9 m in length which are not provided with places intended for the rest are required neither to be cleared inwards or outwards nor to obtain a permit. When sailing within the seaport waters, inward or outward sport sailing vessels shall not impede the movement of any other ship.

With respect to small vessels being in operation for non-commercial purpose as well as pleasure craft and sport sailing vessels a permit for sailing within the seaport waters and beyond their limits provided the vessel is to return to the seaport shall be issued after a ship's ticket as well as license to operate a small vessel, pleasure craft or sport sailing vessel having been presented as well as an application of shipowner submitted to the Harbour Master in which an intended sailing area to be stated. The above stipulated documents required in order to obtain the permit may be sent to: www.bsamp.ru.

When notifying the Harbour Master of its departure a small vessel or sport sailing vessel, pleasure craft shall only indicate a number of the permit having been issued to it.

26. The permit for sailing within the seaport water area and beyond its limits subject to the vessel's return to the seaport, shall be issued by the Harbour Master provided the vessel, its crew, hull, engines, machinery and equipment/devices are in full compliance with the appropriate requirements in respect of safe navigation and protection of marine environment relevant to the documents specified in Appendixes Nos. 1 and 2 to the General Rules and an application has been submitted by the master of a vessel (shipowner) or its agent including the following:

- IMO number (if applicable);
- Ship's name in Russian and Latin alphabet;
- Ship's call sign;
- Ship's number given by the mobile maritime service;
- Name and IMO number of shipowner and operator of the ship;
- Ship's Class (name of the organization having issued the classification certificate to the ship and being authorized to make a survey and give a class to ships in compliance with 22 article of the Merchant Shipping Code);
- Ship's main particulars (type, build year, gross tonnage, deadweight, length overall,

extreme breadth, depth, modulus, maximum draught, draught fore and aft, GMDSS area, authorized sailing area);

- operation activity in which a ship is engaged;
- number of crew members and their nationality;
- intended area of sailing;
- sailing area and season restrictions;
- ship security data;
- information with regard to sanitary and epidemic conditions on board ship;
- Information if appropriate of any malfunction of ship's cargo handling facilities (machinery) as well as any non-compliance of the ship with the international requirements in respect of the safety of life at sea, maritime safety, marine environment protection, transport security.

27. The permit for sailing within the seaport water area and beyond its limits provided the vessel is to return to the seaport, shall be issued by the Harbour Master in writing including the data having been shown in application of the master of a ship (shipowner) or an agent as well as the sailing area and season restrictions established for the vessel by the Harbour Master, date of issue of the permit and expiry date.
28. If the data stated in the application of the master of a vessel (shipowner) or ship agent submitted in order to obtain a permit for sailing within the seaport water area and beyond its limits provided the vessel is to return to the seaport, has been changed until the expiration of the permit, the master of the ship (shipowner) or ship agent shall notify the Harbour Master and apply for the receipt of a new permit.
29. The permit to leave the port for running trials shall be obtained from the Harbour Master after the following documents have been produced:
 - survey report issued by a classification society including the conditions to be complied with for the ship's safe sailing during the running trials;
 - Crew List comprising sufficient minimum safe manning in order to ensure safe navigation of the ship during the running trials;
 - Certificates of Competency and Certificates of Proficiency to be in possession of the crewmembers indicated in the Crew List;
 - list of specialists which are not included in the Crew List but available on board ship for running trials;
 - Basic Safety Certificates to acknowledge that specialists which are not included in the Crew List but available on board for running trials have completed the course of training in accordance with the requirements of Section A-VI/I of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

IV. Navigation of vessels in the seaport water area and on the approaches to it

30. The port is a regulated movement area. All vessels' movements within the seaport waters including anchoring, mooring/unmooring with the exception of non-commercial small vessels shall be performed according to schedule which is drawn up for every 24 hours (further referred to as daily schedule). The daily schedule is to be approved by the Harbour Master based on the information having been sent by vessels in compliance with paragraph 23 of these By-Laws. The daily schedule becomes effective from 1500 local time for the period of 24 hours and is available on: www.bsamp.ru.
31. Movement of vessels, anchoring and weighing anchor shall be regulated by Novorossiysk Vessel Traffic Control Service (referred to as VTS) according to the daily schedule. Before commencing any movement a vessel shall make a request to get underway and obtain the permission from VTS. The Harbour Master shall be informed by VTS that such permission has been given to the vessel.

No vessel shall enter the water area of Novorossiysk Naval Base without the permission of the senior duty officer.

Restrictions may be temporary imposed on vessels traffic according to the procedure provided in paragraph 3, article 15 «On internal waters, territorial sea and contiguous zone of the Russian Federation», Federal Law No. 155, dated July 31, 1998.

32. Both self-propelled and non-self-propelled small vessels (craft) operated by individuals except for small vessels engaged in port operation activities, are prohibited from sailing or lying within the water area of the Inner Harbour, Shipyard Harbour, South-Eastern Cargo Area and operational area of the «Kabardinka» Berth intended for embarkation/disembarkation of passengers and/or handling of cargoes associated with a higher risk, as well as in the fairways and Areas Nos. 670 and 649, with the exception of the permitted regulated movement stipulated in these By-Laws.

Non-commercial small vessels as well as sport sailing vessels and pleasure craft are allowed to enter the Inner Harbour and moor at Berths Nos. 34, 34 A and 35 to be cleared inwards/outwards by Customs, Coastguard and other Authorities.

Vessels specified above are allowed to transit the Area No. 670 between the parallels 44°39,2' N and 44°39,7' N with the permission of the Harbour Master.

A request for permission to pass through the area shall be made by means of communication which are stipulated in chapter VIII of these By-Laws one nautical mile prior to the approach to the area to be passed through and such request shall comprise a vessel's name or number indicated on its side. The Harbour Master shall be informed of the commencement and completion of the transit.

33. Area No. 670 is allowed for transit sailing between the parallels 44°39,2'N and 44°39,7' N of vessels not exceeding 35 m in length.
34. Vessels entering or leaving the seaport shall proceed by the recommended routes and in the traffic separation scheme.

35. Vessels entering the seaport (including dynamically-supported vessels sailing from the south-eastern directions) shall proceed by the recommended route No. 83 from the position: Lat. 44°32,4' N., Long. 37°51,7' E, direction 360°, until crossing the Novorossiysk alignment in the position: Lat. 44°38,1' N., Long. 37°51,7' E.
36. Vessels leaving the seaport shall proceed along the Novorossiysk alignment until the position: Lat. 44°39,05' N., Long. 37°51,05' E, hence proceed towards the recommended route No. 84, direction 222°, until the turning point of the recommended route No. 84 in the position: Lat. 44°32,7' N., Long. 37°43,1' E.
37. Inbound dynamically-supported vessels from the west and outbound dynamically-supported vessels shall enter or leave the seaport by the recommended routes No. 74 and 75 respectively, direction 58,6° – 238,6° , between the positions: Lat. 44°35,0' N., Long. 37°41,9' E and Lat. 44°39,0' N., Long. 37°51,1' E.
38. Sailing of vessels in Areas Nos. 113 and 133 is prohibited.
39. Vessels proceeding on the Penayskiye or Kabardinskiye leading lines in the area No. 146 where there is a sunken vessel with explosive substances are prohibited to pass between the buoy in position: Lat. 44°40,55' N., Long. 37°52,9' E and the coastline.
40. Area No. 671 is prohibited from anchoring and diving operations with the involvement of divers or submersibles.
41. There is a two-way traffic established in the western fairway, vessels entering or leaving the seaport shall keep to the starboard from the fairway axis.

One-way traffic is established in the eastern fairway, movement direction to be determined by VTS depending on the traffic density in the seaport water area.
42. For entry to the seaport a pilot shall be embarked in the following positions by vessels proceeding to:
 - anchorages Nos. 412 and 414 in position: Lat. 44°37,8' N., Long. 37°52,1' E; disembarkation of the pilot is carried out in anchorages Nos. 412 and 414;
 - berths in position: Lat. 44°37,8' N., Long. 37°52,1' E as well as in anchorages Nos. 412 and 414 ; disembarkation of the pilot is carried out alongside the berths;
 - Single Point Moorings (SPMs) of CPC-R Marine Terminal in position: Lat. 44°34,1' N., Long. 37°38,5' E; disembarkation of the pilot is carried out at the SPM of CPC-R Marine Terminal.
43. For leaving the seaport a pilot shall be embarked either in anchorages Nos. 412 and 414 or alongside the berths; the pilot to be disembarked in position Lat. 44°38,7' N., Long. 37°50,2' E or in anchorages Nos. 412 and 414
44. Vessels departing from the SPMs of CPC-R Marine Terminal shall embark a pilot at the SPM of CPC-R Marine Terminal; disembarkation of the pilot to be carried out in position: Lat. 44°34,1' N., Long. 37°37,5' E;
45. Exempt from compulsory pilotage:

Small vessels;
Vessels of less than 500 gross tons
Sport sailing vessels.

