

Enters into force on 19 August 2011

Stringent Regulations of Sea Port Nakhodka

I. General Provisions

1. Stringent Regulations of Sea Port Nakhodka (hereinafter referred to as Stringent Regulations) were developed in accordance with Federal Law dated Nov 8, 2007, № 261-F3 “About Seaports of the Russian Federation and on Alteration in Separate Legal Acts of the Russian Federation”¹, Federal Law dated Apr. 30, 1999, № 81-F3 “Russian Merchant Shipping Code”², General Rules of Navigation and Staying at Seaports of the Russian Federation and on Approaches Thereto³ (hereinafter referred to as General Rules).

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

² *Collected Legislation of the Russian Federation, 1999, No 18, art. 2207; 2001, No. 22, art. 2125; 2003, No. 27 (sec. I), art. 2700; 2004, No. 45, art. 4377, No. 15, art. 1519; 2005, No. 52 (sec. 1), art. 5581; 2006, No. 50, art. 5279; 2007, No. 46, art. 5557, No. 50, art. 6246; 2008, No. 29 (sec. 1), art. 3418, No. 30 (sec 2), art. 3616, No. 49, art. 5748; 2009, No. 1, art. 30, No. 29, art. 3625; 2010, No. 27, art. 3425, No. 48, art. 6246; 2011, No. 23, art. 3258.*

³ *Order of the Russian Department of Transportation dated Aug. 20, 2009, No. 140 “About approval of General Rules of Navigation and Staying at Seaports of the Russian Federation and on Approaches Thereto” (registered by the Russian Ministry of Justice on Sept. 24, 2009, Registry No. 14863) with amendments made according to the order of the Russian Department of Transportation dated March 22, 2010, No. 69 (registered by the Russian Ministry of Justice on Apr. 29, 2010, Registry No. 17054).*

2. These Stringent Regulations include description of the seaport Nakhodka (hereinafter referred to as Seaport); rules of seaport call and exit; rules of navigation in harbor waters; description of Vessel Tracking Management System zones and rules of navigation in these zones; rules of moorage at Seaport and indication of places of mooring; rules of maintaining of environmental safety, quarantine at Seaport; rules of using of special communication facilities in the territory and aquatic area of the Seaport; information on the Seaport line; information on the line of A1 and A2 sea areas of Global Maritime Distress and Safety System; information on technical capability of the Seaport to take ships; data on navigation season; information on areas of compulsory and non obligatory pilotage; data on depth of harbor waters; data on providing information by the masters of the ships staying at Seaport if there is a threat of unwarranted interruption at Seaport; data on providing navigational and hydrometeorological information to the masters of the ships staying at the Seaport; other information required by regulations of the Russian Federation regarding merchant shipping.

3. This Stringent Regulations are to be performed by the ships regardless their nationality and department participation as well as by individuals and legal bodies carrying out their business at the Seaport, regardless their business legal structure and form of ownership.

4. Navigation at the Seaport and near it as well as mooring in aquatic waters should comply with General Rules and this Stringent Regulations.

II Seaport Description

5. Aquatic water of the Seaport includes the following harbors: Nakhodka, Novitsky, Andreev, Gaidamak, Moryak-Rybolov, Nazimov, Podyapolsky, Pyati Okhotnikov, Sokolovskaya, Preobrazheniya, Yuzno-Morskaya as well as body of river Oprichninka.

6. The line of the Seaport was set by regulation of Government of the Russian Federation No. 32-p¹ dated Jan. 19, 2010.

7. There is all-year navigation at Seaport, this Seaport is ice-free and works day-and-night, it has permanent cargo-passenger plurilateral point of passage across the State Border².

8. Navigation at the Seaport is performed in severe hydrometeorological conditions coming from tight fogs in spring-summer period, gales in autumn-winter period. There are typhoons accompanied by hurricane wind, good rainfalls and floods in summer and autumn.

¹ *Collected Legislation of the Russian Federation, 2010, No 4 art. 455.*

² *Decree of the Russian Federation dated Nov. 20 2008 No. 1724-p (Collected Legislation of the Russian Federation, 2008, No. 49 art. 5844)*

South and south-east winds may cause heavy swell in Nakhodka Bay and Nakhodka Harbor and in such situation the staying at berth No.1-11 in Nakhodka Harbor may be unsafe.

A river-borne current in the north-east part of Nakhodka Harbor brings silt that shoals the navigation channel leading to Nakhodka Harbor as well as the part of harbor water opposite the berths No. 6-11 in Nakhodka Harbor.

The periodical resonance horizontal wavering of the water (hereinafter referred to as “heave of sea”) may form near berths No. 1-11 of the Seaport during South winds.

9. The navigation and mooring is licensed at Seaport. The ships navigate through the channels, description of which is shown in Annex No. 1 to this Stringent Regulations.

10. The Seaport is covered by A1 and A2 sea areas of Global Maritime Distress and Safety System (hereinafter referred to as “GMDSS”).

11. The cargo, including dangerous goods, is handled at the Seaport. The Seaport also has facilities for replenishing with food, water, refueling, taking off the ships sewage and oily water, segregated ballast, all types of garbage as well as repairing of the equipment and carrying out the underwater survey of the ship.

12. Tug escort is provided at the Seaport. You may find the information on minimum quantity and power of tugs for mooring at the Seaport in Annex No.2 to this Stringent Regulations.

13. Compulsory and non obligatory pilotage carried out at the Seaport¹.

³ *Order of the Russian Department of Transportation dated Jan. 11, 2011, No.4 “About determination of the areas of compulsory and non obligatory pilotage at seaport of Nakhodka” (registered by the Russian Ministry of Justice on Feb. 9, 2011, Registry No. 19756).*

14. Information on technical capability of the Seaport to take the ships is given in Chapter X of this Stringent Regulations and in Annex No. 3 to this Stringent Regulations.

Information on channels of very high frequency (hereinafter referred to as “VHF”) of the Seaport is given in Annex No. 4 to this Stringent Regulations.

Information on anchoring berths is given in Annex No. 5 to this Stringent Regulations.

Information on inshore traffic zones is given in Annex No. 6 to this Stringent Regulations.

15. Data on areas No. 97, 98, 360 of the harbor waters is given in Annex No. 7 to this Stringent Regulations.

16. The mooring, bottom trawling, underwater work and bottom dredging, navigation with chain veered as well as any explosive works are prohibited in areas No. 97 and 98 and in area of cable laid between Matveev cape and Orekhov Island.

17. Navigation in area No. 360 of the Seaport and in area between Lisiy Island and mainland is prohibited.

18. When the ship is going to the North to the port berths of Podyapolsky Bay she should leave to East the rock 3 meters high that is on entry to Podyapolsky Bay.

III. Rules of seaport call and exit

19. Information on ship's calling should be provided to Harbor Master by Internet www.portcall.marinet.ru

20. The ships call at Nakhodka Harbor through the ship channel bounded by the straight lines connecting points with the following coordinates:

- № 1 42°49'00,29" of North latitude and 132°53'32,49" of East longitude;
- № 2 42°48' 41,11" of North latitude and 132°54'11,03" of East longitude;
- № 3 42°48'41,90" of North latitude and 132°54'39,96" of East longitude;
- № 4 42°48'38,60" of North latitude and 132°54'39,91" of East longitude;
- № 5 42°48'36,97" of North latitude and 132°53'38,60" of East longitude;
- № 6 42°48'46,99" of North latitude and 132°53'24,52" of East longitude.

