

MINISTRY OF TRANSPORT OF THE RUSSION FEDERATION

ORDER

No. 346, November the 11th, 2016

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

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; 2013, No. 27, art. 3477, No. 30 (part I), art. 4058; 2014, No. 45, art. 6153, No. 49 (part 6), art. 6928; 2015, No. 1 (part I), art. 52, No. 29 (part I), art. 4339; 2016, No. 27 (part 2), 4282) it is hereby ordered:

To approve the attached By-Laws in the seaport of Feodosiya.

Minister

M.Y.Sokolov

Approved
by Order of Ministry of Transport
of the Russian Federation
dated 11.11.2016, No.346

BY-LAWS IN FEODOSIYA SEAPORT

I. General provisions

1. The By-Laws in the Feodosiya 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» (hereinafter «MSC») 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») No. 140, dated August 20th, 2009.
2. These By-Laws comprise rules, regulations and relevant information as follows: description of the Feodosiya seaport (hereinafter «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 (hereinafter «VTS») 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; approaches to the seaport; operating range of Sea Area A1 of the Global Maritime Distress and Safety System (hereinafter «GMDSS»); seaport capability to accommodate vessels; compulsory pilotage areas; depths available in the seaport water area and on the approaches to it; 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 coast of the Crimean peninsula and comprises the areas of the seaport waters situated in the south-western part of Feodosiya Gulf. In area No. 1 of the seaport waters there are cargo berths Nos. 1, 2, 3, 14 and passenger berth No. 15. In area No. 2 of the seaport waters the northern and southern roadstead oil berths (hereinafter «ROBs») are situated. In area No. 3 of the seaport waters there is a passenger berth «Baybuga». In area No. 4 of the seaport waters there is a passenger berth «Zolotoy plyazh». Area No. 5 of the seaport waters includes anchorages No. 400 and No. 401. In area No. 6 of the seaport waters there is a passenger berth «Krymskoye Primorye». In area No. 7 of the seaport waters a passenger berth «Koktebel» is located.
6. The boundaries of the seaport are established by the Government Decree of the Russian Federation No. 1515 –r dated August 6, 20015.
7. Navigation in the seaport is performed all the year round; the seaport operates round-the-clock.
8. There is a permanent cargo and passenger border check-point available in the seaport to cross the state boundary of the Russian Federation.
9. Area No. 1 of the seaport waters borders on the area of entrance to the inner harbour, there is a wreck vessel «Zhan Zhores» at a distance of 700 metres northward of Shirokiy Mole in position Lat. 45°02' 06" N, Long. 35°32'42"E that made it difficult for vessels to navigate and maneuver. Area No. 1 of the seaport waters is not sheltered from winds and sea swell coming from eastern directions.

Areas Nos. 2, 3 and 4 of the seaport waters are not sheltered from winds and swell from eastern and south-eastern directions.

Area No. 5 of the seaport waters is sheltered from winds and swell coming from northern and western directions.

Areas Nos. 6 and 7 of the seaport waters are sheltered only from winds and swell from northern directions.
10. Approaches to the seaport are to be referred to Appendix 1 to these By-Laws.
11. 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.
12. Anchorage Areas are to be referred to Appendix No. 3 to these By-Laws.
13. Communication channels of very high frequency (hereinafter «VHF channels») to be used in the seaport are indicated in Appendix No. 4 to these By-Laws.
14. 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. 5 to these By-Laws.

15. Tug assistance is not compulsory for vessels up to 150 metres in length equipped with two or more thrusters or one thruster and two screws.
16. Pilotage is compulsory in the seaport. Areas for sailing only with a pilot available on board are described in Appendix 6 to these By-Laws.

III. Procedures for arrival at and departure from the seaport

17. Information of vessel's arrival at and departure from the seaport shall be forwarded to the Harbour Master to: www.portcall.marinet.ru.
18. A vessel's clearance inwards or outwards is performed round the clock in the seaport by the Harbour Master.
19. 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.

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 permit shall not extend over an expiration date of any of the ship's certificates.

20. 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 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 English;
 - 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 moulded, 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;
- number of passengers 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 of malfunction of ship's cargo handling facilities (machinery), if any, 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.

21. 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 and includes the data having been shown in application of the master of a ship (shipowner) or an agent as well as restrictions established for the vessel, date of issue of the permit and expiry date.

22. 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.

