

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER
dated 27th February 2012 No. 51

**ON APPROVAL OF COMPULSORY HARBOR REGULATIONS FOR THE SEAPORT OF
KHOLMSK**

In compliance with [clause 14](#) of the Federal Law dated 8 November 2007 No. 261-Φ3 "On Seaports in the Russian Federation and on Amending Certain Legislative Acts of the Russian Federation" (Corpus of legislative acts of the Russian Federation, 2007, No. 46, cl. 5557; 2008, No. 29 (part I), cl. 3418, No. 30 (part II), cl. 3616; 2009, No. 52 (part I), cl. 6427; 2010, No. 19, cl. 2291, No. 48, cl. 6246; 2011, No. 1, cl. 3, No. 13, cl. 1688, No. 17, cl. 2313, No. 30 (part I), cl. 4590, cl. 4594) I hereby order:

To sanction enclosed [Compulsory Harbor Regulations](#) for the seaport of Kholmsk.

Minister
I.E. LEVITIN

Approved
by the Order of the RF Ministry of Transport
dated 27th February 2012 No. 51

**COMPULSORY HARBOR REGULATIONS
FOR THE SEAPORT OF KHOLMSK**

I. General provisions

1. The compulsory harbor regulations for the seaport of Kholmsk (hereinafter referred to as Compulsory Harbor Regulations) have been developed in compliance with the Federal [Law](#) dated 8th November 2007 No. 261-Φ3 "On Seaports in the Russian Federation and on Amending Certain Legislative Acts of the Russian Federation" <*>, Federal [Law](#) dated 30th April 1999 No. 81-Φ3 "Russian Federation Merchant Marine Code" <*>, General [Rules](#) of Navigation and Stay of Vessels in Seaports of the Russian Federation and in approaches thereto <***> (hereinafter referred to as General Rules).

<*> Corpus of legislative acts of the Russian Federation, 2007, No. 46, cl. 5557; 2008, No. 29 (part I), cl. 3418, No. 30 (part II), cl. 3616; 2009, No. 52 (part I), cl. 6427; 2010, No. 19, cl. 2291, No. 48, cl. 6246; 2011, No. 1, cl. 3, No. 13, cl. 1688, No. 17, cl. 2313, No. 30 (part I), cl. 4590, cl. 4594.

<*> Corpus of legislative acts of the Russian Federation, 1999, No. 18, cl. 2207; 2001, No. 22, cl. 2125; 2003, No. 27 (part I), cl. 2700; 2004, No. 45, cl. 4377, No. 15, cl. 1519; 2005, No. 52 (part I), cl. 5581; 2006, No. 50, cl. 5279; 2007, No. 46, cl. 5557; No. 50, cl. 6246; 2008, No. 29 (part I), cl. 3418; No. 30 (part II), cl. 3616; No. 49, cl. 5748; 2009, No. 1, cl. 30; No. 29, cl. 3625; 2010, No. 27, cl. 3425; No. 48, cl. 6246; 2011, No. 23, cl. 3253, No. 25, cl. 3534, No. 30 (part I), 4590, cl. 4596, No. 45, cl. 6335, No. 48, cl. 6728.

<***> [Order](#) of the Ministry of Transport of Russia dated 20th August 2009 No. 140 "On Approval of General Rules of Navigation and Stay of Vessels in Seaports of the Russian Federation and Approaches thereto" (registered by the Ministry of Justice of Russia on 24th September 2009, registration No. 14863) as amended by the Order of the RF Ministry of Transport dated 22nd March 2010 No. 69 (registered by the Ministry of Justice of Russia on 29th April 2010, registration No. 17054).

