

## **The Obligatory Regulations of the Sea Port of Onega**

**(Approved by the order of the Ministry of transport of the Russian Federation of January 22, 2014 No.13)**

### **I. Common Rules**

1. The Obligatory regulations of the sea port of Onega (hereinafter – the Obligatory regulations) are issued in accordance with the Federal statute of November 08, 2007 No. 261-FZ “Sea ports of the Russian Federation and amendments to the legal acts of the Russian Federation”, with the Federal statute of April 30, 1999 No. 81 –FZ “The merchant shipping code of the Russian Federation” and with the Common regulations for navigating and laying in the sea ports of the Russian Federation and at approaches to them” (hereinafter – the Common regulations).

2. The following definitions are stated in the present Obligatory regulations: the sea port of Onega (hereinafter – the Sea port); rules for inbound and outbound passages to/from the sea port; navigating rules within the harbour; vessel traffic system coverage zone designation and navigation rules within this zone; rules for laying in the sea port with authorized positions, ecological safety and sanitary isolation period compliance guidelines; rules for special communication devices usage within the territory of the sea port and the harbour; data on the sea port borders; data on the A1 and the A2 Global Maritime Distress and Safety System (hereinafter –GMDSS) sea areas; data on technical facilities of the sea port regarding taking vessels in; navigation period information; information on compulsory and non-compulsory pilotage areas; data on depths within the sea port; dangerous cargoes handling information; data on navigating in ice within the sea port regulations; transmittance of information by shipmasters within the port in the event of any threats of illegal acts or trespasses; meteorological and navigational data transmittance to masters of vessels; other information stipulated in the legal acts and statutes of the Russian Federation regulating the merchant shipping sphere.

3. The Present Obligatory regulations are binding for all operating in the sea port vessels and individuals and legal entities regardless their type and ownership.

4. Navigation of vessels within the harbour and at approaches to it and also laying of vessels within the harbour are to be carried out pursuant to the Common regulations and to the present Obligatory regulations.

### **II. The Sea port description**

5. The sea port is situated in the mouth of the Onega river which flows to the peak of the “Onezhsky” bay of the White sea.
6. The sea port borders are stipulated by the order of the Government of the Russian Federation dated 27 of February 2010 No. 235-R.
7. The sea port includes two marine terminals: the “Belomorsk” terminal situated in the peak of the “Sorokskaya guba” bay of the “Onezhsky” bay of the White Sea (hereinafter the “Sorokskaya” bay) and the “Solovki” terminal situated in the “Blagopoluchiya” harbour of the “Solovetsky” bay of the White sea.
8. Navigating conditions in the sea port are characterized by water level fluctuations in the mouth of the Onega river. In the mouth of the Onega river tidal currents circulate up to 7,8 of nautical miles up the river. During spring flood sea level fluctuations almost disappear and finally get their normal height back after the spring flood.

In winter period the Onega river is covered with platformed ice. Usually ice on the river is set at the beginning of November, ice thickness in winter is up to 70 centimeters.

In winter the Soroka river and the peak of the bay are covered with ice. At the entrance to the bay in the North and the North-East winds ice is cracked and carried from the bay by ebb-tide; during flood-tide ice is carried back to the bay and ice hummocks occur on the edge of platformed ice covering the peak of the bay.

In the “Blagopoluchiya” harbour ice is observed from the beginning of November till May. In winter the “Solovetsky” bay is covered with platformed ice, ice is usually set from the end of November till the beginning of April.

