

Registered in the Ministry of Justice of Russia on November 15, 2017 under No. 48904

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

dated October 23, 2017 No. 459

**ON APPROVAL OF COMPULSORY HARBOUR REGULATIONS
AT THE SEAPORT OF ANADYR**

In accordance with Article 14 of the Federal Law dated November 8, 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 art. 5557; 2008 No. 29 (p. I) art. 3418, No. 30 (p. II) art. 3616; 2009 No. 52 (p. 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 (p. I) art. 4590, art. 4594; 2012 No. 26 art. 3446; 2013 No. 27 art. 3477, No. 30 (part I) art. 4058; 2014 No. 45 art. 6153, No. 49 (p. VI), art. 6928; 2015, No. 1 (p.I), art. 52, No. 29 (p.I), art. 4339; 2016 No. 27 (p. I), art. 4215, No. 27 (p. II), art. 4282), I hereby order:

To approve enclosed Compulsory Harbour Regulations at the seaport of Anadyr.

Minister
M.Yu.SOKOLOV

COMPULSORY HARBOUR REGULATIONS AT THE SEAPORT OF ANADYR

I. General provisions

1. The Compulsory Harbour Regulations at the seaport of Anadyr (hereinafter – the Compulsory Harbour Regulations) have been developed according to the Federal Law dated November 8, 2007 No. 261-ФЗ "On seaports in the Russian Federation and on amending certain legislative acts of the Russian Federation" ¹, the Federal Law dated April 30, 1999 No. 81-ФЗ "The Merchant Shipping Code of the Russian Federation" ², General Rules of ships' navigation and mooring at the seaports of the Russian Federation and at approaches thereto ³ (hereinafter – the General rules).

2. The present Compulsory Harbour Regulations contain description of Anadyr seaport (hereinafter – the Seaport); rules of calling at the seaport and leaving the seaport by ships; rules of navigation within the seaport waters; description of territory of application of the Shipping Control and Administration Service and ship navigation rules within this area; rules of mooring ships in seaport and allocation of berths; rules of ensuring environmental safety, compliance with quarantine regulations at the seaport; rules of using specialized communication devices on the territory and within the waters of the seaport; details of the seaport boundaries; details of approaches to the seaport; details of the area of compulsory pilotage in the seaport; details of technical capacity of the port's berthing facilities; details of the navigation season; details of organizing navigation of ships in the seaport and on approaches to it under ice condition; details of water depths within the seaport and on approaches to it; details of handling dangerous cargo; details of transmitting information by masters of ships staying in the seaport in case of threat of unlawful interference in the seaport; details of transmitting navigational and hydrometeorological information to masters of ships staying in the seaport; any other information stipulated by regulatory legal acts of the Russian Federation related to merchant shipping.

3. The present Compulsory Harbour Regulations must be followed by all ships regardless of their national and departmental identity, as well as by individuals and legal entities regardless of their legal organization form and ownership form transacting business within the Seaport.

4. Ships' navigation within the Seaport and its approaches, moorage of ships within the Seaport waters must be carried out in accordance with the General Rules and the present Compulsory Harbour Regulations.

¹ Corpus of legislative acts of the Russian Federation, 2007 No. 46 art. 5557; 2008 No. 29, art. 3418, No. 30 art. 3616; 2009 No. 52 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 art. 4590, art. 4594; 2012 No. 26, art. 3446; 2013 No. 27 art. 3477, No. 30 art. 4058; 2014 No. 45 art. 6143, No. 49, art. 6928; 2015, No. 1, art. 52, No. 29, art. 4339; 2016 No. 27, art. 4215, art. 4282; 2017 No. 27, art. 3945.

² Corpus of legislative acts of the Russian Federation, 1999 No. 18 art. 2207; 2001 No. 22 art. 2125; 2003 No. 27 art. 2700; 2004 No. 15 art. 1519, No. 45 art. 4377, 2005 No. 52, art. 5581; 2006 No. 50 art. 5279; 2007 No. 46 art. 5557, No. 50 art. 6246; 2008 No. 29, art. 3418, No. 30, 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 art. 4590 art. 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, art. 4058; 2014 No. 6 art. 566, No. 42 art. 5615, No. 48 art. 6659; 2015 No. 1, art. 89, No. 13 art. 1810, No. 29, art. 4339, 4356; 2016 No. 27, art. 4186, art. 4215; 2017, No. 7, art. 1029, No. 27 art. 3945.

