

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

ORDER

Dated February 27, 2012 N 50

ON APPROVAL OF THE BY-LAWS OF THE SEAPORT VITINO

In accordance with the [14 article](#) of The Federal Law No. 261-FZ of November 8, 2007 "On Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation" (Legislation Bulletin of the Russian Federation 2007, N 46, art. 5557; 2008, N 29 (part. I), art. 3418, N 30 (part. II), art. 3616; 2009, N 52 (part. I), art. 6427; 2010, N 19, art. 2291, N 48, art. 6246; 2011, N 1, art. 3, N 13, art. 1688, N 17, art. 2313, N 30 (part. I), art. 4590, art. 4594) order:

To approve enclosed [The By-laws](#) in the seaport Vitino.

Minister
I.E.LEVITIN

VALIDATED
By order of Ministry of Transport of Russia
dated February 27, 2012 N 50

THE BY-LAWS OF THE SEAPORT VITINO

I. General provisions

1. The By-laws in the Seaport Vitino (hereinafter mentioned as the By-laws) are worked out in accordance with the Federal Law No. 261-FZ of November 8, 2007 "On Sea Ports of the Russian Federation and on the Amendments to Individual Legislative Acts of the Russian Federation" <*>, Federal Law No. 81-FZ of April 30, 1999 "The Merchant Shipping Code of the Russian Federation" <***>, [The General Rules](#) of Navigation and Lying of Vessels at the Sea Ports of the Russian Federation and at Approaches to them <***> (hereinafter referred to as the General Rules).

<*> Collection of Legislative Acts of the Russian Federation, 2007, No. 46, article 5557; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616; 2009, No. 52 (p. 1), article 6427; 2010, No. 19, article 2291, No. 48, article 6246; 2011, No. 1, article 3, No. 13, article 1688 No. 17, article 2313, No. 30 (p. 1), article 4590, article 4594.

<***> Collection of Legislative Acts of the Russian Federation, 1999, No. 18, article 2207; 2001, No. 22, article 2125; 2003, No.27 (p. I), article 2700; 2004, No. 45, article 4377, No. 15, article 1519; 2005, No. 52 (1 p.), article 5581; 2006, No. 50, article 5279; 2007, No. 46, article 5557, No. 50, article 6246; 2008, No. 29 (p. 1), article 3418, No. 30 (p. 2), article 3616, No. 49, article 5748; 2009, No. 1, article 30, No. 29, article 3625; 2010, No. 27, article 3425, No. 48, article 6246; 2011, No. 23, article 3253, No. 25, article 3534, No. 30 (p. 1), 4590, article 4596, No. 45, article 6335, No. 48, article 6728.

<***> [The order](#) of Ministry of Transport of Russia of August 20, 2009 No. 140 «On estimation of general rules for ships navigation and anchorage at the sea ports of the Russian Federation and approaches to them» (registered by Ministry of Justice of Russia on September 24, 2009, registration No. 14863) with changes made by order of Ministry of Transport of Russia of March 22, 2010 No. 69 (registered by Ministry of Justice of Russia on April 29 2010, registration No. 17054).

2. The By-laws contain description of the Seaport Vitino (hereinafter referred to as the Seaport); Rules for ships entering and leaving the Seaport; rules for navigation in the Seaport water area; rules for ships staying in the Seaport and particular anchor grounds for them; regulations for ecological safety, quarantine in the Seaport; rules for special communication equipment use in the Seaport territory and water area; information about the boundaries of the Seaport; the Seaport technical capability information on berthing and the Seaport water area depths; information about the navigation period; information about the obligatory pilotage areas; information about the depths of the Seaport area; information about dangerous cargo recycling; Information on ice navigation in the sea port; Information transferred by

masters of ships lying in the sea port in case of acts of unlawful interference hazards in the Seaport; Navigation and hydrometeorological information transferred to captains of ships in the Seaport; other information concerning merchant shipping stipulated by the regulatory legal acts of Russian Federation.

3. The By-laws are enforceable by the courts regardless of national and departmental identity, as well as by individual persons and legal bodies regardless of the legal form and ownership operating in the Seaport.

4. Navigation of ships along the Seaport and at approaches to it, lying of vessels in the Seaport water area is implemented in accordance with the General rules and the By-laws.