9. Navigation within the sea port is to be carried out permanently during the year.
10. There is seasonal cargo multilateral the Russian Federation state border checkpoint in the sea port.
11. The sea port is the place of vessels refuge during storms.
12. The sea port is within the A1 and the A2 GMDSS sea areas.
13. There are facilities in the sea port for cargo handling operations, including operations with dangerous cargo of all categories of danger according to the International Maritime Organization (hereinafter – IMO) classification, and for passengers embarking and disembarking.
14. The passenger crossing (the sea port berth - the “Legashevskaya zapan”) is opened in the sea port.
15. There is the “Osinki” road handling area for oil and oil products (hereinafter – the “Osinki” handling area), data on which is indicated in the Appendix No. 1 of the Present Obligatory regulations.  
Handling operations in the “Osinki” handling area are to be carried in accordance with the order of the Ministry of transport of the Russian Federation dated of April,29 2009 No. 68 “On approval of regulations for handling operations from vessel to vessel”
16. The sea port road information is defined in the Appendix No. 2 of the present Obligatory regulations.
17. Shore navigation shapes are defined in the Appendix No. 3 of the present Obligatory regulations.
18. The sea port fairways information and data on the harbour depths is given in the Appendix No. 4 of the present Obligatory regulations.
19. Data on the sea port technical facilities regarding taking vessels in is given in chapter X of the present Obligatory regulations and in the Appendix No. 5 of the present Obligatory regulations.
20. Information on very high frequency channels used in the port (hereinafter –VHF channels) is given in the Appendix No. 6 of the present Obligatory regulations.
21. When ice is set in the harbour the ice breaker assistance is to be effected in accordance with the Common regulations and the present Obligatory regulations.
22. There are lines and floating fences on canals and fairways of the sea port.

### **III. Navigating rules for inbound and outbound vessels**

23. Information on ships arrival and departure is to be reported to the Harbour master on [www.portcall.marinet.ru](http://www.portcall.marinet.ru) internet website.

24. Arrival and departure clearance is available 24 hours a day.

25. There is no arrival and departure clearance for vessels operating within the sea port and for vessels proceeding out from the harbour borders with return to the sea port (hereinafter port fleet vessels) if duration of one such passage does not exceed 72 hours.

The authorization for port fleet vessels to navigate within the harbour and out of the harbour borders with return to the sea port is to be given by the Harbour master for the period not exceeding 90 days. The Authorization validity should not exceed validity of any ships certificates.

26. The authorization above is to be given by the Harbour master on condition if vessel, her hull, machinery and crew complies with marine navigation safety and with marine environment pollution protection requirements according to the certificates indicated in the Appendices No.1 and No.2 of the Common regulations, and according to masters’(ship owner’) or marine agent’ declaration with the following data:

IMO number (if applicable);  
vessel's name in Russian and English;  
vessel's call sign;  
Maritime Mobile service identity code;  
ship owner and ship operator name and IMO number (if applicable);  
vessel's class (the name of the organization entitled to ships classification and survey which issued the classification certificate);  
ships particulars (type, date of build, gross tonnage, deadweight, length overall, breadth overall, depth, module, draught overall, draught for, draught aft, GMDSS marine area, permitted navigating areas);  
vessel's usage definition;  
navigation area;  
restrictions on navigational areas and periods;  
data on ships security;  
sanitary and epidemiological ships' information;

Information on vessels cargo handling gear and other related equipment breakdowns and on any severe incompliances with safety life at sea, marine navigation safety, marine environment pollution from ships protection and transport safety international regulations;

27. The harbour master authorization to navigate within the harbour and out of the harbour borders with return to the sea port is to be formalized in writing. Data from master'(ship owner') or marine agent' declaration and also on navigating arias and periods restrictions stated by the Harbour master for vessel, authorization validity periods, the date of issue are to be indicated in the approval above.

28. In case of any changes in the declaration above in the period when authorization is valid master (ship owner) or marine agent is to inform the Harbour master.

Within the period of authorization vessels are to report the Harbour master on the VHF channel 16 (call sign "Onega – Radio – 5") on every outbound and inbound passage.

#### **IV. Navigation rules within the sea port**

29. Navigation and laying in the sea port are to be carried out only with authorization in accordance with ships navigation and position timetable.

Ships navigation and position timetable is to be approved by the Harbour master daily considering ships arrival information, which is to be transferred in accordance with the clause 24 of the Present Obligatory regulations, the timetable is to be published on [www.mapa.ru](http://www.mapa.ru) website.

30. The "International Regulations for Preventing Collisions at Sea – 1972" (hereinafter - COLREGS) are to be applied within the harbour.

31. Intro-port vessels are allowed to carry lights and shapes in accordance with the "Regulations for navigating in the inland waterways of the Russian Federation".

32. Speed of vessels should not exceed 8 knots within the harbour except for:  
vessels of less than 3,05 meters in draught passing along the "Karelsky" fairway and the "Angarsky" line;

rescue ships and fireboats on alert;

high speed vessels capable to develop speed up to 20 knots and over.

