

## **Russian Federation Ministry of Transport Order No. 75 of March 22, 2012 On Approval of the De-Kastri Seaport Regulations.**

Pursuant to Article 14 of Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation* (Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P. 1), Art. 6427; 2010, No. 19, Art. 2291, No. 48, Art. 6246; 2011, No. 1, Art. 3, No. 13, Art. 1688, No. 17, Art. 2313, No. 30 (P.1), Art. 4590, Art. 4594), it is hereby ordered to:

Approve of the De-Kastri Seaport Regulations attached.

Minister I.E. Levitin

Registered with the Russian Federation Ministry of Justice on April 9, 2012.

Registration No. 23759

### **De-Kastri Seaport Regulations (approved by Russian Federation Ministry of Transport Order No. 75 of March 22, 2012)**

See letter of information on the regulations in seaports

#### **I. General Provisions**

1. De-Kastri Seaport Regulations (hereinafter: the Regulations) have been developed in conformity with Federal Law No. 261-FZ of November 8, 2007 *On Seaports in the Russian Federation and On Amendments to Certain Legislative Enactments of the Russian Federation* [\\*\(1\)](#), Federal Law No. 81-FZ of April 30, 1999 *Merchant Shipping Code of the Russian Federation* [\\*\(2\)](#), *General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto* [\\*\(3\)](#) (hereinafter: the General Rules).
2. These Regulations include the description of De-Kastri seaport (hereinafter: the seaport); rules of seaport entry and seaport exit; rules of navigation within the seaport waters; rules of ship stay in the seaport and anchor ground arrangement; rules of ecological safety and quarantine compliance in the seaport; rules to use special communication facilities within the seaport territory and water area; data on seaport limits; data on the seaport capability to accommodate ships; data on a navigation period; data on the seaport's compulsory and optional pilotage areas; data on the seaport water depths; data on hazardous cargo handling; data on ice navigation within the seaport waters; data on transmission of information to masters of the ships staying in the seaport in case of a threatened act of unlawful intervention in the seaport; data on transmission of navigational, hydrological and meteorological information to masters of the ships staying in the seaport; transmission of other information required by the Russian Federation's regulatory acts in the field of merchant shipping.
3. These Regulations shall be observed by all ships irrespective of their national and departmental identity as well as all individuals and legal entities, operating in the seaport, irrespective of their legal and ownership form.
4. Ship navigation within the seaport and approaches thereto, ship stay within the water area of the seaport shall comply with the General Rules and the present Regulations.

#### **II. Seaport Description**

5. The seaport is located on Chikhachyova Bay, and the water area of the seaport includes a part of the Tatar Straits waters.
6. The seaport limits were defined in the Russian Federation Government Decree No. 540-p\*(4) of April 22, 2009.
7. Ship pilotage within the seaport shall be compulsory.

Boundaries of the seaport's compulsory pilotage areas and an optional pilotage area are provided in [Addendum 1](#) hereto.

8. Navigation within the seaport is carried out under the hydrometeorological conditions associated with permanent tidal and variable wind currents with a velocity ranging from 0.5 to 2.0 knots and tide-induced rises and falls of the sea-level varying within 2.5 meters.
9. The seaport shall be a shelter for ships in stormy weather.
10. The seaport operates on a round-the-clock basis and has a permanent multinational-level cargo checkpoint for crossing the State Border of the Russian Federation \*(5).
11. Data on ship anchorage places, Area No. 15 A, an approach channel, and the depths of the seaport water area are provided in [Addendum 2](#) hereto.

Data on the seaport capability to accommodate ships and on berths are provided in [Chapter VIII](#) hereof and in [Addendum 3](#) hereto.

Data on Areas No. 69 A and No. 69 Г within the seaport's water area are provided in [Addendum 4](#) hereto.

Data on the very high frequency channels (hereinafter: VHF) used within the seaport are provided in [Addendum 5](#) hereto.

12. Berthing, bottom trawling, underwater and dredging operations, navigation with fully paid-out anchor chain, and explosive works shall not be allowed in areas No. 69 A and No. 69 Г of the seaport waters.
13. The seaport provides tugboat assistance to the ships.

Data on the minimal number and power capacity of tugboats for berthing the ships in the seaport are provided in [Addendum 6](#) hereto.

14. The seaport waters freeze in winter. The seaport provides icebreaker assistance in compliance with the General Rules and the present Regulations.