21. Ships entry and exit procedures are performed day and night.

22. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels are prohibited to exit the Seaport if the wind speed is 12 m/s and more.

IV. Rules of navigation in harbor waters

23. The navigation in harbor waters is performed according to schedule of arrangement and navigation of ships at the Seaport through the navigational channels.

24. The Harbor Master draws up the schedule of arrangement and navigation of ships at Seaport daily according to the applications provided by the ship masters (shipowners or marine agents) and berths operator.

25. The Harbor Master gives permission for anchoring and weighing, mooring.

26. Traffic management service (hereinafter referred as "TMS") handle traffic in the harbor water and control anchoring and weighing operations excepting the following bays: Nakhodka, Novitsky, Andreeva, Gaidamak, Yuzno-Morskoy, Nazimov, Podyapolsky, Pyati Okhotnikov, Preobrazheniya, Moryak-Rybolov and body of river Oprichninka.

27. The traffic in harbor waters is performed through channels No. 1, 5, 6, 6A and 7.

28. The channels No. 1 and 7 have two-way traffic for ships sailing on the right side of the channel.
29. The channels No. 5 and 6 have one-way traffic and TMS recommends its direction according to the density of traffic in Nakhodka Bay.
30. The channel No. 6A has South-Eastward one-way traffic for the ships exiting Nakhodka Harbor.
31. The ships going to the berths of Seaport and Fishing port in Nakhodka Harbor take on board and debark pilots at point 42°48'00" of North latitude and 132°56'24" of East longitude.
32. The ships going to the berths of the oil-loading terminal in Novitsky Bay take on board and debark pilots at point 42°45'50" of North latitude and 132°56'24" of East longitude.
33. TMS pilots ship from sea buoy of Nakhodka Bay to pilot receiving points indicated in i. 31-32 of this Stringent Regulations.
34. The pilotage of ships with defective propeller-rudder system, ship power plant (hereinafter referred to as "SPP") or ground tackle should be done with the agreement of the Harbor Master if such ships have tug escort only.
35. The ships get the pilotage service on base of applications according to schedule of arrangement and navigation of ships at the Seaport with respect to requirements of i.31 of General Rules. Filed earlier application should be withdrawn not less than 1 hour before the applied time of the pilotage.
36. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels as well as vessel of serving and supplying ships staying in Harbor waters and near it only and Seaport infrastructure facilities (hereinafter referred to as "ships of the port fleet"), the navigators of which know the specifics of navigation in harbor waters, are released by the Harbor Master from compulsory pilotage in compulsory pilotage areas of the harbor waters.
37. The following speed limits should be kept in the harbor waters:
- for channels No. 1 and 7 and for the east part of channel No. 6 the vessel speed should be: less than 10 knots for ships 150 meters long and less; 8 knots for ships more than 150 meters long;
for channels No. 5 and 6A and for the west part of channel No. 6 the vessel speed should be 6 knots maximum;
- in Nakhodka Harbor and Novitsky Bay the ship more than 50 meters long should keep the minimum speed sufficient for holding the course; the speed of the ship less than 50 meters long should be 10 knots maximum.
- The vessel speed should be minimum and sufficient for holding the course in the following bays: Yuzhno-Morskoy, Gaidamak, Andreev, Pyati Okhotnikov, Podyapolsky, Preobrazheniya, Nazimov, Moryak-Rybolov and body of river Oprichninka.
38. TMS may recommend a different way of channel and (or) channel crossing passing in areas of channels crossing or in areas of heading crossing.
39. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels should sail in inshore traffic zones.

40. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels going along the Seaport berths should keep the safe distance from the berths and have the speed that won't cause wake wave.

41. Sailboats should move with the help of engine or tug escort in Nakhodka Harbor.

42. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels in harbor waters are not allowed to:

sail near channels No. 5 and 6;

sail near anchoring berths if it may interfere with vessels;

sail without performing radio communications with TMS and Harbor Master;

cross the course ahead of another ship and manoeuvre very close to moving ships, working dredgers and pontoon crane;

approach the Seaport berths without permission of Harbor Master;

go in anchor in Nakhodka Harbor or in Seaport channels or near them.

43. The ships having main engine with power less than 55 kW, pleasure crafts and sports vessels should hold the course to north-west end of berth No. 70 and than to berth No. 78 when they leave the place of anchoring in Nakhodka Harbor.

The ships less than 50 meters long, the ships having main engine with power less than 55 kW, pleasure crafts and sports vessels should sail from berth No. 7 to the places of anchoring in reverse order.

44. The ships of 3000 GRT and more with deck timber cargo may navigate in Nakhodka Bay at a wind speed not exceeding 15 m/s.

45. The ships having main engine with power less than 55 kW may sail in harbor waters if the wind speed does not exceed 10 m/s and (or) sea disturbance is force two and visibility is not less than 5 cables.

46. The ships may enter the body of river Oprichninka in daylight hours only. The entry into the body of river Oprichninka is prohibited if the wave height is more than 2 meters and the visibility is less than 5 cables.

47. The exit from the body of river Margaritovka to the bay Moryak-Rybolov is allowed in daylight hours only.

The ships are prohibited to enter-exit the body of river Margaritovka at two meter high wave and more and east or south wind.

48. The ships may be tugged in "astern", "beam-on", "pushing" manner in harbor waters. The length of the towrope should be 100 meters long maximum if the ship is tugged in "beam-on" manner.

49. The ships with defective SPP or ground tackle should be tugged at wind speed not exceeding 15 m/s with compulsory pilotage.

50. The towing of the object in Yuzhno-Morskaya, Gaidamak, Sokolovskaya Bays is allowed if tow line is 50 meters long and at wind speed not exceeding 12 m/s. The towing of more than one object is prohibited.

51. Forming a tow in several objects is allowed in Nakhodka Bay outside the Nakhodka harbor.

V. Description of Vessel Tracking Management System zones and rules of navigation in these zones

52. Regional traffic management service of the Peter the Great Bay (hereinafter referred to as “RTMS”) works in harbor waters.

RTMS service area covers inland sea waters of the Peter the Great Bay includes Nakhodka Bay with adjacent part of the Peter the Great Bay bounded southerly by the line that connects Povorotny Cape and Likhachev Cape (hereinafter referred to “sector No.2”).

53. RTMS acts as TMS in sector No.2.

The ships sailing to Nakhodka Bay should connect with MTS by VHF channel 13 when they cross the line Likhachev Cape – Povorotny Cape.

The ships leaving Nakhodka Bay get permission of MTS for radio blackout on VHF channel 13 when they cross the line Likhachev Cape – Povorotny Cape.