33. Rescue ships and fireboats are to navigate with safe speed for not to cause harm to vessels at berths, to laying places for raft timber storages on open water and to floating berths.

34. High speed vessels capable to develop speed up to 20 knots and over in visibility of less than 1 nautical mile at day time and in any visibility at night time are to navigate in displacement position with the speed of not more than 10 knots in the "Lesoeksportny" and the City roads and with the speed of not more than 16 knots in the rest of the harbour.

35. The harbour is the compulsory pilotage areas.

Pilots boarding and disembarking are to be carried out:

when entering the port in the point with the following coordinates: Latitude 63°59,2' N, Longitude 037°33,7' E;

when entering the "Solovki" marine terminal in the point with the following coordinates: Latitude 64°54,8' N, Longitude 035°43,5' E;

when entering the "Belomorsk" marine terminal in the point with the following coordinates: Latitude 64°34,8' N, Longitude 035°14,0' E.

36. The followings are forbidden within the harbour:

navigating in the wind of 17 meters per second and over;

navigating in the visibility of less than 5 cables;

navigating of vessels of 100 meters in length and over with dangerous goods onboard in the wind of 14 meters per second and over;

towage of vessels and rafts in the wind of 14 meters per second and over.

37. Navigating in the wind of 14 meters per second and over and towage operations in the wind of 11 meters per second and over are not allowed in the "Belomorsky podkhodnoy" canal.

38. One way traffic is stated in the "Belomorsky podkhodnoy" canal.

39. One way traffic is stated on the main ships canal and along fairways:

for vessels with draught and length which are the maximum practical for the fairway;

for self propelled vessels and for towage convoys of more than 50 meters in length, having dangerous goods onboard;

for towage convoys of more than 150 meters in length and of more than 30 meters in width.

40. The following is allowed within the sea port:

towage alongside of one vessel if her length is of 80 meters or less if the width of both, the tug and the tugee (object being towed), is of 30 meters or less;

push towing by one tug of only one object in case if the length of such towage convoy is not more than 120 meters.

41. Timber towage within the sea port is allowed if lashed or secured by purse net. The initial (original) unlashed timber rafting within the harbour and also lashed timber rafting without tug assistance are not allowed.

42. Rafts of less than 75 in length and of less than 50 meters in width are allowed for towage within the sector from the harbour southern border up to the laying place for timber rafts storage on open water located in the point with coordinates Latitude 63°56,0' N, Longitude 038°01,0' E.

43. For each towage of rafts while towing from the places of their rearrangement (reforming into smaller ones), the master of tug who operates as a leader of towage operation is to provide the Harbour master with the following preliminary information:

names, quantity and power of tugs effecting raft towage;

estimated time of towage convoy arrival in the sea port;

raft berthing place within the harbour.

44. Minimal quantity of tugs and their power essential for safe raft towage within the harbour are to be determined by the master of tug who operates as a leader of towage operation considering the raft in towing dimensions, location of rafts laying place, raft place of destination, prevailing hydro meteorological conditions and raft maneuverability, passage of raft while towing upstream as well as capability to hold the raft in its position while towing adrift.

45. 4 hours prior to the raft scheduled time for entering the sea port the Harbour master informs the master of the leading tug on:

possible restrictions for proceeding rafts towing course;

weathers in the sea port;

possibility to run marine vessels proceeding along the sea port channels;

positions of vessels laying in the roads;

changes in navigation conditions during the raft towage.

46. While proceeding within the harbour the master of the leading tug is to additionally report the Harbour master on:

the time of passage within the harbour commencement;

the time of arrival to the scheduled place of rafts laying and the time when the raft is to be fixed to lay.

47. Towing of rafts is prohibited in the following cases:

if rafts condition may cause danger for safe navigation;

if navigation of all vessels within the harbour or within its separate sectors is temporarily stopped;

if the wind is of more than 12 meters per second;

if unfavorable weather forecast is given for the next 12 hours (the wind is of more than 12 meters per second, fog);

in case of vitreous ice, sludge or fresh ice appearance.

48. In case towing vessels have some difficulties in operating a raft, the shipmaster of the leading tug is to inform the Harbour master and traffic operator, requesting spare tugs.

