

SCORE: 7

Calais - 50°58' N — 01°51' E

Comment [b1]: Grey tint omitted

Pilotage

• Contacts

TF +33 (0)3 21 96 20 56  
Fax +33 (0)3 21 97 77 64  
E-mail [boulognecalaispilot@wanadoo.fr](mailto:boulognecalaispilot@wanadoo.fr)  
Frequency CH 17 when a vessel is expected  
Call sign Pilotes Calais or Calais Pilot

Comment [b2]: Abbreviation can be used as original

• Zone

The compulsory pilotage zone extends to 3.5 M off the piers.

• Procedure

- a) Pilotage is compulsory for vessels of more than 60 m in length, entering and exiting.  
It is prohibited for vessels carrying dangerous substances or hydrocarbons to be in the channel to the E of the meridian of the "Calais Approche" buoy (50° 58.90' N — 1° 45.08' E) without a pilot aboard.
- b) The pilot embarks at the following positions:
- at 0.75 M to the N of the "Calais Approche" buoy
  - in bad weather, for small vessels: by at the latest when passing the "CA2" buoy (50° 58.15' N — 1° 45.68' E).

Comment [b3]: Full stop used throughout ilo comma as per original

• Note

Pilotage is provided by the "Boulogne - Calais" station whose headquarters are located in Calais.

Port and Vessel Traffic Service

The Calais VTS, established at the Harbourmaster's Office, provides regulation of traffic within the port and its accesses.

• Contacts

Port authority:  
TF +33 (0)3 21 00 68 00  
Fax +33 (0)3 21 00 68 01  
Email [Calais.DirectionDeleguee@nordpasdecalais.fr](mailto:Calais.DirectionDeleguee@nordpasdecalais.fr)  
Web [www.calais-port.com/](http://www.calais-port.com/)

Harbourmaster's Office:

TF +33 (0)3 21 00 68 49  
Fax +33 (0)3 21 34 08 92  
Email [capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

Vessel Traffic Service:

Frequencies Channel 16, 17 H 24  
Call sign Calais Port Control

Frequencies Carnot Lock:  
Channel 16, 17 H 24

• Zone

The zone is limited:

- to the SW by the SW limit of the regulated anchorage zone (line joining the positions 50° 56.60' N — 1° 44.50' E, 50° 57.10' N — 1° 41.20' E and 50° 58.60' N — 1° 37.90' E)
- to the NW, by the NW limit of that same zone (line joining the positions 50° 58.60' N — 1° 37.90' E and 51° 01.40' N — 1° 41.70' E)
- to the N and to the E, by the parallel of the "RCW" buoy (51° 01.30' N — 1° 45.40' E) and the line joining the "RCW" and "RCE" buoys (51° 02.50' N — 1° 53.20' E) and the old Walde lighthouse (50° 59.60' N — 1° 54.90' E).

• Procedure

- a) Vessels must communicate their ETA at roads to the Harbourmaster's Office 48 hrs. in advance specifying their characteristics and, where necessary, the nature (IMDG code) and the quantity of dangerous substances transported.
- b) Vessels must confirm their arrival to the Harbourmaster's Office 12h. in advance, indicating:
  - ETA at the "Calais Approche" buoy
  - length, beam and draught
  - port of origin
  - whether they are equipped with bow thrusters or stern thrusters or other manoeuvring aids
  - vessels with pilotage exemptions: whether they want a pilot or not.
- c) Vessels must confirm the above information on Channel 17, 2 hrs before arrival at roads, to Calais Port Control who will specify to them the berth, port entry time and possibly their anchorage point.
- d) Vessels must report their entry into the zone to Calais Port Control on Channel 17 then maintain radio watch on the prescribed channel until arriving at the quay.
- e) On arrival at the "Calais Approche" or "CA2" (ferries) buoy, vessels without a pilot must request authorisation to enter the access channel.

