

MINISTRY OF TRANSPORT OF THE RUSSION FEDERATION

ORDER

No. 197, July the 6th, 2012

ON APPROVAL OF THE BY-LAWS IN THE SEA PORT OF TUAPSE

In accordance with Article 14 of 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 (Code of Laws of the Russian Federation, 2007, No. 46, art. 5557; 2008, No. 29 (part I), art. 3418, No. 30 (part II), art. 3616; 2009, No. 52 (part 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 (part I), art. 4590, 4594) it is hereby ordered:
To approve the attached By-Laws in the sea port of Tuapse.

Minister
M.Y.Sokolov

BY-LAWS IN TUAPSE SEAPORT

I. General provisions

1. The By-Laws in the Tuapse seaport (hereinafter «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» dated April 30, 1999, General Rules of navigation and mooring of vessels in the sea ports of the Russian Federation and on the approaches thereto (hereinafter «General Rules»).
2. These By-Laws comprise rules, regulations and relevant information as follows: description of the Tuapse seaport (hereinafter «seaport»); procedures for arrival at and departure from the seaport; navigation of vessels in the seaport water area; 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; means of communication to be used in the seaport water area and on its territory; the seaport limits; operating range of Sea Area A1 of the Global Maritime Distress and Safety System; seaport capability to accommodate vessels; navigation period; area for compulsory pilotage; depths available in the seaport water area; dangerous cargoes handling; information 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 sea and weather 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 in the seaport and on the approaches to it, vessels' stay within the seaport water area shall comply with the General Rules and these By-Laws.

II. Seaport Description

5. The seaport is located on the Caucasian coast of the Black Sea at the head of Tuapse bay south-eastward of Kodosh point and comprises the waters of estuaries of Pauk and Tuapse rivers.
6. The boundaries of the seaport are established by the Government Decree of the Russian Federation No. 1243-r dated August 28, 2009.
7. The seaport is an ice-free port.
8. Navigation in the seaport is performed in hydro-meteorological conditions distinguishable by periodically arising resonance horizontal oscillations of sea water (hereinafter «tyagun»), stormy winds from southern directions with the velocity over 14 metres per second and sea height over two metres.
9. The seaport doesn't provide a shelter for vessels during stormy weather except for small vessels, sport sailing vessels and pleasure craft.
10. Navigation in the seaport is performed all the year round; the seaport operates round-the-clock and there is a permanent cargo border check-point available in the seaport to cross the state boundary of the Russian Federation.
11. All vessels' movements within the seaport water area shall be regulated by Vessel Traffic Control Service (hereinafter «VTS»).
12. The seaport is defined as Sea Area A1 of the Global Maritime Distress and Safety System (hereinafter «GMDSS»).
13. Pilotage is compulsory in the seaport.
14. The approach channel to the seaport is to be referred to Appendix No. 1 to these By-Laws.

The seaport capability to accommodate vessels, berths details are given in Chapter X of these By-Laws and Appendix No. 2 to these By-Laws.

Communication channels of very high frequency (hereinafter «VHF channels») to be used in the seaport are indicated in Appendix No. 3 to these By-Laws.

Anchorage Areas are to be referred to Appendix No. 4 to these By-Laws.

Reception facilities are to be referred to Appendix No. 5 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 Appendix No. 6 to these By-Laws.
16. The seaport is capable of carrying out cargo handling operations including dangerous goods of Classes 3-5 and 9 as described by the International Maritime Organization (hereinafter «IMO»).

17. The seaport is capable of replenishing the stock of food, fuel, fresh water, receiving sewage and oily water from vessels and garbage of any category with the exception of waste relating to dangerous goods of IMO Classes 1 and 2. The seaport has at its disposal the facilities for repairing vessel's equipment and carrying out diver's survey of vessel.
18. Seaport Area No. 1 to be referred to Appendix 7 to these By-Laws.
Fishing Areas Nos. 13-15 to be referred to Appendix 8 to these By-Laws.