49. In case of accident with raft as a result of which timber is unlashd, the shipmaster of the leading tug is to immediately inform the Harbour master and the traffic operator service and is to command supporting tugs to take actions for accident liquidation and mitigation and for timber and raft rigging conservation.

50. Depending on size of wreckaged unlashd timber from towing rafts or from open water timber repositories the traffic operator of the leading tug is obliged to organize and to maintain collecting of unlashd timber by means of proper and/or additional tugs.

51. Diving operations within the harbour are to be effected after the Harbour master authorization not later than 2 days prior to their commencement.

52. The Harbour master is to be reported on the time of diving operations commencement and ending.

53. It is prohibited during the diving operations:

to approach and shift to the vessel which is subject to diving works;

to anchor at the distance of less than 200 meters from the place of diving operations;

to execute propellers functioning if at the side of vessel in subject or at the side of vessel nearby diving works are effected.

## **V. Vessel traffic system operative zone definition and navigation rules within this zone.**

54. Vessel traffic system operates within the harbour.

55. Passage of vessels within the harbour is to be governed by the Harbour master.

56. Within the sea port vessels communicate on the VHF calling channel 16, call sign "Onega-Radio-5", "Belomorsk-Radio-2", "Solovki-Radio-1".

57. Masters of vessels proceeding to the port from the sea are to contact the Harbour master and to request an authorization to enter the port at least 2 nautical miles before approaching the harbour.

58. A vessel is not allowed to enter channels of the "Pikhnemsky 1" line, the "Belomorsky" lighthouses line, the "Angarsky" line before the authorization indicated in the clause 57 of the present Obligatory regulations is obtained.

59. Masters of vessels proceeding to the port from inland waterways are to request the Harbour master authorization to enter the port at least 2 kilometers before the southern border of the harbour.

## **VI. The sea port vessel laying rules and laying positions.**

60. Vessels in the sea port are to lay in roads and at berths. Data on the roads is indicated in the Appendix No.2 of the present Obligatory regulations.

61. The "Karelsky" road of the sea port is intended for anchorage of vessels waiting for authorization to enter the port, for pilot vessel to board or disembark a pilot, for discharging of vessels with draught over than the declared in the sea port or for anchorage by other reasons which don't require to enter the port.

The "Dvinskoy" road is to be used for anchorage of vessels embarking and disembarking

passengers on the “Kiy” island.

The “Solovetsky” road is to be used for anchorage of vessels waiting for authorization to enter the port and also of vessels embarking and disembarking passengers on the “Solovetsky” island.

The “Bolshoy Soroksky” road is intended for anchorage of vessels waiting for authorization to enter the port, for pilot vessel to board or disembark a pilot, for discharging of vessels with draught over than the declared in the sea port or for anchorage by other reasons which don't require to enter the port.

The “Lesoeksportny” road is to be used for anchorage of vessels waiting for authorization to navigate to the place of destination or for favorable weathers to proceed within the harbour. Vessels are allowed to lay in the “Lesoeksportny” road outside of the fairway axle.

The City road is to be used for laying of vessels waiting for cargo documents formalization or for departure clearance.

62. If tidal currents change direction anchored vessels are to keep main engines in trim.

63. Berth's operator shall inform the Harbour master that the berth is ready for mooring one hour before mooring begins.

64. Laying of more than three vessels alongside at berths within the sea port is prohibited. Two or three vessels are allowed to lay alongside at berths only after the approval of both, the berth's operator and the masters of ships engaged.

65. If one of two or three vessels laying alongside at berth is going to leave the berth the master of the leaving vessel is to notify masters of other vessel (vessels) and to coordinate with them unshifting and mooring operations not later than 2 hours before leaving

66. Shifting and pulling of non-powered objects at or near the side of anchored vessel or of vessel at berth are to be rendered only with tug assistance.

67. Laying at berths which are not protected from ice-drifting and in the roads during ice-drifting are not allowed.

## **VII. The environmental safety and sanitary rules in the sea port.**

68. Oily mixtures, fuel oil residues, wastewaters are gathered by refuse-removal vessels.

69. Garbage and other dangerous substances disposal is to be effected by ship owners' request.

70. Reset of segregated ballast in the sea port is allowed in case if it was taken or changed in the Barents, the White or the Karskoe seas within the distance of not less than 50 nautical miles from the nearest land, in the Atlantic ocean within the distance of not less than 50 nautical miles from the nearest land and in places where the depth is not less than 200 meters, whereof there is a confirming record in vessel's logbook .