**12 30-T-03. NEW CALEDONIA (SW coast). Approach to Nouméa. Grande Rade and Baie de Maa.**  
**— Measuring apparatus. (MRCC Nouméa, local Avurnav 12-1158)**

**Comment [b4]:** Font should have been changed to Times for the following translations as per original

Within the scope of monitoring of the marine environment in Grande Rade, Nouméa, 5 measuring stations have been set up in Baie de Maa and Grande Rade, Nouméa. These stations have been submerged for a duration of five months at the following points:

**Comment [b5]:** No-need to translate proper names

**Baie de Maa:**

22 11.82 S — 166 20.69 E: Maa II Station at the depth of 2.5 m.

**Grande Rade, Nouméa:**

22 15.70 S — 166 26.48 E: Station P01 at the depth of 4.9 m;

22 15.24 S — 166 24.98 E: Station P12 at the depth of 13 m;

22 14.60 S — 166 23.85 E: Station P22 at the depth of 17 m;

22 13.95 S — 166 22.53 E: Station P33 at the depth of 21.5 m.

Users of the sea are asked not to approach the stations and to give them a wide berth.

See charts 6687, 7273, 7643, 7644

★12 30 29. FRANCE (Northern coast). Access to Isigny-sur-Mer. Baie du Grand Vey. —  
Beacons. Light. (Oultreham Lighthouses and Beacons, Notice 20120140041 and Comar Manche,  
Avurnav 12-1317).

— Chart

7422 (16)	Enter	No1 G.F.L.G.	2.5 s	49 23.60 N	1 07.27 W
		No2 R.F.L.R.	2.5 s	49 23.60 N	1 07.15 W
	Delete	No1 G.F.L.G.	2.5 s	(a) 49 23.9 N	1 08.4 W
		No2 R.F.L.R.	2.5 s	near (a)	

Comment [b6]: Error in spelling not noted but not penalized!

Comment [b7]: "Insert" is the term used here

★12 30 32. FRANCE (Northern coast). Baie de Saint-Brieuc. Erquy. — Graphic appendix.  
Bathymetry. Topography. (Conseil Général des Côtes-d'Armor, 20120125 NA).

— Charts

7154 (23)	Enter	in continuous line one pier	(A) between	48 38.02 N	2 28.75 W
					(*)
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W
					(the coast)
	Delete	the old pier the caption		near (A) to the East	
7310 (7)	Enter	Works in progress graphic appendix F.23 graphic appendix F.24		near (A) to the West	
				48 38.12 N	2 28.72 W
				48 33.88 N	2 31.19 W
					(central positions)
	Title block B	Part of Erquy			
	Enter	graphic appendix F.22		48 38.108 N	2 28.612 W
					(central position)

Comment [b8]: "legend" is the term used here

★12 30 35. FRANCE (Western coast). Approach to Lorient. Les Coureaux de Groix. — Wreck.  
(Atlantic Hydrographic Mission, 20120243 NA).

— Charts

7031 (14)	Replace wreck least depth	14 <sub>1</sub> by 13 <sub>a</sub>		47 39.1 N	3 26.6 W
7032 (14)	Replace wreck least depth	14 <sub>1</sub> by 13 <sub>a</sub>		47 39.1 N	3 26.6 W
INT 1835				47 39.1 N	3 26.6 W
7139 (14)	Replace wreck least depth	14 <sub>1</sub> by 13 <sub>a</sub>		47 39.06 N	3 26.61 W

★12 30 49. FRANCE (Southern coast). Port-Grimaud. Outer-port. — Beacons. Light. (Toulon Lighthouses and Beacons, Notice 20120830034 and Cecmed, Avurnav 12-5607).  
 — Instructions D22, § 4.1.5.1.  
 — Lights LB, 34700 (N), 34720 (N) and 34740 (N)  
 — Chart

7267 (9)	Enter	↙ BYB Q (3) 10s	43 16.268 N	6 35.337 E
litle block A Port-Grimaud and Marines de Cogolin				
	Enter	↙ BYB Q (3) 10s	43 16.268 N	6 35.337 E
		↙ R Q R	43 16.269 N	6 35.255 E
		↙ G Q G	43 16.212 N	6 35.292 E

★12 30 106. INDIAN OCEAN. Island of La Réunion. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