Restrictions on ships for navigation in the ice within the seaport waters are provided in [Addendum 7](#) hereto.

15. The seaport handles cargo, including hazardous cargo of Class 3 hazard as per the classification of the International Maritime Organization (hereinafter: the IMO).
16. The seaport supplies provisions and fresh water on board the ships and receives dry garbage and food waste.

### **III. Seaport Entry and Seaport Exit Rules**

17. Information on the ship calling at the seaport shall be transmitted to the Harbor Master via the Internet site at [www.portcall.marinet.ru](http://www.portcall.marinet.ru).

18. Clearance of ships entering the seaport and exiting from the seaport is done on a round-the-clock basis.

### **IV. Rules of Navigation within the Seaport Waters**

19. Ship traffic within the seaport waters shall only occur under specific authorization.

20. Berthing/unberthing and mooring operations shall be conducted under specific authorization of the Harbor Master.

21. The Harbor Master shall approve of the berth allocation and ship traffic schedule on a daily basis, using the ship call information transmitted in the manner provided in [Clause 17](#) hereof, and the schedule shall be posted at [www.ampvanino.ru](http://www.ampvanino.ru) and made known by the Harbor Master to the ships staying at and heading for the port and the agents thereof.

22. Ships get access to Quays Nos. 1 and 2 via an approach channel, the data whereon are shown in [Addendum 2](#) hereto.

23. The following designated areas of special navigation conditions are provided for in the seaport waters, the areas presenting as circles with their centers at the point located in the center of a Single Anchor Leg Mooring (hereinafter: the SALM):

an area of seaport waters with special navigation conditions, used for tanker stay at the SALM, with a 500 meter radius (hereinafter: Area A);

an area of seaport waters with special navigation conditions, used for tanker maneuvering upon mooring at the SALM, with a 820 meter radius (hereinafter: Area B);

an area of seaport waters with special navigation conditions, used for tanker approaching the SALM, with a one nautical mile radius (hereinafter: Area C).

24. The following operations shall not be allowed within the areas of seaport waters with special navigation conditions:

Area A – ship movement, except for the ships used to assist a tanker in loading while at the SALM;

Area B – movement of the ships that are not involved in tanker mooring/unmooring at the SALM;

Area C – ship movement, except for the ships used to assist a tanker to move to or from the SALM.

25. Ship traffic within the seaport waters shall be allowed with the visibility no less than 5 cable lengths and the wind speed no more than:

15 meters per second – except for the ships going to the SALM and from the SALM to leave the seaport;

17 meters per second – for the ships going to the SALM and from the SALM to leave the seaport.

26. With a forecast of an increase in the wind speed in excess of 15 meters per second, the ships staying at berths (except for those staying at the SALM) shall get ready to leave the seaport immediately on the Harbor Master's request.

27. With a forecast of an increase in the wind speed up to 25 meters per second or 3.5 meter-high wave, the ships staying at the SALM shall leave the seaport.

28. Ships shall be piloted within the seaport waters from 08:00 AM to 10:00 PM (local time).

29. A place for pilots to board a ship heading for the seaport's compulsory pilotage area No. 1 and a place for pilots to disembark from a ship leaving the seaport's compulsory pilotage area No. 1 is located in the area bounded by latitudes 51°26'18" N and 51°26'0" N and longitudes 140°53'0" E and 140°53'30" E (Area No. 175).

30. With the wind speed exceeding 10 meters per second and the wave height exceeding two meters, a place for pilots to board a ship heading for the seaport's compulsory pilotage area No. 1 and a place for pilots to disembark from a ship leaving the seaport's compulsory pilotage area No. 1 is located in the area bounded by latitudes 51°27'26" N and 51°27'40" N and longitudes 140°49'18" E and 140°49'41" E.

31. The ships heading for pilotage areas Nos. 2 and 3 shall take pilots on board and disembark pilots in the area bounded by latitudes 51°27'00" N and 51°27'15" N and longitudes 140°55'06" E and 140°55'30" E.

32. A ship with defective propeller-rudder system, ship power plant (hereinafter: SPP) or anchor handling gear shall be piloted using the ship's towing gear.

33. The following ships shall be exempted from compulsory pilotage:

ships with gross tonnage under 500 GT;

ships dealing in service, maintenance, replenishment, and delivery of supplies to the ships located within the waters of the seaport and approaches thereto, of the seaport infrastructure projects (hereinafter: port fleet vessels);

ships under 20 meters long, sports and pleasure boats;

coastal fishing vessels.