71. Vessel with a detected patient on board, having the symptoms of a serious infectious disease, is to be anchored together with crew, passengers and cargo in the point of quarantine vessel anchorage with coordinates Latitude 63°59,2' N, Longitude 037°33,7' E for taking anti-epidemic measures.

## **VIII. Special means of communication in the Port.**

72. Navigating vessels and vessels in the roads and at berths of the sea port are to be on constant radio watch on the VHF channel 16.

73. Data on additional means of communication for information exchange including the telephone numbers is to be brought to the attention of seafarers by the Harbour master.

74. Usage of VHF channels indicated in the present Obligatory Regulations is not allowed for communication between coastal correspondents.

## **IX. Data on the A1 and the A2 sea areas of Global Maritime Distress and Safety System.**

75. The harbour is under coverage of the A1 and the A2 areas of Global Maritime Distress and Safety System, which are informatively connected with the Maritime Rescue Coordination Sub-center of

the sea port.

76. Base stations of GMDSS are the following:

shore based station 1 (SBS-1), which range is limited by the radius of 25,6 nautical miles from the SBS-1 in the point with the following coordinates: Latitude 64°32,0' N, Longitude 040°32,0' E;

shore based station 2 (SBS-2), which range is limited by the radius of 24,5 nautical miles from the SBS-2 in the point with the following coordinates: Latitude 64°51,0' N, Longitude 040°17,0' E.

77. The A2 GMDSS sea area is limited by the radius of 160 nautical miles towards the White sea throat and by the radius of 190 nautical miles towards the “Kandalakshsky” bay from the shore based station in the point with the following coordinates: Latitude 64°21,0' N, Longitude 040°37,0' E.

## **X. Data on the sea port technical facilities regarding taking ships in and on the sea port depths**

78. The sea port is able to take in vessels of less than 120 meters in length and of 7,5 meters in draught.

79. Data on the sea port technical facilities regarding taking ships in is indicated in the Appendix No. 5 of the present Obligatory regulations.

80. Data on practical depths within the harbour and at or near berths of the sea port and data on draughts allowed is to be brought to the attention of mariners by publishing on the [www.mapa.ru](http://www.mapa.ru) web site every year and if changed.

## **XI. Information on dangerous cargoes handling operations**

81. It is allowed in the sea port to handle dangerous cargoes of all IMO classes.

82. Cargo operations with oil and oil products to be effected on the “Tamarin” berth and in the “Osinki” handling area.

## **XII. Information on navigation in ice within the sea port rules**

83. Ice-breaking assistance period within the sea port is declared opened when ice is set and if the thickness of platformed ice within the harbour is over than 10 centimeters and declared closed after the end of ice-drifting in the mouth of the Onega river.

84. Ice-breaking assistance period within the harbour in the White sea is declared opened and closed by the Harbour master.

85. For organizing ice-breaking assistance in the sea port the Ice-breaking operations Headquarters is formed.

86. Information on vessel's approaching the point of ice-breaking convoy formation (hereinafter – PICF) (the suppositional line connecting the Cape Saint Nose and the Cape Kanin Nose) is to be transferred 72 hours before and confirmed 24 hours before the estimated time of approaching the PICF pursuant to the clause 23 of the present Obligatory regulations.

The timetable and the order of priority of proceeding through ice and the quantity of vessels simultaneously navigated are to be scheduled by the Harbour master by 10.00 am of each day and to be published on the [www.mapa.ru](http://www.mapa.ru) website. If ice conditions are changed the timetable above is to be specified by 20.00 pm of the current day and to be published on the [www.mapa.ru](http://www.mapa.ru) website.

87. Depending on ice conditions within the sea port forecast the Harbour master establishes restrictions on ice navigating in accordance with the Appendix No. 7 of present Obligatory regulations. Information on ice navigation restrictions and on the PICF location is to be published on the [www.mapa.ru](http://www.mapa.ru) website not later than 14 days before the estimated date of their introduction.