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

23. All vessels' movements and stay within the seaport water area including anchoring/weighing, mooring/unmooring shall be performed with the permission and according to the schedule except for small vessels being in operation for non-commercial purpose. The daily schedule is to be approved by the Harbour Master on the ground of information of vessel's arrival to be forwarded by vessels in accordance with paragraph 17 of these By-Laws.

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.

25. Approaches to the seaport as well as recommended tracks are described in Annex No. 1 to these By-Laws. All vessels with the exception of small vessels, sport sailing vessels and pleasure craft of less than 500 gross tonnage shall navigate along the recommended tracks (hereinafter «RT»).

26. Pilot shall be embarked or disembarked in position: Lat. 45°04' 00" N, Long. 35°30' 00"E.

27. Exempt from compulsory pilotage:

- transit vessels and vessels seeking for shelter in the seaport from unfavourable sea and weather conditions;
 - small vessels;
 - vessels engaged in the seaport operations for servicing and supplying ships only within the seaport water area and objects of the seaport infrastructure (hereinafter «port fleet vessels»);
 - vessels of less than 500 gross tonnage;
 - sport sailing vessels.
28. Overtaking is prohibited within the seaport water area with the exception of passenger vessels engaged in near coastal voyages after having obtained a permission for overtaking from VTS as well as small vessels, sport sailing and pleasure vessels sailing within inshore traffic zone.
29. Small vessels, sport sailing vessels and pleasure craft are prohibited in the water area of the seaport:
- to sail with wind speed exceeding 14 metres per second and/or visibility of less than three cables;
 - to approach anchorages within the water area of the seaport at a distance of less than two cables;
 - to sail without VHF radio communication;
 - to cross another ship ahead or maneuver in close proximity to a vessel under way;
 - to make fast to floating or fixed aids to navigation or anchor in proximity to them.
30. Training exercises and races of rowing boats, sailing vessels and motor vessels in Feodosiya bay are allowed after having been agreed upon with the Harbour Master.
31. Towing operation involving more than one vessel being towed is prohibited within the water area of the seaport. Length of a towing line shall not exceed 50 metres.
32. Vessels engaged in near coastal voyages are allowed to carry passengers within the water area of the seaport with a wind speed not exceeding 14 metres per second and/or sea swell up to Force 2 and visibility of at least five cables.
33. Transfer of people to vessels lying in the roads is allowed with wind not exceeding the velocity of 14 metres per second, sea swell that is not in excess of Force 2 provided the weather forecast is favourable. If there is a swell in the roads and wind exceeds the above indicated velocity the transfer of people may be performed only by mutual consent of the master of a vessel and the Harbour Master.

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

34. The water area of the seaport and approaches to it are covered by VTS.
35. The VTS operating area comprises the water area of Feodosiya bay and is bounded by the coastline stretching from the north, straight line drawn from position Lat. 45°01' 30" N, Long. 35°24' 42"E in direction 117° and an arc radius 14 miles centered in the above position.
36. All vessels' movements within the VTS operating area shall be regulated in accordance with the daily schedule.
37. A request for entering VTS area and using services rendered by VTS shall be applied by vessel directly or through its agent to VTS not less than four hours prior to the expected time of vessel's entry to VTS area; vessels intending to leave the seaport shall make a request 30 minutes prior to the commencement of vessel's unmooring operation.
38. The request for entering VTS area shall be confirmed not less than two hours prior to the expected time of vessel's entry to VTS area.
39. A vessel shall establish VHF radio communication with VTS (Channel 67, call sign «Feodosiya-Traffic-Control») not later than 30 minutes prior to the expected time of entry to VTS area and obtain the permission to enter VTS area as well as instructions as to anchoring in the specified anchor position or making arrangements for a pilot to manoeuvre the vessel to the place of conducting cargo or other operations. Then the vessel shall get in contact with PSC duty officer on VHF channel 10 (call sign «Feodosiya-Radio-2») for information exchange.

Vessels lying at anchor in the water area covered by VTS shall request for the permission to get underway from VTS not later than 30 minutes prior to the expected commencement of any movement.

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

40. Vessels may lie alongside berths or at anchor within Anchorage Areas Nos. 400, 401 in anchor berths Nos. 1-13; for anchor positions refer to Appendix No.3 to these By-Laws.
41. Vessels shall bring to anchor in anchorage area in such a way that points in which anchors having been dropped are within the limits of the anchorage area.
42. Lying in the roads of a tugboat with non-self-propelled vessel being moored alongside the tugboat as well as bunkering in the roads of a vessel with fuel and lubricants are allowed with a wind speed not exceeding 14 metres per second.
43. Vessels having the main engine, steering or anchor gear failed and/or VHF radio

station out of operation are allowed to lie at anchor within the water area of the seaport with compulsory tug assistance for the whole period of being at anchor subject to the agreement with the Harbour Master.

