

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER
dated Tuesday, August 12, 2014 No. 222

ON APPROVAL OF THE BY-LAWS
OF THE SEAPORT OF MURMANSK

In accordance with [Article 14](#) of the Federal Law dated November 08, 2007 No. 261-Ф3 "On the Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation" (Legislation Bulletin 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), I hereby order:

to approve the enclosed [By-laws](#) for the seaport of Murmansk

Minister
M. Yu. SOKOLOV

Approved
by the Order of the Ministry of Transport of Russia
dated August 12, 2014 No. 222

BY-LAWS OF THE SEAPORT OF MURMANSK

I. General Provisions

1. 1. By-laws of the seaport of Murmansk (hereinafter referred to as By-laws) were developed according to the Federal [Law](#) dated November 8, 2007 No. 261-Ф3 "On the Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation" <1>, Federal [Law](#) dated April 30, 1999 No. 81-Ф3 "Merchant shipping code of the Russian Federation" <2> (hereinafter referred to as MSC), General [Rules](#) for sailing and staying of ships at the seaports of the Russian Federation and on approaches to them <3> (hereinafter referred to as General Rules).

<1> Legislation Bulletin 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).

<2> Legislation Bulletin of the Russian Federation, 1999, No. 18, art. 2207; 2001, No. 22, art. 2125; 2003, No. 27 (Part I), art. 2700; 2004, No. 15, art. 1519, No. 45, art. 4377; 2005, No. 52 (Part I), art. 5581; 2006, No. 50, art. 5279; 2007, No. 46, art. 5557, No. 50, art. 6246; 2008, No. 29 (Part I), art. 3418, No. 30 (Part II), 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 (Part I), art. 4590; 4596, No. 45, art. 6335, No. 48, art. 6728; 2012, No. 18, art. 2128, No. 25, art. 3268, No. 31, art. 4321; 2013, No. 30 (Part I), art. 4058; 2014, No. 6, art. 566.

<3> Russian Ministry of Transport [Order](#) dated August 20, 2009 No. 140 "On approval of General Rules for sailing and staying of ships at the seaports of the Russian Federation and on approaches to them" (registered by the Russian Ministry of Justice dated September 24, 2009, registration No. 14863) modified , as amended by the Russian Ministry of Transport Order dated March 22, 2010 No. 69 (registered by the Russian Ministry of Justice on April 29, 2010, registration No. 17054).

2. These By-laws contain the Murmansk seaport's (hereinafter referred to as Seaport) description; regulations for vessels calling at the seaport and vessels leaving the seaport including safety at sea for vessels calling at the seaport and vessels leaving the seaport; regulations for sailing in the seaport waters; description of the Vessel Traffic Service area of the Kola Bay (hereinafter referred to as VTS) and regulations for sailing within the said area; regulations for vessels staying at the seaport and indication of their place of staying; regulations for environmental safety assurance, seaport quarantine observance; instructions for use of special communication equipment within the seaport territory and waters; information on the seaport boundaries; information on sea area A1 and A2 of the Global Maritime Distress and Safety System (hereinafter referred to as GMDSS); information on seaport technical facilities for ships handling; information on the navigation period; information on compulsory pilotage areas; information on the seaport waters' depths; information on the dangerous goods handling; information on the procedure of transmission of the reports by the vessel masters of the ships staying at the seaport in case any threat of unlawful interference act arises at the seaport; information on the procedure of transmission of the navigation and hydro-meteorological reports to vessel masters of the ships staying at the seaport; other information required by the Russian Federation normative legal acts in the field of merchant shipping.

3. These By-laws are subject to performance by ships of any nationality or departmental subordination and by private or juridical persons of any organization legal forms and proprietary forms working at the seaport.

4. Navigation of ships at the seaport and their staying in the seaport water area are performed in accordance with the General Rules and these By-laws.

II. Description of the seaport

5. The seaport is located in the middle and southern parts of the Kola Bay of the Barents Sea.

6. The seaport includes four marine terminals: Teriberka located in the Teriberka Bay; Ura-Guba located in the Ura-Guba Bay; Liinakhamari located in the Pechenga Bay; offshore terminal for oil transshipment located north-easterny off Kolguev Island (hereinafter referred to as Kolguev Island marine terminal).

There are two underwater oil pipelines off Kolguev Island (hereinafter referred to as underwater pipelines). Information about them is given in [Appendix No. 1](#) to these By-laws.

7. The boundaries of the seaport are established by the Russian Federation Government [Order](#) dated October 17, 2009 No. 1535-p <1>.

<1> Legislation Bulletin of the Russian Federation, 2009, No. 43, art. 5135; 2010, No. 24, art. 3061; 2011, No. 36, art. 5159.

The seaport has a contiguous water area with the main naval base of Severomorsk.

8. Navigation at the seaport is carried out all year round. The seaport operates around the clock. It has a permanent multilateral cargo-passenger crossing point of the Russian Federation State border <1>.

<1> Russian Federation Government [Order](#) dated November 20, 2008 No. 1724-p (Legislation Bulletin of the Russian Federation, 2008, No. 49, art. 5844).

9. Sailing conditions at the seaport are characterized by tidal effects, different depths ranging from 200 meters in the northern part to 40 meters in the middle part of the seaport water area, with a consequent reduction to 25 meters in the southern part of the seaport water area. On Cape Lagerny

parallel with coordinates 68° 56,30 'north latitude and 033° 00,60' east longitude, the water depths do not exceed seven meters.

During northern and north-western winds in the Teriberka Bay, as well as in case of north-eastern winds in the Pakhta bay the swell is formed on water whereby anchoring and berthing is not safe.

10. The seaport is a shelter for ships in stormy weather.

11. The seaport operates with cargoes including dangerous goods of hazard classes 1 - 9 of the International Maritime Organization (hereinafter referred to as IMO).

12. The passenger shipping is provided at the seaport.

13. Call of nuclear-powered vessels and another water crafts (hereinafter referred to as NPV vessels) and vessels with radiation sources is allowed at the seaport <1>.

<1>The Russian Federation Government [Order](#) dated January 6, 1997 No. 14-p (Legislation Bulletin of the Russian Federation, 1997, No. 3, art. 396; 2008, No. 8, art. 806; 2010, No. 14, art. 1680; 2011, No. 41 (Part II), art. 5798).

14. Information on the seaport technical facilities for berthing is given in Chapter X and in [Appendix No. 2](#) to these By-laws.

Information on channels of very high frequency used at the seaport (hereinafter referred to as VHF) is given in [Appendix No. 3](#) to these By-laws.

Information on anchorages at the seaport is given in [Appendix No. 4](#) to these By-laws.

15. Information on the compulsory pilotage at the seaport is given in [Appendix No. 5](#) to these By-laws.

16. This is the ice-free seaport.

17. Food, fuel, fresh water supply, oil-contaminated water, sewage and all types of wastes reception (hereinafter referred to as shipboard wastes), repair works and diving inspection of the vessel are provided at the seaport.