88. Vessels proceeding to the port are to approach the PICF following the Harbour master recommendations. Vessels which are unable to navigate to the PICF independently on request of ship owner (shipmaster) are to be provided with ice-breaker assistance. Inbound and outbound vessel during ice-breaker assistance period shall be able to control the main engine manually.

89. Ice-breaker assistance is to be fulfilled by lane and port ice-breakers.

90. Ice-breaker assistance is to be executed in accordance with the clause 86 of the present Obligatory regulations based on the following:

time of vessel approaching the PICF;

time of application for entering/leaving the sea port remittance;

vessels order of priority imposed by the Common regulations;

restrictions for vessels on navigation in ice.

When a vessel approaches the PICF she shall maintain radio communication with ice-breaker and acts pursuant to its instructions. If necessary the Harbour master provides assistance in radio communication with ice-breaker.

91. Considering actual ice conditions within the harbour and vessels' technical particulars vessels are allowed to proceed independently using the Harbour master recommendations.

Vessels navigating independently are to inform the Harbour master on the passage through checkpoints of the recommended course imposed by the Harbour master and to report on ice conditions along the course.

92. By the order of an ice-breaker effecting assistance vessels are to switch on VHF channels, stated by the ice-breaker.

93. Only ice-breakers are allowed to break ice around vessels.

94. Fuel, food and fresh water supplies on board are to provide autonomy of vessel for not less than 14 days from the moment of approaching the PICF, for entering the sea port. If a vessel is being in the ice-breaking assistance area for the period of more than 14 days from the moment of approaching the PICF, the Harbour master undertakes urgent measures to assist the vessel to enter the port.

95. Vessels rendering cargo operations at berths which are not protected from ice-drifting or anchored in one of the roads are to be spread and harboured in the protected places of refuge or taken out to the sea not later than 1 day before thick ice drifts to the harbour.

96. Shipmasters are to determine the place of refuge protected from ice-drifting beforehand pursuant to the Harbour master authorization.

### **XIII. Data on transmission of information by masters of vessels in the harbour in the event of any threats of illegal acts or trespasses.**

97. In the event of any threats on illegal acts or trespasses shipmaster or person responsible for vessel's security is to inform immediately the employee of port facility responsible for security and also the Harbour master.

98. Information on the levels of port facilities security and on the levels of vessels security and on any changes in such levels is to be submitted to the Harbour master.

99. Notification on any threats of illegal acts or trespasses in the sea port and on any changes in the level of vessel's security as well as confirmation that such reports are received to be effected on VHF channels without any delays since the threats above occurred.

100. Masters of vessels within the sea port are to inform without any delays the Harbour master and the employee of the port facility responsible for security via VHF channels and by using additional means of communication on the following:

on any accidents, incidents if any suspected items or explosives are detected; on any signs of illegal acts or trespasses attempts and commitments; on any trespasses on vessels; on any information about terrorist acts preparation and also on violation of any rules imposed or on suspicious persons in the sea port.

The information above is to be reported by the Harbour master to the persons concerned.

### **XIV. Data on navigational and hydro meteorological information transmittance to masters of ships within the port**

101. Transmittance of highly important notifications and storm warnings is to be effected in advance by announcement on the VHF channels 9 and 16.

Vessels are to confirm the remittance of storm warnings and of important notifications.

**Data on the “Osinki” handling area**

The “Osinki” handling area (hereinafter the “Osinki” HA) is limited by straight lines connecting in order the points with coordinates:

- No. 1 Latitude 64°10,00' N Longitude 037°11,70' E;
- No. 2 Latitude 64°10,00' N Longitude 037°20,00'E;
- No. 3 Latitude 64°05,30' N Longitude 037°33,20' E;
- No. 4 Latitude 64°05,30' N Longitude 037°21,40' E.

The “Osinki” HA harbour is consists of sectors limited by straight lines connecting in order the points with coordinates:

The district No.1 for cargo operations:

- No. 5 Latitude 64°08,00' N Longitude 037°20,00'E;
- No. 6 Latitude 64°08,00' N Longitude 037°25,70'E;
- No. 7 Latitude 64°06,00' N Longitude 037°31,00'E;
- No. 8 Latitude 64°06,00N Longitude 037°20,00'E.