³ Corpus of legislative acts of the Russian Federation, Order of the Ministry of Transport of Russia dated August 20, 2009 No. 140 "On approval of General rules of navigation and stay of ships in seaports of the Russian Federation and on approaches thereto" (registered by the Ministry of Justice of Russia on September 24, 2009, registration N 14863) as amended by the Order of the Ministry of Transport of Russia dated March 22, 2010 No. 69 (registered by the Ministry of Justice of Russia on April 29, 2010, registration No. 17054).

II. Description of the Seaport

5. Anadyr seaport is located in the throat of Anadyr river in the north-western end of Anadyr estuary in the Bering Sea.

6. Boundaries of the seaport are endorsed by decree of Government of the Russian Federation No. 2059-p dated November 17, 2010⁴.

7. The seaport is a freezing port; no icebreaker support is offered.

8. The seaport is officially open for navigation from July 1 to October 1.

9. Depending on presence of ice in the seaport's water, the Harbour Master annually informs seafarers about the beginning and ending of navigation period with his decree.

10. Strong ebb-tide currents are observed in the seaport waters. Speed of the ebb current reaches 7.5 knots; under offshore wind it reaches 8 knots. Tide height equals from 1.0 to 2.5 meters.

11. The seaport has a maritime cargo-and-passenger seasonal multiway check point for crossing state border of the Russian Federation⁵.

12. The seaport renders services of provisioning, including supply of fresh water. Seaport offers repair services to ships up to 400 (gross tonnage) and accepts dry rubbish.

13. The seaport implements carriage of passengers and cargo.

14. Details of approaches to the seaport are set forth in annex No. 1 to the present Compulsory Harbour Regulations.

15. Details of the seaport's anchorages are set forth in annex No. 2 to the present Compulsory Harbour Regulations.

16. Details of technical capacity of the seaport's berthing facilities are given in Chapter IX of the present Compulsory Harbour Regulations and annex No. 3 thereto.

17. The seaport is not included into an operational zone of sea areas A1 and A2 of the Global Maritime Distress and Safety System (hereinafter – GMDSS).

18. Details of very high frequency communication channels used in the seaport (hereinafter – the VHF) are set forth in Chapter VIII of the present Compulsory Harbour Regulations and Annex No. 4 thereto.

19. Towage is offered at the seaport. Details of minimum quantity and capacity of tugs for mooring operations at the seaport is set forth in annex No. 5 to the present Compulsory Harbour Regulations.

Ships less than 150 meters long equipped with two propellers and a thruster or two or more thrusters are exempt from compulsory tug assistance.

20. Compulsory pilotage is offered at the seaport. Details of compulsory pilotage are set forth in annex No. 6 to the present Compulsory Harbour Regulations.

21. Fishing grounds are allocated within the seaport's boundaries; drift nets with external anchors are installed on these fishing grounds. Frames containing caught fish are towed with motorboats from fishing grounds to the fish factory at the berth No. 4. Details of fishing grounds within the seaport's waters are set forth in annex No. 7 to the present Compulsory Harbour Regulations.

III. Rules for ships' calls and departures at/from the Seaport

22. Information about ships' calling at the seaport and sailing from the seaport is transferred to the Harbour Master via the following URL address: www.portcall.marinet.ru.

23. Ships' calls and departures at/from the seaport are registered by the Harbour Master service 24 hours a day.

The Harbour Master issues a permit to a ship for navigation within the seaport waters and outside it with subsequent return to the seaport if the subject ship, its crew, hull, machinery and

⁴ Corpus of legislative acts of the Russian Federation, 2011, No, 48, art. 6407.