III. Procedures for arrival at and departure from the seaport

19. Information of vessel's arrival at the seaport shall be forwarded to the Harbour Master to: www.portcall.marinet.ru.
20. The seaport is entered by the approach channel.
21. A vessel's clearance inwards or outwards is performed round the clock in the seaport.

IV. Navigation of vessels within the seaport water area

22. All vessels' movements and stay within the seaport water area including anchoring/weighing anchor, mooring/unmooring shall be performed with the permission and according to the schedule.
23. The daily schedule is to be approved by the Harbour Master and based on the information of vessel's arrival to be forwarded by vessels to the Harbour Master according to paragraph 19 of these By-Laws and is posted at: www.tuapseport.ru.
24. All vessels' movements within the seaport water area including anchoring and weighing anchor shall be regulated by VTS in accordance with the daily schedule. Before commencing any movement a vessel shall make a request to get underway and obtain the permission from VTS.
25. One-way traffic is established in the approach channel to the seaport.
26. Pilot shall be embarked or disembarked in position: Lat. 44°01'07" N, Long. 39°03'05" E; bearing 186° true, at a distance of 35 cables from the beacon exhibiting red light and situated on the south-western breakwater.
27. Embarkation and disembarkation of a pilot is allowed at sea height not exceeding two metres.
28. Exempt from compulsory pilotage:
 - Small vessels, sport sailing vessels and pleasure craft;

- Vessels engaged in the seaport operations for servicing and supplying ships only within the seaport water area and on approaches to it and any objects of the seaport infrastructure (hereinafter «seaport fleet vessels»).

29. Should main engine, steering mechanism or anchoring gear fail a vessel shall be piloted with compulsory assistance of tugs.
30. Vessels navigating in fishing areas of the seaport waters shall do so with particular caution.

Vessels being engaged in fishing in the water area of the seaport shall not cause obstruction to other vessels.

31. Mooring of vessels to berths Nos. 12a, 12, 13, 14, 15, 16, 17 and deep water berth No. 1 as well as unmooring from the above mentioned berths is allowed if there is neither vessel being moored to berth No. 11a nor vessel which hull runs out of the edge of Shirokiy Mole and with a wind speed not exceeding 10 metres per second.
32. Navigation of vessels within the seaport water area except for anchorages Nos. 417 and 418 is allowed with a wind speed not exceeding 14 metres per second and visibility not less than 5 cables.
33. Vessels shall navigate within Area No. 1 of the seaport water area and in the approach channel at the minimum speed sufficient for steering on steady course.
34. Inbound dynamically supported vessels within a distance of 5 cables from Area No. 1 of the seaport water area and the approach channel and outbound dynamically supported vessels until the limits of Area No. 1 of the seaport water area and the approach channel shall proceed in the displacement mode.

Small and sport sailing vessels, pleasure craft are prohibited to make obstruction to any other vessels while their entering or leaving the seaport or maneuvering within the seaport water area.

35. In the event of tyagun developing in the seaport water area vessels will be advised of it by the Harbour Master.
36. Should tyagun emerge navigation of vessels within Area No. 1 of the seaport water area and the approach channel is prohibited except for leaving a berth for anchorage in order to prevent any damage to the berth and ensure safety of the vessel and hydraulic structure.

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

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

No. 1 - Lat. 44°10'33 " N, Long. 38°56'23 " E;

No. 2 - Lat. 44°06'41" N, Long. 38°51'09" E;

No. 3 - Lat. 43°58'20 " N, Long. 39°03'02" E;

No. 4 - Lat. 44°02'14" N, Long. 39°08'20 " E.

38. A vessel proceeding to the seaport shall establish communication with VTS on VHF channel 10 one hour prior to entering the VTS area.
39. Communication between vessels and VTS in the seaport is effected on VHF Channel 10, call sign «Tuapse-Traffic-Control».
40. Vessels navigating or lying within the VTS area shall keep a constant radio watch on VHF channel 10.