2. These Compulsory Harbor Regulations contain the description of the seaport of Kholmsk (hereinafter referred to as Seaport); rules of entering the Seaport by vessels and leaving the Seaport by vessels; rules of navigation by vessels within the Seaport waters; description of the operational zones of the Vessel Traffic System and rules of navigation within these zones; rules of mooring the vessels in the Seaport and allocation of berths; rules of providing environmental safety, observance of quarantine regulations in the Seaport; rules of using specialized communication devices within the territory and waters of the Seaport; details of the Seaport limits; details of the limits of sea areas A1 and A2 of Global Maritime Distress and Safety system; details of technical capabilities of the Seaport concerning port berthing capacity; details of navigation season; details of compulsory pilotage areas; details of depths within the Seaport waters; details of handling dangerous goods; details of transmitting information by masters of vessels staying in the Seaport with an occurrence of the threat of acts of unlawful interference in the Seaport; details of transmitting navigational and hydrometeorological information to the masters of vessels staying in the Seaport; any other information provided for by the regulatory legal acts of the Russian Federation with regard to merchant shipping.

3. These Compulsory Harbor Regulations shall be executed by any vessels regardless of their national and departmental identity, as well as by any natural persons and legal entities regardless of their legal organizational form and form of ownership, transacting business within the seaport.

4. Navigation of vessels within the Seaport and its approaches, anchoring of vessels within the Seaport waters is carried out in accordance with the [General Rules](#) and these Compulsory Harbor Regulations.

II. Description of the Seaport

5. The Seaport is situated on the SW coast of Sakhalin Island in the head of Nevelskoy bay and includes the Southern harbor, the Northern harbor, *Pravda* marine terminal 6.5miles S from the Southern harbor and *Yablochnoye* marine terminal located 5.5 miles N from the Northern Harbor.

6. Limits of the Seaport have been established by the [decree](#) of the Russian Federation Government dated 20th February 2010 No. 179-p <*>.

<*> Corpus of legislative acts of the Russian Federation, 2010, No. 9, cl. 984.

7. Navigation in the Seaport is carried out year round, the Seaport is ice free and operates 24 hours a day, has a cargo-and-passenger permanent multilateral border entry point across the Russian Federation border <*>.

<*> [Decree](#) by the Russian Federation Government dated 20th November 2008 No. 1724-p (Corpus of legislative acts of the Russian Federation, 2008, No. 49, cl. 5844).

8. Navigation within the Seaport is carried out under hydrometeorological conditions, characterized by passages of deep cyclones accompanied by gales in the period of from November to April and periodic tropical cyclones (typhoons) accompanied by winds of more than 25 meters per second speed and heavy precipitation in the period of from July to September. In spring and summer period fogs may take place, while in autumn and winter period there may be snowfalls with visibility of less than 500m.

9. Periodic body of water resonance horizontal oscillations (hereinafter referred to as range actions) can be formed in the Seaport.

Range actions are formed in the Southern harbor with NNW winds along all the berths, and in the Northern harbor – along berths Nos. 7 and 8.

10. Details on the fairways of the Seaport waters are given in [Appendix No. 1](#) to these Compulsory Harbor Regulations.

11. The Seaport is not intended to be a port of refuge for vessels in stormy weather, except those engaged in the Seaport infrastructure facilities' servicing and supplying operations, as well as vessels within the Seaport waters and in the approaches thereto (hereinafter referred to as port vessels). *Pravda* and *Yablochnoye* marine terminals are ports of refuge for those vessels which dimensions allow to be accommodated by *Pravda* and *Yablochnoye* marine terminals.

12. The Seaport is included into operational zone of sea areas A1 and A2 of Global Maritime Distress and Safety system (hereinafter referred to as GMDSS).

13. The Seaport is engaged in cargo operations, including handling dangerous goods.

The Seaport has facilities for replenishing stores of victuals, fuel oil, fresh water, for receiving sewage and oily waters, any kind of garbage, as well for conducting repairs to equipment and for diving ship survey.

14. The Seaport provides for towage of vessels.

Details of minimum number and power of tugs for vessels' mooring operations in the Seaport are given in [Appendix No. 2](#) to these Compulsory Harbor Regulations.

15. Pilotage for vessels in the Seaport is compulsory.

Compulsory pilotage area limits in the Seaport are given in [Appendix No. 3](#) to these Compulsory Harbor Regulations.

16. Details of technical capabilities of the Seaport concerning port berthing capacity are given in [Chapter X](#) of these Compulsory Harbor Regulations and in [Appendix No. 4](#) to these Compulsory Harbor Regulations.

