

MINISTRY OF TRANSPORT OF THE RUSSION FEDERATION

ORDER

No. 448, December the 25th, 2012

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

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; 2012, No. 26, art. 3446) it is hereby ordered:

To approve the attached By-Laws in the sea port of Gelendzhik.

Minister
M.Y. Sokolov

BY-LAWS IN GELENDZHIK SEAPORT

I. General provisions

1. The By-Laws in the Gelendzhik 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 Gelendzhik 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 Areas A1 and A2 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; 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 to the masters of vessels 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 in Gelendzhikskaya bay two nautical miles east-south-eastward of Rybatskaya (Golubaya) bay and cuts inland between Mys Tonkiy and Mys Tolstyy being one nautical mile apart.

At the entrance to Gelendzhikskaya bay there are depths of from 10 to 18 metres which decrease gradually in shore.

6. The Gelendzhikskiy Lighthouse is situated on Mys Tolstyy. Two beacons in line leading to the entrance to Gelendzhikskaya harbour are established on the north-eastern coast of the harbour. The front leading beacon Gelendzhikskiy exhibiting a sector light is situated on the north-eastern coast of Gelendzhikskaya harbour at a distance of 1, 6 nautical mile north-north-eastward of Mys Tolstyy. The rear beacon Gelendzhikskiy is placed on the slope of a mount at a distance of 7,1 cables north-eastward of the front leading beacon Gelendzhikskiy.
7. Navigation in the seaport is performed taking into account the following hydro-meteorological factors: for the period from November till March there are north-easterly winds of hurricane force which can reach at times 50 metres per second and over (called bora); gale-force winds of northern directions in combination with negative temperature of the air might cause an ice-covering of vessels and hydraulic structures; winds of southern directions can reach the velocity of 30-35 metres per second and wave height up to seven metres within the seaport water area.
8. The boundaries of the seaport are established by the Government Decree of the Russian Federation No. 199-r dated February 24, 2010.
9. Navigation in the seaport is performed all the year round; the seaport operates round-the-clock and there is a permanent cargo and passenger border check-point available in the seaport to cross the state boundary of the Russian Federation.
10. The seaport is an ice-free port.
11. The seaport is capable of handling general cargoes with the exception of dangerous cargoes of any class as defined by the International Maritime Organization.
12. The seaport is capable of replenishing any supplies required by vessels.
13. The seaport is open for passenger traffic.
14. The seaport capability to accommodate vessels is given in Chapter X of these By-Laws and Appendix No. 1 to these By-Laws.

Communication channels of very high frequency (hereinafter «VHF channels») to be used in the seaport are indicated in Appendix No. 2 to these By-Laws.

15. Compulsory pilotage area is established within limits of the seaport water area.

16. The seaport is in operating zone of GMDSS Sea Areas A1 and A2.
17. 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. 3 to these By-Laws.
18. The seaport doesn't provide a shelter for vessels during stormy sea and weather conditions.
19. Area No. 651 of the seaport water area is prohibited from flat fishing, dredging, underwater and explosive operations and sailing with anchor chain paid out.
Area No. 651 is to be referred to Appendix No. 4 to these By-Laws.

III. Procedures for arrival at and departure from the seaport

20. Information of vessel's arrival at and departure from the seaport shall be forwarded to the Harbour Master to: www.portcall.marinet.ru.
21. A vessel's clearance inwards or outwards is performed round the clock in the seaport.
22. A vessel is not required to be cleared inwards or outwards if she sails only within the seaport water area or leaves the port limits subject to its return to the seaport after the period not exceeding 72 hours (hereinafter «local sailing vessels»).

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 to such vessels by the Harbour Master for the time period not exceeding 90 days. The period of validity of the above mentioned permit shall not extend over an expiration date of any of the ship's certificates.

IV. Navigation of vessels within the seaport water area

23. 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.
24. The daily schedule is to be approved by the Harbour Master on the ground of requests submitted by the masters of vessels (shipowners) or marine agents, operators of berths and information of vessel's arrival at the seaport required to be forwarded to the Harbour Master according to paragraph 20 of these By-Laws.
25. Navigation of vessels on the approaches to the seaport shall be regulated by Vessel Traffic Control Service (hereinafter «VTS») and within the seaport water area to be regulated by the Harbour Master of the seaport.