44. Stay of more than two ships being berthed alongside each other is prohibited in the seaport.
45. Mooring/unmooring as well as shifting alongside the quay for a distance exceeding 50 metres of vessels of 500 gross tonnage and over shall be carried out with compulsory tug assistance.
46. When mooring to Northern or Southern ROB a vessel is to be positioned stern on aft mooring buoys with aft mooring lines sent and two anchors let go being assisted by tugs. Following requirements shall be met:
 - for vessels up to 40000 DWT not less than 6-11 shackles of each anchor chain to be paid out;
 - for vessels over 40000 DWT at least 8-11 shackles of each anchor chain to be paid out;
 - direction of ship being moored is to be $116^{\circ},0 (\pm 10^{\circ},0)$;
 - estimated angle between ship's centre line and line directed to the anchor having been dropped is to be $45^{\circ} (\pm 10^{\circ},0)$ for moored vessel;
 - vessels up to 40000 DWT depending on weather conditions, if necessary, will send mooring lines to additional mooring buoys;
 - vessels over 40000 DWT shall send mooring lines to additional mooring buoys under any weather conditions;
 - in daylight with a wind speed up to 11 metres per second and sea swell not exceeding Force 3 (wave height up to 1,25 m.);
 - at night with approach buoys being visible at distance of not less than 15 cables, with a wind speed up to eight metres per second and sea swell not exceeding Force 2 (wave height up to one metre).
47. Mooring/unmooring of vessels in the seaport are allowed with a wind speed not exceeding 14 metres per second and sea swell not over Force 2 with the exception of the following:
 - 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 occurred 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;

Should any of the above mentioned take place, vessel's mooring/unmooring is to be carried out after having been agreed upon with the Harbour Master.

48. When in receipt of a gale warning the Harbour Master will immediately notify vessels as follows:
- port fleet vessels on VHF channel 15;
 - vessels lying alongside berths and in anchorages of the seaport on VHF channel 67 through VTS operator.
49. A gale warning received or actual wind exceeding the velocity of 14 m/s, a vessel lying at anchor shall be ready to immediately change its anchor berth in accordance with the directions of the Harbour Master.
50. A gale warning received or actual sea and weather conditions deteriorating (wind exceeding the velocity of 14 metres per second), all cargo operations with oil, oil products or timber shall be ceased.
51. Diving operations in the seaport water area may be carried out with the permission of the Harbour Master provided the following requirements are met:
- wind doesn't exceed the velocity of ten metres per second, sea swell is not over Force 2;
 - under keel clearance of a vessel being examined is at least one metre;
 - cargo operations are not being carried out on board.
52. Hot works on vessels in the seaport may be undertaken with the permission of the Harbour Master subject to the agreement with the berth operator.

VII. Ecological and Quarantine Requirements

53. Dry garbage and food waste will be removed from vessels lying at berths into containers or collected by port fleet vessels. Dry garbage liable to be disposed shall be separated according to categories.

Vessels lying at anchor in the seaport anchorage areas are to dispose dry garbage and food waste to specially designated vessels at least once for the period of 48 hours.

54. The oily mixtures, oil residues, sewage water shall be discharged from vessels to specially designated vessels - waste disposal vessels.

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 water and harmful substances are discharged overboard shall be closed and sealed.

The ballast water from the segregated ballast tanks is permitted to be discharged in the seaport provided the ballast water has been taken or exchanged in accordance with the requirements of the International Convention for the Control and

Management of Ships' Ballast Water and Sediments, 2004. Should ballast water have been taken in other world areas, all ballast operations shall be conducted in compliance with the requirements of the above mentioned convention and the appropriate entry to be made in the Deck Log book.

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

55. Owing to specific oil-loading technology of ROBs the booms are not provided to be used there. In the event of a threat of pollution or actual oil /oil products spill at the ROB, the tanker being loaded/discharged will be immediately encircled by booms deployed in compliance with the emergency procedure with the assistance of port fleet vessels being on stand-by at all times.