54. On the way to Nakhodka Bay in sector No.1B that bounded southerly by limit of the territorial sea, westerly by meridian 132°28,00' of east longitude, easterly by meridian 133°43,00' of east longitude, radio communication with RTMS is performed on VHF channel 9.

55. MTS doesn't control the ships navigation in Nakhodka Harbor, Novitsky, Andreev, Gaidamak, Yuzhno-Morskaya, Nazimov, Podyapolsky, Pyati Okhotnikov, Preobrazheniya, Moriak-Rybolov bays and in body of river Oprichninka.

The navigation and the radio communication with the ships in the above mentioned areas are performed by Harbor Master.

In the rest of areas of the harbor waters MTS controls the ships navigation and performs radio communications by VHF channel 16 and 13, call sign “Nakhodka-Traffic”.

56. In Nakhodka Harbor the Harbor Master controls the ships navigation and performs radio communication by VHF operating channel 69, call sign “Nakhodka-5”.

57. In Novitsky Bay the Harbor Master controls the ships navigation and performs radio communication by VHF operating channel 34, call sign “Novitsky-5”.

VI. Rules of moorage at Seaport and indication of places of mooring

58. The ships go into anchor on the following anchoring berths No. 1, 2, 3, 4, 10 and 282.

59. Mooring of ship is provided by mooring squad the number of which depends on the ship GRT on the following basis:

for ship 300 GRT – 1 mooring squad;

for ship 301-1500 GRT – 2 mooring squads;

for ship 1501-2500 GRT – 3 mooring squads;

for ship 2501-5000 GRT - 4 mooring squads;

for ship 5001-10000 GRT – 6 mooring squads;

for ship 10001-20000 GRT – 10 mooring squads.

The mooring master must have radio communication with the ship.

60. Berthing, de-berthing, shifting and shifting of the ships for more than 50 meters (hereinafter referred to as “mooring operations”) at Seaport are done by tugs.

Mooring operations of the ships with defective SPP, steering and ground tackle should be done by tow escort and pilotage.

In winter ice formation period the tugs clean the operational zone of the berth before the ship mooring.

62. It's not allowed to moor the ship to berth No.33 in Nakhodka harbor less than 15 meters closer to the berth head.

63. The parallel mooring is used to moor the ship to the berth of seaport of Nakhodka harbor.

64. When the ship is approaching the oil terminal of Novitsky Bay, she should keep the speed 0.1 m/s maximum and approach angle between the ship and the terminal should not exceed 5 degree.

65. It's not allowed to moor ships to berths No. 9, 10, 11, 12 and 13 in area of fishery terminal in Nakhodka harbor less than 15 meters closer to shore line.

66. The propellers of the moored ships may operate at trial start for SPP setting up procedures only.

67. In Novitsky Bay it's allowed to moor the ships to oil terminals No. 1 – 6 at offshore wind speed of 10 m/s maximum, at onshore wind of speed not exceeding 7.5 m/s, and one meter height waves.

68. In Novitsky Bay it's allowed to moor the ships 30 000 GRT and more to oil terminals No. 1 – 2 at offshore wind speed of 7.5 m/s at most and at onshore wind of speed not exceeding 5 m/s and 0.5 meter height waves.

69. The ships moored to oil terminals in Novitsky Bay should sail to anchoring berths of Seaport after finishing cargo operations and filing cargo documents.

70. The ships staying on anchoring berths in harbor waters should inform TMS and Harbor Master if they found out drift.

71. In case of heave of sea the ships moored to berths No. 1 – 11 in Nakhodka Harbor must be ready to sail to anchoring berths immediately by order of Harbor Master.

72. In case of hydrometeorological conditions that make mooring at berth in Novitsky Bay unsafe, the ships of the seaport fleet sail to anchoring berths No. 282.

73. Ships mooring at berths in body of river Margaritovka is not allowed during the flood. When the flood begins the ships should be ready to sail to anchoring berths immediately.

74. At wind speed of 15 m/s and more in harbor waters the following is prohibited: the anchorage of tugs with non-propelled crafts moored to its board; supplying with fuel and lubricants of ships lying on anchor.

75. In Nakhodka Bay mooring operations are not allowed at wind speed of 15 m/s and more and (or) visibility less than 5 cables.

76. The mooring to the berths is allowed at wind speed not exceeding 12 m/s in the following bays: Andreeva, Gaidamak, Moryak-Rybolov, Nazimov, Podyapolsky, Pyati Okhotnikov, Sokolovskaya, Preobrazheniya, Yuzno-Morskaya and body of river Oprichninka.

77. The ship master should inform the Harbor Master about commencement and completion of underwater works.

78. The underwater works may be conducted at:
wind speed not exceeding 10 m/s and (or) force two sea disturbance;
water under the keel 2 meters deep;
visibility of 5 cables at most;
no cargo handling on the board of the ship.

VII. Rules of maintaining of environmental safety, quarantine at Seaport

79. Port reception facilities intakes all types of shipboard wastes subject to requirements of Annex I, IV and V to International Convention for the Prevention of Pollution from Ships 1973¹. The ship delivers sewage and oily water, all types of wastes to reception facilities according to application that should be submitted by the shipowner or agent to the berth operator in 12 hours till commencement of waste delivery.

¹*Decree of Council of Ministers of the USSR No. 947 dd 30 Sept. 1983 "On accession to a convention 1978 to International Convention for the Prevention of Pollution from Ships 1973" (Decrees of Council of Ministers of the USSR, 1983, September, page 127).*

80. Collecting vessels of 1350 m³ gross volume take oily water from the ship. In oil terminal of Novitsky Bay the oily water is delivered to onshore reception and treatment facilities of 15000 m³ gross volume.

81. Ships with tanks for segregated ballast receive and deliver ballast by pipeline separated from other pipelines and not used for oily water and sewage.

82. At loading and discharging of hazardous substances necessary measures should be taken to prevent the cargo getting into the water.
The nets that prevent the cargo getting into water should be high-lighted at night.

83. If during discharging or loading of oil or oil products, oil or oil product spilled on the ship or in harbor water then discharging/loading operations should stop and necessary measures for oil/oil product spill containment should be taken. Information on water pollution should be immediately provided to Harbor Master by VHF channel 69 and it should include the following data:

time when the oil/oil product spillage is found out;
hydrometeorological conditions (sea state, speed and direction of wind, visibility);
pollution form and size of polluted area;
supposed pollutant source.

The ships are not allowed to cross the polluted area.

The ship should reduce the speed to minimum sufficient for holding the course when she is going near the area where cleanup of oil/oil product spillage is being done.

84. If on a board of the ship there is an ill person having symptoms supposed to be a very dangerous infection, such ship and crew, passenger and cargo, should sail to anchoring berths No. 3 and 4 for epidemiology.

VIII. Rules of using of special communication facilities in the territory and aquatic area of the Seaport

85. The radio communications between ships, between ships and shore services at Seaport is performed by VHF radio channels or by additional means of communications.

86. The ships in motion must be on radio watch by VHF channel 13 all the time. It's not allowed to use VHF channels provided by this Stringent Regulations for communications between shore correspondents.