18. Towing services are available at the seaport.

Information on minimum quantity and power of tugs for ships mooring operations at the seaport is given in [Appendix No. 6](#) to these By-laws.

19. Information on deviation ranges for deviation works, on the area No. 25, terminal of complete services for fishing vessels (hereinafter referred to as Fishing Terminal), Merchant Terminal is given in [Appendix No. 7](#) to these By-laws.

20. The seaport is covered by GMDSS A1 and A2 sea areas.

III. Rules for ships calling at the seaport and leaving the seaport

21. Information on the ship calling at the seaport and leaving the seaport is transmitted to the Harbour Master via the Internet site: www.portcall.marinet.ru.

22. Vessels arrivals to the seaport and their departures from the seaport are performed around the clock.

23. The Harbor Master does not register arrivals to the seaport and departures from the seaport of vessels operating exclusively at the seaport, as well as beyond the seaport borders with further return to the seaport provided that the single stay duration of a vessel outside does not exceed 72 hours (hereinafter referred to as local trade ships).

Permission for the local trade ships sailing in the seaport waters and beyond the seaport waters with further return to the seaport is granted for a period not exceeding 90 days by the Harbor Master. The permission validity period specified in this paragraph cannot exceed any of the vessel's certificates validity.

24. The permission for such vessels navigation in the seaport waters and sailing beyond the seaport waters with further return to the seaport is granted by the Harbour Master subject to compliance of a vessel, her crew, hull, machinery, mechanisms and equipment with applicable requirements in the field of maritime safety and protection of marine environment from pollution based on the documents provided in [Annexes No. 1](#) and [2](#) of General Rules, and Vessel Master (Shipowner) or

Ship Agent Statement, which shall contain the following information:

- IMO number of the vessel (if applicable);
- vessel name in the Russian and English languages;
- vessel call sign;
- vessel number of mobile sea service;
- name and IMO number (if applicable) of the vessel's Shipowner and operator;
- vessel class (name of organization responsible for vessels classification and survey in accordance with [Article 22](#) of MSC which has issued the classification certificate);
- basic specifications of the vessel (type, year built, gross tonnage, deadweight, length over all, beam, depth molded, modulus, draft overall, bow draft, stern draft, GMDSS sailing area, authorized area of navigation);
- nature of the work performed by vessel;
- area of navigation;
- existing restrictions for area of navigation and navigation season of the vessel;
- information on vessel security;
- information on epidemiological situation on board;
- information on malfunctions of the vessel cargo handling gears (machinery), if any, as well as on any serious non-compliances of the vessel to international standards for safety of life at sea, on navigation safety, protection of marine environment from vessel-source pollution, transport safety.

25. Permission for such vessels navigation at the seaport waters and sailing beyond the seaport waters with further return to the seaport is issued by the Harbour Master in writing. Information given in the Vessel Master (Shipowner) or Ship Agent Statement is specified therein, as well as trading area and seasonal restrictions set for the vessel by the Harbour Master, permission issue date and validity period.

26. Should information contained in the vessel Master (Shipowner) or the Ship Agent Statement for the vessel navigation permission at the seaport waters and sailing beyond the seaport waters with further return to the seaport change within of this permission term, the Vessel Master (Ship owner) or Ship Agent shall notify the Harbour Master of it.

Each time the vessel leaves and enters the seaport within the permission term, it shall send a call sign "Murmansk-Radio-5" to the Harbor Master via VHF channel 14.

27. Master of the vessel which leaves for the sea trials shall submit following documents to the Harbor Master:

- crew list;
- seaport leave notification;
- confirmation of the vessel readiness for sea trials;
- licenses and certificates of crew members ;
- list of specialists of the ship repair companies and representatives authorized for classification and certification of ships in accordance with [Article 22](#) MSC, or foreign classification societies taking part in the sea trials.

IV. Rules for sailing in the seaport waters

28. An authorization-based procedure of vessels traffic is used at the seaport.

29. Navigation of vessels and their anchorage at the seaport are performed on the basis of the schedule of anchorage and navigation.

30. The schedule of anchorage and navigation is approved by the Harbour Master based on information on the ship entering the port. It is transmitted according to [paragraph 21](#) of these By-laws and published daily at 16.00 (local time) at the website www.mapm.ru.

Changes made in the schedule of anchorage and navigation are published at the website www.mapm.ru immediately.

31. Ship traffic in the seaport waters is regulated with the use of vessel traffic service (VTS).

The VTS will immediately inform the Harbour Master about any movement of vessels not included in the schedule of anchorage and navigation.

The vessels will leave the seaport and pass through waters of the main Severomorsk naval base

with the permission of the Senior Naval Officer.

Vessels navigation in the seaport waters may be temporarily restricted in accordance with the procedure specified in [paragraph 3 of Article 15](#) of the Federal Law dated July 31, 1998 No. 155-Φ3 "Concerning the Internal Sea Waters, the Territorial Sea and the Contiguous Zone of the Russian Federation" <1>.

<1> Legislation Bulletin of the Russian Federation, 1998, No. 31, art. 3833; 2003, No. 17, art. 2125; 1556, No. 27 (Part I), art. 2700, No. 46 (Part I), art. 4444; 2004, No. 35, art. 3607; 2007, No. 46, art. 5557; 2008, No. 30 (Part II), art. 3616, No. 49, art. 5748; 2009, No. 52 (Part I), art. 6440; 2011, No. 15, art. 2021, No. 27, art. 3880, No. 30 (Part I), art. 4590, 4594, No. 48, art. 6732; 2012, No. 31, art. 4321, No. 53 (Part I), art. 7612; 2013, No. 19, art. 2314, No. 23, art. 2868; 2014, No. 6, art. 566.

32. Navigation of ships close to oil terminals and anchored vessels is to be performed with extreme caution.

33. Transit passage of vessels through area No. 25 is not allowed.

34. During navigation in the seaport waters vessels should follow the recommended tracks in compliance with the following limitations for speed:

from the northern seaport border to the parallel of Cape Pinagory, not more than ten knots;
to the south of Cape Pinagory parallel, not more than six knots.

35. Dynamically supported vessels can move in the seaport waters only in the hull-borne condition.

36. Ships navigation without a VHF radio communication in the seaport water area is not allowed.

37. If visibility is less than two cables, navigation of ships in the seaport water area is not allowed in case of:

navigation of ships without radar;

navigation of nuclear-powered ships and nuclear engineering support ships (hereinafter referred to as NES);

navigation of passenger ships except for coasters;

mooring to oil tankers, gas carriers.

38. A vessel engaged in fishing shall not make any difficulties to passage of other vessels.

39. Deviation works are carried out at Cape Retinsky and Fishing Terminal water area.

In the Fishing Terminal water area the deviation works are allowed for vessels of not more than 55 meters long.