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

41. Vessels may ride at anchor within Anchorage Areas Nos. 417, 418 or lie alongside berths.
42. Vessels shall anchor at a distance of not less than 3 cables apart from each other and from the leading line.
43. Vessels lying at anchorages shall maintain continuous radio watch on VHF Channel 10.
44. The berth operator shall give confirmation to the Harbour Master that the berth is prepared for mooring of a vessel an hour prior to the commencement of the vessel's mooring operation whereupon the Harbour Master will furnish the master of a vessel with relevant information stipulated by General Rules.
45. To approach a berth except for berths No. 14 and No. 15 vessel shall steer a course parallel the berth, then heave up on lines or close in with the assistance of the tugs.
46. All mooring/unmooring operations in the seaport shall be carried out with compulsory tug assistance.

When entering the seaport a vessel shall be assisted by tugs from the location of «Tuapsinskiy West Cardinal light buoy» established in position Lat. 44°04,8' N, Long. 39°04,2' E.

47. While mooring vessel's speed of closing in at the moment of touching up shall not exceed 0,1 metre per second.
48. Simultaneous mooring to and/or unmooring from the adjacent berths are prohibited in the seaport.
49. While making fast alongside a berth a vessel shall first send out the springs forward and aft.
50. During berthing/unberthing vessel's propeller shall be completely submerged in the water.

51. When berthing/unberthing of vessels there will be the following number of mooring linesmen depending on the vessel's gross tonnage:

Vessel's gross tonnage, tons	Number of mooring linesmen
up to 200 t	1
from 201 up to 2 000	2
from 2 001 up to 5 000	3
from 5 001 up to 10 000	4
from 10 001 up to 30 000	6
over 30 000	8

As well as a person in charge of mooring gang to be available on the berth provided with a portable radio station to have communications with a pilot or shipmaster.

52. While making fast to berths Nos. 1 and 2 two mooring launches are required to be used for taking vessel's mooring lines to dolphins.
53. Vessels shall moor:
- starboard side to berths Nos. 1,2,5,6, 9a, 12 and 13;
 - portside to berths Nos. 3, 4 and 9;
 - either starboard or port side to berths Nos. 6a, 10, 11 and 12a.
54. Ro-Ro vessels shall moor stern to berths Nos. 14 and 15.
55. Vessels of up to 85 metres in length are allowed to moor either side to deep water berth No.1. Vessels exceeding 85 metres in length shall moor stern to deep water berth No.1.
56. Mooring of a vessel exceeding 140 metres in length to berth No. 9 is allowed unless there is a vessel being moored to berth No. 10.
57. While mooring/unmooring, lying alongside or carrying out loading/unloading operations at berths Nos. 6a and 9a vessel is prohibited to have a list to seaward.
58. When alongside the quay a vessel is allowed to turn her propellers at lowest revolutions for testing the main engine.
59. Lying alongside berths Nos. 1, 2, 3, 4, 5 and 6 is prohibited except for vessels carrying out cargo or ballast operations.
60. Departure of a vessel from berth shall be performed at as minimum speed as practicable until the vessel's side is 10 metres distant from the berth.
61. After having received a gale warning that tyagun is developing vessels lying alongside shall leave berths for anchorages.

VII. Ecological and Quarantine Requirements

62. There are facilities available in the seaport for the reception of sewage and oily water, harmful substances and garbage of any category as stipulated in Annexes I, II, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973/78 (hereinafter «MARPOL 73/78»).

Sewage and oily water, garbage and harmful substances shall be removed from vessels on application to be submitted to the berth operator by shipowner or marine agent 12 hours prior to the commencement of the waste or garbage disposal.

63. The seaport will not receive waste relating to cargo operations with dangerous goods of IMO classes 1 and 2.

64. Before entering the port and for the whole period of stay in the seaport water area all sea valves, gate valves and other closing devices leading to vessel's side and through which oily and sewage water, harmful substances are discharged overboard shall be closed and sealed by the vessel with the exception of cases stipulated in regulation 11, chapter III of the Annex IV to MARPOL 73/78.