— Charts

7035 (21)	Enter	○ Obstns	20 52.82 S	55 32.75 E
INT 7735		○ Obstns	20 54.88 S	55 39.22 E
		○ Obstn	20 53.15 S	55 33.81 E
		○ Obstns	20 55.23 S	55 20.31 E
		○ Obstn	20 54.74 S	55 20.78 E
7183 (5)	Note.	— This chart was the subject of an updated reprinting of <u>to</u> correction 5.		
INT 7736	Enter	○ Obstn	20 54.74 S	55 20.78 E
		○ Obstn	20 53.26 S	55 23.26 E
		○ Obstn	20 52.99 S	55 32.84 E
		○ Obstn	20 53.15 S	55 33.81 E
		○	20 54.92 S	55 39.29 E
		○ Obstns	20 54.88 S	55 39.22 E
		○	20 55.23 S	55 20.31 E
		○ Obstn	20 55.44 S	55 19.75 E
		○ Obstns	20 55.22 S	55 20.19 E
		○ Obstn	20 52.82 S	55 32.75 E
		○	20 55.20 S	55 20.08 E
		○ Obstn	20 53.15 S	55 32.81 E
		an obstruction out of position		
		○ Obstn	20 55.56 S	55 19.13 E
litle block C Port Réunion (Pointe des Galets) East Port				
	Enter	○ Obstn	20 55.438 S	55 19.749 E
		○ Obstn	20 55.559 S	55 19.130 E
7222 (3)	Enter	○	20 54.92 S	55 39.29 E
		○ Obstns	20 54.88 S	55 39.22 E

— Instructions D22 2006

§4.1.5.1. 25, *replace the paragraph by:*

25 In a strong easterly wind, access is quite difficult because of the relatively shallow depths of the outer harbour where the waves can break. Since late 2011, a sandbank has formed between the pier heads of the outer harbour greatly reducing the depth in the southern part of the access. It is beaconsed by three light buoys with cardinal East, port lateral and starboard lateral marks.

Comment [b9]: "marked" is the term used here

1230

Toulon Lighthouses and Beacons, Notice 20120830034 and Ceamed, Avumav 12-5607

SCORE: 4

## 2. Water Area and Port Territory

2.1 According to article 74 of the Merchant Marine Code of Ukraine, article 14 of the Water Code of Ukraine and the Resolution of the Cabinet of Ministers of Ukraine dated ~~25<sup>th</sup> December 2002~~ 25.10.2002, No. 1581 on the "Water Area of Sevastopol Sea Trading Port", state owned enterprise "Sevastopol Sea Trading Port" has been given the following water area boundaries:

- **Sevastopol bay with the channel and mouth of river Chorna**, limited by:
  - on the west – by a line connecting edges of northern and southern entry moles into the bay; on the east – by meridian 33°36'02" of east longitude, by line of vehicle bridge over river Chorna and bank line, excluding parts of the water area leased to the Russian Federation according to the agreement between the Ukraine and the Russian Federation dated 28<sup>th</sup> May 1997 on the "Parameters of the Black Sea Fleet Division";
  - **Kozacha bay**, limited by a line connecting West ~~Cape~~ Cape and Manganari ~~Cape~~ Cape and by the coastline;
  - **Balaklava bay**, limited by latitude 44°29'06" of northern latitude and seacoast, excluding parts that belong to areas of responsibility and navigation security of the Ministry of Defence of Ukraine and the State Taxation Service of Ukraine according to the amendment to the resolution of the Cabinet of Ministers of Ukraine on the "Navigation Security in the Area of Sevastopol", dated 28<sup>th</sup> December 2000, No. 1933.

2.2 **Inner harbour** of the Port consists of water areas of Sevastopol, Kozacha and Balaklava bays in the range specified in the article 2.1 of these stringent regulations.

2.3 **Outer harbour**, not included into the Port's water area is:

- water area limited from the north by the latitude of the mouth of the river Kacha (44°43,6' N), from the west by the longitude of the ~~Cape~~ Cape Chersonese (33°22,8' E), from the west-east and south by the coastline and inner harbour border;
- outer harbour of Balaklava ~~B~~bay consists of the water area limited by the southern border of the inner harbour, coastline and line connecting cape Fiolent and cape Aya, and also the water area of Laspi harbour limited by the coastline and line connecting cape Aya and cape Sarych.