34. Ships engaged in fishing within the seaport waters may not interfere with other ships.

## **V. Ship Stay Rules and Anchor Ground Arrangement**

35. Ships within the seaport waters shall stay at anchor grounds, in Area No. 15 and seaport terminals.

36. Relocation of self-propelled ships with another ship moored alongside shall not be allowed.

37. Mooring operations, relocation and shifting of ships over a distance in excess of 50 meters shall be necessarily assisted by pilot and tugboat support, except for:

ships with gross tonnage under 500 GT;

port fleet vessels;

ships equipped with a thruster;

ships under 20 meters long, sports and pleasure boats.

38. Mooring operations in the seaport shall be conducted in the daylight hours.

39. Mooring operations in the seaport terminals, except for mooring operations at the SALM, shall be conducted at a wind speed not more than 10 meters per second.

Mooring operations at the SALM shall be conducted at a wind speed not more than 17 meters per second.

40. Ships shall be moored by a mooring crew consisting of two people and a head of the crew who is equipped with a radio to communicate with the pilot or the ship master.

41. Ships having a draft in excess of 6.5 meters shall be moored at Quays Nos. 1, 2 at the maximum water level during a rising tide.

42. Ships made fast to a berth may not turn their propellers other than for pre-departure tests and mooring operations.

43. Ships within the seaport waters may be towed either astern or alongside. Length of towline for astern towing may not exceed 30 meters.

44. Ships with a defective ship power plant (hereinafter: SPP) as well as floating cranes and large-capacity ships shall be towed at a wind speed not more than 10 meters per second.

45. Oil and petroleum product handling operations shall be conducted at the SALM and within Area 15 A, the data whereon are shown in [Addendum 2](#) hereto.

46. Cargo handling operations at the SALM at a wind speed in excess of 22.5 meters per second shall not be allowed; in this case:

where cargo handling operations are conducted from the bow, the ships remain moored to the SALM, and the hoses connecting the ship's pipeline with the terminal handling facilities remain connected;

where oil handling operations are conducted from the shipboard, the ships remain moored while the hoses connecting the ship's pipeline with the terminal handling facilities are disconnected.

47. There is a manifold within Area No. 15 A at an intersection of Lat 51°28'45" N and Long 140°52'27" E, said manifold is connected to the pipeline that goes through the points with the following coordinates:

No. 1 – 51°29'29" N and 140°50'48" E;

No. 2 – 51°29'18" N and 140°50'49" E;

No. 3 – 51°29'06" N and 140°50'54" E;

No. 4 – 51°28'59" N and 140°51'12" E;

No. 5 – 51°28'45" N and 140°52'27" E.

48. Berthing of ships within Area 15 A is tugboat-assisted, the ships are moored to two buoys and subsequently two anchors are dropped. While two-buoy two-anchor mooring, the ship is not allowed to turn her propellers.

49. Berthing of ships within Area 15 A shall not be allowed:

at a wind speed in excess of 12.4 meters per second;

at a wave height in excess of 1 meter;

at a current velocity in excess of 0.45 meters per second;

at visibility less than 700 meters.

50. Ships shall be bunkered at anchor grounds Nos. 171 A and 171 B.

51. Ships shall be bunkered at a wind speed not more than 10 meters per second.

52. Ships under 20 meter long, sports and pleasure boats, except for port fleet vessels, may not approach ships lying at anchor within the seaport waters and moored to quays;

interfere with ship traffic, including maneuvering within the seaport waters;

moor to the seaport quays.

53. Crewmember and passenger transportation and disembarkation from ships under 20 meter long, sports and pleasure boats shall only be allowed at wind speed not more than 10 meters per second, wave height not more than 1 meter, and visibility not less than 5 cable lengths.

54. With a forecast of an increase in the wind speed in excess of 15 meters per second, the ships staying at berths (except for those staying at the SALM) shall be ready to leave the seaport immediately on the Harbor Master's request.

## **VI. Rules of Ecological Safety and Quarantine Compliance in the Seaport**

55. Oily and sewage water from the ships shall not be collected in the seaport, except for a case provided in [Clause 56](#) hereof.

56. In case of emergency and on the ship master's request, oily water shall be delivered from ships to a vessel on emergency and salvage duty in the seaport.