The district No.2 for outgoing tankers laying:

- No. 2 Latitude 64°10,00'N Longitude 037°20,00' E;
- No. 6 Latitude 64°08,00' N Longitude 037°25,70' E;
- No. 5 Latitude 64°08,00' N Longitude 037°20,00' E.

The district No.3 for ingoing tankers laying:

- No. 7 Latitude 64°06,00' N Longitude 7°31,00' E;
- No. 3 Latitude 64°05,30' N Longitude 037°33,20' E;
- No. 4 Latitude 64°05,30' N Longitude 037°21,40' E;
- No. 8 Latitude 64°06,00' N Longitude 037°20,00' E.

The district No. 4 of perspective development of cargo operations:

- No. 1 Latitude 64°10,00' N Longitude 037°11,70' E;
- No. 2 Latitude 64°10,00' N Longitude 037°20,00' E;
- No. 8 Latitude 64°06,00' N Longitude 037°20,00' E.

The anchorages for accumulative tankers are located in the points with coordinates:

- No. 1 Latitude 64°06,80' N Longitude 037°23,20' E;
- No. 2 Latitude 64°09,00' N Longitude 37°19,00' E.

**Data on the harbour roads**

1. The “Karelsky” road of the harbour is located at the distance of 5 nautical miles South-West from the “Shogly” islands. Depths in the road are equable and towards the South-West they decrease from 9 to 5 meters. The ground in the road consists of silt and sand. Laying in the road is not stable in Northern and Northern-West winds.

2. The “Dvinskoy” road of the harbour is located in 2 nautical miles eastward from the “Shogly” islands. Depths within the road are 5-7 meters; the ground is flat, consists of slit covered with sand and with stones partly.

3. The “Solovetsky” road of the harbour is located between the “Pesya Luda” island and the “Sennye Ludy” islands. Depths within the road are 10-47 meters.

4. The “Bolshoy Soroksky” road is located in front of entrance to the sea channel. Depths within the road are 6-8 meters.

5. The “Lesoeksportny” road is located in the mouth of the Onega river opposite the berths No.2,3,4. It is intended for laying of not more than two vessels of less than 4 meters in draught.

6. The City road is located in the point with coordinates Latitude 64°54,1' N Longitude 038°05,5' E opposite the port berth and is to be used for laying of not more than 2 vessels of less than 3 meters in draught.

The anchorages are protected from winds, except for Northern and Northern-West winds.

**The shore navigational shapes definition \***

- 1) The “Don’t cast anchors” shape denotes the underwater passage zone where it is prohibited to anchor, to drop chains and lots. It is a shield bordered with the red stripe and divided by the red diagonal stripe. Its symbol is black anchor.  
At night time - 2 permanent yellow lights exhibited vertically.
- 2) The “Attention” shape denotes the traffic lanes sectors where it is necessary to keep caution. Its symbol is an exclamation mark.  
At night time - the yellow flashing light.
- 3) The “Keep the height of bridge span from the calculated high waters” shape denotes the height of bridge span. The digit indicates the span height from the calculated high waters which is the minimal for passing of vessels (in meters).  
It is a quadratic shield bordered with the red stripe. In the upper part of the shield, below the stripe there is a black triangle with vertex downward.  
At night time - 2 permanent yellow lights exhibited horizontally.

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\*Pursuant to the Appendix No.5 of the “Regulations for navigating in the inland waterways of the Russian Federation” approved by the Ministry of Transport of the Russian Federation Order dated 14.10.2002 No.129 (registered by the Ministry of Justice of the Russian Federation on 30.12.2002, the registration No. 4088), amended by the Ministry of Transport of the Russian Federation Order dated 31.03.2003 No. 114 (registered by the Ministry of Justice of the Russian Federation on 07.04.2003, the registration No. 4387).