87. VHF channels 74 or 96 are used to communicate with tugs during mooring operations near the berths of Nakhodka Harbor, and VHF channel 34 is used to communicate with tugs during mooring operations near the oil terminals in Novitsky Bay.

88. Harbor Master announces information about additional means of communication including telephone numbers.

IX. Information on the line of A1 and A2 sea areas of Global Maritime Distress and Safety System

89. The Seaport is in A1 and A2 GMDSS sea areas that connected with marine rescue coordination center.

90. The communication in A1 GMDSS sea area is maintained by three base stations covering waters of Peter the Great Bay and adjacent territorial sea and aquatic water beyond its limits (10-20 miles).

Radio range of the base station located on mountain Tumannaya (42°34'00" of North latitude and 131°11'00" of East longitude) is 70 miles.

Radio range of the base station located on mountain Gorsovetskaya (43°07'00" of North latitude and 131°55'00" of East longitude) is 55 miles.

Radio range of the base station located on TV aerial of Nakhodka City (42°51'00" of North latitude and 132°50'00" of East longitude) is 45 miles.

91. Operational zone of A2 GMDSS sea area covers waters of Japan Sea of 150 miles radius with center on Povorotny Cape, from coast of Korean Peninsula to point with coordinates 42°33'00" of North latitude and 136°25'00" of East longitude and further to Olarovsky Cape.

X. Information on technical capability of the Seaport to take ships and to recycle dangerous cargo

92. The Seaport takes ships:

up to 250 meter long and 11 meter draft in Nakhodka Harbor excepting berth of the fishery terminal;

up to 200 meter long and 8.8 meter draft in Nakhodka Harbor fishery berths;

up to 200 meter long and 12.5 meters draft in Novitsky Bay;

up to 8 meter draft in Andreev and Podyapolsky Bays;

up to 6 meter draft in Yuzhno-Morskaya and Gaidamak Bays;

up to 6.5 meter draft in Sokolovskaya and Preobrazheniya Bays;

up to 5.2 meter draft in Pyaty Okhotnikov Bay;

up to 4 meter draft in body of river Oprichninka;

up to 3.5 meter draft in Moryak-Rybolov Bay and body of river Margaritovka.

93. The Seaport may recycle dangerous goods of 2-5, 7-9 hazard classes and 6.1 hazard subclass of International Maritime Organization.

XI. Data on depth of harbor waters

94. Information on berthing facilities and depth near berths of the Seaport is given in Annex No.3 to this Stringent Regulations.

95. Information on actual depth of harbor water and near Seaport berths and ships passing draft is provided by Harbor Master to the seamen every year and upon any changes.

XII. Data on providing information by the masters of the ships staying at Seaport if there is a threat of unwarranted interruption at Seaport

96. Ship master or ship security officer must inform port security officer and Harbor Master if there is a threat of unwarranted interruption at Seaport.

Such information includes:

ship type and name;

ship location;

threat information source;

supposed time of unlawful act.

97. Harbor Master should be provided with information on security level of port facilities and ships staying at Seaport and on any changes in security levels.

98. Masters of the ships staying at Seaport should immediately inform Harbor Master, port security officer by VHF channel or by additional means of communication recommended by Harbor Master, about all accidents related to finding out suspicious objects or explosive devices, about unlawful act training and conducting, illegal getting on the board of a ship, upon getting any information regarding to preparations of sabotage and terrorist actions and about all violations of law and suspicious persons found at Seaport.

99. VHF channels are used for transmissions of:

Harbor Master warning of threat of unwarranted interruption at Seaport and of ship security level changes;

Harbor Master warning ship security officers or port security officers of threat of unwarranted interruption at Seaport and changes of security level of port facilities and ships staying at Seaport or intending to call Seaport.

XIII. Data on providing navigational and hydrometeorological information to the masters of the ships staying at the Seaport

100. TMS on behalf of Harbor Master provide the ships with the following navigational and hydrometeorological information by VHF channel 13:

meteorological information and warnings;

information on navigation facilities condition;

information on factors that deaden a ship's headway;

information on any changes in TMS working conditions.

101. The notification goes before the transmission of a high value warning or storm warnings by duty VHF channel 16.

The ships should confirm the receiving of high value warnings or storm warnings.

102. TMS transmits a daily weather broadcast on 2.30 pm local time or by the ship's request.

*Annex No. 1
to the Stringent Regulations*

Information on navigational channels of the harbor waters

In Nakhodka Bay ships sail by the following navigational channels:

channel No. 1 4.62 miles long and 4 cables wide, at direction of channel centerline 180-0 degree;
channel No. 5 1.2 miles long and 1.4 cables wide, at direction of channel centerline 89.3 – 269.3 degree. In place of adjunction to channel No.1 channel No.5 has width widening formed by circular arc of 3.2 cable radius center of which is at adjunction point;
channel No. 6 is partitioned to western part 1.48 miles long and 1.4 cable wide at direction of channel centerline 87.9 – 267.9 degree, and eastern part 1.46 miles long and 1.4 cables wide at direction of channel centerline 87,9 - 267,9. In place of adjunction to channel No.1 channel No. 6 has width widening formed by circular arc of 2 cables radius center of which is at adjunction point;
channel No. 6A 1 mile long and 1.4 cables wide connects western part of channel No. 6 and northern part of channel No 1, at direction of channel centerline 130 degree;
channel No. 7 3.32 mile long and 4 cables wide connects channel No. 1 and a passage into Vrangal Bay of Nakhodka Bay, at direction of channel centerline 297 - 117 degree.

*Annex N 5
to Stringent Regulations (i. 26)*

Information of seaport anchoring berths

1. Ships stay on anchoring berths that bounded by straight lines connecting in order the points with the following coordinates:

anchoring berth № 1:

№ 1 42°48,87' of North latitude and 132°54,50' of East longitude;
№ 2 42°49,45' of North latitude and 132°54,50' of East longitude;
№ 3 42°49,70' of North latitude and 132°55,11' of East longitude;
№ 4 42°49,70' of North latitude and 132°56,01' of East longitude;
№ 5 42°48,87' of North latitude and 132°55,89' of East longitude,

anchoring berth № 2:

№ 1 42°48,97' of North latitude and 132°56,50' of East longitude;
№ 2 42°49,70' of North latitude and 132°56,50' of East longitude;
№ 3 42°49,70' of North latitude and 132°57,35' of East longitude;
№ 4 42°49,38' of North latitude and 132°58,07' of East longitude;
№ 5 42°48,87' of North latitude and 132°58,07' of East longitude;
№ 6 42°48,87' of North latitude and 132°56,63' of East longitude,

anchoring berth № 3:

№ 1 42°47,90' of North latitude and 132°58,07' of East longitude;
№ 2 42°47,45' of North latitude and 132°57,45' of East longitude;
№ 3 42°47,78' of North latitude and 132°56,65' of East longitude;
№ 4 42°48,58' of North latitude and 132°56,65' of East longitude;
№ 5 42°48,58' of North latitude and 132°58,07' of East longitude,

anchoring berth № 4:

- № 1 42°48,08' of North latitude and 132°55,12' of East longitude;
- № 2 42°48,08' of North latitude and 132°55,85' of East longitude;
- № 3 42°46,63' of North latitude and 132°55,85' of East longitude;
- № 4 42°46,63' of North latitude and 132°55,12' of East longitude,

anchoring berth № 10:

- № 1 42°46,18' of North latitude and 132°55,12' of East longitude;
- № 2 42°46,18' of North latitude and 132°55,67' of East longitude;
- № 3 42°45,97' of North latitude and 132°55,85' of East longitude;
- № 4 42°44,77' of North latitude and 132°55,85' of East longitude;
- № 5 42°44,82' of North latitude and 132°54,97' of East longitude;
- № 6 42°45,05' of North latitude and 132°54,97' of East longitude;
- № 7 42°45,57' of North latitude and 132°55,47' of East longitude;
- № 8 42°45,77' of North latitude and 132°55,12' of East longitude,

anchoring berth № 282:

- № 1 42°45'85" of North latitude and 132°54'00" of East longitude;
- № 2 42°46'10" of North latitude and 132°54'00" of East longitude;
- № 3 42°46'10" of North latitude and 132°54'43" of East longitude;
- № 4 42°45'92" of North latitude and 132°54'45" of East longitude;
- № 5 42°45'87" of North latitude and 132°54'23" of East longitude.

2. There are the following anchoring berths in Sokolovsky Bay:

a) for carrier and harvesting vessels the anchoring berth is bounded by straight lines connecting in order the points with the following coordinates:

- № 1 42°52'54" of North latitude and 133°50'48" of East longitude;
- № 2 42°53'18" of North latitude and 133°54'54" of East longitude;
- № 3 42°52'42" of North latitude and 133°54'48" of East longitude;
- № 4 42°52'24" of North latitude and 133°54'06" of East longitude,

b) for vessels carrying dangerous goods and tankers the anchoring berth is bounded by straight lines connecting in order the points with the following coordinates:

- № 1 42°52'42" of North latitude and 133°49'30" of East longitude;
- № 2 42°52'48" of North latitude and 133°50'24" of East longitude;
- № 3 42°52'24" of North latitude and 133°50'42" of East longitude;
- № 4 42°52'12" of North latitude and 133°50'00" of East longitude.

Annex N 6
to Stringent Regulations (i. 26)

Information on inshore traffic zones

a) "A" zone is bounded westerly by straight lines connecting in order the points with the following coordinates:

- № 1 42°48'13" of North latitude and 132°54'47" of East longitude;
- № 2 42°47'17" of North latitude and 132°54'49" of East longitude;
- № 3 42°47'08" of North latitude and 132°54'37" of East longitude;

№ 4 42°46'20" of North latitude and 132°54'36,5" of East longitude;
№ 5 42°46'16" of North latitude and 132°54'53" of East longitude;
№ 6 42°45'18,5" of North latitude and 132°54'54" of East longitude;
№ 7 42°44'14,5" of North latitude and 132°53'43" of East longitude,

and easterly by straight lines connecting in order the points with the following coordinates:

№ 1 42°48'12" of North latitude and 132°54'59" of East longitude;
№ 2 42°45'17" of North latitude and 132°55'00" of East longitude;
№ 3 42°44'14" of North latitude and 132°53'51" of East longitude.

b) "B" zone is bounded westerly by straight lines connecting in order the points with the following coordinates:

№ 1 42°48'42" of North latitude and 132°58'13" of East longitude;
№ 2 42°46'29" of North latitude and 132°59'57" of East longitude,

and easterly by straight lines connecting in order the points with the following coordinates:

№ 1 42°48'52" of North latitude and 132°58'41" of East longitude;
№ 2 42°46'17" of North latitude and 133°00'25" of East longitude.

Annex N 7
to Stringent Regulations (i. 26)

Information on areas No. 97, 98, 360 of harbor waters

Area No. 97. This area is bounded by coastline and straight lines connecting in order the points with the following coordinates:

№ 1 42°48,39' of North latitude and 132°53,12' of East longitude;
№ 2 42°48,00' of North latitude and 132°53,12' of East longitude;
№ 3 42°47,95' of North latitude and 132°53,12' of East longitude;
№ 4 42°47,88' of North latitude and 132°53,12' of East longitude;
№ 5 42°48,25' of North latitude and 132°53,12' of East longitude;
№ 6 42°48,30' of North latitude and 132°53,12' of East longitude.

Area No. 98. This area is bounded by coastline and straight lines connecting in order the points with the following coordinates:

№ 1 42°45,03' of North latitude and 132°52,32' of East longitude;
№ 2 42°44,34' of North latitude and 133°01,02' of East longitude;
№ 3 42°43,98' of North latitude and 133°01,38' of East longitude;
№ 4 42°43,48' of North latitude and 133°00,80' of East longitude;
№ 5 42°43,56' of North latitude and 132°58,80' of East longitude;
№ 6 42°42,71' of North latitude and 132°58,85' of East longitude;
№ 7 42°42,20' of North latitude and 133°00,55' of East longitude;
№ 8 42°40,70' of North latitude and 133°02,81' of East longitude;
№ 9 42°39,80' of North latitude and 133°02,81' of East longitude;
№ 10 42°39,80' of North latitude and 132°55,00' of East longitude;
№ 11 42°42,80' of North latitude and 132°55,00' of East longitude;
№ 12 42°43,57' of North latitude and 132°56,47' of East longitude;

№ 13 42°44,35' of North latitude and 132°52,33' of East longitude.

Area No. 360. This area is bounded by straight lines connecting in order the points with the following coordinates:

№ 1 42°52,30' of North latitude and 133°49,40' of East longitude;

№ 2 42°52,63' of North latitude and 133°49,00' of East longitude;

№ 3 42°53,18' of North latitude and 133°49,88' of East longitude;

№ 4 42°53,48' of North latitude and 133°51,00' of East longitude;

№ 5 42°53,00' of North latitude and 133°51,45' of East longitude.

Information on minimum quantity and power of tugs for mooring operations at the Seaport

Vessel Deadweight	Berthing	De-berthing
Berths of oil terminal in Novitsky Bay		
Berths No. 1, 2		
7 000- 18 000 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
18 001 – 33 000 t.	2 x 2610 kW	2 x 2610 kW
33 001 – 50 000 t.	2 x 2610 kW 1 x 882 kW	2 x 2610 kW 1 x 882 kW
50 001 – 105 000 t.	2 x 2610 kW 1 x 882 kW 1 x 1180 kW	2 x 2610 kW 1 x 882 kW 1 x 1180 kW
Berth No. 3		
Up to 18 000 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
Berth No. 4		
Up to 5 000 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
Berth No. 5		
Up to 1500 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
Berth No. 6		
Up to 5 000 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
Berth No. 7 (for bulk-carriers)		
Up to 18 000 t.	1 x 1180 kW 1 x 882 kW	1 x 1180 kW 1 x 882 kW
Berths of marine terminal and fishery terminal in Nakhodka Harbor		
Up to 10 000 t.	2 x 882 kW	2 x 882 kW
10 001 – 20 000 t.	1 x 2100 kW 1 x 882 kW	1 x 2100 kW 1 x 882 kW
20 001 – 30 000 t.	1 x 2100 kW 1 x 1720 kW	1 x 2100 kW 1 x 1720 kW
30 001 – 40 000 t.	1 x 2610 kW 1 x 2100 kW	1 x 2610 kW 1 x 2100 kW
40 001 – 80 000 t.	2 x 2610 kW 1 x 1720 kW	2 x 2610 kW 1 x 1720 kW