26. All vessels' movements within the seaport water area including mooring/unmooring, towing operations are allowed with a wind speed not exceeding 14 metres per second and visibility at least five cables.
27. Dynamically supported vessels shall navigate within the seaport water area in the displacement mode.
28. Vessels are prohibited to give the place of diving operations a berth narrower than 100 metres.
29. Pilot shall be embarked or disembarked in position: Lat. 44°32,50' N, Long. 038°01,50' E; 15 cables distant from Gelendzhikskiy Lighthouse, bearing 255°.
30. Exempt from compulsory pilotage:
 - small vessels;
 - sport sailing vessels;
 - local sailing vessels;
 - vessels engaged in the seaport operations for servicing and supplying ships only within the seaport water area and on approaches to it as well as any objects of the seaport infrastructure (hereinafter «seaport fleet vessels»).
31. Request for a pilot or tug assistance shall be forwarded by the master of a vessel in accordance with paragraph 20 of these By-Laws and to be confirmed on VHF Channels four hours prior to the expected time of vessel's departure from the berth, shifting berths or departure from the seaport or anchorage area.
32. Any launching of craft from vessels is allowed with the permission of the Harbour Master except for the case of rendering assistance to man overboard or/and conducting salvage operations.
33. Small vessels, sport sailing vessels and pleasure craft within the seaport water area are allowed to navigate along the coastline at a safe distance from the coast.
34. Small vessels, sport sailing vessels and pleasure craft within the seaport water area are forbidden:
 - to make obstruction to any other vessel while its entering or leaving the seaport or maneuvering within the seaport water area;
 - to approach a berth of the seaport unless the permission has been obtained from the Harbour Master and agreement made with the berth operator;
 - to sail at night except for vessels being equipped with navigation lights, passive radar reflector, radar and VHF radio station.
35. Vessels being engaged in fishing in the water area of the seaport shall not cause obstruction to other vessels.

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

36. 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°32,30' N, Long. 038°04,60' E;

No. 2 - Lat. 44°30,50' N, Long. 038°01,90' E;

No. 3 - Lat. 44°36,70' N, Long. 037°34,00' E;

No. 4 - Lat. 44°40,60' N, Long. 037°34,00' E.

37. Communication with vessels in the area covered by VTS is effected on VHF Channels 9,11, 16 and 68, call sign «Novotrafic-Control».

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

38. Vessels are allowed to lie at anchor in the seaport water area in expectation of cargo operations while there are adverse sea and weather conditions with southerly winds.

In any other circumstances except that is mentioned above vessels awaiting cargo operations shall anchor in safe depths beyond the limits of the seaport water area.

39. Vessels may lie alongside berths of the seaport.

40. When in receipt of a gale warning that the velocity of north-easterly or southerly winds is expected to increase over 14 metres per second all vessels shall keep their main engines constantly ready for the immediate use and be ready to leave the seaport water area at the request of the Harbour Master.

41. Stay of three ships being berthed alongside each other is prohibited.

42. Double berth staying is allowed with the consent of the berth operator and masters of both vessels.

43. Mooring of a vessel with her main engine being immobilized or anchoring gear failed is only allowed with the assistance of tugs subject to Harbour Master's approval.

44. The berth operator shall notify 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.

45. Mooring/unmooring operations in the seaport shall be carried out with tug assistance compulsory for all vessels of 200 gross tonnage and above.

46. Number and power of tugs will be determined taking into consideration the minimum number and power of tugs required in the seaport for mooring/unmooring operations.

47. When mooring/unmooring 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 300 t	1
from 301 up to 1 500	2
from 1 501 up to 2 500	3
from 2 501 up to 5 000	4
from 5 001 up to 10 000	6

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.

48. Simultaneous mooring to and/or unmooring from the adjacent berths is prohibited.
49. Shifting alongside the quay for a distance exceeding the vessel's length shall be effected with a pilot available on board and tug assistance.
50. Mooring to/unmooring from berths of the seaport are allowed when the following conditions are met:
- wind velocity doesn't exceed 14 metres per second and sea height is not over 0,5 metres;
 - while making fast alongside a berthed vessel the latter shall have its side and decks being sufficiently illuminated. The berthed vessels shall have no list or if any, the list shall not exceed two degrees to the berth.
51. Mooring lines are prohibited to be made fast to the fendering system of the quay. No more than five mooring lines are allowed to be secured to one shore bollard.
52. Mooring of a vessel with the forward end of the keel above the surface of the water is prohibited.
53. A vessel will be connected to the shore power and water lines and telephone network by specialized services of the seaport only.
54. When alongside the quay a vessel is allowed to turn her propellers at lowest revolutions for a short time for testing the main engine before clearing the berth.

VII. Ecological and Quarantine Requirements

55. For the whole period of stay in the seaport water area all sea valves, gate valves and other closing devices leading to the vessel's side and through which oily and sewage water, harmful substances are discharged overboard (except for segregated ballast tanks) shall be closed and sealed.
56. 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 200 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.

57. Washing of holds and decks shall be carried out after all the appropriate actions to prevent any pollution of the seaport water area have been taken.
58. A vessel shall discharge:
 - oily and sewage water to the specialized vessels removing waste from ships;
 - domestic and food waste into containers ashore or waste removing vessels.
59. The garbage intended for disposal is to be separated according to categories.
60. The vessels not having disposed oily and sewage water, garbage prior to the ship's departure and capacity of holding tanks, containers thereof are not sufficient for ensuring the voyage to the next port of call or disposal into sea within special areas where such disposal is admitted, as defined in Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973/78, are not permitted to leave the port.
61. The Harbour Master shall be advised by the master of a vessel of any pollution occurred from the vessel within the seaport water area on VHF channels 16 and 69, call sign «Gelendzhik-11».
62. Should there be a suspected case of a highly infectious disease among the crew and passengers the vessel is required to bring to anchor in safe depths beyond the limits of the seaport water area with the crew, passengers and cargo available on board in order to take epidemic preventive measures.