Details of very high frequency channels (hereinafter referred to as VHF) used in the Seaport are given in [Appendix No. 5](#) to these Compulsory Harbor Regulations.

Details of anchorages in the Seaport are given in [Appendix No. 6](#) to these Compulsory Harbor Regulations.

17. Details of the Seaport water areas and marine terminals are given in [Appendix No. 7](#) to these Compulsory Harbor Regulations.

18. There is a wreck with 15m depth over it in the Seaport waters 6.5 cables WNW of the Southern Harbor N mole head.

III. Rules of entering the Seaport by vessels and leaving the Seaport by vessels

19. Information on a vessel's call at the Seaport shall be transmitted to the Harbor Master via the following URL address: www.portcall.marinet.ru.

20. Clearing the vessels in and out of the Seaport is carried out on a 24 hour basis.

IV. Rules of navigation by vessels within the Seaport waters

21. Navigation and stay of vessels in the seaport follow an authorization-based procedure.

Anchoring and weighing anchor operations, mooring operations of vessels as well as maritime traffic controlling within the Seaport waters shall be carried out with the Harbor Master's permission.

22. Vessels' traffic within the Seaport waters is executed in accordance with the schedule of vessels' positioning and movements in the Seaport.

The schedule of vessels' positioning and movements is approved by the Harbor Master on a daily basis following the information on vessel calls transmitted as stipulated in [cl. 19](#) of these Compulsory Harbor Regulations and is brought to notice of the vessels proceeding to the Seaport, staying in the Seaport, and to that of their agents.

23. Vessels' traffic in the Seaport fairways is one-way only, the traffic direction and turn being governed by the Harbor Master.

24. Pilot embarkation / disembarkation are effected in position 47°04.20' N and 142°01.05' E, or in the vicinity of the anchorage and also alongside the Seaport berths.

25. Pilotage in the Seaport is provided on a 24 hour basis.

26. Exemption from pilotage is granted, with the exception of vessels with dangerous goods on board, to the following vessels:

those with main engines of less than 55kWt;

those with GRT of less than 500t;

port vessels.

27. Entering or leaving the Seaport Southern Harbor by vessels is carried out with lighted range marks bearing 137.8° - 317.8° along the Southern Harbor channel. Entering or leaving the Seaport Northern Harbor by vessels is carried out with lighted range marks bearing 108.1° - 288.1° along the Northern Harbor channel.

28. The Seaport Southern Harbor turning circle is in the vicinity of berth No. 8 within the limits of a circle 240m in diameter with its center in position 47°02'59" N and 142°02'43" E.

29. The Seaport Northern Harbor turning circle is directly behind the entrance gate within the limits of a circle 200m in diameter with its center in position 47°03'45" N and 142°02'4" E.

30. The vessel's speed within the Southern and Northern Harbor waters shall be just enough for maintaining steerage way.

31. In order to leave the Southern Harbor East Cove vessels with main engines of less than 55kWt, sport and pleasure craft shall proceed through the East Cove N passage NE of the Southern Harbor channel, taking care not to approach the mid-channel closer than 70m; having passed the N mole extremity vessels shall cross the channel at right angle and proceed SW between 10m and 15m depth contours until the Seaport water limit. Sailing of the said vessels into the East Cove is carried out in reversed order.

32. Vessels with main engines of less than 55kWt, sport and pleasure craft within the Seaport waters are prohibited from:

navigating either not powered or not towed;

approaching other vessels.

33. Within the Seaport waters it is not allowed to navigate for:

vessels in ballast with wind speed of more than 12 meters per second;

railroad ferry ships with wind speed of more than 18 meters per second, wave height of more than 1.5m and visibility less than 250m;

vessels with main engines of less than 55kWt, sport and pleasure craft with wind speed of more than 12 meters per second, excluding where the said vessels call at the Seaport for refuge;

other vessels with wind speed of more than 15 meters per second.

34. Opening the aft ramp of the railroad ferry ship's train deck for getting the ship berthed shall be carried out upon crossing the line joining the Southern Harbor N and S mole extremities. Closing the aft ramp of the railroad ferry ship's train deck upon clearing berth shall be carried out before crossing the line joining the Southern Harbor N and S mole extremities.