*Annex No. 3
to Stringent Regulations (i.14, 94)*

Information on technical capability of the Seaport to take ships and berths

Berth name	Berth location	Technical characteristics						Berth usage
		Berth length (m.)	Depth (projected) near berth (m.)	Design vessel dimensions				
				Deadweight (thousand tones)	Length overall (m.)	Width (m.)	Loaded draft (m.)	
1	2	3	4	5	6	7	8	9
Marine Terminal in Nakhodka Harbor								
Berth No. 1	In 18.0 cables to North from Shvedov Cape	92.6	5.9	3	100	13.2	5.5	All-services
Berth No. 2	Directly to South-South-East from berth No.1	126	7	3	100	13.2	5.5	General cargoes
Berth No. 3	In 8.3 cables to North-North-West from Astafyev Cape	137	5.7	4.1	100	14.8	4.83	General cargoes
Berth No. 4	To West-North-West from berth No. 3	22	5.66	2	38.5	7.48	4	Inert cargoes
Berth No. 5	To West-North-West from berth No. 4	42.01	4.69	2	96	12	4.2	Inert cargoes
Berth No. 6	In 8.3 cables to North-West from Astafyev Cape	41.5	6.5	4	114	15.66	6	General and inert cargoes

1	2	3	4	5	6	7	8	9
Berth No. 7	In 7.0 cables to North-West from Astafyev Cape	82.2	10	-	-	-	-	Moorage of ships with main engine less than 55 kW
Berth No. 8	Directly to South-South-West from berth No. 7	180.4	11.5	23.7	159	21	9.3	General cargoes
Berth No. 9	To South-South-West from berth No. 8	180	11.5	23.7	159	21	9.3	General cargoes
Berth No. 10	To South-South-West from berth No. 9	200	13	35	198.9	25.46	-	All-services
Berth No. 11	To South-South-West from berth No. 10	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 12	To South-South-West from berth No. 11	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 13	To South-South-West from berth No. 12	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 14	To South-South-West from berth No. 13	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 15	To South-South-West from berth No. 14	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 16	To South-South-West from berth No. 15	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 17	To West-South-West from berth No. 16	150	10.2	11.83	139.96	17.8	9.3	General cargoes
Berth No. 18	Directly to North-West from berth No. 17	150	-	-	-	-	-	Passenger
Berth No. 19	To North-West from berth No. 18	175	-	-	-	-	-	Passanger
Berth No. 20	To North-West from berth No. 19	100.1	7.5	3.011	95	12.2	3.69	General cargoes
Berth No. 21	To North-West from berth No. 20	68	7.5	3.011	95	12.2	3.69	Holding berth

Berth No. 22	To North-West from berth No.	147.5	7.5	7.76	125.5	16.2	6.06	General cargoes
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1	2	3	4	5	6	7	8	9
	21							
Berth No. 23	Directly to South-West from berth No. 22	194.3	7.41	10.02	130	17.35	6.92	General cargoes
Berth No. 24	Directly to South-East from berth No. 23	142	4.5	4.21	89.5	13.2	4.28	General cargoes
Berth No. 25	To South-east from berth No. 24	55.5	4.65	0.2	26	6	3.5	Holding berth
Berth No. 26	In 4.5 cables to North from Basnin Cape	141.5	6.5	3	100	13.2	5.5	General cargoes
Pier No. 1	Directly to South-East from berth No. 26	215.66	7.25	20.48	154.7	21	9.37	Repair of ships
Berth No. 27	Directly to South from pier No. 1	139	7	3	100	13.2	5.5	Repair of ships
Berth No. 28	To South from berth No. 27	117.7	7	8.8	98.5	15	6.3	All-services
Berth No. 29	To South from berth No. 28	199.5	7	11.149	139.5	16.8	6.28	All-services
Berth No. 30	To South from berth No. 29	103.4	4.9	3.011	95	12.2	3.69	All-services
Pier No. 2	Directly to East from berth No. 30	180	9.75	18.12	155.4	18.3	8.5	Repair of ships
Berth No. 31	To South from pier No. 2	81.80	5	2.178	74.5	12	4	All-services
Berth No. 32	To South from berth No. 31	76.66	6.8	4.017	81.2	16.3	4.3	Moorage of ships of emergency rescue service
Berth No. 70	In 8.0 cables to South-West from Astafyev Cape	191.6	6.5	3.947	88.77	13	5.2	Holding anchorage and repair of ships of port fleet
Berth No. 71	Directly to North-East from berth No. 70	149.65	9.75	12.74	139.4	17.5	7.83	Timber and general cargoes

Berth No. 72	To North-East from berth No. 71	179	9.75	18.03	151.4	18	8.8	Timber and general cargoes
Berth No. 73	To North-East from berth No. 72	160.5	9.75	18.03	151.4	18	8.8	Timber and general cargoes
Berth No. 74	To North-East from berth No.	194.7	9.75	20.286	162.2	22.2	9.2	General cargoes

1	2	3	4	5	6	7	8	9
	73							
Berth No. 75	To North-East from berth No. 74	197	9.75	20.286	162.2	22.2	9.2	General cargoes
Berth No. 76	To North-North-East from berth No. 75	165.65	11.5	20.286	162.2	22.2	9.2	Timber and general cargoes
Berth No. 77	To North-North-East from berth No. 76	170.3	11.5	18.03	151.4	18	8.8	Timber and general cargoes
Berth No. 78	To North-North-East from berth No. 77	174.3	11.5	18.03	151.4	18	8.8	Timber and general cargoes
Berth No. 79	In 3.1 cables to North-West from Shvedov Cape	174.5	10.41	20.286	162.2	22.2	9.2	General cargoes
Berth No. 80	To South-East from berth No. 79	145	-	-	-	-	-	-
Marine Fishery Terminal in Nakhodka Harbor								
Berth No. 33	In 0.7 cables to South-South-West from Basnin Cape	116.08	10.86	22.1	186.6	25	7.8	Transshipment of metal cargo
Berth No. 34	Directly to South-West from berth No. 33	101.4	10.86	22.1	186.6	25	7.8	Transshipment of metal cargo
Berth No. 35	To South-West from berth No. 34	104.94	11.21	22.1	186.6	25	7.8	Handling of transport refrigerators and fish processing ships
Berth No. 36	To South-West from berth No. 35	171.6	11.48	22.1	186.6	25	7.8	Handling of transport refrigerators and fish processing ships