46. Within the seaport water area the dynamically-supported vessels shall sail in a displacement condition either northward of the parallel 44°42,0' N or under visibility of less than one nautical mile or in night time.
47. On the approach to the area covered by VTS as well as after departure from berth a dynamically-supported vessel shall agree with VTS upon the route of its sailing in a non-displacement condition.
48. Vessels engaged in the seaport operations such as support or supply vessels servicing ships in the seaport water area and/or seaport infrastructure (further referred to as seaport fleet) as well as small vessels and sport sailing vessels when entering the Inner Harbour shall keep to the starboard side passing between the Western and Eastern Moles.
49. Area No. 649 is the Safety Zone of Sheskhari Oil Harbour wherein an unauthorized sailing of vessels is prohibited.
50. Area No. 670 is the Safety Zone of CPC-R Marine Terminal wherein the following vessels are permitted to sail:
 - Tankers proceeding for mooring to the SPMs of CPC-R Marine Terminal or departing from them;
 - The CPC-R Service Vessels.
51. Any exercise or competition involving vessels shall be undertaken with the consent of the Harbour Master unless causes obstruction to other vessels at anchor or underway.
52. Vessels navigating in fishing areas shall do so with particular caution.

Vessels engaged in fishing within the seaport water area shall not impede the movement of any other vessel.

V. Vessel Traffic Control Service area and navigation regulations in the area covered by VTS

53. The operating area of the Vessel Traffic Control Service covers the water area bounded by the coastline and straight lines connecting the positions:

Lat. 44°32,27' N, Long. 38°04,60' E;
Lat. 44°30,45' N, Long. 38°01,92' E;
Lat. 44°36,70' N, Long. 37°34,00' E;
Lat. 44°40,56' N, Long. 37°34,00' E.
54. Shore-based pilotage is carried out by VTS with respect to the following vessels:

- Inbound – from the limits of the VTS area until the straight line joining Mys Lyubvi and light beacon at the head of Berth No. 1 of Sheskhari Oil Harbour;
 - Outbound - from the straight line joining Mys Lyubvi and light beacon at the head of Berth No. 1 of Sheskhari Oil Harbour until the limits of the VTS area.
55. To heave up anchor or depart from the berth a vessel shall make a request for VTS permission to get underway 15 minutes prior to the commencement of any movement. Unless the vessel commences the movement at the stipulated time the permission is cancelled and shall be requested again.
 56. Whilst entering or leaving the seaport as well as moving within the seaport waters the master of a vessel shall inform VTS when:
 - Crossing the seaport limits;
 - Embarking/disembarking a pilot;
 - Passing entry buoys in position: Lat.44°39,8' N, Long. 37°50,55' E;
 - Passing head ends of the Western and Eastern Moles;
 - Passing abreast of Sheskhari Oil Harbour (for dynamically-supported vessels).
 57. Should main engine, steering gear or shipborne navigational aids affecting safety of navigation fail and communication with VTS be lost, the master of a vessel shall find a way to immediately advise VTS by any available means.

VI. Vessels' Stay in the seaport at anchorages and alongside berths

58. Vessels may ride at anchor within Anchorage areas Nos. 408, 410, 412, 414, 415 and 416 or lie alongside berths.
59. A vessel shall go into anchor in compliance with the instructions having been obtained from VTS.
60. Anchorages Nos. 408 and 410 are intended for vessels with length not over than 100 m during north-easterly gales in the seaport with the exception of tankers and vessels having dangerous goods on board.

Anchorage No. 412 is intended for vessels of not over than 100 m in length.

Anchorage No. 414 is intended for vessels of not over than 235 m in length except for tankers and vessels having dangerous goods on board.

Anchorage No. 415 is intended for vessels of not over than 100 m in length as well as for the sea-river type vessels (mixed sailing).

Anchorage No. 416 is intended for vessels exceeding 100 m in length including tankers and vessels having dangerous goods on board.

61. Areas Nos. 647, 648, 649, 666, 670 are prohibited from anchoring, flat fishing, dredging, underwater and explosive operations and sailing with anchor chain paid out.

62. Navigation of vessels in Area 925 shall be exercised with particular caution.
63. Anchoring in Inner Harbour is only permitted with tug assistance under heavy weather and sea conditions prevailing in the seaport and/or in case of any emergency involving a vessel.
64. All mooring/unmooring operations in the seaport shall be carried out with tug assistance compulsory for all vessels of 500 t gross tonnage and above except for the seaport fleet.

Number and power of tugs will be determined by the master of a vessel taking into consideration the minimum number and power of tugs required in the seaport for mooring/unmooring operations, for details refer to the Appendix No. 4 to these By-Laws.

65. When mooring/unmooring the berth operator will assign a person in charge of mooring gang provided with a portable radio station to have communications with a pilot or shipmaster, the number of mooring linesmen in mooring gang is to be determined depending on the vessel's gross tonnage as follows:

Vessel's gross tonnage, tons	Number of mooring linesmen
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- Vessel of 500 t – 1 mooring linesman;
- From 501 up to 1500 – 2 mooring linesmen;
- From 1501 up to 2500 – 3 mooring linesmen;
- From 2501 up to 5000 – 4 mooring linesmen;
- From 5001 up to 10000 – 6 mooring linesmen;
- From 10001 up to 20000 – 8 mooring linesmen;
- Over 20000 – 10 mooring linesmen.

When mooring/unmooring of tankers in Sheskharis Oil Harbour there will be six mooring linesmen provided by the terminal operator irrespective of the vessel's gross tonnage.

66. Simultaneous mooring to and/or unmooring from the adjacent berths of vessels exceeding 80 m in length is prohibited.
67. Ro-Ro vessels are allowed to moor stern to the berth, bow anchors being let go as follows:
 - Berth No. 2 of KSK Harbour – in daylight with a wind speed not exceeding 10 m/s and at night with a wind speed not exceeding 7 m/s;
 - Berth No. 9A of Shipyard Harbour - in daylight with a wind speed not exceeding 12 m/s and by night not exceeding 7 m/s;
 - Berths Nos. 4, 9 and 17 of Inner Harbour – with southerly winds not exceeding 12 m/s, and with northerly winds not exceeding 14 m/s.
68. Mooring/unmooring of a containership which is over 250 m in length may be conducted with a wind speed not exceeding 12 m/s.

69. Mooring of vessels to Berths Nos. 4, 9, 14 and 17 of Inner Harbour, berth No. 9A of Shipyard Harbour, berths Nos. № 1, 2, 3, 4, 40, 41 of KSK Harbour with south-easterly, southerly, south-northerly winds reaching the velocity of 12 m/s and over or the sea height over 1 m is prohibited.

The BTOF-Terminal berth is prohibited to be moored to by vessels during winds from the south-eastern, southern, south-northern directions reaching the velocity of 12 m/s and over as well as winds from other directions reaching 14 m/s and over or with the wave height over 1 m.

70. Following requirements shall be met while making fast to berth No. 1 of Sheskharis Oil Harbour:

- the berth shall be approached steering 020°, advance being stopped when midship is abreast of the cargo control room (CCR) at the distance of 150-199 m with winds blowing off the jetty and 200-250 m distant with winds blowing onto the jetty;
- further closing in shall be effected parallel to the berth with the assistance of tugs.
- vessel with any structure or appliance projecting beyond the hull configuration is prohibited to moor to berth No. 1 of Sheskharis Oil Harbour.

Following requirements shall be met while making fast to berth No. 1-A of Sheskharis Oil Harbour:

- tanker shall moor starboard side to Berth No. 1-A of Sheskharis Oil Harbour;
- the berth shall be approached after having turned starboard side to the berth, advance being stopped when midship is abreast of the cargo control room (CCR) at the distance of 150-199 m with winds blowing off the jetty and 200-250 m distant with winds blowing onto the jetty;
- further closing in shall be effected parallel to the berth with the assistance of tugs;
- vessel with any structure or appliance projecting beyond the hull configuration is prohibited to moor to berth No. 1 A of Sheskharis Oil Harbour.