35. On receiving a gale warning on adverse hydrometeorological conditions within the Seaport in case the vessel's anchoring position within the Seaport waters or that alongside the berth is unsafe, the vessel shall, as required by the Harbor Master, leave the Seaport waters.

V. Description of the Vessel Traffic Systems' operational zones and rules of navigation within these zones

36. VTS system operational zone within the Seaport is the Seaport waters.

37. Vessel traffic within the Seaport waters is governed by the Harbor Master.

38. Vessels proceeding to the Seaport shall establish communication with the Harbor Master on VHF Channel 14, callsign "Kholmok-Radio-5".

VI. Rules of stay of vessels in the Seaport and allocation of berths

39. Vessels' stay at the Seaport is carried out at the anchorages on anchor grounds, as well as alongside berths.

40. Anchor ground No. 6 is designated for vessels with dangerous goods on board.

Anchor grounds Nos. 1 and 10 are designated vessels of less than 1,000GRT.

Anchor grounds Nos. 12 and 14 are designated for vessels of over 5,000GRT, floating drilling vessels, and 'ship-to-ship' bunkering operations.

41. Non-self-propelled craft and vessels with broken main engines, steering gear, or anchor-handling gear are prohibited from anchoring within the Seaport waters.

42. Vessels moored at Berth No. 3 of the Southern Harbor shall clear the berth prior to railroad ferry vessel's mooring / unmooring at Berth No. 4.

43. Vessels moored alongside / to Berth No. 8 of the Northern Harbor shall clear the berth prior to railroad ferry vessel's mooring / unmooring at Berths Nos. 1 - 7.

44. Mooring a ship to a berth is carried out by linesmen, their number being defined as follows:

for ships with tonnage of up to 300 - 1 linesman;

for ships with tonnage of from 301 to 1,500 - 2 linesmen;

for ships with tonnage of from 1,501 to 2,500 - 3 linesmen;

for ships with tonnage of from 2,501 to 5,000 - 4 linesmen;

for ships with tonnage of more than 5,000 - 6 linesmen, and a linesmen leader.

Linesmen to be provided with means of radiocommunication with vessel.

45. Berthing, unberthing, shifting berths, moving farther than 50m (hereinafter referred to as mooring operations), with the exception of vessels of less than 500GRT, shall be carried out with tug assistance and under pilot's direction.

46. Mooring vessels to berths shall be carried out with their bows looking outwards of the Seaport, with the exception of vessels designed in such a manner that they are prevented from effecting cargo work if moored so.

47. The speed of a vessel approaching the berth shall not exceed 0.2 meters per second.

48. Any vessel moored alongside berth is prohibited from working on its propeller(s) and thruster(s), excepting when carrying out mooring operations and making efforts to prevent damage to berth or when the vessel's safety is endangered.

49. With the wind speed of more than 12 meters per second vessels anchored at the anchorage shall be ready to leave the Seaport waters.

50. With a range action occurrence vessels staying in the Southern Harbor and those lying alongside Berths Nos. 7 and 8 of the Northern Harbor shall be ready, as required by the Harbor Master, to immediately leave for the anchorage.

51. With the occurrence of such hydrometeorological conditions that render the stay at berths of the Seaport Southern Harbor unsafe, port vessels shall, as required by the Harbor Master, proceed to the Northern Harbor.

52. On receiving a forecast for increasing the speed of N and NW winds to more than 15 meters per second vessels, moored alongside / to the Southern Harbor berths, and that of SW and W winds vessels, moored alongside / to Berths Nos. 7 and 8 of the Northern Harbor, shall proceed to the anchorage or into the sea.

53. Diving operations within the Seaport water area are allowed with:
wind speed of not more than 10 meters per second and seas not higher than 2 points on the scale;
underkeel clearance of the vessel under survey being not less than 1 meter;
no cargo operations on board vessel.