57. Ships calling at the seaport shall have adequate reservoirs for storage of oily and sewage water (hereinafter: the shipboard waste) for the time they are staying at the seaport, which provide for a safe storage of the shipboard waste as far as the place of subsequent delivery or discharge thereof.

Ships staying in the seaport (except for those laying at the SALM) shall deliver dry garbage and food waste at Quays Nos. 1, 2.

There are six containers of 7.2 cubic meter capacity on the quays for dry garbage and food waste reception.

Ships lying at the SALM shall deliver dry garbage and food waste to the SALM operator.

58. Ships may discharge their segregated ballast within the seaport waters providing that there is no change in the color of the seawater and the now discharged ballast water has been exchanged at the Sea of Japan, which fact is evidenced by a corresponding log record.

59. Ships shall immediately report to the Harbor Master by 12 and 16 VHF of any discharge of harmful substances within the seaport water area, whether caused by them or any other ships, as well as of any sea pollution observed.

60. In case of oil or petroleum product spillage on a ship or in the oil handling area within the seaport waters, any bunkering and oil handling operations shall be terminated and efforts to localize the spillage shall be made.

Ships shall not be allowed to cross the contaminated water area.

While moving in the vicinity of the oil spill clean up area, the ship shall slow to the minimum.

61. Health and quarantine inspection of ships in the seaport shall be conducted at anchor grounds Nos. 171 A, 171 B, 174, at Quays Nos. 1, 2, at the SALM.

62. The ship carrying a patient with symptoms suggesting a highly infectious disease shall move together with the crew, passengers and cargo to stay at anchor grounds No. 174 (for dry cargo ships), No. 171 A (for tankers) for epidemic prevention procedures.

## **VII. Rules to Use Special Communication Facilities within the Seaport Territory and Water Area**

63. The ship heading for the seaport shall establish a radio communication with the Harbor Master by 16 VHF, call sign: De-Kastri-5.

64. Communication with ships staying at anchor grounds and quays of the seaport shall be over the radio by VHF channels or over the phone.

Data on the VHF channels used in the seaport are provided in [Addendum 5](#) hereto.

65. Ships staying at anchor grounds and quays of the seaport shall maintain continuous radio watch by 16 VHF.

66. Radio communication by 12 and 16 VHF channels in the seaport for the purpose other than navigation safety shall not be allowed.

67. The Harbor Master shall provide the seafarers with the data on additional communication facilities for information transmission, including telephone numbers.

### **VIII. Data on the Seaport Capability to Accommodate Ships and on the Seaport Water Depths**

68. The seaport accommodates ships as follows:

at Quays Nos. 1 and 2 – with loaded draft up to 7.11 meters, up to 120 meters long and up to 25 meters wide;

within Area 15 A – with draft up to 13 meters and length up to 200 meters;

at the SALM – with loaded draft up to 14.5 meters, up to 250 meters long and up to 40 meters wide.

69. Data on the seaport capability to accommodate ships and on the seaport quays are provided in [Addendum 3](#) hereto.

70. The Harbor Master shall provide the seafarers with the data on the actual depths of the seaport water area and at the quays as well of the maximum allowable drafts on an annual basis and in case of changes therein.

### **IX. Data on Hazardous Cargo Handling**

71. Oil and petroleum product handling operations shall be conducted in the daylight hours.

72. The seaport shall not store oil and petroleum products.

73. In thundery meteorological environment, all oil and petroleum product handling operations in the seaport shall be terminated.

### **X. Data on Ice Navigation within the Seaport Waters**

74. The Harbor Master shall announce the beginning and ending of the icebreaker assistance season within the seaport and approaches thereto.

75. Information on the ship's approaching the position where icebreaker assistance is to commence (a rendezvous point, hereinafter: the RP) shall be transmitted 72 hours and confirmed 24 hours prior to her expected time of arrival at the RP in the manner provided in [Clause 17](#) herein.

Every day by 10:00 a.m., the Harbor Master shall fix the time and the sequence order for the ships to navigate through the ice as well as the number of ships to be escorted at a time and shall inform the ships heading for the seaport and staying therein and their agents thereof.

76. Depending on the predicted ice conditions within the seaport waters, the Harbor Master shall impose restrictions on the ice navigation as provided in [Addendum 7](#) hereto and fix the RP place of location. The Harbor Master shall inform the ships heading for the seaport and staying therein and their agents of the ice navigation restrictions and RP location not later than 14 days prior to the estimated date the restrictions and RP location become effective.