71. The berths Nos. 2, 3, 5 and 8 shall be approached steering parallel to the berth, advance being stopped and closing in on the berth with the assistance of tugs.
72. Tankers shall be made fast to berth Nos. 6 and 7 of Sheskharis Oil Harbour bow seawards, anchor being let go and from 4 up to 6 shackles paid out. It is prohibited to use dolphins for turning of the vessel while making fast.
73. Tanker's mooring lines will be taken to dolphins on berths of Sheskharis Oil Harbour with the assistance of mooring launches.
74. Cargo operations shall not be commenced at berths of Sheskharis Oil Harbour or if commenced to be suspended in case of:
- electrical storm;
 - fire on board the tanker or any other vessel in close proximity to the tanker;

- oil/oil products spill on board the tanker or at sea anywhere within the water area of Sheskharis Oil Harbour;
- emergency or any other situation which may constitute a potential hazard to the tanker, infrastructure of the Sheskharis Oil Terminal or marine environment.

75. When lying alongside a berth of Sheskharis Oil Harbour there shall be a fire-fighting vessel and two tugs available at all times and ready to take the vessel away from the berth in any emergency situation.

When being moored at the SPM of CPC-R Marine Terminal there shall be a fire-fighting vessel and tug available at all times and ready to take the vessel away from the CPC-R Marine Terminal in any emergency.

76. Only one tanker at the time may be underway within the area No. 670.

77. Each SPM of the CPC-R Marine Terminal is provided with a safe berth area of 1 000 meters of radius.

The Safety Area may not be entered (except for a CPC-R's tug ensuring safe mooring and supporting tanker operations) if the tanker moored at the SPM is being loaded.

Should any vessel enter the safety area all cargo operations on the tanker being moored at the SPM shall be ceased.

78. Tanker mooring to the SPM's of CPC-R Marine Terminal can be conducted in significant seas of up to 2,5 m.

79. Cargo transfer operations at the SPM's of CPC-R Marine Terminal can be conducted in significant waves up to 3 m.

80. After a tanker has been moored to the SPM of CPC-R Marine Terminal a tanker tug shall remain connected to the stern of the tanker.

81. A tanker shall be ready for departure from the SPM of CPC-R Marine Terminal when the following conditions exist:

- sea height at the SPM of CPC-R Marine Terminal exceeds 4 m;
- floating hoses damage or threat of damage;
- wind velocity exceeds 23 m/s;
- loading on mooring hawser reaches 100 tons and over.

82. Cargo operations at the SPM's of CPC-R Marine Terminal shall not be commenced or if commenced to be suspended in case of:

- electrical storm;
- fire on board the tanker or any other vessel in close proximity to the tanker;
- oil/oil products spill on board the tanker or at sea anywhere within the CPC-R Marine Terminal area;
- emergency or any other situation which may constitute a potential hazard to the tanker, CPC-R Marine Terminal or marine environment.

83. The emergency departure from the SPM of CPC-R Marine Terminal may be:
- directed by the Harbour Master;
 - initiated by the master of tanker, the CPC-R Marine Terminal operator and the Harbour Master shall be notified;
 - initiated by operator of the CPC-R Marine Terminal upon notification of the Harbour Master.
84. A tanker being moored at the SPM of CPC-R Marine Terminal is prohibited to undergo any repairs or maintenance activities involving the tanker's systems and equipment affecting the vessel's readiness to immediately depart from the SPM.
85. After having departed from the SPM of CPC-R Marine Terminal the tanker shall leave the area No. 670 without delay.
86. When alongside the quay a vessel is allowed to turn her propellers at lowest revolutions for the short time period for testing the main engine before clearing the berth.

Shifting alongside the quay without tug assistance and pilot available on board is only allowed one time and for a distance not exceeding the vessel's length with a wind speed not exceeding 10 m/s. While shifting not all mooring lines being let go, the vessel shall remain connected to the quay with the main engine ready for immediate use.

87. Vessels alongside berths Nos. 4, 9, 14 and 17 of Inner Harbour, berths Nos. 1 and 9 A of Shipyard Harbour, berths Nos. 1, 2, 3, 4, 40 and 41 of KSK, berth of BTOF-Terminal shall keep the main engine, steering and anchor gear constantly ready for immediate use in order to leave the berth if the weather and sea conditions are changing for the worse with the southerly winds.
88. Vessels can be supplied with bunkers:
- in Sheskhari Oil Harbour at berths Nos. 25 and 25 A (wharf No. 4) and at berths Nos. 36 and 27 (wharf No. 5) as well as at berths Nos. 5 and 6 of the Marine Rescue Service (further referred to as MRS) by the use of shore bunker lines;
 - from bunker vessels alongside berth;
 - at anchorage No. 416.

Bunkering of vessels at anchor within Inner Harbour and anchorages Nos. 412 and 414 are allowed provided the vessel fails to proceed to the designated bunker supply places in the seaport.

89. Bunkering is prohibited:
- when handling fertilizers involving ammonium nitrate;
 - when handling dangerous goods of IMO Class 2, 3 and 5 if the bunker connection is located less than 10 m from the cargo handling area;
 - when timber being given deck stowage;

- when hot works being undertaken within a radius of less than 100 m from the bunker supply location;
 - at the SPM of CPC-R Marine Terminal.
90. Vessels alongside berths with dangerous goods on board shall be ready at all times for immediate departure from the berth.
91. Vessels having the main engine, steering or anchor gear immobilized as well as non-self-propelled vessels may be towed and shifted with the velocity of wind not exceeding 14 m/s.
92. Mooring and movement of vessels in the seaport is prohibited with the velocity of wind exceeding 17 m/s except for:
- Mooring at the SPM of CPC-R Marine Terminal;
 - Availability of a sick person aboard the vessel;
 - Emergency situation arisen either on board the vessel or the berth she is moored to;
 - Any other situation taken place either on board the vessel or the berth she is moored to posing a threat to the health or lives of people, damage to and/or loss of the property;
 - Vessel's lying alongside or at anchor is not safe;
 - Mooring to the SPM of CPC-R Marine Terminal is allowed with a wind speed up to 20 m/s.
93. When in receipt of a gale warning unless vessel's anchor position in the seaport water area is safe the vessel shall leave the seaport in accordance with the VTS instruction at the request of the Harbour Master.
94. When in receipt of a gale warning that the velocity of north-easterly winds is expected to increase all vessels lying alongside berths Nos. 4, 5, 6, 6A, 10, 11, 12, 13, 18, 19, 20, 23, 24, 25A, 27, 29, 30, 31 and 32/5 of Inner Harbour, berths Nos. 4 and 9A of Shipyard, berth No. 39 of South-Eastern Cargo Area, berths Nos. 1, 2, 3 and 4 of KSK shall send ashore additional mooring lines.

On the receipt of a gale warning that the velocity of north-easterly wind is expected to increase over 30 m/s the vessels lying alongside the berths mentioned above shall take all necessary actions in good time in order to depart from the berth and proceed to anchorage or leave the seaport.

On the receipt of the weather forecast that the velocity of north-easterly winds is expected to increase over 18 m/s large vessels in ballast as well as container ships of more than 220 m in length shall take early actions in order to depart from berths Nos. 4, 5, 6, 6A, 10, 11, 12, 13, 18, 19, 20, 23, 24, 25A, 27, 29, 30, 31, 32-5, 39 and proceed to anchorage or leave the seaport.

95. Ro-Ro vessels moored stern to berths No. 2 of KSK and No. 9A of Shipyard with bow anchors being let go shall take early actions to depart from the above indicated berths and proceed to anchorage or leave the seaport on the receipt of a gale warning or

weather forecast or when actual weather and sea conditions are deteriorating as follows:

- north-easterly winds with the velocity exceeding 17 m/s;
- south-easterly and north-westerly winds with the velocity exceeding 15 m/s;
- southerly and south-westerly winds with the velocity over 12 m/s for vessels alongside berth No. 2 of KSK and over 15 m/s for vessels alongside berth No. 9 A of Shipyard.

96. Ro-Ro vessels moored stern to berths No. 4, 9 and 17 of Inner Harbour with bow anchors being let go shall take all necessary actions in good time to depart from the above indicated berths and proceed to anchorage or leave the seaport either on the receipt of a gale warning or weather forecast or when actual weather and sea conditions are getting worse as follows:

- easterly and north-westerly winds with the velocity over 15 m/s, as well as north-easterly winds with the velocity over 17 m/s for the berth No. 4;
- north-easterly, easterly and westerly winds with the velocity over 15 m/s as well as northerly and north-westerly winds exceeding 17 m/s for vessels alongside berths Nos. 9 and 17 of Inner Harbour.

97. A gale warning or weather forecast received or actual southerly winds exceeding the velocity of 14 m/s the vessels alongside berths Nos. 4, 9, 14 and 17 of Inner Harbour, berths Nos. 1, 9A of Shipyard, berths Nos. № 1, 2, 3, 4, 40 and 41 of KSK, Berth of BTOF-Terminal as well as vessels of less than 100 m in length alongside berths Nos. 10, 11, 12, 13 of Inner Harbour shall be ready to immediately depart from the berths and either proceed to anchorage or leave the seaport in accordance with the directions of the Harbour Master.