Vessels performing deviation works in the deviation ranges must fly the flag of OQ "Oscar Quebec" of the International Code of Signals and turn on three vertical lights in a prominent place during hours of darkness: white light and two red lights under it at a distance of 0.75 - 1 m from each other (visible all round the horizon) at a distance of not less than 1.5 of nautical miles.

Vessels move through the deviation ranges at a speed of not more than six knots and keep out of vessels performing deviation works.

40. The ships come alongside the berths of the seaport and unberth in coordination with the berth operators.

41. In case of faulty ship power plant (hereinafter referred to as SPP) or faulty steering or anchor gears the ships re-anchoring is permitted in the presence of vessels master on board of the damaged vessel and tug boats with regard for information on the minimum quantity and power of tugs for mooring operations at the seaport listed in [Appendix No. 6](#) to these By-laws.

42. In the course of towing the VHF radio communication between the towing vessel master and the vessel shall be provided.

43. Embarkation of pilots for the vessels entering the seaport as well as disembarkation of pilots for the vessels leaving the seaport is provided from the position Lat. 69°12,00'No. and Long. 033°31,80' E.

44. Pilotage is not mandatory for:

small size, sport sailing, and leisure ships;

coasters except for ships with gross tonnage more than 300;

fishing vessels of not more than 55 meters long.

45. The following is not allowed for small size, sport sailing, and leisure ships within the seaport waters:

- navigation in case of wind speed more than 15 meters per second;
- navigation in case of visibility of less than ten cables;
- navigation on the recommended tracks;
- navigation near the anchorage that cause interference with other ships;
- approach to ships at anchor;
- mooring to floating and fixed navigation equipment and anchoring near of them;
- approaching to vessels moored to the berth at a distance less than 50 meters;
- navigation for the period from November, 1 to March, 31.

46. Towing service for mooring operations is mandatory at the seaport except for: twin-screw vessels equipped with bow thrusters (gross tonnage maximum 5000); single-screw vessels of not more than 55 meters long.

small size, sport sailing, and leisure ships, as well as fishing vessels of less than 55 meters long.

Tugboat service is mandatory for all vessels in the course of mooring operations to berths No. 5, 6 of Merchant Terminal, No. 0, 1, 2, 24 of Fishing Terminal, No. 14 of Murmansk Shipyard.

47. Mooring operations, departure of vessels of 200 meters length and more (without bow thrusters), towing of vessels for sea trials is carried out with the use of minimum number and power of tugs, which details are given in [Appendix No. 6](#) to these By-laws.

48. Vessels sailing for sea trials pass through the seaport water area with the use of tugboats.

49. At wind speed of more than 14 meters per second no towing is allowed.

V. Description of operating zone of vessel traffic service for ships in the Kola Bay and rules for navigation in this area

50. The VTS operates in the seaport water area and its approaches.

51. The VTS operating area is limited by:

from southward: the parallel of 68°58,20' north latitude;

from westward: coastline from the parallel of 68° 58,20' north latitude to Cape Belokamenny ,

then a straight line connecting the following points one by one:

No. 1 the Great Cape;

No. 2 69°06,76' north latitude and 033° 23,35' east longitude (in the area of the Retinsky village);

No. 3 easternmost tip of Shurinov island;

No. 4 easternmost tip of Brandvakhta island;

No. 5 Cape Setnavolok;

No. 6 Cape Pogan-Navolok;

No. 7 intersection of meridian 033°19,00' east longitude with a coastline of the Kola peninsula (in the area of Cape Medvezhy)

Then, along the meridian 033°19,00' east longitude north to the radius line of 19 nautical miles laid off from Setnavolok lighthouse, then along the line of the above radius in the south-east to the meridian of 034°05,00' east longitude, then along the meridian 34°05,00' east longitude to the south to the coastline of Kildin island, then along the westernmost tip of Kildin island to the Byk Cape, and then a straight line connecting the following points one by one:

No. 1 Cape Toporkova Pakhta;

No. 2 Cape Zelenetsky;

No. 3 69°18,25' north latitude and 033°40,00' east longitude;

No. 4 69°18,08' north latitude and 033°36,00' east longitude;

Then, along the coastline to the south-west to the point with coordinates Lat. 69°15,88' No. and Long. 033° 32,52' E, and then a straight line connecting the following points one by one:

No. 5 Cape Samponavolok;

No. 6 Cape Chirkovy;

then along the coastline to the Salny-Beregovoy sign, then to the point with coordinates Lat. 69°06,43' N and 033°25,00' east longitude, then to the point with coordinates Lat. 69°05,40' N and Long. 033°22 10' E, after that to the point with coordinates Lat. 69°04,88' N and 033°21,42' E, then along the

coastline to the point with coordinates Lat. 69°04,60' N and 033°19, 00' E, and then a straight line connecting the following points one by one:

No. 7 Cape Nikitin;

No. 8 Cape Mokhnatkin;

then along the coastline to the south to parallel of Lat. 68°58,20' N.

52. Ships entering the VTS operating area or intending to move in the VTS operating area communicate with the VTS via channels 12, 16 of VHF (call sign "Murmansk traffic").

53. Vessels moving to the seaport water area near the Teriberka marine terminal communicate with VTS via channels 16 of VHF (call sign "Voskhod-Teribersky").

54. Vessels moving to the seaport water area near the Ura-Guba marine terminal communicate with VTS via channels 16 of VHF (call signs "Voskhod-Kuvshin", "Voskhod-Setnavolok").

55. Vessels moving to the seaport water area near the Liinakhamari marine terminal communicate with VTS via channels 16 of VHF (call sign "Voskhod-Zemlyanoy").

56. Vessel in the VTS operating area shall keep the radio watch via channels 12 and 16 of VHF.

VI. Rules for moorage at the seaport and indication of moorage

57. Moorage of the ships at the seaport will be carried out at anchor grounds and on the berths of the seaport.

58. Ships with a gross tonnage up to 3000 will be moored on the anchor ground No. 1.

59. On the anchor ground No. 2, moorage is performed except for:

vessels of more than 270 meters long;

self-lifting drilling rigs;

semi-submerged drilling rigs, floating dry docks, and vessel repair ships.

60. Anchoring and anchorage of non-self-propelled, disabled vessels, as well as vessels with defective SPP and steering gear are allowed with mandatory towing only.

61. In case of wind speed of more than 17 meters per second following is prohibited at anchorage:

berthing of tugboats with non-powered vessels or any other towed vessels which are moored alongside;

bunkering of ships.

62. Berth operator shall notify the Harbour Master about readiness of berth for vessel mooring one hour prior to start of mooring operation.