II. The Seaport description

5. The seaport of Vitino is located on the Karelskiy shore of Kandalakshskaya Bay in the White Sea.

6. The Seaport borders are established according to the [Order](#) of the Government of the Russian Federation dated February 24, 2009 N 224-p <*>.

<*> Collection of Legislative Acts of the Russian Federation, 2009, N 9, art. 1153.

7. Vessel traffic to the seaport is accomplished according to the recommended route 284,7° - 104,7° from the point with coordinates 66°52.80' north latitude, 032°54.71' east longitude on the starboard side of which the light buoy "The main fairway on the starboard side" is set up till the approach fairway.

Information on the approach fairway of the Seaport is listed in the [Appendix N 1](#) of the present By-laws.

8. Navigation in the Seaport is performed all-the-year-around, the seaport works twenty-four-hour.

9. The Seaport is a freezing seaport.

10. The Seaport is a tidal port. Mean spring range is 2.5 meters, low range - 1.6 meters, wind-stress fluctuations can reach 0.5 meters. The sharp increase in air pressure can cause a drop in the level of 0.5 meters.

Hydrometeorological conditions of the Seaport are characterized by the following factors:

Ice cover in the Seaport water area, which reaches up to 1,2 meters in some periods in the winter;

tidal and variable wind currents;

sharp changes in the wind direction during the day;

frequent fog and zero visibility in the autumn;

blizzards;

polar nights in winter;

drifting ice forming hummocks and compression, overlapping the approach channel and preventing change course when turning.

11. Hydrographic feature of the Seaport is the presence of the winding approach channel, fencing with:

five pairs of luminous navigation markers;

one luminous marker of the round-looking scan;

27 luminous floating warning signs.

12. Entry of ships and other vessels with nuclear installations and radiation sources is allowed in the Seaport <*>.

<*> [The Order](#) of the Russian Federation Government dated January 6, 1997, N 14-p (Legislation Bulletin of the Russian Federation 1997, N 3, art. 396; 2008, N 8, art. 806; 2010, N 14, art. 1680; 2011, N 41 (part. II), art. 5798.)

13. The Seaport is open for the foreign vessels entry <*>.

<*> The Order of the Russian Federation Government dated December 31, 2008, N 2060-p (Legislation Bulletin of the Russian Federation, 2009, N 3, art. 427).

Clearance on crossing the state border of the Russian Federation by the ships, entering and leaving the Seaport is carried out in the Russian Federation border entry points of the sea ports.

14. The Seaport specializes in transshipment of oil and oil products (3 Class of hazard according to the International Maritime Organization (hereinafter referred to as IMO)).

The loading of oil and oil products in the Seaport is allowed for oil tankers with double hull and double bottom solely.

15. Information about the technical capabilities of the Seaport in mooring of vessels and berths is provided in [Chapter VIII](#) of the present By-laws and in [Appendix N 2](#) of the present By-laws.

Information about anchorage sites of the Seaport is provided in [Appendix N 3](#) to the present By-laws.

16. Traffic of vessels to the Seaport and within the Seaport water area is fulfilled with radio contact, intended to transmitting the data, providing guidance, traffic organization and control.

17. In the water area of the Seaport pilotage is compulsory. <*>.

<*> [Order](#) of Ministry of Transport of Russian Federation N 3 dated January 11, 2011, "On establishing the area of compulsory pilotage in the Seaport Vitino" (registered with the Ministry of Justice of Russia on February 17, 2011, registration N 19874).

18. Within the water area of the Seaport the icebreaker assistance is fulfilled in accordance with the [General rules](#) and the By-laws.

Limitations on the mode of ice navigation of vessels within the water area of the Seaport are provided in the [Appendix N 4](#) of the present By-laws.

19. There is no possibility to supply vessels with food, fuel, fresh water; to receive oil-contaminated waste waters from the vessels waste water and all types of waste (hereinafter referred as shipboard wastes).

20. The Seaport provides towing and mooring of vessels towing convoy of oil tankers on the entrance to the Seaport and out of the Seaport.

Information on minimum quantity and power of tugs for ships berthing operations in the Seaport and tug escorts of oil tankers is given in [Appendix N. 5](#) to these Bylaws.

21. 9. The Seaport is not in the operating zone of sea districts A1 and A2 of Global Maritime Distress and Safety System.