1	2	3	4	5	6	7	8	9
Berth No. 37	To South-West from berth No. 36	180.92	11.5	22.1	186.6	25	7.8	Handling of transport refrigerators and fish processing ships
Berth No. 38	To South-West from berth No. 37	198.93	11.5	22.1	186.6	25	7.8	Handling of transport refrigerators and fish processing ships
Berth No. 39	To South-West from berth No. 38	173.7	9.75	18.3	170	17.8	8.5	General cargoes
Berth No. 40	To South-West from berth No. 39	174	9.75	18.3	170	17.8	8.5	General cargoes
Berth No. 41	To South-West from berth No. 40	45.6	6.5	4.34	77.8	15	5.4	Moorage of ships of port fleet (stern)
Berth No. 42	To South-West from berth No. 41	209.3	6.5	4.37	102.3	16.6	6.1	Repair of ships, timber cargo
Berth No. 43	To South-West from berth No. 42	300	6.5	4.37	102.3	16.6	6.1	Repair of ships, timber cargo
Berth No. 44	To South-West from berth No. 43	132.6	6.5	3.93	80.1	15	4.9	Repair of ships, timber cargo
Berth No. 45	Directly to South-East from berth No. 44	45	6.5	4.449	77.53	14.34	5.4	Oil cargo handling
Berth No. 46	Directly to East-South-East from berth No. 45	100	6.5	4.205	85.2	14.5	5.3	Transshipment of timber and general cargoes
Berth No. 47	To East-South-East from berth No. 46	80	6.5	4.205	85.2	14.5	5.3	Transshipment of timber and

								general cargoes
Berth No. 48	To East-South-East from berth	80	6.5	4.205	85.2	14.5	5.3	Transshipment

1	2	3	4	5	6	7	8	9
	No. 47							of timber and general cargoes
Berth No. 49	To East-South-East from berth No. 48	86	6.5	4.205	85.2	14.5	5.3	Transshipment of timber and general cargoes
Berth No. 50	Directly to East-North-East from berth No. 49	46.3	6.5	4.205	85.2	14.5	5.3	Transshipment of timber and general cargoes
Berth No. 51	To East-North-East from berth No. 50	100	6.5	4.370	102.3	16.6	6.1	Repair of ships, timber cargo
Berth No. 52	In 0.8 cable to East-North-East from berth No. 51	57	6.5	-	-	-	-	-
Pier No. 3	Directly to North-West from berth No. 52	101.2	6.82	7.225	107	16	6.99	Oil cargo handling
Berth No. 53	Directly to North-East from pier No. 3	59	6.5	0.656	44.5	7.5	3.46	Repair of ships
Pier No. 4	Directly to North-North-West from berth No. 53	L=281.5 R=230.1	9.75 9.75	24.45	178.3	23	7.7	Repair of ships
Berth No. 54	Directly to North-West from pier No. 4	131.3	6.48	5	97.68	16	5.52	Repair of ships
Pier No. 5 (dock)	Directly to North-North-West from berth No. 54	L=197 R=193.5	6.48	Dock 6 Dock 8.5	-	-	-	Docking
Berth No. 55	Directly to North-West from pier No. 5	63.4	6.48	2.5	61	12.4	4.9	Repair of ships
Berth No. 56	Directly to North-North-West from berth No. 55	126	6.48	3.8	83.91	14	5.72	Repair of ships
Berth No. 57	Directly to North-West from berth No. 56	273	6.48	3.8	83.91	14	5.72	Repair of ships

1	2	3	4	5	6	7	8	9
Pier No. 6	To North from berth No. 57	L=234.35 R=221.2	9.73 9.73	24.45	178.3	23	7.71	Repair of ships
Berth No. 58	Directly to North-East from pier No 6	84	6.48	3.8	83.91	14	5.72	Repair of ships
Pier No. 7 (dock)	Directly to North-East from berth No. 58	L=130 R=130	6.48 6.48	5.2 Dock 27	87	15.2	5.4	Docking
Berth No. 59	Directly to South-East from pier No. 7	84	6.48	5.2	87	15.2	5.4	Repair of ships
Berth No. 60	In 4.8 cables to South from Basnin Cape	84.5	6.5	1.216	59.2	9	5.3	Handling of ships during repair and holding anchorage
Berth No. 61	Directly to East-North-East from berth No. 60	210	9.75	17.14	155.1	20	8.25	Fishing ships handling
Berth No. 62	Directly to East-North-East from berth No. 61	184	6.5	5.72	104.5	16.03	6.1	Fishing ships handling
Pier No. 8	To North-East from berth No. 62	L=62 R=81	L=6.4 R=6.4	1.216	59.2	9	5.3	Fishing ships handling
Pier No. 9	In 0.3 cables to North-East from pier No. 8	L=85 R=105	L=6.4 R=6.4	1.216	59.2	9	5.3	Fishing ships handling
Pier No. 10	In 0.4 cables to North-East from pier No. 9	L=65 R=65	L=6.4 R=6.4	1.216	59.2	9	5.3	Fishing ships handling
Pier No. 11	In 0.4 cables to North-East from pier No. 10	L=65 R=65	L=6.5 R=6.5	1.216	59.2	9	5.3	Fishing ships handling
Pier No. 12	In 0.4 cables to North-East from pier No. 11	L=104 R=104	L=6.5 R=6.5	1.216	59.2	9	5.3	Fishing ships handling

1	2	3	4	5	6	7	8	9
Pier No. 13	In 0.4 cables to North-East from pier No. 12	L=80 R=56	6.5 6.5	1.216	59.2	9	5.3	Fishing ships handling
Berth No. 63	In 0.4 cables to North-East from pier No. 13	112.2	6.5	1.216	59.2	9	5.3	Commercial berth of floating dock No. 22
Berth No. 64	Directly to North-East from berth No. 63	98	9.75	17.414	155.1	20	8.25	General cargoes
Berth No. 65	To North-East from berth No. 64	100	9.75	7.22	105.7	15.6	7	General cargoes
Berth No. 66	To North-East from berth No. 65	100	9.75	17.14	155.1	20	8.25	General cargo and refrigerator handling
Berth No. 67	To North-East from berth No. 66	31	9.75	5.72	104.5	16.03	6.1	Holding anchorage
Berth No. 68	To North-East from berth No. 67	187	9.75	7.22	105.7	15.6	7	General cargoes
Berth No. 69	To North-East from berth No. 68	170	9.75	7.22	105.7	15.6	7	General cargoes
Marine Oil Terminal in Novitsky Bay								
Berth No. 1	In 6.5 cables to North-North-West from Pavlovsky Cape	268	13	62.6	230.55	32.3	11.59	Oil products recycling, ballast water discharging
Berth No. 2	To North from berth No. 1	268	13	62.6	230.55	32.3	11.59	Oil products recycling, ballast water discharging
Berth No. 3	To West from berth No. 1	118	9.1	16.57	160	20.2	8.2	Oil products recycling, ballast water discharging