63. Ships' moorage to the berth is performed by a mooring crew as follows:

for vessel of gross tonnage up to 300 - 1 mooring hands;

for vessel of gross tonnage from 301 to 1500 - 2 mooring hands;

for vessel of gross tonnage from 1501 to 2500 - 3 mooring hands;

for vessel of gross tonnage from 2501 to 5000 - 4 mooring hands;

for vessel of gross tonnage from 5001 to 10000 - 6 mooring hands;

for vessel of gross tonnage from 10001 to 20000 - 8 mooring hands;

for vessel of gross tonnage up to 20000 - 10 mooring hands,

as well as Head of mooring crew should have a radio communication with pilot or vessel master.

64. In case of visibility not less than two cables the mooring operations are allowed:

to berths No. 4, 5, 6 and 7 of the Merchant Terminal - ships of more than 100 meters long;

to berths No. 15, 17, 18 and 19 of the Merchant Terminal - ships of more than 150 meters long;

65. Mooring operations for the period from two hours after high tide (hereinafter referred to as HT) to two hours after low tide (hereinafter referred to as LT) are not allowed:

for vessels of more than 220 meters long;

for vessels of more than 150 meters long to berths No. 4, 5, 6 and 7 of the Merchant Terminal;

to berths No. 2, 17 and 19 of the Merchant Terminal;

to berths No. 2, 3 and 24 of the thirty-fifth shipyard;

to berths for nuclear-powered vessels.

66. Mooring operations without external illumination are carried out in daylight hours.

67. Docking and undocking is allowed for the period from two hours after HT to two hours after LT in case of:

wind speed of not more than 14 meters per second;
visibility not less than five cables.

68. Docking of nuclear-powered vessels and ships with radiation sources and their undocking is allowed for the period from four hours after LT to one hour after HT:

at wind speed of not more than ten meters per second;
in case of visibility more than five cables.

69. Mooring to berths No. 3, 4, 12 - 20 of the Fishing Terminal by starboard side is performed by tugs.

70. Mooring of ships to berth No. 7 of the Fishing Terminal is performed for the period of one hour before and one hour after HT or two hours after LT.

71. Approach of vessels of gross tonnage more than 300 to the floating berths and floating workshops near the west coast of the Fishing Terminal, Merchant Terminal is carried out during the calm (slack) water and in the beginning of falling tide, and the departure, during calm water and in the beginning of tide in case of visibility not less than two cables.

72. Approach of vessels with gross tonnage of more than 300 to berths No. 14, 15 of the shipyard is carried out at falling tide for the period from HT to 1.5 hours after LT, and unmooring operations, during tide for the period from 1.5 hours after LT before HT (with the use of tug boats).

73. Mooring operations to berths No. 16, 17 of Murmansk Shipyard are carried out for the period from 1.5 to three hours after LT or one hour prior to HT.

74. Mooring of ships to berths No. 37, 38 of the Fishing Terminal is a Port-side one during falling tide, and vessels departure is carried out for the period from 1.5 hours after LT before HT.

75. Mooring of ships to berth No. 37A of the Fishing Terminal is a Starboard-side one during tide, for the period from 1.5 hours after LT to HT.

Unmooring operations from the berth No. 37A of the Fishing Terminal are carried out during falling tide, for the period from HT to 1.5 hours after LT.

Mooring of ships to the berth No. 37A of the Fishing Terminal and unmooring operations from the berth No. 37A of the Fishing Terminal are carried out in case of visibility of five cables.

Mooring of ships to berth No. 39, 40, 41, 42, 43, 44, and 45 of the Fishing Terminal during tide is a starboard-side one, and during falling tide, it is performed by Port side.

76. Mooring of ships to berth No. 45 of the Fishing Terminal (third hull, Starboard) from November, 1 to March, 31 is performed with dropping of the anchor.

77. Mooring of ships to floating berths located on the east coast of the Kola Bay of the Fishing Terminal and vessels departure are allowed for the period from one hour before HT and one hour after HT.

78. Vessels docking in floating docks and undocking from floating docks of the Fishing Terminal is performed in case of wind speed of not more than 12 meters per second and visibility of five cables.

79. Vessels docking in floating docks and undocking from floating docks of Murmansk shipyard is carried out:

during falling tide - at docking and undocking from docks No. 3 and 26;

during tide - at docking and undocking from docks No. 2, 4 and 11;

80. During tide, vessels are moored to berths and northern side of the pier of the village of Abram-Mys by Port side, and during falling tide, by Starboard side. They are unmoored in the course of falling tide and tide, respectively. As for the south side of the pier, the vessels are moored and unmoored in the conditions of calm water.

81. Mooring of 3000 gross tonnage ships and more to the gas berth (rock quarry) is Starboard side one during falling tide with the port anchor dropping.

Unmooring of 3000 gross tonnage ships and more from the gas berth (rock quarry) is performed during falling tide.

82. Mooring of 3000 gross tonnage ships and more to the gas berth (rock quarry) is performed to middle pile clusters.

83. Approach of vessels with gross tonnage of more than 1000 to the oil depot berths of the Fishing Terminal and departure of these vessels from the oil depot berths of the Fishing Terminal is allowed:

during HT;

in case of wind speed of not more than 14 meters per second;
visibility not less than five cables.

84. During mooring at the Fishing Terminal oil depot berth vessels should keep their SPP in the conditions of readiness for an immediate departure.

85. Mooring operations at the floating berths and piers of the Fishing Terminal located perpendicular to the Kola Bay coastline are carried out during calm water and visibility not less than two cables for periods ranging from one hour before HT and one hour after HT or one hour after LT to 1.5 hours after LT.

86. Mooring operations to the seaport berths located near the village of Drovyanoe are carried out in the following way:

to the external face- starboard-side mooring during falling tide, for the period from HT to two hours after LT, and unmooring during tide, for the period from two hours after the LT before HT;

to the internal side -mooring and unmooring for the period from one hour before and one hour after HT.

87. Mooring of vessels to the Floating Storage and Offloading Unit "Belokamenka" (hereinafter referred to as the FSO "Belokamenka") located in a position with coordinates Lat. 69°04,27' N and Long. 033°09,90' E and unmooring from FSO "Belokamenka" is carried out by tugs, information on the number and power of which is given in [Appendix No. 6](#) to these By-laws.

88. Services for ship-to-ship cargo transfer in the seaport water area shall be in accordance with the [Code](#) of services for ship-to-ship cargo transfer <1>.

<1> The Ministry of Transportation of the Russian Federation [Order](#) dated April 29, 2009 No. 68 "On approval of the Code of service for the cargo transfer from ship to ship" (registered by the Ministry of Justice of the Russian Federation on June 29, 2009, registration No. 14146).

89. Mooring of vessels with gross tonnage of more than 2000 to the south side of the floating shipyard berth, to the north side of the Murmansk Shipyard pier and departure from them is performed for the period from HT to one hour after HT or from LT to 1.5 hours after LT.

90. When mooring the ships of gross tonnage of more than 2000 to the south side of the Murmansk Shipyard floating berth and in case of departure of such vessels from it, moorage of only one vessel to the pier of the Shipyard (in the northern part) is allowed. Moorage of ships at the end of the pier is not allowed.