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

56. Communication with vessels in the seaport water area is effected on VHF Channels or by telephone.
57. The continuous radio watch on VHF Channels is to be maintained round the clock by:
- PSC officer – on VHF Channel 10, call-sign «Feodosiya-Radio-2»;
 - Port Dispatcher – on VHF Channel 15, call-sign «Feodosiya-Radio-3»;
 - Pilot – on VHF Channel 11, call-sign «Pilot»;
 - VTS operator – on VHF Channel 67, call-sign «Feodosiya-Traffic-Control».
58. All vessels navigating in Feodosiya bay and lying in the roads shall keep constant VHF radio watch on Channels 10, 16, 67 and 70; vessels lying at the ROBs are to keep additional radio watch on VHF Channel 15.

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

59. The seaport defined as GMDSS Sea Area A1 is in close liaison with the Maritime Rescue Co-ordination Sub-Centre «Sevastopol».
60. Transmitting and receiving communications in GMDSS Sea Area A-1 is provided by base station of the automatic radio post «Ai-Petri» centered in position Lat. 44°26' 37" N, Long. 34°01' 36" E, operating range of 90 nautical miles.

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

61. The seaport cargo berths are accessible to vessels with length up to 235 metres and draught up to 10,7 metres; the ROBs are capable of accepting vessels up to 250 metres in length with draught up to 12,5 metres.

Data with regard to technical capabilities of the seaport to accept vessels and berths details to be referred to Appendix No.2 to these By-Laws.

62. Cargo operations involving the use of portal cranes, auto cranes and ship's cargo handling facilities are allowed in the seaport with a wind speed up to 14 metres per second and floating crane may be used with a wind speed not exceeding 12 metres per second.
63. Cargo storing on wharves of the seaport within less than two metres distant from the edge is prohibited.
64. Information of actual water depths available in the seaport water area and alongside the berths as well as maximum allowable draughts of vessels is brought to mariners' notice by the Harbour Master annually or in case of any change.

XI. Dangerous Goods Handling

65. Handling of dangerous liquid cargoes is carried out in the water area of the seaport.
66. A tanker being loaded /discharged at the ROB shall cease all cargo operations with a wind speed reaching 14 metres per second and sea swell of Force 2.
67. Tankers moored at the ROBs shall depart from them if the following sea and weather conditions exist:
- Tankers of less than 40000 DWT with a wind speed reaching 14 metres per second and with westerly and north-westerly winds reaching 16 metres per second and/or sea swell of Force 3 (wave height 1,25 metre);
 - Tankers of 40000 DWT and over with a wind speed of 14 metres per second and with westerly and north-westerly winds of 16 metres per second and/or sea swell of Force 4 (wave height 2 metres).
68. A vessel moored at the ROB shall pay careful attention at every change of the actual sea and weather conditions. The master of the vessel shall advise any sudden increase of wind velocity by two metres per second and/or sea swell by one point to the Harbour Master through VTS.

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

69. 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.
70. 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.
71. 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.
72. Masters of ships shall immediately inform the Harbour Master, 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

73. Navigation and hydro-meteorological information is transmitted by VTS on VHF channel 67.
74. The information transmitted by VTS also includes factors impeding vessels' movements as well as any change in services rendered by VTS.
75. Urgent messages and gale warnings are transmitted on VHF channels 10, 15 and 67.

Having received a gale warning or urgent message a vessel shall make acknowledgement of the receipt.
76. Weather forecast for 24 hours is transmitted daily at 07.00 and 12.30 hrs local time by the VTS duty operator.

Seaport Approaches

Approaches to the seaport comprises Feodosiya bay. Vessels shall navigate along the recommended tracks (hereinafter «RT») and established routes in Feodosiya bay.

The seaport is approached by RT 9, direction $57,7^{\circ} - 237,7^{\circ}$ established between the following positions: Lat. $45^{\circ}01' 59''$ N, Long. $35^{\circ}24' 10''$ E and Lat. $45^{\circ}04' 16''$ N, Long. $35^{\circ}29' 13''$ E.

Passenger vessels on local lines shall navigate only along RT 23, direction $305,5^{\circ} - 125,5^{\circ}$, specially established for them between positions: Lat. $45^{\circ}00' 30''$ N, Long. $35^{\circ}28' 00''$ E and Lat. $45^{\circ}02' 12''$ N, Long. $35^{\circ}24' 43''$ E.