98. When in receipt of a gale warning or when the sea height is actually reaching more than 1 meter or lying alongside is becoming unsafe the vessels of less than 90 m in length at berths Nos. 1, 2, 40, 41 of KSK and at berth of BTOF-Terminal shall either proceed to anchorage or leave the seaport.

99. A gale warning received or actual north-easterly winds exceeding the velocity of 14m/s the vessels moored to berths Nos. 1- A and 6 of Sheskhari's Oil Harbour shall be ready for immediate departure from the berths and either proceed to anchorage No. 416 or leave the seaport in accordance with the directions of the Harbour Master.

A gale warning received or actual southerly winds exceeding the velocity of 14m/s the vessels moored to berths Nos. 1- A, 4, 5, 6, 7 and 8 of Sheskhari's Oil Harbour shall be ready for immediate departure from the berths and either proceed to anchorage or leave the seaport in accordance with the directions of the Harbour Master.

100. A gale warning received or actual north-easterly winds exceeding the velocity of 17 m/s which may cause vessel's ice covering the vessels lying alongside berths at Aleksino settlement shall immediately leave Aleksino Harbour.

101. Vessels lying at anchor within anchorage No. 414 after receiving a gale warning of southerly winds shall weigh anchor and proceed to anchorages Nos. 412, 415 and 416 or leave the seaport in accordance with the directions of the Harbour Master.
102. Vessels lying at anchor within anchorage No. 412 after receiving a gale warning of north-easterly winds shall weigh anchor and proceed to anchorages Nos. 408, 410, 414, 415 and 416 or leave the seaport in accordance with the directions of the Harbour Master.
103. Under stormy weather conditions which might cause any emergency involving a vessel and posing a threat to the human life and health, safety of navigation and marine environment vessels may be moored to the vacant safe berths at the request of the Harbour Master for the whole period until the stormy weather conditions cease.
104. Any vessel immobilized shall be moored in such a way that her safe lying alongside is provided and the vessel will not obstruct the movement of other vessels and execution of cargo operations in the seaport.
105. Diving operations in the seaport water area shall be carried out with the permission of the Harbour Master after an application for the underwater operations including the name of an organization or person conducting the underwater works as well as reason, date, time and place of such operations has been submitted to the Harbour Master.

VII. Ecological and Quarantine Requirements. Waste Disposal

106. The garbage having been separated according to categories is to be discharged from vessels either in the roadstead to the port garbage barges or alongside berths to containers provided in the seaport.
107. All operational waste generated during the normal operation of the ship and liable to be disposed of continuously or periodically as defined in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973/78, will be disposed in the seaport.

The vessels not having disposed oily mixtures, oil residues, garbage prior to the ship's departure and capacity of holding tanks thereof are not sufficient for ensuring the voyage to the next port of call or disposal of residues into sea in accordance with MARPOL 73/78 Convention requirements are not permitted to leave the port.

108. The oily mixtures, oil residues, sewage water are disposed from vessels lying at anchorages to the seaport waste disposal vessels.

Vessels lying alongside berths will discharge the oily mixtures, oil residues, sewage water to either the seaport waste disposal vessels or tank trucks ashore.

109. Before entering the seaport and for the whole period of stay in the seaport all sea valves or similar devices leading to the vessel's side and through which oily water and harmful substances are discharged overboard shall be closed and sealed.

110. The segregated ballast is permitted to be discharged in the seaport provided the ballast water has been taken or exchanged in the Black Sea at least 50 nautical miles from the nearest land and in water at least 200 meters in depth and the appropriate entry made in the Deck Log book.

The vessels which are provided with segregated ballast tanks are required to have piping through which the ballast water is taken on board or discharged into the sea being isolated of any other piping which is not used for transfer of oily and/or sewage water.

111. Booms shall be deployed for the period while a tanker being loaded/unloaded with any oil products at berths Nos. 25, 25A, 26, 26A and 27 of Inner Harbour as well as at berths Nos. 5, 6 of KSK and berth of BTOF- Terminal.

Due to the local sea and weather conditions prevailing in the seaport and specific oil-loading technology of the CPC-R Marine Terminal and Sheskharis Oil Terminal booms are not provided to be used there.

In the event of a threat of pollution or actual oil /oil products spill the booms having been prepared for immediate use on shore is to be deployed with assistance of tugs which are on stand-by at all times to fence the tanker being loaded at berth of Sheskharis Oil Harbour in compliance with the emergency procedure.

In the event of a threat of pollution or actual oil /oil products spill occurred at the SPM of CPC-R Marine Terminal the tanker being loaded will be encircled by booms with assistance of a number of specialized mobile tugs being on stand-by in water area of the CPC-R Marine Terminal for the whole period of cargo operations.

When bunkering operation is carried out booms will be deployed from the bunker vessel.

112. The transfer of oil products from one bunker vessel to another bunker vessel is allowed within the seaport waters provided the safety measures preliminarily agreed including protection by booms have been taken to prevent pollution of the marine environment.

113. Should there be a suspected case of an infectious disease among the crew and passengers on arrival the vessel is required to proceed with the crew, passengers and cargo available on board to berths Nos. 10 and 29 of Inner Harbour or berth No. 2 of Shipyard or berth No. 39 of south-eastern cargo area or berths Nos. 3, 4 and 40 of Stroykomplekt or berths Nos. 1 and 2 of Sheskharis Oil Harbour for quarantine to take epidemic preventive measures.

VIII. Means of communication to be used in the seaport water area and on its territory

114. All radio conversations regarding safety of navigation are conducted in the seaport on VHF Channels 9, 11, 14, 16, 68, 69 and 74.

Any radio conversations on the above mentioned channels are prohibited unless pertaining to the safety of navigation or traffic control.

115. In the area covered by VTS calling for and conducting conversations with vessels are effected on VHF Channels 9, 11, 16 and 68, call sign for VTS is «Novo-Traffic-Control».
116. The main working VHF channel in the port is Channel 9.
117. Vessels lying at anchorages shall maintain continuous radio watch on VHF Channels 9 and 16 and vessels alongside berths shall keep constant VHF radio watch on Channel 9.
118. Radio communication with shore based telephone users is effected by means of automatic radiotelephone system.

Telephone numbers as well as additional means of communication to be used for data exchange within the territory and water area of the seaport will be announced by the Harbour Master.

119. Communication with Novorossiysk Maritime Rescue Co-ordination Centre (further referred to as MRCC Novorossiysk) is available as follows:

VHF Channel 17, call sign «Novorossiysk-radio-RCC»;

VHF DSC (Digital Selective Calling) Channel 70 for GMDSS Sea Area A1.

120. Vessels alongside berths are prohibited to keep their radar stations in the high-frequency radiation mode.

IX. Sea Area A1 of the Global Maritime Distress and Safety System

121. The sea port is defined as GMDSS Sea Area A1 and covered by Novorossiysk Maritime Rescue Co-ordination Centre.
122. Transmitting and receiving communications in the GMDSS Sea Area A-1 is provided by the base coast station Doob-Novorossiysk with operating range of 51 nautical miles centered in position Lat. 44°35,9' N, Long. 37°57,9' E.

X. Seaport technical capability of accepting vessels, depths available within the seaport water area and on the approaches to it

123. The seaport is capable of accepting vessels for carrying out cargo operations and transporting passengers as well as it has the capabilities to undertake repairs to vessels.

The seaport is accessible to vessels drawing up to 19 m except for the CPC-R Marine Terminal; there are no draught restrictions at the SPMs of CPC-R Marine Terminal.

The Inner Harbour is accessible to vessels with the draught up to 13.1m.

124. Vessels shall have the under-keel clearance of at least 0.3 m. for the whole period when lying alongside in the seaport except for lying at berths Nos. 40 and 41 of KSK Harbour, berth of BTOF-Terminal and berths of Sheskhari's Oil Harbour where the under-keel clearance shall be at all times not less than 0.6 m.
125. The berths' particulars and depths alongside the berths are given in the Appendix 1 to these By-Laws.
126. Information of water depths available in the seaport water area, alongside the berths and on approaches to the seaport as well as maximum allowable draught of vessels is brought to mariners' notice by the Harbour Master annually or in case of any change.