III. Rules for ships entering and leaving the Seaport

22. Information on a ship entering the Seaport is transferred to the Harbour Master via the Internet site: www.portcall.marinet.ru.

23. The procedure of cleaning the ships in and out is performed 24 hours a day.

IV. Rules for navigation in the Seaport water area

24. In the Seaport there is a regulatory approval system for ships navigation

25. Berthing and unberthing as well as mooring operations are carried out as per the permission of the Harbour Master.

26. The schedule of anchorage and navigation of the ships in the Seaport is approved by the Harbour Master based on information about the ship entering the port and transferred to the other ships proceeding to the sea port, ships lying in the sea port and their agents.

Ships entering and leaving the Seaport is performed with the use of the approach channel.

27. The approach channel provides a one-way navigation route for the ships.

To ensure safety of navigation in the approach channel the navigation of the ships must be performed with a particular caution.

28. Forced stop of vessels due to technical faults with berthing in the approach channel should not exceed one hour.

29. Embarkation of pilots for the vessels proceeding into the Seaport as well as disembarkation of pilots for the vessels proceeding from the Seaport is provided from the position Lat. 66°53.3'N and Long. 032°50' E.

30. The towing of the oil tankers proceeding to the Seaport exit is provided from the position Lat. 66°53,3'N. and Long. 032°50,0' E.

The towing of the oil tankers proceeding to the Seaport entrance is provided from the position Lat. 66°53,3'N. and Long. 032°50,0' E.

31. Quantity and power of the tugs are determined by the ship master on the basis of minimum quantity and power of tugs for ships berthing operations in the Seaport and tug escort for the oil tankers stated in the [Appendix No.5](#) to the present By-laws.

At the same tugs stated in the [Appendix N 5](#) to the present Bylaws can be replaced by less powerful tugs the total capacity of which shall be not less than 10 percent more than the total capacity of tugs according to the [Appendix](#).

32. Mooring operations at all berths of the Seaport are performed 24 hours a day.

33. Traveling speed of vessels within the water area should not exceed:

8 knots - in the approach channel;

6 knots - in the inner road.

34. Navigation in the approach channel is not allowed for:

- ships more than 150 meters long going in ballast at a wind speed higher than 12 m/sec;
- laden ships more than 150 meters long going at a wind speed higher than 14 m/sec.

35. Navigation in the Seaport water area is forbidden:

- for oil tankers at the visibility less than 20 cables and zero visibility of the leading marks;
- for vessels with an overall length no more than 20 m and with a permissible number of persons on board not more than 12 people;
- when visibility is less than 15 cables;
- when wave height is more than 2 m;
- at wind speed higher than 15 m/sec.

36. Navigation in the Seaport water area at the side wind speed of 15 m/sec is allowed in case of using them to rescue and salvage operations, safe anchorage.

37. Ships the maximum length of which is no more than 20 meters, with an acceptable amount of people on board up to 12 persons, excluding ships performing maintenance and provision of ships in the sea port water area or approaches to it, the Seaport infrastructure objects (hereafter referred to as port vessels) in the process of implementation of maintenance and supply are not allowed :

- to obstruct navigation and maneuvering of ships;
- to approach ships closer than 100 meters;
- to approaching anchored or moored ships;
- to cross ships in the distance less than 5 cables;
- to anchor within the approach channel and anchorages N 1 и 2.

Navigation of ships, the maximum length of which less than 20 meters, with an acceptable amount of people on board no more than 12 people is fulfilled for the approach channel buoys.

V. Rules for ships staying in the Seaport and particular anchor grounds for them

38. Ships staying in the Seaport is performed at anchor grounds and at wharves.

39. Ships' berthing to the multipoint mooring berth is performed with vessels implementing fixing and supplying mooring lines (hereinafter referred to as mooring vessels).

40. Discharge (loading) of oil and oil products is performed at multipoint mooring berths N 3 and 4.

41. Before the discharge (loading) of oil and oil products the master of the ship and the terminal operator agree upon the plan for discharge-loading operations including the maximum intensity discharge-loading and an action plan in case of accident during discharge (loading) of oil and petroleum products.

42. The ship, which is moored in a multipoint mooring berth for discharge (loading) of oil and oil products should be provided with the watch at cargo manifolds.