VII. Rules of providing environmental safety, observance of quarantine regulations in the Seaport

54. The Seaport has receptacles for accepting all kinds of garbage, as provided for by Annexes I, IV and V to International Convention for the Prevention of Pollution from Ships, 1973 <*>.

<*> Decree of the Council of Ministers of the USSR dated 30th September 1983 No. 947 "On Accession of the USSR to the 1978 Protocol to International Convention for the Prevention of Pollution from Ships, 1973" (Decrees of the Council of Ministers of the USSR, 1983, September, p. 127).

55. When a vessel is carrying out cargo operations involving handling noxious cargoes, all measures shall be taken to exclude ingress of such cargoes into water. Cargo nets preventing the cargoes from falling into water shall be securely fastened and lit from sunset to sunrise.

56. Information on water area pollution to be immediately reported to the Harbor Master via VHF Channel 14 and to contain details of:

time the oil spill has been located;
hydrometeorological conditions (sea state, wind speed and direction, visibility);
type of pollution and extent of polluted area;
suspected source of pollution.

57. A vessel, aboard which a sick person with symptoms implying presence of especially dangerous infection has been identified, shall be taken to anchor ground No. 6 together with its crew, passengers and cargo for taking sanitary & epidemiological measures.

VIII. Rules of using specialized communication devices within the territory and waters of the Seaport

58. Radiocommunications between vessels, vessels and Seaport services are conducted via VHF.

59. Vessels, staying within the Seaport waters shall maintain a continuous radio watch on VHF Channels 14 and 16.

60. Vessels, lying alongside the Seaport berths shall maintain a continuous radio watch on VHF Channel 14.

61. When vessels are mooring alongside the Seaport Southern and Northern Harbors' communications with tugs shall be conducted on VHF Channel 6.

62. Radiocommunications on VHF channels mentioned in these Compulsory Harbor Regulations, not connected with providing for the safety of navigation, are not allowed.

63. Details of additional means of communication for transmitting information, including telephone numbers, are announced by the Harbor Master.

IX. Details of the limits of sea areas A1 and A2 of Global Maritime Distress and Safety System

64. The Seaport is within the operational zone of sea areas A1 and A2 of GMDSS.

65. Communication in the sea area A1 of GMDSS is provided by the work of the base station, located on Tatarskaya Mountain (Lat. = 47°01.7' N and Long. = 142°03.1' E), its range being 31 miles.

66. Communication in the sea area A2 of GMDSS is provided by the work of the base station, located on Plotskaya Mountain (Lat. = 46°38.4' N and Long. = 141°51.5' E), its range being 165 miles.

X. Details of the Seaport technical capabilities of the Seaport concerning port berthing capacity and the Seaport water area depths

67. The Seaport can accommodate the following vessels:

in the Southern Harbor - railroad ferry ships drawing up to 6.4 meters, cargo carriers and fishing craft drawing up to 6 meters;

in the Northern Harbor - vessels drawing up to 8 meters;

in *Pravda* marine terminal – vessels drawing up to 2.2 meters.

in *Yablochnoye* marine terminal - vessels drawing up to 1.75 meters.

68. Berths Nos.1 and 4 of the Southern harbor are engaged in cargo operations from railroad ferry ships plying on Vanino – Kholmok line, as well as in embarkation and/ or disembarkation of passengers.

69. *Pravda* and *Yablochnoye* marine terminals of the Seaport are engaged in cargo operations for handling fish and other sea products.

70. Details of actual water area depths and alongside berths brought to the mariners notice by the Harbor Master on the annual basis and if and when changed.

71. Details of the Seaport technical capabilities of the Seaport concerning port berthing capacity and berths are given in [Appendix No. 4](#) to these Compulsory Harbor Regulations.

XI. Details of handling dangerous goods

72. Dangerous goods of every IMO classes 1, 2, 3, 4, 5, 6, 7, 8, and 9 of danger can be handled in the Seaport water area.

73. Tanker cargo operations as well as vessel bunkering operations are carried out at the Seaport berths and anchor grounds Nos. 12 and 14.

74. *Pravda* and *Yablochnoye* marine terminals are not engaged in handling dangerous cargoes.