2.4 There are anchorage areas located within the inner harbour of Sevastopol ~~B~~bay:

- **anchorage area No. 387** limited by lines connecting points with the following coordinates:

Lat. = 44°37'22,7" N,	long. = 33°30'59,4" E;
Lat. = 44°37'30,5" N,	long. = 33°31'00,6" E;
Lat. = 44°37'29,9" N,	long. = 33°31'24,0" E;
Lat. = 44°37'22,3" N,	long. = 33°31'21,2" E;

- **anchorage area No. 388**, limited by lines connecting points with the following coordinates:

Lat. = 44°37'06,5" N,	long. = 33°34'30,6" E;
Lat. = 44°37'04,7" N,	long. = 33°34'39,0" E;
Lat. = 44°36'59,3" N,	long. = 33°34'51,0" E;
Lat. = 44°36'55,3" N,	long. = 33°34'41,8" E;
Lat. = 44°37'00,9" N,	long. = 33°34'28,2" E;

- **port anchorage No. 1**, limited by lines connecting points with the following coordinates:

Lat. = 44°37'15,8" N,	long. = 33°32'01,5" E;
Lat. = 44°37'15,8" N,	long. = 33°32'04,7" E;
Lat. = 44°37'10,2" N,	long. = 33°32'18,6" E;
Lat. = 44°37'03,6" N,	long. = 33°32'12,8" E;
Lat. = 44°37'12,1" N,	long. = 33°31'57,1" E;

- **port anchorage No. 2**, located in the range of anchorage No. 387.

2.5 The following items are located within harbour approaches and the outer harbour:

- **anchorage area No. 384**, limited by lines connecting points with the following coordinates:

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Comment [b1]: Format changed

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Comment [b2]: Capitals omitted from proper names throughout

Lat. = 44°38'49,7" N, long. = 33°30'03,6" E;  
 Lat. = 44°40'23,9" N, long. = 33°30'07,8" E;  
 Lat. = 44°40'23,9" N, long. = 33°31'13,2" E;  
 Lat. = 44°38'49,7" N, long. = 33°31'03,6" E;

• **anchorage area No. 386**, limited by lines connecting points with the following coordinates:

Lat. = 44°39'41" N, long. = 33°23'18" E;  
 Lat. = 44°40'29" N, long. = 33°23'18" E;  
 Lat. = 44°40'29" N, long. = 33°25'18" E;  
 Lat. = 44°39'41" N, long. = 33°25'18" E;

• **area of waiting (WA)** without berthing for vessels that are waiting for clearance to enter the port, limited by lines connecting points with following coordinates:

Lat. = 44°39,5' N, long. = 33°29,3' E;  
 Lat. = 44°38,2' N, long. = 33°29,3' E;  
 Lat. = 44°38,8' N, long. = 33°25,3' E;  
 Lat. = 44°39,5' N, long. = 33°25,3' E;

- polygon of deviation works;
- measured lines of Carantynna, Lukulska, Striletska and Chersoneska;
- recommended routes and traffic separation schemes.

Comment [b3]: Area?

2.6 The following items are located within Balaklava harbour approaches:

• **anchorage area No. 395**, limited by lines connecting points with following coordinates:

Lat. = 44°28,0' N, long. = 33°31,9' E;  
 Lat. = 44°28,6' N, long. = 33°31,9' E;  
 Lat. = 44°28,6' N, long. = 33°33,9' E;  
 Lat. = 44°28,0' N, long. = 33°33,9' E;

• **anchorage area No. 396**, limited by lines connecting points with the following coordinates:

Lat. = 44°24,52' N, long. = 33°41,11' E;  
 Lat. = 44°24,86' N, long. = 33°41,61' E;  
 Lat. = 44°24,11' N, long. = 33°42,57' E;  
 Lat. = 44°23,79' N, long. = 33°42,04' E.