Seaport capability to accommodate vessels, berths details and depths alongside

Berth number	Berth location	Berth details	
		Length (metres)	Depth alongside (metres)
Berth No.1	Shirokiy Mole	235	8,8 – 12,0
Berth No.2	under reconstruction		
Berth No.3			
Berth No.14	Seaport territory	138	7,0
Berth No.15	Seaport territory	73	4,5
Southern ROB	Feodosiya bay Area 667		13,2
Northern ROB			14,3
Berth «Zolotoy plyazh»	Feodosiya bay	104	3,1
Berth «Baybuga»	Feodosiya bay	117	4,7
Berth «Koktebel»	Koktebel settlement	153	3,7
Berth «Krymskoye Primorye»	Kurortnoye settlement	90	3,4

Anchorage Areas

Anchorage areas in the seaport water area are bounded by straight lines joining the following positions:

Anchorage area No. 400

Lat. 45°02' 06" N, Long. 35°24'16 " E;

Lat. 45°02' 27" N, Long. 35°24'02 " E;

Lat. 45°02' 41" N, Long. 35°24'24 " E;

Lat. 45°02' 27" N, Long. 35°25'00 " E.

Anchorage area No. 401

Lat. 45°02' 27" N, Long. 35°25'00 " E;

Lat. 45°02' 36" N, Long. 35°24'36 " E;

Lat. 45°03' 51" N, Long. 35°27'00 " E;

Lat. 45°03' 30" N, Long. 35°27'24 " E.

Within the water area of Anchorage No. 401 there are 13 anchor berths in the following positions:

No.1- Lat. 45°02' 37" N, Long. 35°24'41" E;

No.2- Lat. 45°02' 31" N, Long. 35°24'55" E;

No.3- Lat. 45°02' 44" N, Long. 35°24'55" E;

No.4- Lat. 45°02' 38" N, Long. 35°25'09" E;

No.5- Lat. 45°02' 52" N, Long. 35°25'11" E;

No.6- Lat. 45°02' 46" N, Long. 35°25'23" E;

No.7- Lat. 45°03' 00" N, Long. 35°25'30" E;

No.8- Lat. 45°03' 00" N, Long. 35°25'55" E;

No.9- Lat. 45°03' 17" N, Long. 35°26'02" E;

No.10- Lat. 45°03' 12" N, Long. 35°26'30" E;

No.11- Lat. 45°03' 31" N, Long. 35°26'34" E;

No.12- Lat. 45°03' 30" N, Long. 35°26'59" E;

No.13- Lat. 45°03' 48" N, Long. 35°27'00" E.

Anchor berths Nos. 1-6 are designated for vessels up to 125 metres in length;

Anchor berths Nos. 7-13 are designated for vessels over 125 metres in length;

Anchor berths Nos. 11-13 are designated for vessels with dangerous cargoes.

Water depths available within Anchorage areas Nos. 400 and 401 vary from 18 to 20 metres.

Very High Frequency communication channels in the seaport

Name	VHF Channels	Call sign
Port State Control Inspection	10	«Feodosiya-Radio-2»
Vessel Traffic Control Service	67	«Feodosiya-Traffic-Control»
Port Dispatcher	15	«Feodosiya-Radio-3»
Pilotage service	11	«Pilot»

**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)	
	berthing	unberthing
From 1000 up to 5 000	2 x 441	2 x 441
From 5 001 up to 10000	1 x 882 1 x 441	1 x 882 1 x 441
From 10001 up to 20000	2 x 882	2 x 882
From 20001 up to 40000	2 x 1838	2 x 1838
From 40001 up to 80000	1 x 1838 1 x 2573	1 x 1838 1 x 2573
Over 80000	2 x 2573 or 3 x 1838	2 x 2573 or 3 x 1838

Compulsory Pilotage Areas

No.	Pilotage route	Distance, miles
1.	From pilot boarding position to Area No.1 of the seaport waters (cargo area)	5
2.	From pilot boarding position to Area No.3 of the seaport waters (berth «Baybuga»)	5
3.	From pilot boarding position to Area No.5 of the seaport waters (anchorage No. 401)	3
4.	From pilot boarding position to Area No.5 of the seaport waters (anchorage No. 400)	4
5.	From pilot boarding position to Area No.2 of the seaport waters (roadstead oil berths)	5
6.	From anchorage area No. 401 to Area No.1 of the seaport waters (cargo area)	2
7.	From anchorage area No. 400 to Area No.1 of the seaport waters (cargo area)	1
8.	From anchorage areas Nos. 400 and 401 to Area No.2 of the seaport waters (roadstead oil berths)	2