91. Do not perform mooring operations at the seaport in case of wind speed of 17 meters per second or more.

92. Cargo handling operations are stopped in case of wind speed of 15 meters per second and more.

93. Diving operations in the seaport waters are carried out with the permission of the Harbour Master.

The person responsible for diving operations should inform the Harbour Master about the beginning and the end of the diving operations.

94. Diving operations are performed at:

wind speed of not more than 15 meters per second;

depth under keel of the inspected vessel minimum two meters;

current speed not more than one knot.

95. When approaching to the area of diving operations, a vessel should move with extreme caution and reduce speed as low as practicable beforehand to ensure safe navigation.

It is allowed to drop anchors at a safe distance from the diving operations area.

Vessels may approach the diving operations area not closer than 50 meters.

96. Diving operations in the area between berth and ship side are not allowed.

97. Berthing of ships at the Merchant Terminal is allowed in two hulls.

98. Following methods of mooring are allowed:

two hulls - to berths No. 5, 8 - 11, 18 - 20, 24 of the Fishing Terminal;

three hulls - to berths No. 1 - 4, 37 - 39, 45 of the Fishing Terminal;

four hulls - to berths No. 12 - 17, 40 - 44 of the Fishing Terminal;

99. On berths No. 5, 6 and 7 of the Fishing Terminal, simultaneous staying of not more than three vessels is allowed, and if one of them is of gross tonnage more than 2000, not more than two vessels at the same time.

100. Following berthing of ships at wharves of the Fishing Terminal on the west coast is allowed:
in case of floating berths - not more than two hulls;
in case of piers - maximum three hulls.

101. Upon receipt of warning about increase of the northward wind speed for more than 14 meters per second the ships staying in the second row at berths No. 8, 9, 10 and 11 of the Fishing Terminal are taken off to another berths.

102. Ships with radiation source stay at the maintenance base berths for nuclear-powered ships and ships with radiation source .

103. Berthing of maximum two nuclear-powered ships and ships with radiation source to warves of the maintenance base for nuclear-powered ships and ships with radiation source is allowed.

VII. Rules for special communication equipment used in the seaport territory and water area

104. Radio communications between vessels and shore authorities at the seaport is carried out via VHF communication channels, which details are given in [Appendix No. 3](#) to these By-laws.

105. Vessels under way shall keep a constant radio watch via channels 12 and 16 of VHF.

106. Ships staying at the seaport berths shall keep a constant radio watch via channel 16 of VHF.

107. During mooring operations, communication of pilot with tugs and berth operator is performed via channels 6, 14, and 71 of VHF.

108. Information for sailors on additional communication equipment for data transmission including telephone numbers is presented at www.mapm.ru by the Harbour Master.

109. Use of VHF channels listed in [Appendix No. 3](#) to these By-laws for communication between shore parties is not allowed.

VIII. Information on the boundaries of sea areas A1 and A2 of the Global Maritime Distress and Safety System

110. Water area of the seaport is covered by sea areas A1 and A2 of GMDSS which are connected with the Murmansk Maritime Rescue Coordination Center. The GMDSS communication control center is located at the point with coordinates Lat. 68°56,30' N and Long. 033°00,60' E.

111. Communication with the ships in sea area A1 of GMDSS is provided by Murmansk MMSI 002734420 base stations.

Operating range of the base station located at the point with coordinates Lat. 68°58,00' N and Long. 033°01,00' E is 60 nautical miles.

112. Communication with ships in the sea area A2 of GMDSS is provided by Murmansk MMSI 002734420 base stations.

Operating range of the base station located at the point with coordinates Lat. 68°52,00' N and Long. 033°05,00' E is 170 nautical miles.

IX. Regulations for ecological safety, quarantine at the seaport

113. There are reception facilities for oil-contaminated water and shipboard wastes at the seaport.

114. Discharge of ballast in the seaport water area is not allowed except for the segregated ballast.

Discharge of ballast in the seaport water area is allowed if it has been received in the Barents, Norwegian or White Seas. Handling of Ballast received in other areas is carried out in accordance with the requirements of the International [Convention](#) for the Control and Management of Ships' Ballast

Water and Sediments of 2004 <1> properly recorded in the logbook.

<1> The [Decree](#) of the Government of the Russian Federation dated March 28, 2012 No. 256 "On the accession of the Russian Federation to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004" (Legislation Bulletin of the Russian Federation, 2012, No. 14, art. 1652).

115. In case of oil or oil products spillage on vessel or in the seaport waters, in the area of oil or oil products loading-unloading operations, the above operations shall cease, and measures for oil spill containment are taken in accordance with the plan for prevention and elimination of oil spills.

Information on contamination of the seaport waters is sent immediately to the Harbour Master via channel 14 of VHF (call sign "Murmansk-radio-5"). It includes the following details:

time of detection of oil spill or oil products;

hydro-meteorological conditions (sea state, wind speed and direction, visibility);

nature of contamination and extent of the contamination area;

supposed contamination source.

116. Vessels not involved in operations for oil or oil products elimination should not cross the contaminated seaport water area.

117. When passing near of the area where oil spill or oil products are removed, the vessel should reduce speed to minimal one which provides the vessel steering ability.

118. The ship, where there is a sick person with symptoms suggesting a dangerous infection is moored to berth No. 2 of the Merchant Terminal (with the whole crew, passengers and cargoes) to carry out epidemiological activities.

X. Information on the seaport technical facilities for berthing and on the seaport water area depths

119. The seaport receives vessels up to 340 meters long and with the draft up to 17 meters.

120. Information on the seaport berthing facilities is given in [Appendix No. 2](#) to these By-laws.

121. Information on exact depths in the seaport waters and at wharves, as well as acceptable vessels drafts is transmitted to the navigators by the Harbor Master annually as far as they change via the Internet site: www.mapm.ru.

XI. Information on the dangerous goods handling

122. Transshipment of dangerous goods of hazard classes 1-9 prescribed by IMO is carried out at the seaport.

123. Operations with dangerous goods of hazard class 1 prescribed by IMO (explosives), hazard class 6.2 prescribed by IMO (infectious substances), and hazard class 7 prescribed by IMO (radioactive materials) are performed with the use of direct method "wagon/vessel or vessel/wagon" only.

XII. Information transmitted by masters of vessels at the seaport in case of hazard of unlawful interference

124. If there is a hazard of unlawful interference act at the seaport, the vessel master or the vessel security officer immediately reports to the port facility security officer as well as to the Harbour Master.

125. The Harbor Master is informed about the security level of the port facilities and ships at the seaport as well as about any changes in their security levels.

126. Announcements about hazards of unlawful interference acts at the seaport and of the security level changes as well as confirmation of these announcements reception are performed via channels of VHF immediately after the announced circumstances occur.