65. Bunkering of vessels at anchorages Nos. 417 and 418 is allowed with wind not exceeding 11 metres per second, sea height not over 0,5 metre if there is no swell.

66. Should there be a suspected case of a highly infectious disease among the crew and passengers the vessel is required to proceed with the crew, passengers and cargo available on board to berth No. 11a in order to take epidemic preventive measures.

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

67. Communication with vessels in the seaport water area is performed on VHF Channels or by telephone.

68. Transmitting and receiving communications in the GMDSS Sea Area A-1 is provided by coast station of the seaport, call sign «Tuapse-Center», MMSI 002734413.

69. Any radio conversations on VHF Channels given in Appendix No. 3 to the By-Laws are prohibited unless pertaining to the safety of navigation.

70. The additional means of communication including telephone numbers to be used for data exchange will be announced by the Harbour Master.

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

71. The seaport water area is covered by GMDSS Sea Area A1 being in close liaison with the Novorossiysk Maritime Rescue Co-ordination Centre (hereinafter

«MRCC Novorossiysk»).

72. Transmitting and receiving communications in GMDSS Sea Area A-1 is provided by base coast station on Pauk mount with operating range of 40 nautical miles centered in position Lat. 44°07'00 " N, Long. 039°03'00" E.

X. Seaport capability to accommodate vessels, depths available within the seaport water area

73. The seaport is accessible to vessels drawing up to 12 m, with length of up to 250 metres and breadth up to 44 metres.
74. Data with regard to technical capabilities of the seaport to accept vessels as well as berths details to be referred to Appendix No.2 to these By-Laws.
75. Information of actual water depths available in the seaport water area and alongside the berths as well as allowable draughts of vessels is brought to mariners' notice by the Harbour Master annually or in case of any change.

XI. Dangerous Goods Handling

76. Dangerous goods of IMO Class 3 shall be handled at berths Nos. 1-6, handling of dangerous goods of IMO Classes 4, 5, 9 is carried out at berths Nos. 9-11, 12A, 12 and 13.
77. A vessel with dangerous cargo on board lying alongside a berth of the seaport shall be ready for immediate departure from the berth.
78. When in receipt of the weather forecast that electrical storm is expected in the seaport all cargo handling operations involving dangerous goods shall be ceased.

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

79. 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.
80. The Harbour Master is to be provided with information of the security level set on seaport facilities and on ships staying in the seaport as well as of any changes in their security levels.
81. 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.

82. 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 (brought to notice of) 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

83. Daily hydro-meteorological information is transmitted in the Russian and English languages to masters of vessels in the seaport at 09.00 and 15.00 hrs. Moscow time by VTS on VHF Channel 10.
84. A gale warning received or wind exceeding the velocity of 14m/s or tyagun developing the Harbour Master will advise masters of vessels staying in the seaport, operators of sea terminals, owners of berths and other persons effecting their activities in the seaport on VHF Channel 9.
85. Within VTS operating area the hydro-meteorological and navigation information is transmitted to vessels by VTS.

Seaport Approach Channel

The approach channel to the seaport of Tuapse is bounded by straight lines joining the following positions:

No. 1 - Lat. $44^{\circ}05'13,00$ " N, Long. $39^{\circ}04'10,60$ " E;

No. 2 - Lat. $44^{\circ}04'59,21$ " N, Long. $39^{\circ}04' 08,40$ " E;

No. 3 - Lat. $44^{\circ}05'00,00$ " N, Long. $39^{\circ}04'03,04$ " E;

No. 4 - Lat. $44^{\circ}05'11,62$ " N, Long. $39^{\circ}04'04,95$ " E;