43. In case of emergency situations the watch at cargo manifolds shall promptly inform about the situations the Master of the Seaport, the terminal operator, other officials and organizations that cooperate with the ship.

44. During discharge (loading) of oil and oil products on the ship: lines must be tightened. Distance to the pontoon of the multipoint mooring berths must be from 4 to 6 meters depending on the draft of the vessel;

equipment for emergency towing on the tank and astern must be ready for immediate use;
deck drains must be closed in order to except penetration of oil from the deck over the side;
hose unions must be equipped with special pallets in order to except penetration of oil products from hose unions to the deck;

ship and crew should be ready for an immediate departure of the vessel from the berth.

45. Cargo operations in the Seaport water area are not allowed:

- wind speed over 15 meters per second for vessels of full load weight up to 50,000 tons;
- wind speed over 10 meters per second for vessels of full load weight more than 50,000 tons;
- negative air temperatures below 27 degrees Celsius and lower.

46. Cargo operations in the Seaport are performed 24 hours a day.

47. Cargo operations in the Seaport water area are not allowed in case of:
thunderstorm;

amplification of wind over 15 meters per second;

wave height exceeding 0.5 meters;

without installation of slick bars and alerting to application of spill response and fire.

48. In case of storm warning the Seaport master immediately inform the ships, mooring in the Seaport, operators of terminals and pilots.

49. In case of receiving the storm warning:
the ships, mooring in the Seaport, terminal operators and pilots should immediately confirm receiving storm warning information;
constant monitoring of changes in weather, wind speed and direction, atmospheric pressure, cloud cover should be implemented;
crew of the ship should return on board;
additional mooring lines for mooring buoy should be served and fixed;
tugs should be in immediate readiness;
slick bar for cargo operations should be removed.
50. The master of the Seaport should provide the masters of the ships with the mooring scheme.
51. Mooring to the berths N 1 and 2 is implemented with any broadside.
52. Mooring to multipoint anchorages N 3 and 4 is only permitted on the prore out.
53. The ships serve and fix mooring lines to the mooring buoy, the distance to the floating technological transitions (hereinafter - the pontoons) shouldn't be less than four meters due to the construction of pontoons attachment to the soil.
54. Mooring to the multipoint anchorages N 3 is performed with dropping the port side anchor.
55. Mooring to the multipoint anchorages N 4 is performed:
in the summer navigation season - with the dropping of two anchors;
in winter navigation season - with the dropping of the port side anchor.
Ship mooring lines should be served to the mooring buoys N 1, 2, 3, 4, 5; from the mooring buoys N 0, 6, 7, should be served and fixed shore moorings lines.
56. In multipoint anchorages N 3 and 4 work of ship propellers is not allowed.
57. Mooring at anchorage N 1 of the Seaport is allowed pending free berth for cargo operations.
58. Place for long mooring on the Seaport the territory and water area should be determined by the Master of the Seaport and ship-owners and ship masters must be informed about it.
59. Long mooring of the ships of the Seaport fleet should be implemented on the special coastal areas and at berths in accordance with [the General rules](#).

VI. Regulations for ecological safety, quarantine in the Seaport

60. Shipboard wastes receiving is not provided. The ships entering the Seaport must have sufficient capacity to store the shipboard waste during the period of mooring at the Seaport, providing storage of shipboard waste to the point of delivery in another sea port, which has reception facilities for ship-generated waste.
61. There is no quarantine berth at the Seaport.
62. Sanitary-quarantine, veterinary, quarantine and phytosanitary control of vessels entering the port is provided in the nearest sea ports of the Russian Federation.

VII. Rules for special communication equipment use in the sea port territory and water area

63. The ships within the Seaport water area, must keep constant radio watch on channels 12 and 16 of very high frequency, used in the Seaport (hereinafter - VHF).
64. The interaction between the Seaport master and the ships is implemented using radio communication on channel 12 VHF. Call signal is "Vitini-1".
65. Channel 12 VHF is also used for:
communication with tugs while mooring and tug accompaniment of oil tankers;
information sharing on storm warnings and confirmation of information receiving on storm warnings.