⁵ Decree of Government of the Russian Federation No. 1724-p dated November 20, 2008 (Corpus of legislative acts of the Russian Federation, 2008, No, 49, art. 5844)

equipment comply with applicable requirements related to navigation safety and protection of marine environment from pollution based on documents stipulated by Annexes No. 1 and 2 to General Rules and application of the ship's master (shipowner) or the ship agent stating the following information:

Ship's number assigned by International Maritime Organization (hereinafter referred to as IMO number) (if applicable);

Ship's name in Russian and Latin letters;

Ship's call sign;

Ship's number within Marine Mobile Service;

Name and IMO number (if applicable) of the ship's owner and operator;

Ship's class (name of the organization authorized to class and inspect ships, which issued its classification certificate);

Main parameters of the ship (ship's type, year of built, gross tonnage, deadweight, overall length, overall width, depth, module, extreme draught, forward draught, aft draught, permitted area of navigation);

Nature of the ship's operations;

Number of crew members and their nationality;

Intended area of navigation;

Existing restrictions of the area and season of the ship's navigation;

Details of the ship's security;

Information about sanitary and epidemiological situation aboard the ship;

Information about condition of the ship's cargo-handling equipment (devices) if any, as well as about any material incompliance of the ship to requirements of international conventions related to protection of human life at sea, safety of navigation, protection of marine environment from pollution from ships and transportation security.

The Harbour Master issues a permit to a ship for navigation within the seaport waters and outside it with return to the seaport in writing stating the information set forth in application of the ship's master (shipowner) or ship agent, as well as restriction of area and season of navigation applicable to the ship, date of issue and period of validity of the permit.

24. If information stated in application of the ship's master (shipowner) or the ship agent for permit for navigation within the seaport waters and outside it followed by return to the seaport changes during the period of validity of the permit, master of the ship (shipowner) or ship agent must inform Harbour Master about it to receive a new permit.

25. All ships navigating in rivers of Anadyr and Kanchalan watershed and in the seaport waters must inform Harbour Master service every time they call at the seaport and / or change berths about time and place of their moorage (anchorage).

26. Every time a ship, which has been issued the permit, exits the seaport and calls to the seaport, it must notify the Harbour Master about the exit / call from / to the seaport using VHF calling channel 16, call sign "Anadyr-radio-5" and VHF operating channel 14.

IV. Rules of ships' sailing within the Seaport waters

27. Authorization-based procedure for navigation and moorage of ships is in force at the seaport in accordance with the schedule of ships' traffic and allocation.

28. Harbour Master endorses the schedule of ships' traffic and allocation at the seaport every day based on information about a ship's call submitted in accordance with p. 22 of the present Compulsory Harbour Regulations.

29. Speed of ships' navigation at the seaport waters should not exceed nine knots, except for ships using dynamic positioning.

Ships with dynamic positioning may navigate within the seaport waters at maximum speed of 12 knots.

30. When visibility is less than one nautical mile, ships with dynamic positioning must navigate within the seaport waters in displacement condition.

31. Overtaking ships is not permitted in the seaport's waters.
32. Small watercrafts, sailing watercrafts and pleasure boats are not permitted to:
navigate in the seaport waters under speed of wind greater than 14 meters per second and /or visibility less than three cables;
approach ships at anchorages at the distance less than two cables;
cross ahead of ships and maneuver in close proximity to propelled ships and floating objects;
approach passenger berths for mooring;
tow frames with fish at the distance less than two cables from the seaport's berths and anchored ships.
33. Ships may embark and disembark pilots at the roadstead, anchorages, berths of the seaport, as well as in the area for embarking / disembarking pilots No. 173; the relevant information is set forth in annex No. 6 to the present Compulsory Harbour Regulations.
34. The following categories of ships are exempt from pilotage at the seaport:
Ice breakers;
Small watercrafts;
Sports sailing watercrafts;
Ships of port's fleet;
Ships of gross tonnage less than 500;
Ships of inland waterways, which call at Anadyr port from rivers Anadyr, Kanchalan, Velikaya and sailing from Anadyr seaport into these rivers.
35. Non-propelled ships may be towed in the seaport waters subject to permit of the Harbour Master using the following methods: behind the aft of the tug with tow line not longer than 80 meters or alongside – not more than one ship under the speed of wind not greater than ten meters per second and visibility not less than five cables.
Ships with a broken propeller-rudder system, main engines or a mooring device may be towed subject to permit of the Harbour Master with a pilot's assistance, except for ships of port fleet and ships of gross tonnage less than 500.
36. Passengers may be transported in the seaport waters by coastal watercrafts under the speed of wind not exceeding 14 meters per second and (or) sea swell up to two points and visibility at least five cables.
37. Ships must be extra careful navigating near areas extended for fishing operations in the seaport waters.