127. The vessel masters at the seaport immediately inform the Harbour Master, the port facility security officer via operating channels of VHF or via additional communication equipment about all the incidents concerning detection of suspicious item or explosive devices, about signs of preparing and realization of unlawful interference acts, about incidents of illegal boarding, about receiving any

information concerning terroristic acts preparation and about all infractions or suspected persons at the seaport, and this information is transmitted to all concerned persons by the Harbour Master.

XIII. Navigation and hydro-meteorological information
transmitted to the vessel masters
at the seaport

128. Transmission of navigation and hydro-meteorological information to ships within the VTS operation area is performed by VTS twice a day at 9.00 and 21.00 local time via channels 12 and 16 of VHF and as it changes.

129. Transmission of emergency navigation and hydro-meteorological information, information on water discharge from artificial lake Tulomskoe, as well as storm warnings is performed via channels 12 and 16 of VHF.

The ships should confirm reception of high-value messages and storm warnings to the VTS.

Appendix No. 1
to By-laws
(Part 6)

INFORMATION ON
UNDERWATER OIL PIPELINES LOCATED AT KOLGUEV ISLAND

Underwater oil pipeline No. 1 (hereinafter referred to as pipe subway No. 1) is located:
origin at the point with coordinates Lat. 69°16,70' N and Long. 50°04,80' E;
end at the point with coordinates Lat. 69°18,11' N and Long. 50°08,21' E;
Depth near the underwater pipeline tip No. 1 is 14 meters.

Underwater oil pipeline No. 2 (hereinafter referred to as pipe subway No. 2) is located:
origin at the point with coordinates Lat. 69°17,01' N and Long. 50°03,01' E;
end at the point with coordinates Lat. 69°18,92' N and Long. 50°07,64' E;
Depth near the underwater pipeline tip No. 2 is 17.8 meters.

Appendix No. 2
to By-laws
(Part 14, 120)

THE SEAPORT
TECHNICAL FACILITIES FOR
BERTHING

Berths	Location of the berth center (geographical coordinates)		Berth technical characteristics	
	north latitude	east longitude	berth length (meters)	alongside (design) depth (meters)
1	2	3	4	5
Merchant Terminal				
No. 2	68°58,63'	033°03,27'	192.6	10.27
No. 3	68°58,68'	033°03,15'	132.5	10.39
No. 4	68°58,72'	033°03,29'	204.4	11.27
No. 5	68°58,69'	033°03,53'	103	7.97
No. 6	68°58,72'	033°03,58'	85	7.97
No. 7	68°58,77'	033°03,42'	203.2	10.27
No. 8	68°58,85'	033°03,42'	232.4	8.27
No. 9	68°58,87'	033°03,63'	215.3	10.77
No. 10	68°58,82'	033°03,80'	240	10.77
No. 11	68°58,77'	033°04,00'	32	7.24
No. 12	68°58,78'	033°04,17'	198	4.97...12.77
Floating berth at berth No. 12	69°58,78'	033°04,13'	36	5...9
No. 13	68°58,85'	033°04,20'	258.5	12.77
No. 14	68°58,96'	033°03,96'	265.5	16.77

No. 15	68°59,08'	033°03,79'	191.6	10.47
No. 16	68°59,14'	033°03,82'	64.8	6.16
Floating berth for port vessels	68°59,17'	033°03,71'	108.7	7...9
No. 17	68°59,23'	033°03,59'	247	12.89
No. 18	68°59,33'	033°03,48'	232	11.31
No. 19	68°59,53'	033°03,30'	198	11.46
Harbour station pier	68°58,53'	033°03,80'	147	6.66
Floating berth at the Harbour station	68°58,57'	033°03,83'	72.4	2...5
Floating berth No. 20 for water crafts holding anchorage	69°00,52'	033°03,54'	145,2 on pontoons; 162,5 with cross-structure	9,93 STBD; 8,77 PORT;
Concrete works berth	68°00,68'	033°03,72'	132.5	6
No. 3, 4, 5 to the north of the Concrete works berth	69°00,75'	033°03,58'	56.47	8.61
No. 5 "Coal base"	69°00,35'	033°03,62'	165	8.68
Floating berth	69°00,45'	033°03,61'	108	6.8
Berth No. 1 MMC Norilsk Nickel	68°58,22'	033°03,28'	158.96	13.8
Berth No. 2 MMC Norilsk Nickel	68°58,26'	033°03,53'	308.2	6.3
No. 3 of the thirty-fifth	68°58,33'	033°03,72'	230	6.3

Shipyard				
No. 4 Murmansk Marine Fleet Shipyard	68°58,41'	033°03,78'	167	8.75
Berth on the north side of Minkino village	69°00,33'	033°01,23'	94.4	6.5
Floating berth near of Minkino village	69°00,45'	033°01,25'	108	4...6
No. 1 Abram-Mys village	68°58,78'	033°02,02'	56	4.5
No. 2 Abram-Mys village	68°58,75'	033°02,00'	56	4.5
No. 6 Abram-Mys village	68°58,65'	033°01,95'	56	4.5
No. 7 Abram-Mys village	68°58,62'	033°01,95'	56	4.5
Abram-Mys village pier	68°58,55'	033°02,00'	160.4	6.5
No. 6, 7 West coast of the Kola Bay	69°00,86'	033°01,43'	130	8.5
No. 8, 9 West coast of the Kola Bay	69°00,93'	033°01,45'	130	8.5
No. 10, 11, 12 to the south of the river Lavna mouth	69°01,00'	033°01,44'	234	13
Floating berth of the maintenance base for	69°03,10'	033°05,36'	216	5...14

nuclear-powered ships and ships with radiation source				
No. 1 of the maintenance base for ships with nuclear power plants and nuclear engineering support ships	69°02,58'	033°04,37'	50	12
No. 2 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,64'	033°04,37'	169.1	12
No. 3 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,70'	033°04,50'	170	12
No. 4 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,79'	033°04,51'	170	12
No. 5 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,88'	033°04,51'	120	8.25
No. 6 of the	69°02,95'	033°04,63'	85.61	12.9

maintenance base for nuclear-powered ships and ships with radiation source				
No. 7 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,95'	033°04,75'	67.55	9.4
No. 8 of the maintenance base for nuclear-powered ships and ships with radiation source	69°02,98'	033°04,86'	122.44	12.9
Fishing Terminal berths				
No. 0	68°58,13'	033°03,28'	25.35	7.25
No. 1	68°58,11'	033°03,32'	52.46	7.25
No. 2	68°58,10'	033°03,32'	56.15	7.25
No. 3	68°58,08'	033°03,33'	56.8	7.25
No. 4	68°58,05'	033°03,33'	56.8	7.43
No. 5	68°58,00'	033°03,34'	56.8	7.43
No. 6	68°57,98'	033°03,35'	56.8	7.43
No. 7	68°57,97'	033°03,30'	45	7.43
No. 8	68°57,98'	033°03,21'	45	7.43
No. 9	68°57,95'	033°03,15'	82	7.43