Seaport capability to accommodate vessels, berths details and depths alongside

Berth	Berth position	Berth details	
		Length (metres)	Depth alongside (metres)
Berth No.1	Lat. 44°05'15,067"N, Long. 39°04'37,942"E	300	13
Berth No.2	Lat. 44°05'19,362"N, Long. 39°04'45,582"E	170	11,5
Berth No.3	Lat. 44°05'26,000"N, Long. 39°04'40,922"E	188	9,75
Berth No.4	Lat. 44°05'22,783"N, Long. 39°04'32,860"E	195	11,5
Berth No.5	Lat. 44°05'23,553"N, Long. 39°04'32,701"E	213	12
Berth No.6	Lat. 44°05'26,532"N, Long. 39°04'40,144"E	167	9,75
Berth No.6A	Lat. 44°05'30,667"N, Long. 39°04'28,183"E	245	12,94
Berth No.7	Lat. 44°05'35,680"N, Long. 39°04'26,372"E	160	9,15
Berth No.7A	Lat. 44°05'36,428"N, Long. 39°04'34,086"E	168,3	3,44
Berth No.8	Lat. 44°05'36,128"N, Long. 39°04'25,926"E	160	7,3
Berth No.9	Lat. 44°05'39,616"N, Long. 39°03'56,284"E	180	11,5
Berth No.9A grain	Lat. 44°05'36,256"N, Long. 39°04'05,878"E	255	13,94
Berth No.10	Lat. 44°05'35,509"N, Long. 39°03'50,556"E	180	11,5
Berth No.11	Lat. 44°05'31,269"N, Long. 39°03'44,631"E	191	13,5
Berth No.11A	Lat. 44°05'31,039"N, Long. 39°03'38,792"E	170,74	9,75
Berth No.12	Lat. 44°05'41,617"N, Long. 39°03'47,976"E	140	9,25
Berth No.12A	Lat. 44°05'36,453"N, Long. 39°03'40,963"E	303	9,75
Berth No.13	Lat. 44°05'45,220"N, Long. 39°03'53,040"E	177	7,2
Berth No.14	Lat. 44°05'48,950"N, Long. 39°03'53,344"E	148,31	6,1
Berth No.15	Lat. 44°05'51,329"N, Long. 39°03'50,021"E	60,28	6,1
Berth No.16	Lat. 44°05'51,187"N, Long. 39°03'45,602"E	193,51	5,5

Berth No.17	Lat. 44°05'49,411"N, Long. 39°03'37,346"E	209,32	5,5
Deep-water berth No.1	Lat. 44°05'49,199"N, Long. 39°03'28,754"E	157,5	7,2
Service berth	Lat. 44°05'49,326"N, Long. 39°03'22,514"E	144,73	6
Berth No.9A	Lat. 44°05'33,08"N, Long. 39°04'09,55"E	67	7,1
Berth No. 1 of Kovsh	Lat. 44°05'30,69"N, Long. 39°04'43,62"E	95	4,5
Berth No. 2 of Kovsh	Lat. 44°05'32,02"N, Long. 39°04'40,21"E	86,2	4,5
Quay adjoining Petroleum pier (pilot launch berth)	Lat. 44°05'29,37"N, Long. 39°04'41,74"E	60,44	6,5
Reinforced concrete pier in Kovsh	Lat. 44°05'33,82"N, Long. 39°04'42,40"E	52,68	3,5
Berth in Kovsh	Lat. 44°05'33,99"N, Long. 39°04'39,81"E	63,3	4,44
Port fleet berth in Kovsh	Lat. 44°05'34,16"N, Long. 39°04'40,73"E	136,25	1,94

Very High Frequency communication channels in the seaport

Name	VHF Channels		Call sign
	calling channel	working channel	
Vessel Traffic Control Service	10	67	«Tuapse-Traffic-Control»
Port State Control Inspection	9	-	«Tuapse-Port-Control»
Pilot service	12	-	«Tuapse-Pilot»
Coast station of GMDSS Sea Area A1	5; 25	-	«Tuapse-Centre»

Anchorage Areas

Anchorage area No.417 is bounded by straight lines joining the following positions:

- No. 1 - Lat. 44°04' 24" N, Long. 39°02'36" E;
- No. 2 - Lat. 44°05' 18" N, Long. 39°02' 36" E;
- No. 3 - Lat. 44°05' 06" N, Long. 39°03' 42" E;
- No. 4 - Lat. 44°03' 18" N, Long. 39°03' 24" E.