V. Description of the operational zones of the Shipping Control and Administration Service and ship navigation rules effective within these zones

38. Operational Zone of the Shipping Control and Administration Service is the seaport waters and approaches to it.
39. Ships' traffic within the Seaport waters and approaches to it is regulated by the Harbour Master service at VHF calling channel 16, call sign is "Anadyr-radio-5" and VHF operating channel 14.

VI. Rules of ships' mooring at the Seaport and allocation of mooring points

40. In the seaport ships can be moored at anchorages, information about which is set forth in the annex No. 2 to the present Compulsory Harbour Regulations, and at the seaport's berths, information about which is set forth in annex No. 3 to the present Compulsory Harbour Regulations.
41. Ships may perform anchoring / unanchoring operations and mooring operations subject to permit of the Harbour Master.
42. Ships must be positioned at anchorages so that their hulls did not obstruct leading lines and did not hamper other ships navigating along the fairway.
Anchored ships must keep at least six shackles of anchor chain veered; if speed of wind

increases beyond 12 meters per second, they must turn main engine to standby mode.

43. Anchorage of tugs with non-self-propelled ships anchored alongside as well as bunkering is allowed under the wind speed not greater than 14 meters per second.

44. Anchorage of non-self-propelled ships without crew and ships with defective main engines, steering, anchor devices and non-operational VHF radio station is permitted with tugboat support only.

45. Anchorage of ships at the seaport's berths with more than two hulls side by side is not allowed.

46. Due to insignificant depth ships with draught 1.5 meters and greater are allowed to moor at berths No. 1, 4, 5 and 8 during the period, which begins 2.5 hours before high tide and ends 1.5 hours after high tide comes.

47. Ships must moor to berths and hulls of other ships with their bow against the current.

48. Mooring operations must be implemented at the seaport's berths under speed of wind not greater than 14 meters per second and sea swell not higher than two points.

49. Tug assistance for mooring operations is mandatory, taking into account information about minimum quantity and minimum power of tugs for mooring operations at the seaport waters set forth in annex No. 5 to the present Compulsory Harbour Regulations, except for ships of port fleet, small watercrafts, sports sailing watercrafts and ships with gross tonnage less than 500.

50. Mooring operations may not be implemented simultaneously at berths No. 12 and 13.

51. Ships may moor to berth No. 10 only with their starboard side to water slack (water slack – direction of current during the transitional period from high tide to low tide and vice versa) at the beginning of low tide at daytime. Ships may moor under wind of western direction if speed of wind is lower than 10 meters per second.

52. Mooring operations to berths No. 12 and 13 when ships are positioned with their starboard side is permitted only during flood current and along water slack (change of current); when ships are positioned with portside, mooring is permitted along water slack (change of current), but not later than two hours after high tide comes.

53. Cargo operations are allowed at the seaport near berths and at the roadstead. Ships may implement cargo operations at the roadstead, when one of the ships has dropped its anchor as provided by Rules for rendering services of organizing reloading operations from one ship to another⁶.

54. Cargo operations using gantries, motocranes and ship loading devices are allowed at the seaport under speed of wind not greater than 14 meters per second; cargo operations using a floating crane are allowed under speed of wind not greater than 12 meters per second.

55. On receiving a storm warning or on deterioration of weather (wind speed exceeds 14 meters per second) or when sea swell is higher than two points, all cargo operations with oil and must be stopped.

56. Mooring a ship to a berth is provided by berth crew; their number depends on gross tonnage of a ship as follows:

For a ship of gross tonnage up to 300 - 1 linesman;

For a ship of gross tonnage from 301 to 1500 - 2 linesmen;

For a ship of gross tonnage from 1501 to 5000 - 4 linesmen;

For a ship of gross tonnage from 5001 to 10000 - 6 linesmen;

For a ship of gross tonnage from 10001 to 20000 - 8 linesmen;

For a ship of gross tonnage more than 20000 - 10 linesmen;

The linesmen leader should be provided with a radio communication to be able to communicate with the pilot and the ship's master.