No. 10	68°57,93'	033°03,07'	82	7.43
No. 11	68°57,92'	033°03,01'	82	7.43
No. 12	68°57,90'	033°02,98'	55	7.43
No. 13	68°57,88'	033°03,03'	55	7.43
No. 14	68°57,85'	033°03,08'	55	7.43
No. 15	68°57,83'	033°03,15'	55	7.43
No. 16	68°57,80'	033°03,20'	55	7.43
No. 17	68°57,78'	033°03,26'	55	7.43
No. 18	68°57,76'	033°03,30'	55	7.43
No. 19	68°57,74'	033°03,35'	55	7.61
No. 20	68°57,72'	033°03,39'	54	8.86
No. 21	68°57,70'	033°03,40'	42.1	8.86
No. 22	68°57,67'	033°03,34'	42.1	7.61
No. 23	68°57,65'	033°03,28'	42.1	7.61
No. 24	68°57,65'	033°03,22'	59.2	7.61
Pier	68°57,68'	033°03,28'	102.1	5.5
No. 37	68°56,23'	033°01,94'	115	4.9
No. 38	68°56,28'	033°01,83'	115	7
No. 39	68°56,35'	033°01,80'	150	8.68
No. 40	68°56,42'	033°01,83'	150	8.68
No. 41	68°56,47'	033°01,85'	150	8.68

No. 42	68°56,57'	033°01,89'	150	8.98
No. 43	68°56,66'	033°01,92'	85	8.68
No. 44	68°56,75'	033°01,93'	100	8.68
No. 45	68°56,80'	033°01,95'	175	8.68
No. 37A	68°56,14'	033°01,97'	131.5	7.9
No. 1 - 6 First Murmansk Terminal	68°55,92'	033°02,13'	317.4	7.43
No. 1, 2, 3 Murmansk shipyard	68°57,62'	033°02,53'	200	6.5
No. 1, 4, 5 Murmansk shipyard	68°57,55'	033°02,36'	130	8.5
No. 6, 7, 8, 9 Murmansk shipyard	68°57,48'	033°02,22'	151.5	6.5
No. 1 Murmansk shipyard pier	68°57,52'	033°02,05'	272	8.03
No. 10 Murmansk shipyard	68°57,39'	033°02,08'	72.4	6.68
No. 11 Murmansk shipyard	68°57,36'	033°02,05'	90	6.68
No. 12 Murmansk shipyard	68°57,31'	033°02,00'	100	6.68
No. 13 Murmansk shipyard	68°57,27'	033°01,97'	100	6.68
No. 14 Murmansk shipyard	68°57,23'	033°01,94'	100.5	6.68

No. 15 Murmansk shipyard	68°57,18'	033°01,91'	81.7	6.68
No. 16 Murmansk shipyard	68°57,12'	033°01,94'	81.7	6.68
Berth wing No. 16 of Murmansk shipyard	68°57,13'	033°01,87'	47	6.68
No. 17 Murmansk shipyard	68°57,10'	033°02,08'	100	6.68
Floating dock of Murmansk shipyard at berth No. 6	68°57,53'	033°02,22'	108.7	8.1
Pier No. 5 of the Gulf Stream west coast	68°56,60'	033°00,70'	144.93	6.73
West coast floating dock	68°57,36'	033°00,71'	108.8	7.15
East coast floating berth	68°00,52'	033°03,58'	145.2	9.93
Floating berth near Drovyanoe village	68°56,25'	033°00,70'	294	3.5...7
Floating berth near Drovyanoe village	68°55,68'	033°01,17'	196.84	6.03
Other berths				
Berth in the Teriberka village (Cape Devyaty)	69°10,91'	035°07,80'	60.3	1...2.6
Berth in the Teriberka village	69°10,95'	035°07,53'	182.3	5

Floating berth in the Ura Bay	69°18,04'	032°50,83'	118	3...10
Floating berth in Liinakhamari village	69°37,98'	031°22,40'	72	3...8

Appendix No. 3
to By-laws
(pPart 14, 104, 109)

INFORMATION ON
THE CHANNELS OF VERY HIGH FREQUENCY USED
AT THE SEAPORT

Subscriber	Channels of very high frequency		Call sign
	duty operator	worker	
Port State Control Inspection of trade at the Merchant Terminal	-	14	"Murmansk-radio-5"
Port State Control Inspection of trade at the Fishing Terminal	-	37	"Murmansk-36"
Vessel Traffic Services of the Kola Bay	16	12, 18, 67, 33	"Murmansk traffic"
Pilot station in the Kislaya Bay	16	14	"Murmansk-Pilot"
Pilot station at the seaport	14	2	"Murmansk-radio-15"
Dispatcher of Murmansk Basin	-	13	"Murmansk-radio-4"

Emergency and Rescue Department			
Radio base station of sea area A1 of the Global Maritime Distress and Safety System as a part of the Maritime Rescue Coordination Center	16, 70 (digital selective call)	3, 62	"Murmansk-radio-SKC"
Security service of the area No. 25	16	14	"Carthage"
Merchant Terminal Dispatcher	is	14	"Murmansk-radio-2"
Fishing Terminal Dispatcher	is	9	"Murmansk-32"
Communication with tugboats during mooring operations	-	6, 14, 71	By tugboats name
Marine Terminal Teriberka	16	-	"Voskhod-Teribersky"
Marine Terminal Ura Bay	16	-	"Voskhod-Kuvshin", "Voskhod-Setnavolok"
Marine Terminal Liinakhamari	16	-	"Voskhod-Zemlyanoy"
Marine Terminal at Kolguev Island	16	-	"Kolguev-92"

INFORMATION ON ANCHORAGE AT THE SEAPORT

Anchorage in the seaport water area is located to the north of the Okolny range and to the west of the Kievaraksky range and limited by straight lines connecting points with coordinates one-by-one:

N Lat. 1 69°06,88' N and Long. 033°23,72' E;

Lat. 2 69°06,20' N and Long. 033°22,82' E;

N. Lat. 3 69°04,93' N and Long. 033°18,28' E;

N Lat. 4 69°03,37' N and Long. 033°03,50' E;

N Lat. 5 68°58,37' N and Long. 033°02,23' E;

N Lat. 6 68°57,05' N and Long. 033°01,20' E;

N Lat. 7 68°56,90' N and Long. 033°01,20' E;

N Lat. 8 68°56,90' N and Long. 033°00,38' E and then along the coastline to the point with coordinates:

N Lat. 9 69°06,88' N and Long. 033°23,72' E;

Anchorage are located at anchor berths:

No. 1 anchorage between parallels Lat. 68°56,90' No. and Lat. 68°58,20' N to the west of "Drovyanoy" range.