2.7 Territory of the state owned enterprise "Sevastopol Sea Trading Port" covers plots of land provided by Sevastopol city council to the port for permanent use within the legal terms or areas washed in, poured or created using other hydrotechnic technologies at the expense of the port. The following items are located on these plots:

a) in the northern harbour:

- at location 5, Nakhimov square:
  - deep water cargo and passenger mooring No. 143 and neighbouring area of Ukraine state border crossing point, seaport buildings, port administration, other buildings and constructions from the southern fence of Grafksa Pristan quay to the north up to the fence line of the Mine wall with the southern gates of the port and embankment wall of Nakhimov square on the west;

- motor boat mooring No. 144 – northern limit of mooring No. 143 outside Ukraine state border crossing point;

Comment [b4]: Passenger ferry?

• at location 3, Nakhimov square:

- new premises of the port authority and services with motor boat moorings (Vodokatna – city) No. 145 and 146 that border in the south with northern side of Grafksa Pristan quay and in the north with the southern side of the territory of the Sports club of the Russian Federation Black Sea Fleet;

• at location 13, Portova st.:

- mooring of repair facility No. 117;
- mooring of port fleet ship anchorage No. 115;
- mooring float of port fleet No. 116;

b) in Artileriyska harbour:

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- at location 1, 300 Years of the Russian Fleet square:
  - passenger mooring No.157;
  - ferryboat pier No. 155;
  - passenger motor boat moorings No.154 and 156 with bordering land plots, buildings and Ukraine state border crossing point;
- c) in Malyi Inkerman:
  - cargo berth No. 56 and neighbouring fenced operational zone of overloading complex No. 2-1 with buildings and warehouse facilities, Ukraine state border crossing point,
  - mooring float of passenger motor-boats No. 55;
- d) in Velykyi Inkerman (mouth of the Chorna river):
  - at location 10, Simferopol highway, Inkerman:
    - cargo berth No. 50 and neighbouring fenced operational zone of overloading complex No. 2 with buildings and warehouse facilities, Ukraine state border crossing point,

- passenger motor boat mooring ~~No. No.~~ 49;

Comment [b5]: Format Inconsistent

- pier No. 51 in the mouth of the Chorna river;

e) to the Northern Side, Zakharov square (former Northern square):

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- ferryboat pier No 11;

- passenger motor boat pier No. 10;

- two lettered motor boat moorings;

- motor boat moorings No. 6 and 7 in Staropivnichna harbour;

f) passenger motor boat moorings:

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- "Bukhta Gollandia", mooring No. 29 in Gollandia harbour;

- "DRES", mooring No. 57 with passenger pavilion in the DRES region (State regional power plant);

- additional mooring No. 58 in the DRES region;

- "Troitska", mooring No. 65;

- "Apolonova", mooring No. 84;

- "Pavlovsky", mooring No. 87 on cape Pavlovsky in Pivdenna harbour;

- "Omega beach", mooring No. 205 in Krugla harbour;

- "Nazukina quay", mooring No. 265 in Balaklava harbour;

- "Golden Beach", mooring No. 268 in the outer harbour area of Balaklava harbour;

- "Uchkuyivka Beach", mooring No. 277 in the region of "Uchkuyivka" beach;

g) on the 5<sup>th</sup> km. of Balaklava high-way – buildings and constructions of industrial base of the port.

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2.8 Hydrotechnic constructions of other enterprises, institutions and organisations that open at the water area of Sevastopol Sea Trading Port, which provide services of ship maintenance, repair (including dock repair), transshipment, passenger services etc., including the following:

- |                                   |   |
|-----------------------------------|---|
| - "Pivnichny" dock                | - Marine Industrial Complex (MIC), OJSC;          |
| - moorings No. 18, 19, 20, 21, 22 | - Stevedoring company Avlita, PC;                 |
| - mooring No. 52                  | - Vtormet, CJSC;                                  |
| - moorings No. 47, 89, 90, 91, 92 | - docks "Shidny" and "Zahidny", Sevmorverf, OJSC; |
| - mooring No. 59                  | - VALM, research and production company;          |
| - moorings No. 59 A, B            | - Linart, production plant;                       |
| - moorings No. 93, 94             | - Persey, CJSC;                                   |
| - mooring No. 118                 | - Morstroy, CJSC;                                 |
| - mooring No. 122                 | - Akar, LLC;                                      |
| - moorings No. 89, 90, 91, 92     | - Sevmorzavod, OJSC.                              |

The scheme of location and numeration of mooring facilities on the coast of Sevastopol city is provided in Amendment 4.