XI. Dangerous Goods Handling

127. Dangerous goods of any IMO Class with the exception of Class 7 are handled in the seaport.
128. Vessels having dangerous goods on board and tankers shall go into anchor to anchorage No. 416. Bunker vessels are allowed to anchor at anchorages Nos. 412, 414, 415 and 416.
129. Handling of dangerous goods in solid form in bulk as defined in the International Maritime Solid Bulk Cargoes Code shall be carried out at berths Nos. 2-20 of Inner Harbour.
130. Crude oil loading is carried out at berths Nos. 1 and 1A, 2, 6 and 7 of Sheskhari's Oil Harbour as well as at the SPM CPC-1, SPM CPC-2 and SPM CPC-3 of CPC-R Marine Terminal.
131. Oil products loading operations are carried out at berths Nos. 3, 4, 6, 7 and 8 of Sheskhari's Oil Harbour, berths Nos. 25, 25A, 26, 26A and 27 of Inner Harbour, berth of Marine Rescue Service, berths Nos. 5 and 6 of KSK Harbour and berth of the BTOF-Terminal.
132. Handling of dangerous liquid substances in bulk as defined in the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk is carried out at berths Nos. 3, 4, 21, 26 and 27 of Inner Harbour.
133. Handling of dangerous goods in packages as defined in the International Maritime Dangerous Goods Code shall be carried out at:
- Berths Nos. 1-20 of Inner Harbour for Classes 4, 5, 8, 9;
 - Berths Nos. 28-30, Nos. 32/1- 32/5 of Inner Harbour for Classes 2-6, 8, 9;
 - Berths Nos. 39, 39A, 39B of SECA for Classes 2-6, 8, 9;
 - Berths Nos. 4, 5, 9A, 10, 11 of Shipyard Harbour for Classes 4,5,8,9;
 - Berths Nos. 1, 2, 9A, 10 of Shipyard for Class 1.

XII. Data to be advised by the masters of vessels in the event of a threat of unlawful interference act in the seaport

134. If there is a threat of unlawful interference act in the seaport the master of a ship or ship security officer shall immediately inform the port facility security officer as well as the Harbour Master.
135. The Harbour Master shall be provided by the marine terminal operators and masters of ships with information of the security level set on seaport facilities and on ships staying in the seaport respectively as well as of any changes in their security levels.
136. Notification of a threat of unlawful interference act in the seaport and change in the ship's security level as well as acknowledgment of the receipt of such notification shall be made on VHF Channels immediately after the circumstances specified in the above notification have occurred.
137. Masters of ships shall immediately inform the Harbour Master or the port facility security officer on VHF working channels as well as by the additional means of communication in the event of detection of any suspected articles or explosive devices or any indication of a terrorist act being in progress or about it, facts of unauthorized access to the ship, availability of any information that a terroristic act is being prepared as well as any breach of the established order or presence of suspected persons in the seaport etc; the information received will be communicated to all persons concerned by the Harbour Master.

XIII. Transmission of navigation and hydro-meteorological information to the masters of vessels in the seaport

138. Daily weather forecast, hydro-meteorological and navigation information is transmitted at 0630 and 1330hours local time by VTS on VHF Channel 9.
139. A gale warning will be transmitted on VHF Channel 9 by VTS after having received it from Novorossiysk hydro-meteorological bureau.
140. Any change in the navigation or hydro-meteorological conditions in the seaport will be advised to masters of ships on VHF Channel 9 by VTS.
141. In addition to VHF Channel 9 information stipulated in the above paragraphs 138-140 of these By-Laws is transmitted on VHF Channel 25 to vessels in Area No. 670.

Particulars of Berths and Depths alongside the Berths

Berth No.	Berth location	Particulars of Berths	
		Length, meters	Depth, meters
Inner Harbour			
Berth No. 1 Inner Harbour	Seven cables north-north-eastward of the Novorossiysk Lighthouse, front leading light	171,3 Length 1 – 67,9 Length 2 – 103,4	5,5 5,8
Berth No. 2 Inner Harbour	South-south-eastward of Berth No.1 of Inner Harbour	141,5 Length 1 – 27,5 Length 2 – 114	7,25 9,75
Berth No. 3 Inner Harbour	South-south-eastward of Berth No. 2 of Inner Harbour	222,64	11,5
Berth No. 4 Inner Harbour	West-north-westward of Berth No. 3 of Inner Harbour	155,2	11,5
Berth No. 5 Inner Harbour	North-eastward of Berth No.4 of Inner Harbour	243,5	13
Berth No. 6 Inner Harbour	North-eastward of Berth No. 5 of Inner Harbour	160,7 Length 1 – 18,5 Length 2 – 114	7,15 9,75
Berth No. 6A Inner Harbour	North-eastward of Berth No. 6 of Inner Harbour	68 Length 1 – 15 Length 2 – 53	3,4 5
Berth No. 7B Inner Harbour	0,9 cable west-north-westward of Berth No. 6A of Inner Harbour	258,5 Length 1 – 25 Length 2 – 80,3 Length 3 – 152,2	2,75 3,5 4,5
Berth No. 7A Inner Harbour	South-south-eastward of Berth No. 7 B of Inner Harbour	134 Length 1 – 27 Length 2 – 80 Length 3 – 27	6,15 4,5 2,75
Berth No. 7 Inner Harbour	South-south-eastward of Berth No. 7 A of Inner Harbour	165	8,25
Berth No. 8 Inner Harbour	South-south-eastward of Berth No. 7 of Inner Harbour	186,91	11,5

Berth No. 9 Inner Harbour	West-south-westward of Berth No. 8 of Inner Harbour	240	11,5
Berth No. 10 Inner Harbour	North-north-eastward of Berth No. 9 of Inner Harbour	182,8	11,5
Berth No. 11 Inner Harbour	North-north-eastward of Berth No. 10 of Inner Harbour	198	11,5
Berth No. 12 Inner Harbour	North-north-eastward of Berth No. 11 of Inner Harbour	180,8	10,5
Berth No. 13 Inner Harbour	North-north-eastward of Berth No. 12 of Inner Harbour	165	8,25
Berth No. 14 Inner Harbour	0,9 cables west-south-westward of Berth No. 13 of Inner Harbour	167,9	8,25
Berth No. 15 Inner Harbour	South-south-eastward of Berth No. 14 of Inner Harbour	297 Length 1 – 277 Length 2 – 20	9,75 8,25
Berth No. 16 Inner Harbour	South-south-eastward of Berth No. 15 of Inner Harbour	178	11,5
Berth No. 17 Inner Harbour	South-westward of Berth No. 16 of Inner Harbour	239,5	11,5
Berth No. 18 Inner Harbour	North-westward of Berth No. 17 of Inner Harbour	182,5	11,5
Berth No. 19 Inner Harbour	North-westward of Berth No. 18 of Inner Harbour	181	11,5
Berth No. 20 Inner Harbour	North-westward of Berth No. 19 of Inner Harbour	153,4	9,75
Berth «Port» Inner Harbour	0,4 cables west-north-westward of Berth No. 20 of Inner Harbour	42	4,5
Berth No. 21 Inner Harbour	One cable west-south-westward of Berth No. 20 of Inner Harbour	155	7,3
Berth No. 22 Inner Harbour	South-south-eastward of Berth No. 21 of Inner Harbour	268,3	13,5
Berth No. 23 Inner Harbour	0,3 cables south-westward of Berth No. 22 of Inner Harbour	258	13,4

Berth No. 24 Inner Harbour	North-north-eastward of Berth No. 23 of Inner Harbour	144	8,15
Berth of Marine Rescue Service (MRS) Inner Harbour	0,9 cables west-north-westward of Berth No. 24 of Inner Harbour	117,4	5
Berth No. 25 Inner Harbour	One cable west-south-westward of Berth No. 24 of Inner Harbour	249,5	13,4
Berth No. 25A Inner Harbour	South-eastward of Berth No. 25 of Inner Harbour	249,5	13,4
Berth No. 26A Inner Harbour	South-westward of Berth No. 25A of Inner Harbour	160	5
Berth No. 26 Inner Harbour	South-eastward of Berth No. 26A of Inner Harbour	270	13,2
Berth No. 27 Inner Harbour	0,2 cables south-westward of Berth No. 26 of Inner Harbour	270	12,2
Berth No. 28A Inner Harbour	0,9 cables west-south-westward of Berth No. 27 of Inner Harbour	100,8	8,15
Berth No. 28 Inner Harbour	South-eastward of Berth No. 28A of Inner Harbour	162	9,65
Berth No. 29 Inner Harbour	0,4 cables south-south-eastward of Berth No. 28 of Inner Harbour	182,85	13,9
Berth No. 30 Inner Harbour	West-north-westward of Berth No. 29 of Inner Harbour	122,8	13,9
Berth No. 31 Inner Harbour	West-north-westward of Berth No. 30 of Inner Harbour	118	7
Berth No. 31A Inner Harbour	West-north-westward of Berth No. 31 of Inner Harbour	96	7
Berth No. 32/1 Inner Harbour	One cable south-westward of Berth No. 31 of Inner Harbour	108	8,25
Berth No. 32/2 Inner Harbour	South-eastward of Berth No. 32/1 of Inner Harbour	121	8,25
Berth No. 32/3 Inner Harbour	South-eastward of Berth No. 32/2 of Inner Harbour	121	8,25