XII. Details of transmitting information by masters of vessels staying in the Seaport with an occurrence of the threat of acts of unlawful interference in the Seaport.

75. With an occurrence of threat of unlawful interference in the Seaport the shipmaster or its security officer shall immediately inform the security officer of the port facility, as well as the Harbor Master accordingly.

76. The Harbor Master shall be provided with the information on the security level of the port facility and the security level of the vessel, staying in port, and also on any changes in the security levels.

77. Alerts on the occurrence of threat of unlawful interference in the Seaport and on changes in the security level of the vessel, staying in port, as well as the acknowledgement of the receipt of the said alerts shall be raised immediately upon the occurrence of the circumstances mentioned in the alert messages on the VHF channels.

78. All the incidents connected with a discovery of suspicious items or explosive substance, signs of preparation and carrying out acts of unlawful interference, cases of illegal boarding, obtaining any information about preparing acts of terrorism and about any violation of the established order and any suspected persons in the Seaport shall be immediately reported by the masters of vessels, staying in the Seaport, to the Harbor Master or a security officer of the port facility by VHF channels in use and by other additional communication methods, which are brought to the notice of all concerned by the Harbor Master.

XIV. Details of transmitting navigational and hydrometeorological information to the masters of vessels staying in the Seaport.

79. Transmitting hydrometeorological information to vessels staying at the Seaport is executed at 08.30 and 17.30 local time on VHF Channel 14.

80. Transmitting urgent navigational and hydrometeorological information and storm warnings to masters of vessels at the Seaport berths or anchored at the Seaport anchor grounds is executed by the Harbor Master on VHF Channel 14 directly upon the receipt of such information.

81. Transmitting urgent messages and information of special importance and storm warnings is preceded by a call on VHF Channel 16.

82. Having received the information mentioned in [clauses 80, 81](#) of these Compulsory Harbor Regulations, the master of the vessel is to acknowledge the receipt of such messages and warnings.

Appendix No. 1

to the Compulsory Harbor Regulations

[\(clause 10\)](#)

DETAILS OF THE SEAPORT FAIRWAYS

The Southern Harbor fairway is 1.1 mile long and 140 meters wide, the mid-channel line being 138.8° - 318.8°. The depths in the fairway are not less than 9.5 meters.

The Northern Harbor fairway is 1 mile long and 84 meters wide, the mid-channel line being 108.1° - 288.1°. The depths in the fairway are not less than 10.3 meters.

Appendix No.2

to the Compulsory Harbor Regulations

[\(clause 14\)](#)

DETAILS OF MINIMUM NUMBER AND POWER OF TUGS FOR VESSELS' MOORING OPERATIONS IN THE SEAPORT <*>

<*> With the exception of the port vessels, engaged in the Seaport infrastructure facilities' servicing and supplying operations, as well as vessels within the Seaport waters and in the approaches thereto.

Deadweight of the vessel	Minimum number of tugs and their power (not less than) in kilowatts	
	Mooring	Unmooring
500 – 2,000	1 × 220	1 × 220

2,001 – 5,000	2 × 220	2 × 220
Over 5,000	2 × 882	2 × 882
Railroad ferry ships plying on Kholmsk – Vanino line	1 × 220	1 × 220

Appendix No.3

to the Compulsory Harbor Regulations

(clause 15)

**LIMITS OF THE
COMPULSORY PILOTAGE AREA
IN THE SEAPORT**

The compulsory pilotage area in the Seaport is bounded by the Sakhalin Island shoreline and imaginary straight lines joining in the order of mentioning the following positions:

- No. 1 Lat. = 47°04'06.6" N and Long. = 142°02'46.6" E;
- No. 2 Lat. = 47°04'06.6" N and Long. = 142°01'15.6" E;
- No. 3 Lat. = 47°03'39.0" N and Long. = 142°01'15.6" E;
- No. 4 Lat. = 47°02'52.8" N and Long. = 142°02'16.2" E.