⁶ Order of Ministry of Transport of Russia No. 68 dated April 29, 2009 "On endorsement of Rules for rendering services of organizing reloading operations from one ship to another" (registered by Ministry of Justice of Russia on June 29, 2009, registration No. 14146) as amended by order of Ministry of Transport of Russia No. 122 dated May 10, 2016 (registered by Ministry of Justice of Russia on June 7, 2016, registration No. 42438)

57. Diving operations within the seaport waters may be performed subject to permission of the Harbour Master. Diving operations are not allowed at the seaport waters under the following conditions:

- speed of wind greater than 10 meters per second;
- sea swell greater than two points;
- keel clearance under inspected ship less than two meters;
- visibility lower than five cables;
- cargo operations on the inspected ship.

VII. Environmental safety rules and quarantine regulations at the Seaport

58. Anadyr river is one of fishery aquatic objects of the highest category⁷.

59. No waste and oil-contaminated waters and kitchen slops are accepted at the seaport. Ships calling at the seaport must have sufficient tanks for storing shipboard wastes while staying at the seaport; the containers must ensure storing shipboard wastes until the ship can submit them at a different seaport that has appropriate receptacles.

60. Releasing ballast water at the seaport is prohibited.

61. When operations related to receiving / submitting oil products and bunkering operations are carried out, boom defense must be installed around ships involved in the respective operations.

62. Under conditions of ice formation or presence of floating ice in the seaport waters during a cargo operation, decision about using boom defense must be made based on actual ice and meteorological conditions.

63. The ship on which a patient experiencing symptoms similar to a particularly dangerous infection is revealed, should proceed to an anchorage No. 2 with all its crew, passengers and cargo for carrying out preventive epidemiological activities.

VIII. Rules for using special communication facilities within the territory and waters of the seaport

64. All ships located in the seaport waters or at its berths must keep continuous radio watch using VHF communication channels 9 and 16.

65. Ships not equipped with a properly operating radio and telephone communication station, which can ensure radio watch on VHF communication channels listed in the annex No. 4 to the present Compulsory Harbour Regulations, may not navigate in the seaport waters. The Harbour Master announces information on additional means of communication for submitting information, including phone numbers.

66. Any discussions unrelated to ensuring security of navigation are prohibited on the channels 6, 14 and 16 at the seaport.

67. Details of operating VHF channels are set forth in the annex No. 4 to the present Compulsory Harbour Regulations.

IX. Details of technical capacity of the seaport's anchorage / berthing facilities and the seaport waters depths

68. The seaport accepts ships up to 176 meters in length and up to 7.5 meters in draught.

69. Details of the seaport's technical capacity to accept ships at berths are set forth in the annex No. 3 to the present Compulsory Harbour Regulations.

70. Details of actual depth of the seaport waters and depth near its berths, as well as canal draughts of ships are submitted to seafarers by Harbour Master annually or when they change.

⁷ Order of Federal Agency for Fishery No. 818 dated September 17, 2009 "On introducing categories of fishery aquatic objects and peculiarities of harvesting (catching) bioresources inhabiting them relegated to fishery objects" (registered by Ministry of Justice of Russia on October 9, 2009, registration No. 14990)

X. Details of hazardous cargo handling

71. Operations with cargo of IMO Hazard Classes 3 and 4.2 may be implemented in the seaport.

72. A ship carrying hazardous cargo aboard moored near the seaport's berth must keep its main engine ready, so that the ship could leave the berth immediately.

73. Operations with liquid hazardous cargo are allowed under speed of wind not exceeding 14 meters per second and sea swell two points at most.

74. Cargo operations with petrochemicals may be implemented at the seaport near berths and at anchorage No. 8.

XI. Details of organizing navigation in the seaport and at approaches to it under ice conditions

75. When drifting ice appears in autumn, ice navigation is announced at the seaport. The date when ice navigation begins at the seaport is announced by Harbour Master annually.

76. When ice appears in the seaport waters carrying passengers by local maritime lines and crossings must be stopped.

77. Pilotage and mooring operations may be implemented at water slack (change of current) only at daytime taking into account ice conditions and intensity of ice drift.

78. Inshore moorings No. 4, 7 and 8 may not be used during ice navigation period.

79. Berths No. 12 and 13 may not be used by more than one ship at a time. Ships may only moor with their portside; additional steel mooring lines must be belayed.

Ships may only moor to the berth No. 10 with their starboard side; additional steel mooring lines must be belayed.