Berth No. 32/4 Inner Harbour	South-eastward of Berth No. 32/3 of Inner Harbour	146	8,25
Berth No. 32/5 Inner Harbour	0,1 cable south-south-eastward of Berth No. 32/4 of Inner Harbour	146	6,5
Berth «Gorod» Inner Harbour	7,6 cables west-south-westward of the head of the Western Mole	45	2,4
Berth No. 33 Inner Harbour	6,2 cables west-south-westward of the head of the Western Mole	219,2 Length 1 – 82,5 Length 2 – 54,6 Length 3 – 55 Length 4 – 27,1	9,75 8,25 7,25 4,5
Berth No. 34 Inner Harbour	North-eastward of Berth No. 33 of Inner Harbour	209	9,75
Berth No. 34A Inner Harbour	0,1 cable south-eastward of Berth No. 34 of Inner Harbour	70,33	6,5
Berth No. 35 Inner Harbour	5,6 cables west-south-westward of the head of the Western Mole	289,6 Length 1 – 53,3 Length 2 – 176,5 Spur – 59,8	5 6,5 6,5
Berth on lower inner side of the Western Mole			
Berth on lower inner side of the Western Mole	4,6 cables south-westward of the head of the Western Mole	182,5	1,1 – 4,2
«Shipyard» Harbour (referred to as SY Harbour)			
Berth No.1 SY Harbour	One cable north-north-eastward of Novorossiysk Lighthouse, front leading light	201	11
Berth No.2 SY Harbour	North-north-eastward of Berth No. 1 of SY Harbour	201	11
Berth No.3 SY Harbour	North-north-eastward of Berth No. 2 of SY Harbour	200 Length 1 – 160 Length 2 – 40	9 7,25
Berth No.4 SY Harbour	Northward of Berth No. 3 of SY Harbour	163,5	7,46
Berth No.5 SY Harbour	West-south-westward of Berth No. 4 of SY Harbour	222,1 Length 1 – 160 Length 2 – 40 Length 3 – 22,1	10,5 9 7

Berth No.9 SY Harbour	4,6 cables north-north-eastward of Novorossiysk Lighthouse, front leading light	66,15	8,22
Berth No.10 SY Harbour	North-north-eastward of Berth No. 9A of SY Harbour	140 Length 1 – 110 Length 2 – 30	8,22 7,25
Berth No.11 SY Harbour	North-north-eastward of Berth No. 10 of SY Harbour	145 Length 1 – 21,2 Length 2 – 21,1 Length 3 – 23,1 Length 4 – 62,4 Length 5 – 17,2	5,02 5,85 7,25 8,22 7,25
Berth No.12 SY Harbour	4,2 cables east-south-eastward of Novorossiysk Lighthouse, front leading light	131,9	4,5
Berth No.13 SY Harbour	South-south-eastward of Berth No. 12 of SY Harbour	253	4,75
South-Eastern Cargo Area Harbour (referred to as SECA Harbour)			
Berth No. 39 SECA Harbour	5,9 cables east-north-eastward of Novorossiysk Lighthouse, front leading light	515,13 Length 1 – 82 Length 2 – 315 Length 3 – 118,13	10,9 12,5 12,5
Berth No. 39B SECA Harbour	0,5 cables westward of Berth No. 39 of SECA Harbour	87	11
Berth No. 39A SECA Harbour	West-south-westward of Berth No. 39B of SECA Harbour	211,5	10,7
«Kombinat Stroykomplekt» Harbour (referred to as KSK Harbour)			
Berth No. 40 KSK Harbour	Seven cables eastward of Novorossiysk Lighthouse, front leading light	251	12,4
Berth No. 41 KSK Harbour	North-north-eastward of Berth No. 40 of KSK Harbour	128,5	11,4
Berth No. 1 KSK Harbour	South-eastward of Berth No. 41 of KSK Harbour	166,4	4,2
Berth No. 2 KSK Harbour	0,2 cables south-eastward of Berth No. 1 of KSK Harbour	131 Length 1 – 70,7 Length 2 – 60,3	4,7 6,1
Berth No. 3 KSK Harbour	South-eastward of Berth No. 2 of KSK Harbour	133,5	6,5

Berth No. 4 KSK Harbour	South-eastward of Berth No. 3 of KSK Harbour	61,3	4,5
Berth No. 4A KSK Harbour	South-eastward of Berth No. 4 of KSK Harbour	48,8	4,5
Berth No. 5 KSK Harbour	West-south-westward of Berth No. 4A of KSK Harbour	184,2 Length 1 – 134,4 Length 2 – 48,8	3,52 – 7,9 7,92 – 9,3
Berth No. 6 KSK Harbour	North-westward of Berth No. 5 of KSK Harbour	155,7 Length 1 – 125,7 Length 2 – 30	10,12 – 12,3 12,3
Berth No. 7 KSK Harbour	0,1 cables south-westward of Berth No. 6 of KSK Harbour	166,1	9,3 – 12,3
Sheskharis Oil Harbour			
Berth No. 1 Sheskharis Oil Harbour	2,3 nautical miles west-north-westward of Penay Point	490	24
Berth No. 1A Sheskharis Oil Harbour	2,3 nautical miles west-north-westward of Penay Point	490	20
Berth No. 2 Sheskharis Oil Harbour	1,5 cables east-north-eastward of Berth No. 1 of Sheskharis Oil Harbour	320,3	14,5
Berth No. 3 Sheskharis Oil Harbour	East-north-eastward of Berth No. 2 of Sheskharis Oil Harbour	227,6 Length 1 – 187,5 Length 2 – 40,1	11,5 8,7
Berth No. 4 (bunker) Sheskharis Oil Harbour	Northward of Berth No. 3 of Sheskharis Oil Harbour	148	4,5
Berth No. 5 Sheskharis Oil Harbour	2,2 cables north-westward of Berth No. 4 of Sheskharis Oil Harbour	170	9,75
Berth No. 6 Sheskharis Oil Harbour	West-south-westward of Berth No. 5 of Sheskharis Oil Harbour	228	13,5
Berth No. 7 Sheskharis Oil Harbour	0,3 cables east-north-eastward of Berth No. 6 of Sheskharis Oil Harbour	228	13,5
Berth No. 8 Sheskharis Oil Harbour	East-north-eastward of Berth No. 7 of Sheskharis Oil Harbour	170	9,75

Booms location of Sheskharis Oil Harbour	0,8 cables north-eastward of Berth No. 8 of Sheskharis Oil Harbour	166,02	3,9 4,65 5,6 6
Berth of BTOF-Terminal			
Berth of BTOF-Terminal	1,8 nautical miles east-south-eastward of Novorossiysk Lighthouse, the front leading light	51,9	6,6
Aleksino settlement Harbour			
Berth «Malyy» Aleksino settlement Harbour	One nautical mile west-north-westward of Sudzhukskiy Lighthouse	106,9	2,9
Berth «Naberezhnaya» Aleksino settlement Harbour	South-south-eastward of Berth «Malyy» of Aleksino settlement Harbour	49,8	2,9
Berth «Bolshoy» Aleksino settlement Harbour	East-north-eastward of Berth «Naberezhnaya» of Aleksino settlement Harbour	233,2	3,2 – 2,6
CPC-R Marine Terminal			
SPM- CPC- 1	2,5 nautical miles southward of Ozereevskiy Lighthouse	–	55,4
SPM- CPC- 2	Three nautical miles south-south-eastward of Ozereevskiy Lighthouse	–	56,4
SPM- CPC- 3	2,6 nautical miles south-south-westward of Ozereevskiy Lighthouse	–	57,5
Berth for the CPC-R dedicated fleet of service vessels	6,5 cables eastward of Ozereevskiy Lighthouse	267,2	6,4
Berth «Kabardinka»			
Berth «Kabardinka»	1,5 nautical miles north-eastward of Doob Point	42,2	5

Seaport Fairways

In the seaport water area vessels shall navigate along the following fairways:

the western fairway of 6,07 nautical miles in length and 1,6 cables in width, fairway axis direction $154,2^{\circ}$ – $334,2^{\circ}$, is situated between the positions: Lat. $44^{\circ}43,15'$ N., Long. $37^{\circ}48,27'$ E and Lat. $44^{\circ}37,7'$ N., Long. $37^{\circ}52,0'$ E;

the eastern fairway consists of two parts; the southern part of 2,43 nautical miles in length and 1,3 cables in width, fairway axis direction $181,9^{\circ}$ – $1,9^{\circ}$ is situated between the positions Lat. $44^{\circ}37,7'$ N., Long. $37^{\circ}52,8'$ E. and Lat. $44^{\circ}40,13'$ N., Long. $37^{\circ}52,92'$ E, the later is the turning point to the northern part of 4,05 nautical miles in length and 1,1 cables in width, axis direction 310° – 130° which extends until crossing the western fairway in position Lat. $44^{\circ}42,72'$ N., Long. $37^{\circ}48,55'$ E.