VIII. The sea port technical capability information on berthing and the sea port water area depths

66. The Seaport accepts ships up to 230 meters long, up to 32 meters wide and with the draft up to 13 meters.
67. 92. Information on the exact depths in the Seaport water area and at wharves and acceptable ships drafts is transferred to the mariners by the Harbour Master annually and in case of any changes.
68. 91. The Seaport technical capability information on berthing operations and wharves is given in [Appendix N 2](#) to these Bylaws.

IX. Information on ice navigation in the Seaport

69. The start and completion of ice-breaking service to ships are announced by the Harbour Master.

70. Information about the ship's Expected Time of Arrival at the convoy meeting point (hereafter - CMP) is transferred 72 hours prior and is confirmed 24 hours in advance before ETA to CMP according to [section 22](#) of these Bylaws.

The time and order of ships proceeding through the are determined by the Seaport master by 10:00 on daily basis and reported to the vessels lying at the port, following to the Seaport, and their agents.

71. Depending on the forecast of ice situation development in the sea port and adjacent waters, the Seaport master is to publish the Ice Restriction Announcement applicable for the vessel ice class notation according to [Appendix N 4](#) to these Bylaws and establishes the CMP location.

The ice restrictions referred to in [Appendix N 4](#) to the Bylaws are not to be applied to ships not older than 15 years of age, which have an Ice Safety Certificate, issued by Russian Maritime Register of Shipping.

72. The ships bound to the Seaport are to proceed to CMP by their own power consulting with the Seaport master. The ships which are not capable to proceed to CMP by their own power are provided with ice-breaking service by the request of the ship owners (ship's master). All ships proceeding in ice conditions to and out of the Seaport when in ice convoy with ice-breaker shall ensure manual mode of the main engine control whenever necessary.

73. The ships are guided through the ice by ice-breakers.

74. Upon arrival at CMP the ship is to contact by VHF an ice-breaker and act according to direction of ice-breaker's captain. Whenever necessary the Seaport master is to assist the ship to communicate with the ice-breaker.

75. Taking into account the actual ice conditions in the port waters and the vessels technical characteristics the ships may proceed by their own power according to the Seaport master directions.

76. The ships which are included into the ice convoy are to change the VHF channel directed by the ice-breaker engaged in ice-breaking service.

77. The ice-breaking operation around the vessel got stuck in the ice is allowed to be made by the ice-breaker only.

78. The vessel is to be stuffed with sufficient stock of fresh water, provision and fuel for the period of not less than 7 days from the time of arrival at CMP. Should any vessel be waiting for the ice-breaking service more than 7 days from the time of arrival at CMP, the Seaport master is to exercise prompt actions to procure such vessel to enter the Seaport.

79. During ice convoy with ice-breaker mooring at anchorage N 2 pending berth release in an ice notch is allowed while ensuring the watch on the conning bridge with the drop of one anchor.

80. During ice convoy with ice-breaker enter to the Seaport of atomic icebreakers providing convoy of oil tankers proceeding through the approach channel without parking is allowed on the anchorage N 2 of the Seaport.

X. Information transferred by masters of ships lying in the Seaport in case of acts of unlawful interference hazards in the Seaport

81. If there is a hazard of unlawful interference act in the sea port, the ship's captain or the ship security officer immediately reports to the port facility security officer as well as the Seaport Master.

82. The Seaport Master is informed about the security level of the port facilities and ships in the sea port as well as about any changes in their security levels.

83. Announcements about hazards of unlawful interference acts in the Seaport and about the security level changes as well as confirmation of these announcements reception is performed on channels of VHF immediately after the announced circumstances occur.

84. The masters of ships in the Seaport immediately report to the Harbour Master, the port facility security officer on operating channels of VHF or via the additional communication equipment about all the incidents concerning finding precarious objects or explosive devices, about the signs of preparing and realization of unlawful interference acts, incidents of illegal boarding, about receiving any information concerning terroristic acts preparation and about all infractions or dubious persons in the sea port, and this information is transferred to all concerned persons by the Seaport Master.

XI. Navigation and hydrometeorological information transferred to captains of ships in the Seaport

85. The Seaport master daily announces hydrometeorological information for the ships on channel 12 of VHF.

86. Transfer of emergency navigation and weather information, as well as storm warnings to the masters of the ships is performed on channel 12 of VHF immediately.

87. Ships should confirm receiving of emergency navigation and weather information, and storm warnings on channel 12 of VHF.