**Appendix No.4  
of the Obligatory regulations  
(clause 18)**

**Data on fairways and depths of the sea port**

Fairway name	Fairway length, nautical miles	Width calculated, meters	Depth calculated in low waters, meters	Vessel draught declared, meters
<b>Fairways of the main ships canal</b>				
The "Pikhnemsky" No. 1	3,5	70	4,5	5,3
The "Pikhnemsky" No. 2	1,55	70	7,2	5,3
The "City"	3,71	70	5,7 - 4,2	5,3
The "Mezhzavodskoy"	0,44	60	4,4	4
The "Pristanskoy"	0,44	60	3,9	2,5
Of the "Saw mill No. 36"	1	60	4,7	3
<b>Fairways of the "Solovki" marine terminal</b>				
The "Angarsky"	2,67	70	7,5	5,5
The "Pesyeludsky"	3,8	100	10	10
<b>Fairways of the "Belomorsk" marine terminal</b>				
The "Kanalny" No.1 line	6	100/in fact 60	5	3,6
The "Kanalny" No.2 line	1	100/in fact 60	5	3,6
The "Morskoy" line	0,5	100/in fact 60	5	3,6 in high water

**Appendix No.5  
of the Obligatory regulations  
(clauses 19,79)**

**Data on the technical facilities of the sea port regarding taking vessels in**

The name of berth	location of berth (coordinates)	Technical features of berth		Berth function
		length (meters)	depth calculated (meters)	
1	2	3	4	5
The berth No. 2	Latitude 63°56,0'N Longitude 038°01,0' E	120	6,1	Timber
The berth No. 3	Latitude 63°56,0' N Longitude 038°01,0'E восточной долготы	120	6,1	Timber
The berth No. 4	Latitude 63°56,0' Nc Longitude 038°01,0' E	120	6,1	Timber
The cargo berth	Latitude 63°54,2' N Longitude 038°05,8' E	70	3	For general cargo
The passenger berth	Latitude 63°54,2' Nc Longitude 038°05,8'E	30	2	Passenger's
<b>The "Solovki" marine terminal berths</b>				
The "Tamarin" pier	Latitude 65°01,9' N Longitude 035°41,5'E	120	7,5	Cargo and passenger's
The "Monastyrsky" berth	Latitude 65°01,5' N Longitude 035°42,5'E	115	3	Passenger's
<b>The "Belomorsk" marine terminal berths</b>				
The "Kobotazhny" berth	Latitude 64°32,3' N Longitude 034°51,0'E	120	3	Cargo and passenger's
The "Neftyanoy" (oil) berth	Latitude 64°32,3' N Longitude 034°51,3'E	78	3	Bunkering
The "Lesoeksportny" berth	Latitude 64°31,4'N Longitude 034°49,1'E	120	3	Cargo

**Appendix No.6  
of the Obligatory regulations  
(clause 20)**

**Information on VHF channels used in the sea port**

The subscriber	VHF channels		Call sign	Working period
	Calling channel	Working channel		
Port State Control	16	9	"Onega-Radio-5"	24 hours
The "Solovki" marine terminal Port State Control	16	5	"Solovki-Radio-1"	24 hours
Pilot Service	16	14	" Onega-Radio -2"	from 8 a.m. to 5 p.m.
Port fleet dispatcher	16	14	" Onega-Radio -2"	from 8 a.m. to 5 p.m.
The "Belomorsk" marine terminal Port State Control	16	10	" Belomorsk-Radio -2"	24 hours

**Appendix No.7  
of the Obligatory regulations  
(clause 87)**

**Restrictions on navigating in ice within the harbour\***

Ice conditions	Vessels allowed to navigate in ice with ice-breaker assistance or independently	Vessels allowed to navigate in ice only with ice-breaker assistance	Vessels not allowed to navigate in ice
The thickness of platformed ice is of 10-15 centimeters	Vessels of Ice 1 class and above	Vessels without Ice class	Towage and barge convoys
The thickness of platformed ice is of 15-30 centimeters	Vessels of Ice 2 class and above	Vessels of Ice1 class	Vessels without Ice class, towage and barge convoys
The thickness of platformed ice is of 30-50 centimeters	Vessels of Ice 3 class and above	Vessels of Ice1 and Ice2 classes	Vessels without Ice class, towage and barge convoys
The thickness of platformed ice is greater than 50 centimeters	Vessels of Arc4 class and above	Vessels of Ice2 and Ice3 classes	Vessels without Ice class and of Ice 1 class, towage and barge convoys

\* Ice classes of vessels are defined in the Russian maritime register of shipping classification rules