Compulsory Pilotage Areas

Pilotage Area No.1 is bounded by the coastline and straight lines joining the positions:

1. Lat. $44^{\circ}40,8'N.$, Long. $37^{\circ}52,92'E$
2. Lat. $44^{\circ}38,83'N.$, Long. $37^{\circ}52,67'E$
3. Lat. $44^{\circ}39,9'N.$, Long. $37^{\circ}47,77'E$

Pilotage Area No.2 is bounded by the coastline and straight lines joining the positions:

1. Lat. $44^{\circ}40,13'N.$, Long. $37^{\circ}39,45'E$;
2. Lat. $44^{\circ}37,25'N.$, Long. $37^{\circ}41,7'E$;
3. Lat. $44^{\circ}36,0'N.$, Long. $37^{\circ}40,5' E$;
4. Lat. $44^{\circ}36,6'N.$, Long. $37^{\circ}35,1' E$;
5. Lat. $44^{\circ}38,23'N.$, Long. $37^{\circ}35,05' E$;
6. Lat. $44^{\circ}40,2'N.$, Long. $37^{\circ}38,2' E$.

Minimum number and power of tugs required for mooring/unmooring operations in the seaport

1. Sheskharis Oil Harbour:

Berth No.	Minimum number and power of tugs (kilowatt, kW)		Length of vessel, meters (not more)
	wind force up to 5 (10 meters per second)	wind force 5 and over (10 meters per second and over)	
1	2 x 2400	3 x 2400	295,2
1A	2 x 2400	3 x 2400	295,2
2	2 x 2400	3 x 2400	250
3	2 x 1350	3 x 1350	205
4	2 x 450	2 x 600	38
5	2 x 450	2 x 600	150
6	2 x 2400	2 x 2400, 1 x 1350	245
7	2 x 2400	2 x 2400, 1 x 1350	245
8	2 x 450	2 x 600	150

2. Wharves Nos. 4 and 5:

Berth No.	Minimum number and power of tugs (kilowatt, kW)		Length of vessel, meters (not more)
	wind force up to 5 (10 meters per second)	wind force 5 and over (10 meters per second and over)	
25	2 x 2400	2 x 2400, 1 x 1350	195
25a	2 x 2400	2 x 2400, 1 x 1350	195
26	2 x 2400	2 x 2400, 1 x 1350	210
27	2 x 1350	2 x 2400	180

3. Berths of Inner Harbour and South-Eastern Cargo Area for container ships:

Berth No.	Minimum number and power of tugs (kilowatt, kW)	
	wind force up to 5 (10 meters per second)	wind force 5 and over (10 meters per second and over)
Vessels from 190 up to 220 meters in length		
18 – 19	2 x 2400	2 x 2400, 1 x 600
29 – 30	2 x 2400	2 x 2400, 1 x 600
39	2 x 2400	2 x 2400, 1 x 600
Vessels from 220 up to 245 meters in length		
18 – 19	2 x 2400, 1 x 600	3 x 2400
29 – 30	2 x 2400, 1 x 600	3 x 2400

39	2 x 2400, 1 x 600	3 x 2400
Vessels from 245 up to 300 meters in length		
18 – 19	3 x 2400	4 x 2400
29 – 30	3 x 2400	4 x 2400
39	3 x 2400	4 x 2400

4. Berths of the seaport which haven't been indicated in the above items 1-3 of the Appendix:

Length of vessel, meters	Minimum number and power of tugs (kilowatt, kW)	
	wind force up to 5 (10 meters per second)	wind force 5 and over (10 meters per second and over)
Vessels up to 3 000 t. with thrusters	1 x 450	2 x 450
От 80 до 110	2 x 450	2 x 600
От 110 до 130	2 x 600	2 x 900
От 130 до 160	2 x 900	2 x 1350
От 160 до 190	2 x 1350	3 x 1350
От 190 до 230	2 x 2400	2 x 2400, 1 x 1350
От 230 до 300	2 x 2400, 1 x 900	3 x 2400

CPC-R Marine Terminal

The CPC-R Marine Terminal deepwater berths are designed for loading of crude oil cargoes. The Single Point Moorings (SPM) are of the CALM (Catenary Anchor Leg Mooring) type.

The SPMs of the CPC-R Marine Terminal are located in the positions:

SPM CPC-1: Lat. 44°37,77' N., Long. 37°38,27' E, in 55,4 m of water depth;

SPM CPC-2: Lat. 44°37,33' N., Long. 37°39,67' E, in 56,4 m of water depth;

SPM CPC-3: Lat. 44°37,75' N., Long. 37°36,72' E, in 57,5 m of water depth.

The CPC-R's SPMs mooring systems are capable of accepting tankers of size up to 3000,000 DWT.

Extreme sea and weather factors imposing restrictions on vessel's approach to berths of Sheskharis Oil Harbour

Berth No.	Sea and weather factors			
	Wind and sea height from the southern directions		Wind and sea height from the northern directions	
	Wind (meters per second)	Wave height (meters)	Wind (meters per second)	Wave height (meters)
1	9	1,3	14	1,3
1A	9	1,3	14	1,3
2	14	1,3	17	1,3
3	14	1,3	17	1,3
5	14	1,3	17	1,3
6	9	1,3	14	1,3
7	14	1,3	14	1,3
8	14	1,3	17	1,3

Seaport Areas

Area No. 113 lies in the vicinity of Mys Lyubvi at the north-western coast of Novorossiysk Bay and bounded by the coastline and lines joining the positions:

1. Lat. 44°42,61' N., Long. 37°47,26' E;
2. Lat. 44°42,61' N., Long. 37°48,2' E;
3. Lat. 44°42,23' N., Long. 37°48,2' E;
4. Lat. 44°42,23' N., Long. 37°47,43' E.

A sector red light is exhibited from Mys Lyubvi and the Area is marked by two light buoys from the seaward.

Area No. 133 is located on the approach to Gelendzhikskaya Bukhta and is contained by a circle of 4 cables radius centered in position: Lat. 44°30,4' N., Long. 37°58,7' E.

There is a light buoy equipped with devices in the centre of the Area.

Area No. 146 in which a wreck vessel with explosive substances is in the vicinity of Penay Point. The area is bounded by straight lines joining the positions:

1. Lat. 44°40,55' N., Long. 37°52,77' E;
2. Lat. 44°40,69' N., Long. 37°52,77' E;
3. Lat. 44°40,69' N., Long. 37°53,04' E;
4. Lat. 44°40,55' N., Long. 37°53,04' E.

and marked by a light buoy. Vessels proceeding along the Penayskiye and Kabardinskiye leading lines under no circumstances shall pass between the buoy and the coast.

Area No. 647 lies at the estuary of Ozereevka River and is bounded by the coastline and an arc radius 1,5 cables centered in position: Lat. 44°40,10' N., Long. 37°37,67' E.

Area No. 648 is situated between Myskhako Point and Doob Point bounded by the coastline and straight lines joining the positions:

1. Lat. 44°39,52' N., Long. 37°46,44' E;
2. Lat. 44°39,41' N., Long. 37°51,89' E;
3. Lat. 44°38,1' N., Long. 37°54,56' E;
4. Lat. 44°37,88' N., Long. 37°54,41' E;
5. Lat. 44°36,42' N., Long. 37°54,41' E;
6. Lat. 44°35,5' N., Long. 37°52,95' E;
7. Lat. 44°35,5' N., Long. 37°46,0' E;
8. Lat. 44°38,0' N., Long. 37°43,8' E;
9. Lat. 44°38,97' N., Long. 37°44,27' E.

Area No. 649 is bounded by the coastline and straight lines joining the positions:

1. Lat. 44°41,4'N., Long. 37°52,25'E;
2. Lat. 44°41,4'N., Long. 37°49,7'E;
3. Lat. 44°42,3'N., Long. 37°49,08'E;
4. Lat. 44°42,74'N., Long. 37°49,8'E.