Appendix No.4

to the Compulsory Harbor Regulations

(clause 16)

**DETAILS OF TECHNICAL CAPABILITIES OF THE SEAPORT CONCERNING PORT
ACCOMMODATION FOR VESSELS AND PORT BERTHING CAPACITY**

Berths	Location	Technical data	
		length of berth (meters)	depth (designed) alongside
	a		

			(meters)
1	2	3	4
Southern Harbor			
Berth No. 1	Berth beginning: 47°02'53.7" N, 142°02'42.0" E; Berth end: 47°02'50.8" N, 142°02'37.6" E	116.09	7.9
Berth No. 3	Berth beginning: 47°02'51.3" N, 142°02'36.0" E; berth end: 47°02'50.0" N, 142°02'33.0" E	77.9	5.05
Berth No. 4	Berth beginning: 47°02'50.1" N, 142°02'32.9" E; berth end: 47°02'48.0" N, 142°02'28.0" E	114.35	8.5
Berth No. 5	Berth beginning: 47°02'49.0" N, 142°02'21.0" E; berth end: 47°02'47.0" N, 142°02'23.0" E	90	2.9
Berth No. 6	Berth beginning: 47°02'49.0" N, 142°02'21.0" E; berth end: 47°02'52.0" N, 142°02'27.0" E	150	6.7
Berth No. 7	Berth beginning: 47°02'52.0" N, 142°02'27.0" E; berth end: 47°02'55.0" N, 142°02'33.0" E	158.7	6.8
Berth No. 8	Berth beginning: 47°02'55.0" N, 142°02'33.0" E; berth end: 47°02'57.0" N, 142°02'32.0" E	87.55	9.5
Northern Harbor			
Berth No. 1	Berth beginning: 47°03'46.0" N, 142°02'45.0" E; berth end: 47°03'49.0" N, 142°02'46.0" E	115	8.95

Berth No. 2	Berth beginning: 47°03'49.0" N, 142°02'46.0" E; berth end: 47°03'53.0" N, 142°02'46.0" E	97.5	8.95
Berth No. 3	Berth beginning: 47°03'53.0" N, 142°02'46.0" E; berth end: 47°03'57.0" N, 142°02'47.0" E	143.6	8.95
Berth No. 4	Berth beginning: 47°03'57.0" N, 142°02'47.0" E; berth end: 47°04'01.0" N, 142°02'48.0" E	124.1	8.95
Berth No. 5	Berth beginning: 47°04'01.0" N, 142°02'55.0" E; berth end: 47°03'57.0" N, 142°02'55.0" E	120	8.95
Berth No. 6	Berth beginning: 47°03'57.0" N, 142°02'55.0" E; berth end: 47°03'53.0" N, 142°02'56.0" E	120	8.95
Berth N 7	Berth beginning: 47°03'53.0" N, 142°02'56.0" E; berth end: 47°03'49.0" N, 142°02'55.0" E	120	8.95
Berth No. 8	Berth beginning: 47°03'49.0" N, 142°02'55.0" E; berth end: 47°03'45.0" N, 142°02'55.0" E	135	8.95
<i>Pravda marine terminal</i>			
Berth unnumb.	Cove quayge	-	3.5
<i>Yablochnoye marine terminal</i>			
Berth No. 1	Northern quay berth beginning: 47°09'34.1" N, 142°03'22.9" E; berth end: 47°09'34.3" N, 142°03'21.3" E	28.5	1.5 - 2.5
Berth No. 2	Eastern quay	200	2

	berth beginning: 47°09'34.1" N, 142°03'22.9" E; berth end: 47°09'27.7" N, 142°03'22.1" E		
Berth No. 3	Southern quay berth beginning: 47°09'27.7" N, 142°03'22.1" E berth end: 47°09'27.9" N, 142°03'19.2" E	54	0.9 - 1.5
Berth No. 4	Western quay berth beginning: 47°09'14.8" N, 142°03'19.2" E; berth end: 47°09'34.9" N, 142°03'30.2" E	242.7	0.5 - 2.5

Appendix No.5

to the Compulsory Harbor Regulations
(clause 16)