Minimum depth is 7.3 meters, soil: dense silt, sand, stones;

No. 2 anchorage between parallels Lat. 68°56,90' No. and Lat. 69°01,50' No. to the west of "Kievaraksky" range.

Minimum depth is 10.2 meters, soil: dense silt, sand, stones.

INFORMATION ON AREA OF COMPULSORY PILOTAGE AT THE SEAPORT

Area of compulsory pilotage at the seaport is limited by coastline and straight lines connecting points with following coordinates on-by-one:

N Lat. 1 69°11,63' N and Long. 033°30,40' E;

N Lat. 2 69°11,63' N and Long. 033°34,60' and then along the coastline to the points with following coordinates:

N Lat. 3 69°09,00' N and Long. 033°34,42' E (Cape Samponavolok);

N Lat. 4 69°09,08' N and Long. 033°33,20' (Cape Chirkovy), then along the coastline to the point with coordinates:

N Lat. 5 69°06,32' N and Long. 033°26,58' E (Cape Karbas);

N Lat. 6 69°04,92' N and Long. 033°21,13' (Cape Shavor), then along the coastline to the points with following coordinates:

N Lat. 7 69°04,43' N and Long. 033°17,75' E (Cape Nikitin);

N Lat. 8 69°03,60' N and Long. 033°10,87' E, then along the coastline to the points with following coordinates:

N Lat. 9 68°53,33' N and Long. 033°02,43' E;

N Lat. 10 68°53,35' N and Long. 033°00,70' E, then along the coastline to the points with following coordinates:

N Lat. 11 69°11,63' N and Long. 033°30,40' E;

Appendix No. 6
to By-laws
(Part 18, 41, 47, 87)

INFORMATION ON
MINIMUM QUANTITY AND POWER OF TUGBOATS FOR SHIPS MOORING
OPERATIONS AT THE SEAPORT

1. Information on minimum quantity and power of tugboats for mooring operations at the seaport for cargo ships.

Ship's deadweight (tons)	Minimum quantity of tugboats and their power in kilowatts	
	mooring	unmooring
Bulk carriers		
5000...14000	2 x 880	2 x 880
14001...28000	2 x 1320	2 x 1320
28001...45000	2 x 1690 1 x 880	2 x 1690 1 x 880
45001...80000	2 x 2200 1 x 880	2 x 2200 1 x 880
80001...120000	2 x 2940 1 x 1180	2 x 2940 1 x 1180
120001...160000	2 x 3670 2 x 1690	2 x 3670 2 x 1690
Oil carriers (tankers)		
from 12001 to 18000	2 x 880	2 x 880
18001...33000	2 x 1320	2 x 1320
33001...50000	1 x 880 2 x 1690	1 x 880 2 x 1690
from 50001 to 85000	2 x 880 2 x 2200	2 x 880 2 x 2200
from 85001 to 150000	2 x 1320 2 x 2940	2 x 1320 2 x 2940
General purpose dry cargo ships and timber carriers		

from 1500 to 9000	2 x 440	2 x 440
from 9001 to 14000	2 x 880	2 x 880
from 14001 to 20000	2 x 1320	2 x 1320
Container carriers, lighter carriers, gas carriers		
from 1500 to 5000	2 x 440	2 x 440
from 5001 to 8000	2 x 880	2 x 880
from 8001 to 14000	2 x 1320	2 x 1320
from 14001 to 18000	1 x 880 2 x 1690	1 x 880 2 x 1690
from 18001 to 26000	2 x 880 2 x 2200	2 x 880 2 x 2200
from 26001 to 40000	2 x 1320 2 x 2940	2 x 1320 2 x 2940

2. Information on minimum quantity and power of tugboats for mooring operations at the seaport for passenger ships.

Ship length (meters)	Minimum quantity of tugboats and their power in kilowatts	
	mooring	unmooring
from 80 to 100	1 x 440	1 x 440
from 101 to 120	2 x 440	2 x 440
from 121 to 170	2 x 880	2 x 880
from 171 to 190	2 x 1320	2 x 1320

3. Information on minimum quantity and power of tugboats for mooring operations in the floating oil storage "Belokamenka".

Ship's deadweight (tons)	Minimum quantity of tugboats and their power in kilowatts	
	mooring	unmooring
12001...18000	2 tugboats total power 4413	2 tugboats total power 4413
18001...33000	2 tugboats total power 4854	2 tugboats total power 4854
33001...50000	2 tugboats total power 6105	2 tugboats total power 6105
50001...85000	3 tugboats total power 7203	3 tugboats total power 7203
85001...150000	3 tugboats total power 8532	3 tugboats total power 8532

INFORMATION ON
THE DEVIATION RANGES WITH
DEVIATION WORKS, AREA No. 25, TERMINAL OF COMPLETE SERVICES
FOR FISHING VESSELS,
MERCHANT TERMINAL

The deviation ranges located near of Cape Retinsky is limited by lines connecting the points with following coordinates one-by-one:

1 lat. No. 69°06,88' No. and Long. 033°23,80' E (the point is not located within the boundaries of the seaport);

2 lat. No. 69°06,23' No. and Long. 033°24,47' E (the point is not located within the boundaries of the seaport);

3 lat. No. 3 69°05,58' No. and Long. 033°22,60' E (the point is not located within the boundaries of the seaport);

4 lat. No. 4 69°05,90' No. and Long. 033°20,18' E (the point is not located within the boundaries of the seaport);

The deviation range limited by the west and the east coasts of the Kola Bay between the parallels Lat. 68°58,17' N and Lat. 68°57,50' N. is used for the deviation works with vessels of not more than 55 meters long.

Area No. 25 is limited by the coastline and lines connecting the points with following coordinates one-by-one:

N Lat. 1 69°02,50' N and Long. 033°04,42' E;

N Lat. 2 69°02,50' N and Long. 033°04,00' E;

N Lat. 3 69°03,07' N and Long. 033°04,27' E;

N Lat. 4 69°03,23' N and Long. 033°05,40' E;

N Lat. 4 69°03,10' N and Long. 033°05,53' E;

Terminal of complete services for fishing vessels (hereinafter referred to as Fishing Terminal) includes berths located at the seaport on the east and west coasts of the southern part of the Kola Bay elbow from the parallel Lat. 68°58,17' N to the line connecting the points with coordinates Lat. 68°53,33' N., Long. 033°02,45' E and Lat. 68°53,35' N, Long. 033°00,70' E.

The Fishing Terminal includes the shipyard wharves.

The Merchant Terminal includes berths located at the seaport on the east and west coasts of the northern part of the Kola Bay elbow from the parallel Lat. 68°58,17' N to the line connecting the points with coordinates Lat. 69°06,88' N, Long. 033°23,70' E and Lat. 69°04,92' N, Long. 033°21,13' E.

The Merchant Terminal includes the floating berth and the Harbour station pier, designed for passenger ships maintenance; Shipyard berths and maintenance base for nuclear-powered ships and ships with radiation sources.