Area No. 666 lies at the entrance to Rybatskaya (Golubaya) Bukhta and is bounded by the coastline and straight lines joining the positions:

1. Lat. 44°34,1'N., Long. 37°59,17'E;
2. Lat. 44°33,92'N., Long. 37°59,25'E;
3. Lat. 44°33,67'N., Long. 37°59,0'E;
4. Lat. 44°34,17'N., Long. 37°58,08'E;
5. Lat. 44°34,33'N., Long. 37°58,03'E;
6. Lat. 44°34,48'N., Long. 37°58,6'E.

Area No. 670 is situated at Yuzhnaya Ozereevka settlement bounded by the coastline and straight lines joining the positions:

1. Lat. 44°40,13'N., Long. 37°39,45'E;
2. Lat. 44°37,25'N., Long. 37°41,7'E;
3. Lat. 44°36,0'N., Long. 37°40,5'E;
4. Lat. 44°36,6'N., Long. 37°35,1'E;
5. Lat. 44°38,23'N., Long. 37°35,05'E;
6. Lat. 44°40,2'N., Long. 37°38,2'E.

Area No. 671 contained by a circle of 500 metres radius centered in position: Lat. 44°35,97' N., Long. 37°52,87' E is a burial place of the victims of the passenger liner «Admiral Nakhimov» disaster.

Area No. 925 is situated at Doob Point bounded by the coastline and straight lines joining the positions:

1. Lat. 44°36,88'N., Long. 37°55,35'E;
2. Lat. 44°36,7'N., Long. 37°54,9'E;
3. Lat. 44°37,1'N., Long. 37°54,45'E;
4. Lat. 44°37,3'N., Long. 37°54,95'E.

Area No. 925 is a spoil ground area.

Anchorage Areas

Anchorage No. 408 is south-westward of Yuzhnaya Ozereevka settlement bounded by straight lines connecting the positions:

1. Lat. 44°39,45'N., Long. 37°34,2'
2. Lat. 44°40,1'N., Long. 37°34,4'
3. Lat. 44°39,7'N., Long. 37°37,2'
4. Lat. 44°39,1'N., Long. 37°36,3'

Anchorage No. 410 is south-eastward of Yuzhnaya Ozereevka settlement bounded by straight lines connecting the positions:

1. Lat. 44°38,1'N., Long. 37°42,0'
2. Lat. 44°38,8'N., Long. 37°42,0'
3. Lat. 44°38,7'N., Long. 37°43,5'
4. Lat. 44°38,0'N., Long. 37°43,5'

Anchorage No. 412 is north-westward of Penayskiye Shoals bounded by straight lines connecting the positions:

1. Lat. 44°40,85'N., Long. 37°48,9'
2. Lat. 44°42,13'N., Long. 37°48,33'
3. Lat. 44°42,13'N., Long. 37°48,7'
4. Lat. 44°41,1'N., Long. 37°49,4'

Anchorage No. 414 is northward of Penayskiye Shoals bounded by straight lines connecting the positions:

1. Lat. 44°39,9'N., Long. 37°50,74'
2. Lat. 44°41,4'N., Long. 37°49,7'
3. Lat. 44°41,4'N., Long. 37°51,85'
4. Lat. 44°40,88'N., Long. 37°52,52'

The following anchor berths are available within the anchorage:

- No.5 Lat. 44°41,35'N., Long. 37°51,47'E;
- No.6 Lat. 44°41,2'N., Long. 37°51,9'E;
- No.7 Lat. 44°40,9'N., Long. 37°52,3'E;
- No.9 Lat. 44°41,3'N., Long. 37°50,1'E;
- No.10 Lat. 44°41,1'N., Long. 37°50,6'E;
- No.11 Lat. 44°40,9'N., Long. 37°50,2'E;
- No.12 Lat. 44°40,8'N., Long. 37°51,0'E;
- No.13 Lat. 44°40,7'N., Long. 37°50,5'E;
- No.14 Lat. 44°40,6'N., Long. 37°51,4'E;
- No.15 Lat. 44°40,4'N., Long. 37°50,9'E;
- No.27 Lat. 44°41,1'N., Long. 37°51,1'E;

No.28 Lat. 44°40,9'N., Long. 37°51,6'E.

Anchorage No. 415 is located between Penay Point and Doob Point bounded by straight lines connecting the positions:

1. Lat. 44°40,55'N., Long. 37°53,2'E;
2. Lat. 44°39,6'N., Long. 37°54,69'E;
3. Lat. 44°39,16'N., Long. 37°55,2'E;
4. Lat. 44°38,65'N., Long. 37°55,2'E;
5. Lat. 44°38,3'N., Long. 37°54,3'E;
6. Lat. 44°38,83'N., Long. 37°53,15'E.

The following anchor berths are available within the anchorage:

- No.16 44°40,21'N., Long. 37°53,41'E;
No.17 44°39,3'N., Long. 37°53,75'E;
No.18 44°39,95'N., Long. 37°53,8'E;
No.19 44°39,5'N., Long. 37°53,5'E;
No.20 44°39,65'N., Long. 37°54,3'E;
No.21 44°39,0'N., Long. 37°53,5'E;
No.22 44°39,0'N., Long. 37°54,5'E;
No.23 44°39,21'N., Long. 37°54,5'E;
No.24 44°38,6'N., Long. 37°54,0'E;
No.25 44°38,72'N., Long. 37°54,8'E;
No.26 44°39,7'N., Long. 37°53,4'E.

Anchorage Area No. 416 extends from Doob Point to Rybatskaya Bukhta and bounded by straight lines connecting the positions:

1. Lat. 44°34,08'N., Long. 37°55,1'E;
2. Lat. 44°35,4'N., Long. 37°52,9'E;
3. Lat. 44°36,68'N., Long. 37°55,0'E;
4. Lat. 44°34,43'N., Long. 37°58,1'E;
5. Lat. 44°34,08'N., Long. 37°57,63'E.

Fishing Areas in the seaport water area

Fishing Area No. 34 extends from Penay Point to berth of Sheskharis Oil Terminal in position Lat. 44°42,03'N., Long. 37°50,08'E for the distance of 4 kilometers.

Fishing Area No. 35 extends from the Western Mole of the Novorossiysk seaport till Lobanovaya Shchel in position: Lat. 44°40,85'N., Long. 37°28,05'E for the distance of 25 kilometers.

VHF Channels in the seaport

Very High Frequency communication channels in the seaport

Name	VHF Channels	Call sign
Port State Control in Novorossiysk seaport	9, 16	«Novorossiysk-5»
Port State Control in Sheskharis Oil Harbour	9, 16, 96	«Novorossiysk -11»
Port State Control at the CPC- R Marine Terminal	9, 14, 16, 25, 69	«Novorossiysk-51»
Port State Control for fishing vessels	16, 36	«Gavan»
Maritime Rescue Co-ordination Centre	16, 18, 19, 74, 79, 80	«Novorossiysk-Radio-RCC»
Pilot Service	9, 69, 74	«Station-Novorossiysk-Pilot»
Vessel Traffic Control Service	9, 16	«Novo-Traffic-Control»
Vessel Traffic Control Service	68 (Shore-based pilotage)	«Novo-Traffic-Control»
Vessel Traffic Control Service	11 (for small vessels, sport sailing vessels and pleasure craft)	«Novo-Traffic-Control»
Port Radio Station; automatic radiotelephone system	70, Digital Selective Calling	No. MMSI 002734425
NCSP Berths Dispatcher	65	«Novorossiysk-2»
Sheskharis Oil Harbour Dispatcher	96	«Novorossiysk-15»
Port Fleet Dispatcher	93	«Novorossiysk-6»
MRS Harbour Dispatcher	9, 30, 16	«Novorossiysk-12»
Shipyard Harbour Dispatcher	29	«Novorossiysk-13»
Stroykomplekt Harbour Dispatcher	97	«Stroykomplekt»
CPC-R's Cargo Control Centre Dispatcher	25, 16	«Ozereevka-CPC-Marine»

Ship-to-Ship transfer operations

1. While conducting ship-to-ship transfer operations in the seaport water area the requirements of these By-Laws, paragraphs 22 and 112, shall be complied with.

2. The ship-to-ship transfer operations shall be conducted at Anchorage No. 416 in the following positions:

Lat. 44°36'18"N., Long. 37°55'00"E – for ships up to 190 m in length;

Lat. 44°35'48" N., Long. 37°54'20" E – for ships up to 255 m in length;

Lat. 44°35'26" N., Long. 37°53'40" E – for ships up to 315 m in length.

With the wind velocity over 15 m/s or sea height over 1,2 m vessels shall suspend transshipment and after unmooring they shall go into anchor or put to sea, while a port fleet vessel is to proceed to unsafe position for lying at anchor or alongside berth.