APPROACHING CHANNEL OF THE SEAPORT INFORMATION

Approaching channel's position starts at the point with geographic coordinates: Lat. 66°54,20' N, Long. 32°41,31'E, on the starboard side of which the floating buoy is set "protection of the starboard side of the channel (the channel)" and ends at the point with geographic coordinates Lat. 67°04,63' N, Long.32°21,23'E on the port side of which the floating buoy is set "protection of the port side of the channel (the channel)".

Subsequent marking of the approaching channel, which consists of four locations: red buoys, located on the port side, green buoys, located on the starboard side as well as the western buoys.

Proceeding through the approaching channel is provided by the ranges Prodolny, Ryashko Western, Vstrechny, Oleny Southern, Palkinsky.

The length of the approach channel is 13.49 nautical miles, the width of 150 meters.

Минимальная глубина на подходном фарватере морского порта составляет 12,6 метра, максимальная 58 метров. Minimum depth in the approach channel of the Seaport is 12.6 meters, maximum is 58 meters.

The Seaport technical capacity information on berthing and wharves

Berth	Geographical coordinates of the berth location	Technical characteristics	
		Berth length (meters)	Wharf length (meters)
1	2	3	4
Berth № 1	67°04,85' North latitude широты и 032°19,45' East longitude 9 cables to the north-west of Cape Voronishny	80	3.2
Berth № 2	67°04,75' North latitude и 032°19,95' East longitude 7 cables to the north-west of Cape Voronishny	216	4
Berth № 3. Multipoint mooring float	67°04,70' North latitude 032°20,45' East longitude 5.5 cables to the north- north -west of Cape Voronishny	36 (technological platform)	17.2
Berth № 4. Multipoint mooring float	67°04,60' North latitude 032°20,95' East longitude 4 cables to the north- north -west of Cape Voronishny	180 (technological platform)	13.2

INFORMATION ABOUT ANCHORAGE OF THE SEAPORT

Anchorage N 1 is bounded by straight lines connecting the points in the geographical coordinates:

N 1 66°53'42" north latitude and 032°50'46,00" east longitude;

N 2 66°54'18" north latitude and 032°50'46,00" east longitude;

N 3 66°54'18" north latitude and 032°49'14,00" east longitude;

N 4 66°53'42" north latitude and 032°49'14,00" east longitude.

The design depth of anchorage N 1 is 55 meters.

Anchorage N 2 is limited by circle with a radius of 380 meters, with the center, located at the geographical coordinates: 67 ° 04'50, 3 "north latitude, 032 ° 21'27, 6" east longitude.

The design depth of anchorage N 2 is 14.1 meters.

Limitations of ice navigation regime in the Seaport water area <*>

<*> The list of ships' Ice Class is given in the classification of the Russian Maritime Register of Shipping.

Ice situation	Ships allowed to navigate in ice with icebreakers assistance or without assistance	Ships allowed to navigate in ice with icebreakers assistance only	Ships not allowed to navigate in ice
Solid ice cover thickness 10-15 cm	Ships of Ice Class 1 and higher	Not Ice Class Ships	Tows
Solid ice cover thickness 15-30 cm	Ships of Ice Class 2 and higher	Ships of Ice Class 1	Not Ice Class ships, Tows
Solid ice cover thickness 30-50 cm	Ships of Ice Class 3 and higher	Ships of Ice Class 1 and Ice Class 2	Not Ice Class ships, Tows
Solid ice cover thickness more than 50 cm	Ships of Ice Class Arc4 and higher	Ships of Ice Class 2 and Ice Class 3	Not Ice Class ships, Ice-1 Tows

Information about the minimum amount and power of tugs for mooring vessels in sea ports and tug escort of oil tankers

Deadweight (ton)	The minimum number of tugs and their power (not less) in kilowatts		
	mooring	unmooring	tug escort
Berth N 1			
Till 2500	2 x 444	2 x 444	not required
Berth N 2			
From 2501 to 10000	2 x 888	2 x 888	not required
Berths N 3, 4			
From 33001 to 50000	2 x 1702 and 1 x 888	2 x 1702	1 x 1702
From 50001 to 85000	2 x 2220 and 2 x 888	2 x 2220 and 1 x 888	2 x 2220

From 85001 to 150000	2 x 2960 and 2 x 1332	2 x 2960 and 1 x 1332	2 x 2960
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