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

63. All radio conversations regarding safety of navigation are conducted in the seaport on VHF Channels 16 and 69.

Any radio conversations on the above mentioned channels are prohibited unless pertaining to the safety of navigation or traffic control.
64. The additional means of communication including telephone numbers to be used for data exchange will be brought to mariners' notice by the Harbour Master.

IX. Sea Areas A1 and A2 of the Global Maritime Distress and Safety System

65. The seaport water area is covered by GMDSS Sea Area A1 and GMDSS Sea Area 2 being in close liaison with the Novorossiysk Maritime Rescue Co-ordination Centre (hereinafter «MRCC Novorossiysk»).

Transmitting and receiving communications in the GMDSS Sea Area A-1 is provided by base coast stations as follows:

- Doob-Novorossiysk with operating range of 51 nautical miles centered in position Lat. 44°35,90' N, Long. 037°57,90' E, for GMDSS Sea Area A-1- VHF communication channel 16, call sign «Novorossiysk MRCC», VHF Digital Selective Calling (hereinafter «DSC») Channel 70;
- «Tuapse» (Tuapse), MMSI 002734413, call sign «Tuapse-Center», position Lat. 44°06,00' N, Long. 039°04,00' E, operating range - 30 nautical miles, VHF working channels 5 and 25;
- «Lysaya» (Anapa), MMSI 002734411, call sign «MRCC-Novorossiysk», position Lat. 44°50,30' N, Long. 037°21,00' E, with operating range of 52 nautical miles, working channel of automatic base station «Regional Control Centre» -VHF DSC Channel 70.

66. Transmitting and receiving communications in the GMDSS Sea Area A-2 is provided by base coast station Doob-Novorossiysk covering the Black Sea waters with operating range of 173 nautical miles centered in position Lat. 44°35,90' N, Long. 037°57,90' E. The frequencies for GMDSS Sea Area A-2 – 2182 kHz, radiotelephony, call sign «Novorossiysk MRCC»; and 2187,5 kHz DSC.

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

67. The seaport is accessible to:
- passenger vessels having displacement of up to 137 tons, length up to 50 metres and draught up to 5,1 metres;
 - cargo vessels with displacement of up to 4000tons, length up to 74 metres and draught up to 3,5 metres.
68. 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.
69. Data with regard to technical capabilities of the seaport to accept vessels to be referred to Appendix No.1 to these By-Laws.

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

70. 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.
71. 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.

72. 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.
73. 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.

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

74. Hydro-meteorological and navigation information, gale warnings are transmitted for vessels in the seaport by the Harbour Master on VHF channels 16 and 69 or by telephone.
75. Weather forecast for 24 hours is transmitted daily at 15.00 hrs by the Harbour Master on VHF channels 16 and 69.
76. Having received a gale warning vessel shall make acknowledgement of the receipt.

Seaport capability to accommodate vessels, berths details and depths alongside

Berth	Berth position	Berth details	
		Length (metres)	Depth alongside (metres)
Berth «Passenger pier No.1»	Lat. 44°33, 70' N, Long. 038°04,40' E	352	5,1
Berth «Passenger pier No.2»	Lat. 44°03, 90' N, Long. 038°04,50' E	95,2	1,8
Berth «Kurgorodok»	Lat. 44°35, 60' N, Long. 038°02,80' E	75,7	2,5
Berth «Cargo pier on Mys Tonkiy»	Lat. 44°34, 30' N, Long. 038°01,70' E	345	3,5

Very High Frequency communication channels in the seaport

Name	VHF Channels		Call sign
	calling channel	working channel	
Port State Control of the seaport	16	69	«Gelendzhik-11»
Operator of berths	16	93	«Gelendzhik -13»
Vessel Traffic Control Service	16	9, 11, 68	«Novotraffic - control»

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

Ship's deadweight (tons)	Minimum number and power of tugs (kilowatt, kW) (not less)	
	berthing	unberthing
From 201 up to 3000	1 x 220	1 x 220
From 3001 up to 5000	2 x 220	2 x 220

Seaport Area No. 651

Area No. 651 of the seaport is bounded by straight lines joining the following positions:

No. 1 Lat. $44^{\circ}33, 90'$ N, Long. $038^{\circ}03,70'$ E;

No. 2 Lat. $44^{\circ}34, 00'$ N, Long. $038^{\circ}03,90'$ E;

No. 3 Lat. $44^{\circ}34, 00'$ N, Long. $038^{\circ}04,10'$ E;

No. 4 Lat. $44^{\circ}03, 80'$ N, Long. $038^{\circ}03,90'$ E.