Anchorage area No. 418 is bounded by straight lines joining the positions:

- No. 1 - Lat. 44°02' 48" N, Long. 39°04'18" E;
- No. 2 - Lat. 44°04' 18" N, Long. 39°05' 00" E;
- No. 3 - Lat. 44°02' 24" N, Long. 39°07' 24" E;
- No. 4 - Lat. 44°01' 30" N, Long. 39°06' 15" E.

Seaport Reception Facilities

Waste	Facility	Capacity
Oily water	Motor vessel «Sanitar-1»	6 tanks, total 240 cubic metres
Oily water	Water ballast cleaning station	6 000 cubic metres
Sewage water	Motor vessel «Sanitar-1»	1 tank, total 60 cubic metres
Dry garbage	Self-propelled barge; specialized truck for delivery of dry garbage in containers removed from barge to the waste utilization place	10 containers, 0,75 cubic metres each, total 7,5 cubic metres; 8 containers of 0,75 cubic metres each, total 6 cubic metres

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

Except for vessels less than 200 gross tonnage and port fleet vessels

Ship's deadweight (tons)	Minimum number and power of tugs (kilowatt, kW) (not less)	
	berthing	unberthing
Up to 5 000	2 x 220	2 x 220
From 5 001 up to 10 000	2 x 1200	2 x 1200
From 10 001 up to 35 000	1 x 1200; 1 x 1600	1 x 1200; 1 x 1600
From 35 001 up to 50 000	1 x 1600; 1 x 3300	1 x 1600; 1 x 3300
Above (over) 50 000	2 x 3300	2 x 3300

Seaport Area No. 1

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

- No. 1 - Lat. 44°05' 13,49" N, Long. 39°04'12,81" E;
- No. 2 - Lat. 44°05' 13,00" N, Long. 39°04' 10,60" E;
- No. 3 - Lat. 44°04' 59,21" N, Long. 39°04' 08,40" E;
- No. 4 - Lat. 44°05' 00,00" N, Long. 39°04' 03,04" E;
- No. 5 - Lat. 44°05' 11,62" N, Long. 39°04' 04,95" E;
- No. 6 - Lat. 44°05' 10,99" N, Long. 39°04' 03,00" E.

Seaport Fishing Areas Nos. 13-15

Fishing area No.13 is bounded by the coastline from Shuyuk river, position Lat. 44°00' 6" N, Long. 039°10' 8" E to Dederkoy river, position Lat. 44°03' 1" N, Long. 39°07' 6" E and extends for 6 kilometers along the coastline and 5 kilometers off the coastline; from seaward it is bounded by a straight line connecting the following positions: Lat. 43°58' 51" N, Long. 39°07' 52" E and Lat. 43°58' 51" N, Long. 39°07' 52" E.

Fishing area No. 14 is bounded by the coastline from Dederkoy river, position Lat. 44°03' 1" N, Long. 39°07' 6" E to Tuapse river, position Lat. 44°05' 3" N, Long. 39°05' 0" E extending for 5,5 kilometres along the coastline and 5 kilometres to seaward; from seaward it is bounded by a straight line connecting the following positions: Lat. 44°58' 51" N, Long. 39°07' 52"E and Lat. 44°01' 25" N, Long. 39°04' 41"E.

Fishing area No. 15 is bounded by the coastline from Tuapse river, position Lat. 44°05' 03" N, Long. 39°05' 00" E to Kadosh point, position Lat. 44°06' 00" N, Long. 39°02' 02" E extending for 3,9 kilometres along the coastline and 5 kilometres to seaward; from seaward it is bounded by a straight line connecting the following positions: Lat. 44°01' 25" N, Long. 39°04' 41" E and Lat. 44°03' 32" N, Long. 39°02' 10" E.