DETAILS OF VERY HIGH FREQUENCY CHANNELS OF THE SEAPORT

Subscriber	Callsign	VHF channels		Hours of work
		duty	working	
Inspection of Port State Control (center)	"Kholmsk-Radio-5"	14	14	24hrs
Inspection of Port State Control in the Northern Harbor	"Kholmsk-Radio-32"	14	14	08.00 - 20.00 daily
Southern Harbor Operator Controller's Office	"Kholmsk-Radio -2"	9	9	24hrs
"Kholmsk - Vanino" ferry line Controller's Office	" Kholmsk-Radio -30"	9	9	24hrs
Northern Harbor Operator Controller's Office	"Kholmsk-Shelf-2"	67	67	24hrs
Shipping Company Controller's Office	" Kholmsk-Radio -1"	16	30	24hrs
Southern Harbor Operator Controller's Office	"Kholmsk-Shelf-1"	67	67	On weekdays 08.00 - 18.00

Pravda marine terminal Controller	"Stabilny"	16	10	24hrs
Yablochnoye marine terminal Controller	"Nedelya-11"	16	11	24hrs
Pilot service	"Khol'sk-Lotsman"	16	10	24hrs

Appendix No.6

to the Compulsory Harbor Regulations
(clause 16)

DETAILS OF ANCHORAGES AND ANCHOR GROUNDS IN THE SEAPORT

Bringing vessels to anchor within the water area of the Seaport is carried out at the anchorage, bounded by imaginary straight lines connecting in the order of mentioning, the following positions:

1. 47°05'24.34" N 142°03'14.59" E;
2. 47°05'24.32" N 142°00'34.59" E;
3. 47°02'39.32" N 142°00'00.62" E;
4. 47°02'39.29" N 142°02'08.27" E;
5. 47°03'35.86" N 142°02'42.97" E;
6. 47°03'35.71" N 142°02'44.54" E.

The anchorage accommodates anchor grounds Nos. Я-1 - Я-14, their centers being placed in positions:

- | | | |
|-----------|---------------|-----------------|
| No. Я-1: | 47°03'00.0" N | 142°01'44.0" E; |
| No. Я-2: | 47°03'12.5" N | 142°01'23.5" E; |
| No. Я-3: | 47°02'54.0" N | 142°01'14.0" E; |
| No. Я-4: | 47°03'28.0" N | 142°01'10.5" E; |
| No. Я-5: | 47°03'12.5" N | 142°00'57.0" E; |
| No. Я-6: | 47°02'48.0" N | 142°00'36.0" E; |
| No. Я-7: | 47°04'24.0" N | 142°01'56.4" E; |
| No. Я-8: | 47°04'41.4" N | 142°02'00.0" E; |
| No. Я-9: | 47°04'34.2" N | 142°01'36.0" E; |
| No. Я-10: | 47°05'00.0" N | 142°02'21.0" E; |
| No. Я-11: | 47°04'57.6" N | 142°01'48.0" E; |
| No. Я-12: | 47°04'49.8" N | 142°01'27.6" E; |
| No. Я-13: | 47°05'12.0" N | 142°01'48.0" E; |
| No. Я-14: | 47°05'13.2" N | 142°01'24.0" E. |

Appendix No.7

to the Compulsory Harbor Regulations
(clause 17)

DETAILS OF THE SEAPORT WATER AREA ZONES AND TERMINALS

The Northern Harbor is bounded by the shoreline and an imaginary line joining the W and E mole heads.

The Southern Harbor is bounded by the shoreline and an imaginary line joining the N and S mole heads.

The East Cove is situated in the E part of the Southern Harbor, being separated by a breakwater, and it is intended for accommodating pleasure and sport craft. The maximum depths in the East Cove are 2.9 meters.

Pravda marine terminal is bounded by the shoreline and by imaginary straight line joining in the order of mentioning the following positions:

No. 1 46°56'36.44" N and 142°00'02.60" E;

No. 2 46°56'36.00" N and 142°00'03.49" E.

Yablochnoye marine terminal is bounded by the shoreline and by imaginary straight line joining in the order of mentioning the following positions:

No. 1 47°09'34.54" N and 142°03'20.13" E;

No. 2 47°09'34.30" N and 142°03'21.50" E.