1	2	3	4	5	6	7	8	9
Berth No. 4	To West from berth No. 2	118	9.1	6.48	105.4	14.78	6.09	Oil products recycling, ballast water discharging
Berth No. 5	To West from berth No. 3	72.9	7.3	4.449	77.53	14.02	5.4	Oil products recycling, ballast water discharging
Berth No. 6	In 1.0 cables to South from berth No. 5	161.4	7.4	8.090	98	18.3	6.45	Transshipment operations
Berth No. 7	In 1.5 cables to South from berth No. 1	158.24	9.75	11.83	139.96	17.8	7.84	Transshipment operations
Berth No. 8	Directly to South-South-West from berth No. 7	65.98	5	0.2	26	6	3.5	Holding anchorage of ships of port fleet
Marine Fishery Terminal in Andreev Bay								
Berth No. 1	In 11.3 cables to East from Sedlovidny Cape	100	-	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 2	Directly to South-East from berth No. 1	130	-	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 3	Directly to South-West from berth No. 2	35	-	1.234	53.7	10.5	4.5	Fishery ships supply
Marine Fishery Terminal in Pyati Okhotnikov Bay								
Berth No. 1	In 2.6 cables to West from Taranny Cape	55	-	1.7	72.2	13	2.8	Fishery ships supply

1	2	3	4	5	6	7	8	9
Berth No. 2	In 1.0 cables to North-East from berth No. 1	145	-	1.7	72.2	13	2.8	Fishery ships supply
Marine Fishery Terminal in Podyapolsky Bay								
Berth No. 1	In 2.0 cables to North-East from Polosatik Cape	333	4.7	0.3	33.97	7	3.5	Timber cargo transshipment
Berth No. 2	Directly to North-West from berth No. 1	58.5	2.89	-	-	-	-	Handling anchorage
Berth No. 3	In 3.2 cables to East from berth No. 1	86	-	0.3	33.97	7	3.5	Fishery ships supply
Berth No. 4	Directly to South-West from berth No. 3	90	-	0.3	33.97	7	3.5	Fishery ships supply
Marine Fishery Terminal in Yuzhno-Morskaya and Gaidamak Bays								
Berth No. 1	In 1.5 cables to West from Chayachiy Cape	36	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 2	Directly to North-North-West from berth No. 1	165	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 3	Directly to East from berth No. 2	95	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 4	Directly to North-North-West from berth No. 3	65	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 5	In 2.5 cables to North-West from Chayachiy Cape	95	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 6	To North-West from berth No. 5	144	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 7	Directly to South-East from berth No. 6	57	-	1.34	54.2	9.3	3.72	Fishery ships supply

1	2	3	4	5	6	7	8	9
Berth No. 8	In 7.0 cables to North-West from Tchaikovsky Cape	437	-	1.34	54.2	9.3	3.72	Fishery ships supply
Berth No. 9	In 8.1 cables to West-North-West from Tchaikovsky Cape	279.3	6.46	1.234	53.7	10.5	4.5	Repair of ships
Berth No. 10	Directly to North-West from berth No. 9	201.83	6.46	1.234	53.7	10.5	4.5	Repair of ships
Berth No. 11	In 4.3 cables to North-North-East from berth No. 10	27	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 12	Directly to South-East from berth No. 11	66	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 13	Directly to West-North-West from berth No. 12	51.3	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 14	Directly to South-South-East from berth No. 13	78	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 15	Directly to East from berth No. 14	67	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Berth No. 16	To east from berth No. 15	78	5.36	1.234	53.7	10.5	4.5	Fishery ships supply
Marine Fishery Terminal in Nazimov Bay								
Berth No. 1	In 6.0 cables to East from Felkerzam Cave	96.2	-	0.3	33.97	7	3.6	Fishery ships supply
Marine Fishery Terminal in Moryak-Rybolov Bay								
Berth No. 1	At right bank of western river branch in 0.9 cables to West from Northern passage cave of body of river Margaritovka	257.6	-	53.7	10.5	4.5		Fishery ships supply

1	2	3	4	5	6	7	8	9
Marine Fishery Terminal in body of river Oprichninka								
Berth No. 1	At right bank of body of river Oprichninka	200	-	0.3	33.97	7	3.6	Fishery ships supply
Marine Fishery Terminal in Sokolovskaya Bay								
Berth No. 1	Directly to East from Matveev Cape	141	7.3	0.965	54.94	9.3	3.75	Fishery ships supply
Berth No. 2	To East from berth No. 1	174	7.3	0.965	54.94	9.3	3.75	Fishery ships supply
Berth No. 3	To East from berth No. 2	125	7.3	0.965	54.94	9.3	3.75	Fishery ships supply
Berth No. 4	To East from berth No. 3	124.6	5.06	0.965	54.94	9.3	3.75	Repair of ships
Berth No. 5	In 4.8 cables to East-South-East from Matveev Cape	201.6	7.3	0.965	54.94	9.3	3.75	Repair of ships
Berth No. 6	In 1.5 cables to South-East from berth No. 5	50	5.06	0.965	54.94	9.3	3.75	Construction

Information on VHF channels of Seaport

Abonent	VHF channel		Call Sign
	Duty	Operating	
1	2	3	4
Harbor Master	69	69	Nakodka-5
Seaport Administration on Astafyev Cape	69	69	Nakhodka-5-Astafyev-Cape
Seaport Administration of Novitsky Bay	16, 34	34	Novitsky-5
Fishery Terminal of Seaport Administration in Nakhodka Harbor	69	69	Nakhodka-49
Fishery Terminal of Seaport Administration of Andreev, Pyati Okhotnikov, Podyaposky Bays	16	11	Nakhodka-5-Liflyandiya
Fishery Terminal of Seaport Administration of Yuzhno-Morskaya and Gaidamak Bays	16	9	Nakhodka-5-Yuzhno-Morskoy
Fishery Terminal of Seaport Administration of Nazimov Bay	16	9	Nakhodka-5-Putyatin
Fishery Terminal of Seaport Administration of Sokolovskaya Bay	16	9	Preobrazhenie-39
Fishery Terminal of Seaport Administration of Moryak-Rybolov Bay	16	11	Nakhodka-5-Moryak-Rybolov
Fishery Terminal of Seaport Administration, body of river Oprichninka	16	11	Nakhodka-5-Kamenka
Pilot service of Nakhodka Bay	16	74, 96	Nakhodka-Pilot
Pilot service of Novitsky Bay	34	34	Lotsman-1
Emergency rescue service	16, 30	30	Vodopyanov
Port and technical fleet	30	30	Nakhodka-6
Traffic Management Service	16	13, 9	Nakhodka-Traffic
Standby tugs with fire-fighting means in Novitsky Bay	33	33	Captain Sokolov Mechanic Serdyuk
Dispatcher of oil terminal operator in Novitsky Bay	16, 33	33	Novitsky-2
Dispatcher of berth operator No.7-19, 70-78 in Nakhodka Bay	68	68	Nakhodka-2
Dispatcher of berth operator No.26-32 in Nakhodka Bay	39	39	Nakhodka-13
Dispatcher of berth operator No.33-41 in Nakhodka Bay	37	37	Nakhodka-31
Dispatcher of berth operator No. 60-67 in Nakhodka Bay	11	11	Nakhodka-BAMR
Dispatcher of berth operator No.42-59 in Nakhodka Bay	11	11	Nakhodka-42
Dispatcher of berth operator No. 68-69 in Nakhodka Bay	16	11	Nakhodka-ZHBF