Restrictions on the ice navigation provided in [Addendum 7](#) hereto shall not apply to the ships under 15 years old and the corresponding requirements set by the Rules of Russian Maritime Register of Shipping to the extent pertaining to unescorted and icebreaker-escorted ice navigation. In this case, the ice navigation restrictions for such ships as provided in the Rules of Russian Maritime Register of Shipping shall apply.

77. Ships heading for the seaport shall approach the RP using the Harbor Master's instructions. Ships incapable of moving to the RP unescorted shall be provided with icebreaker assistance as requested by the ship owner (ship master). During the icebreaker assistance period, the ship entering or leaving the seaport shall be equipped so as to allow for manual control of the main propulsion unit.

78. Icebreaker assistance shall be provided by icebreakers and seaport tugboats.

79. Icebreaker assistance shall be provided as stated in [Clause 75](#) hereof, based on:

time of the ship's arrival to the RP;

time of the request for entering the seaport or leaving the seaport;

ship sequence order as provided in the General Rules;

ice navigation restrictions imposed on the ships.

Upon approaching the RP, the ship shall establish radio communication with the Harbor Master and act following the Harbor Master's instructions.

80. Given the actual ice conditions in the seaport and the particular ship specifications, ships may be allowed to proceed unescorted, using the Harbor Master's instructions.

The unescorted ships shall inform the Harbor Master of their passing through the check points fixed by the Harbor Master in the recommended route and notify of the en-route ice conditions.

81. Ship fuel, food and water supplies shall allow for the ship endurance for not less than five days from the arrival at the RP to the arrival to the seaport. Should the ship be in the area of icebreaker assistance for more than five days since her arrival at the RP, the Harbor Master shall make his best efforts to assist the ship to the seaport.

82. During the icebreaker assistance period, the portion of the water area at the quay needed for the ship berthing shall be cleared of ice by the quay operator prior to the ship's arrival thereto.

## **XI. Transmission of Information to Masters of the Ships Staying in the Seaport in Case of Threatened Act of Unlawful Intervention in the Seaport**

83. In case of a threatened act of unlawful intervention in the seaport, the master of the ship or the ship security officer shall immediately notify a port facility security officer and the Harbor Master thereof.

84. The Harbor Master shall be informed of the port facility security level and security level of the ships staying in the seaport as well as of any change in security levels thereof.

85. Warnings of any threatened acts of unlawful intervention in the seaport and of changing ship security levels as well acknowledgment of receipt of the said warnings shall be immediately given using VHF channels since the moment the circumstances stated in the warnings arise.

86. Any suspected items or explosive devices found, signs of threatened acts of unlawful intervention identified, ship intruders detected, any information on threatened terrorist attacks as well as any violation of the seaport routine or any suspicious strangers in the seaport shall be immediately reported by the masters of the ships staying in the seaport to the Harbor Master, the port facility security officer using VHF working channels and additional means of communication made known to the parties concerned by the Harbor Master.

## **XII. Transmission of Navigational, Hydrological and Meteorological Information to Masters of the Ships Staying in the Seaport**

87. In case of storm warning or on request, hydrometeorological information to the ships staying in the seaport is transmitted by 12 and 16 VHF.

88. In case the Harbor Master's receives storm warning with a forecast of expected wind speed in excess of 15 meters per second, masters of the ships staying in the seaport, port terminal operators, quay operators, other individuals and organizations operating in the seaport shall be informed thereof by 16 VHF.

89. Seafarers are given storm warnings immediately.

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\* (1) Collected Statutes of the Russian Federation, 2007, No. 46, Art. 5557; 2008, No. 29 (P.1), Art. 3418, No. 30 (P.2), Art. 3616; 2009, No. 52 (P. 1), Art. 6427; 2010, No. 19, Art. 2291, No. 48, Art. 6246; 2011, No. 1, Art. 3, No. 13, Art. 1688, No. 17, Art. 2313, No. 30 (P.1), Art. 4590, Art. 4594.

\* (2) Collected Statutes of the Russian Federation, 1999, No. 18, Art. 2207; 2001, No. 22, Art. 2125; 2003, No. 27 (P. 1), Art. 2700; 2004, No. 45, Art. 4377, No. 15, Art.519; 2005, No. 52 (1 ч.), Art. 5581; 2006, No. 50, Art. 5279; 2007, No. 46, Art. 5557, No. 50, Art. 6246; 2008, No. 29 (P. 1), Art. 3418, No. 30 (P. 2), Art. 3616, No. 49, Art. 5748; 2009, No. 1, Art. 30, No. 29, Art. 3625; 2010, No. 27, Art. 3425, No. 48, Art. 6246; 2011, No. 23, Art. 3253, No. 25, Art. 3534, No. 30 (P. 1), 4590, Art. 4596, No. 45, Art. 6335, No. 48, Art. 6728.