XII. Details of transmitting information by masters of ships staying at the Seaport about threat of acts of illegal interference in the seaport

80. If a threat of committing acts of illegal interference in the seaport arises, the ship master or the officers responsible for protection of the ship should immediately inform about it the security authorities of the port facility as well as the Harbour Master.

81. Harbour Master must be submitted information about the level of port facilities' security by operators of marine terminals, information about the level of ships' security by masters of ships within the seaport, as well as about any changes in the level of their security.

82. Notification about a threat of acts of illegal interference at the Seaport and about change of the level of security of a ship, as well as confirmation of receipt of the specified notifications is performed immediately starting the moment the circumstances specified in notifications occur using VHF communication channels.

83. Information about all incidents involving detection of suspicious items or explosives, about signs of preparation and accomplishment of acts of illegal interference, the facts of illegal penetration onboard the ships, about receiving any information concerning preparation of terrorist acts, as well as about all infringements of the established order or about suspects detected in the Seaport should be immediately transmitted by the masters of ships staying in the seaport to the Harbour Master and an officer of a port service in charge of security by means of VHF communication channels and by additional means of communication, which are further transmitted by the Harbour Master to interested parties.

XIII. Details of transmitting navigational and hydrometeorological information to the masters of ships staying at the Seaport

84. Harbour Master transmits navigational, hydrometeorological and other information to ships using operating VHF communication channel.

85. Storm warnings and especially important messages are transmitted to seafarers immediately using VHF communication channel 16. Ships must confirm receipt of especially important messages and storm warnings.

DETAILS OF APPROACHES TO THE SEAPORT

Approaches to Anadyr seaport are located in Anadyr estuary and are outlined with a line with the following coordinates Lat.64°33,7' N and Long.178°32,9' E (lighthouse Russkaya Koshka) and Lat.64°24,9' N and Long.178°14,9' E (Gek's lighthouse).

The fairway leading to Anadyr seaport begins near Russkaya Koshka land tongue in the point with coordinates Lat.64°33.3' N and Long.178°30.6 E. Length of the fairway is 30.3 miles. Besides the bar section, the fairway is outlined with leading lines. During navigation period clearing marks are installed. The fairway consists of 6 sections:

No.	Description of a section	Direction of navigation		Minimal depth at the axis (m)	Width of the section (bandwidth 10 m) (miles)	Length of the section (miles)
		To the port	From the port			
1	Along Salomatov leading line from Russkaya Koshka land tongue to Nikolay leading line and back	298.2°	118.2°	35.0	1.1 - 1.8	9.5
2	Along Nikolay leading line from axis of Salomatov leading line to buoy No. 2 and back	253.0°	073.0°	Near buoy No. 26.6	1.2 – 2.0	7.2
3	From buoy No. 2 to buoy No. 3 and back	315.0°	135.0°	-	-	2.4
4	From buoy No. 3 to buoy No. 4 and back	291.0°	111.0°	-	-	3.7
5	Along Dionisy leading line from buoy No. 4 to axis of Observation leading line and back	279.7°	099.7°	11.0	0.5 – 1.5	4.2
6	Along Observation leading line from axis of Dionisy leading line to traverse of anchorage No. 4 and back	360.0°	180.0°	17.4	0.8 – 1.1	3.3

Navigating along the fairway, ships must take into account sweeping induced by tidal current; depending on tide phase sweeping might reach up to 10 – 15°.

Due to multiple shoals located on both sides of fairway, leading lines do not represent the fairway's geometrical axis. We recommend that ships navigating along the fairway should keep to the leading lines and be extra careful.

Two-way traffic is allowed at sections from Russkaya Koshka land tongue to buoy No. 2 and from buoy No. 4 to anchorages No. 7 and 8. Overtaking ships is not allowed on the entire length of the fairway.

Reverse one-way traffic is established at sections from buoy No. 2 to buoy No. 3 and from buoy No. 3 to buoy No. 4 (bar section); ships calling at the seaport have the priority over the ships leaving the seaport. Ships must keep to fairway axis precisely while passing these sections.

DETAILS OF ANCHORING GROUNDS WITHIN THE SEAPORT WATERS

Ships may stay in the seaport at anchorages No. 1,2,3,4,7,8. All anchorages admit ships with draught up to 7.5 meters.

Anchorage No. 1 is aimed for a short-term stay (during navigation period) of detained or arrested ships.