\* (3) Russian Federation Ministry of Transport Order No. 140 of August 20, 2009 *On Approval of the General Rules of Ship Navigation and Anchorage in Seaports of the Russian Federation and Approaches Thereto* (registered September 24, 2009 by the Ministry of Justice of Russia, registration No. 14863) as amended under Russian Federation Ministry of Transport Order No. 69 of March 22, 2010 (registered April 29, 2010 by the Ministry of Justice of Russia, registration No. 17054).

\* (4) Collected Statutes of the Russian Federation, 2009, No. 17, Art. 2130

\* (5) Russian Federation Government Enactment No. 1724-p of November 20, 2008 (Collected Statutes of the Russian Federation, 2008, No. 49, Art. 5844)

Addendum 1  
to the Seaport Regulations  
([clause 7](#))

**Boundaries of the Seaport's Compulsory and Optional Pilotage Areas**

Compulsory pilotage area No. 1 is bounded by the shoreline and straight lines connecting the following points one after another, the said points having the following coordinates:

No. 1 – 51°29'02.0" N and 140°49'34.0" E;

No. 2 – 51°27'55.0" N and 140°49'02.0" E;

No. 3 – 51°26'47.5" N and 140°47'07.0" E.

Compulsory pilotage area No. 2 is bounded by the straight lines connecting the following points one after another, the said points having the following coordinates:

No. 1 – 51°28'25.0" N and 140°52'44.0" E;

No. 2 – 51°28'25.0" N and 140°55'00.0" E;

No. 3 – 51°26'55.6" N and 140°55'00.0" E;

No. 4 – 51°26'55.6" N and 140°52'44.0" E.

Compulsory pilotage area No. 3 is bounded by the straight lines connecting the following points one after another, the said points having the following coordinates:

No. 1 – 51°28'52.0" N and 140°52'10.0" E;

No. 2 – 51°29'18.0" N and 140°54'18.0" E;

No. 3 – 51°28'47.0" N and 140°54'18.0" E;

No. 4 – 51°28'24.0" N and 140°52'24.0" E.

An optional pilotage area is assigned within the seaport water area limits approved by the Russian Federation Government Enactment No. 540-p\* of April 22, 2009, excluding the compulsory pilotage areas.

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\* Collected Statutes of the Russian Federation, 2009, No. 17, Art. 2130.

Addendum 2  
to the Seaport Regulations  
([clauses 11](#), [22](#), [45](#))

**Data  
on anchor grounds, Area 15 A, approaching channel and depths of the seaport waters**

<b>Description</b>	<b>Location</b>	<b>Area (square kilometers)</b>	<b>Depths (meters)</b>
1	2	3	4
Anchor ground No. 171 A	No. 1 51°29'48" N and 140°54'18" E; No. 2 51°29'48" N and 140°55'00" E; No. 3 51°29'00" N and 140°55'00" E; No. 4 51°29'00" N and 140°54'18" E	0.637	21 - 23
Anchor ground No. 171 B	No. 1 – 51°26'56" N and 140°54'18" E; No. 2 – 51°26'56" N and 140°55'00" E; No. 3 – 51°26'32" N and 140°55'00" E; No. 4 – 51°26'32" N and 140°54'18" E	0.318	29 - 30
Anchor ground No. 174	No. 1 – 51°26'31" N and 140°48'12" E; No. 2 – 51°26'31" N and 140°49'24" E; No. 3 – 51°25'53" N and 140°49'24" E; No. 4 – 51°25'53" N and 140°48'12" E	0,875	6 - 8.6
Area No. 15 A	No. 1 – 51°28'39.4" N and 140°52'48.1" E; No. 2 – 51°28'33" N and 140°52'20" E; No. 3 – 51°28'51" N and 140°52'09.5" E; No. 4 – 51°28'57.5" N and 140°52'39" E	0.195	14.4 - 16.2
Approach channel	No. 1 – 51°27'37" N and 140°47'55" E; No. 2 – 51°27'48" N and 140°47'00" E	Length: 1,100 meters	6.3 - 7.8