Anchorage No. 2 is aimed for stay of ships, including quarantine stay.

Anchorage No. 3, 4, 7, 8 are aimed for ships of all kinds.

Cargo may be reloaded from one ship to another at anchorages No. 2, 3, 7, 8.

Coordinates of anchorages within the seaport waters:

No. 1 - Lat.64°40,00' N and Long.177°34,30' E;

No. 2 - Lat.64°41,63' N and Long.177°34,25' E;

No. 3 - Lat.64°42,15' N and Long.177°34,40' E;

No. 4 - Lat.64°42,87' N and Long.177°36,55' E;

No. 7 - Lat.64°45,00' N and Long.177°29,40' E;

No. 8 - Lat.64°45,55' N and Long.177°30,00' E.

**DETAILS OF TECHNICAL CAPACITY OF THE SEAPORT'S
ANCHORAGE / BERTHING FACILITIES**

Berths	Location of a berth	Technical characteristics of a berth	
		Berth length (meters)	Designed depth at a berth (meters)
Berth No. 1	3 cables south of Alexander cape	176.60	1.60
Berth No. 4	Immediately north of the berth No. 1	82.70	1.60
Berth No. 5	Immediately north of the berth No. 4	77.80	1.60
Berth No. 7	0.7 cables west of Alexander cape	Sea wall – 47.90 Left wingwall- 28.80 Right wingwall- 28.70	3.60
Berth No. 8	23 cables north of the berth No. 10	–	Dries out in ebb tide
Berth No. 10	1 cable north of Zaselnya cape	117.60	10.25
Berth No. 11	8.7 cables WNW of Alexander cape	136.85	From 1.10 to 7.40
Berth No. 12	Immediately ESE of the berth No. 11	123.00	7.10
Berth No. 13	Immediately ESE of the berth No. 12	123.00	7.10
River berth	Immediately west of the berth No. 11	72.10	1.70
Observation cape	West end of Observation cape	49.70	5.35

DETAILS OF VERY HIGH FREQUENCY CHANNELS USED AT THE SEAPORT

Subscriber	Very high frequency channels		Call sign
	Calling channel	Operating channel	
Harbor Master	16	14	«Anadyr-Radio-1»
State port control inspection	16	14	«Anadyr-Radio-5»
Port dispatcher	16	9	«Anadyr-Radio-2»
Pilot	16	6	«Lotsman»

**DETAILS OF MINIMUM QUANTITY AND POWE OF TUGS
FOR MOORING SHIPS IN THE SEAPORT**

A ship's gross tonnage	Minimum quantity of tugs and their minimum power (kilowatts)	
	mooring	unmooring
From 500 to 10,000	1 x 1,180	1 x 1,180

DETAILS OF COMPULSORY PILOTAGE AT THE SEAPORT

The area of compulsory pilotage includes:

Approaches to the seaport on Anadyr estuary from the area No. 173 (place, where a pilot embarks a ship calling at the seaport; place where a pilot leaves a ship leaving the seaport);

Waters of the seaport;

Section of Anadyr river neck from the north-western border of the seaport to the buoy No. 5 deployed in the location with the following coordinates: Lat.64°43,80' N and Long.177°04,80' E.

Area No. 173 is outlined with straight lines connecting points with the following coordinates in succession:

No.1 Lat.64°37,50' N and Long.178°15,40' E;

No. 2 Lat.64°37,10' N and Long.178°17,10' E;

No. 3 Lat.64°36,65' N and Long.178°16,60' E;

No. 4 Lat.64°37,05' N and Long.178°14,80' E.

DETAILS OF FISHING GROUNDS IN THE SEAPORT WATERS

Ground No.	Body of water	Borders	Size of the ground	Purpose
1	2	3	4	5
196	Anadyr estuary	Lat.64°42'18" N and Long.177°30'48" E; Lat.64°41'47" N and Long.177°30'21" E; Lat.64°41'37" N and Long.177°31'36" E; Lat.64°42'09" N and Long.177°32'02" E.	100 hectares	Coastal fishing
197	Anadyr estuary	Lat.64°45'35" N and Long.177°35'53" E; Lat.64°45'39 " N and Long.177°34'37" E; Lat.64°45'06" N and Long.177°34'40" E; Lat.64°45'05" N and Long.177°35'10" E	73 hectares	Coastal fishing