Addendum 3  
to the Seaport Regulations  
([clause 11](#))

### **Data on the Seaport Capability to Accommodate Ships and on Quays**

<b>Quay description</b>	<b>Quay location</b>	<b>Technical characteristics</b>	
		<b>Quay length (meters)</b>	<b>Depth at quay (meters)</b>
1	2	3	4
Quay No. 1	3.1 cable lengths to the south of Cape Spasenia	145	7.85
Quay No. 2	To the northwest of Quay No. 1	147.6	7.85
Single anchor leg mooring (SALM)	Lat 51°27'72" N and Long 140°53'98" E	Diameter: 30	21
Port fleet quay	To the southwest of Quay No. 1	Portion АБ – 37.8; portion ВВ – 40.6	7.85

Addendum 4  
to the Seaport Regulations  
([clause 11](#))

### **Data on Areas 69 A and 69 Г of the Seaport Waters**

Area 69 A is bounded by the straight lines connecting the following points one after another, the said points having the following coordinates:

No. 1 – 51°29'27" N and 140°50'19" E;

No. 2 – 51°29'06" N and 140°50'30" E;

No. 3 – 51°28'44" N and 140°51'07" E;

No. 4 – 51°28'34" N and 140°52'19" E;

No. 5 – 51°28'40" N and 140°52'49" E;

No. 6 – 51°28'58" N and 140°52'39" E;

No. 7 – 51°29'10" N and 140°51'38" E.

Area 69 Г is bounded by the straight lines connecting the following points one after another, the said points having the following coordinates:

No. 1 – 51°29'14" N and 140°49'49" E;

No. 2 – 51°28'13" N and 140°52'15.6" E;

No. 3 – 51°27'56.4" N and 140°53'44.4" E;

No. 4 – 51°27'41.4" N and 140°53'33.6" E;

No. 5 – 51°27'59" N and 140°52'04" E;

No. 6 – 51°29'01" N and 140°49'32.4" E.

Addendum 5  
to the Seaport Regulations  
([clauses 11, 64](#))

### **Data on Very High Frequency Channels Used in the Seaport**

<b>Абонент</b>	<b>Very High Frequency Channels</b>		<b>Call sign</b>
	дежурный	рабочий	
De-Kastri Seaport Administration	16	12	De-Kastri-5
Quays Nos. 1, 2 operator	16	9	Master
Pilot	16	8	Lotsman- De-Kastri
SALM operator	16	74	Sokol-Marin
Frontier control station	16	14	Lebed-46

Addendum 6  
to the Seaport Regulations  
([clause 13](#))

### **Data on the Tugboat Minimum Number and Power capacity for Mooring Operations in the Seaport \***

<b>Ship parameters</b>		<b>Minimum number of tugboats and power capacity thereof in kilowatts (not less than)</b>	
length (meters)	deadweight (tons)	Mooring	Unmooring
<b>SALM</b>			
180 to 247	50,000 to 110,000	1 x 10,000 and 1 x 2,000	1 x 10,000 and 1 x 2,000
<b>Quays Nos. 1, 2</b>			
80 to 120.7	3,500 to 9,830	2 x 2,000	2 x 2,000

\* Except for the port fleet vessels, ships with gross tonnage under 500 GT, ships equipped with a thruster, ships under 20 meters long, sports and pleasure boats.

Addendum 7  
to the Seaport Regulations  
([clauses 14, 76](#))

#### **Ice Navigation Restrictions in the Seaport Waters\***

<b>Ice conditions</b>	<b>Ships permitted to navigate through sea ice with icebreaker assistance or unassisted</b>	<b>Ships permitted to navigate through sea ice with icebreaker assistance only</b>	<b>Ships not permitted to navigate through sea ice</b>
Solid ice cover of 10-15 centimeters	Class Ice1 and higher	Ships with no ice strengthening	Tug-barge arrangements
Solid ice cover of 15-30 centimeters	Class Ice2 and higher	Class Ice1	Ships with no ice strengthening, tug-barge arrangements
Solid ice cover of 30-50 centimeters	Class Ice3 and higher	Class Ice1 and Ice2	Ships with no ice strengthening, tug-barge arrangements
Solid ice cover in excess of 50 centimeters	Class Ice4 and higher	Class Ice2 and Ice3	Ships with no ice strengthening and Ice1 class, tug-barge arrangements

\* Ice classes shown are as provided in Russian Maritime Register of Shipping.