SCORE: 4

Egyptian Authority for Maritime Safety

Ministry of Transport

Notice to Mariners (No. 2), 2012

Gulf of Suez:

Captains, maritime companies and their agents should notice that: a maritime platform (Al Amal (A) – Al Amal (B)) has been established in Ras Adeeb, for Al Amal Petroleum Co.

Primary: Specifications of the platform (Al Amal (A)):

Location (Al Amal (A)):

Latitude: N 28° 03' .41 & Altitude: E 33° 34' .42

The platform is equipped with the following navigation aids:::

1. Lights:

- The white lights on the platform extremes send Morse character (D . . . —) every 20 seconds.

2. Foghorn:

- The foghorn sends Morse character (D . . . —) every 18 seconds. The hearing distance is 2 nautical miles.

3. Racon Device:

- Racon Device sends Morse characters (D . . . —) every 20 seconds. The sight distance is 6 nautical miles.

Secondary: Specifications of the platform (Al Amal (B)):

Location (Al Amal (B)):

Latitude: N 28° 04' .17 & Altitude: E 33° 34' .31

The platform is equipped with the following navigation aids:::

1. Lights:

- The white & red lights on the platform extremes send Morse character (N . . . —) every 20 seconds.

2. Foghorn:

- The foghorn sends Morse character (N . . . —) every 18 seconds. The hearing distance is 2 nautical miles.

3. Racon Device:

- Racon Device sends Morse character (N . . . —) every 20 seconds. The sight distance is 6 nautical miles.

- ❖ All mariners are subject to this document.
- ❖ Affecting map-chart No.: 2374 (WGS - 84)
- ❖ In Alexandria, on 13 June 2012/6/2012.

Naval Major - General Mustafa Muhammad Ezz Eddeen Wahba  
Head of the Administrative Council  
Egyptian Authority for Maritime Safety

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Comment [b1]: Outside of bookmarking. Not required.

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Comment [b2]: Punctuation throughout

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Comment [b3]: Bullet point required

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Comment [b4]: Longitude. Obviously translated by someone with no geographical knowledge

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Comment [b5]: Note – Morse Code incorrect in original as same as “N” below. Not marked as incorrect.

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Comment [b6]: Bullet point required

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Comment [b7]: As above

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SCORE: 7

**Navigator Announcement No. (2) of 2012**

**Gulf of Suez:**

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Let it be known to sea captains, shipping companies and its agents that marine platforms ("AL Amal – A & AL Amal – B") have been established in RAS DEIB area and they belong to Al Amal Petroleum Company.

• **AL Amal – A platform specifications:**

Bullet points not as per :[Comment [b1 original throughout.

**AL Amal – A site:**

Lat: 28° 03' 41N Long: 33° 34' 42E

**The platform is equipped with the following Aids to Navigation:**

**1. Lights:**

- White light on the platform sides giving Morse letter (D...-) every 20 seconds.

**2. Fog Horn:**

- Fog horn giving Morse letter (D...-) every 18 seconds, audible at 2 NM.

**3. Sea Beacon:**

- Sea beacon giving Morse letter (D...-) every 20 seconds, visible at 6 NM.

The translator has :[Comment [b2 not noted the error in the original as both letters have the same Morse Code. This has not been .marked

• **AL Amal – B platform specifications:**

**AL Amal – B site**

Lat 28° 04' 17N Long: 33° 34' 31E

**The platform is equipped with the following Aids to Navigation:**

**1. Lights:**

- White & Red lights on the platform sides giving Morse letter (N...-) every 20 seconds.

**2. Fog Horn:**

- Fog horn giving Morse letter (N...-) every 18 seconds, audible at 2 NM.

**3. Sea Beacon:**

- Sea beacon giving Morse letter (N...-) every 20 seconds, visible at 6 NM.

- All navigators should pay attention to this.
- Affected charts: 2374 (WGS-84).
- Alexandria dated 13/06/2012



Admiral: Moustafa Mohamed Ezz Adin Wahba  
Chairman of the Egyptian Authority  
for Maritime Safety



## PILOT STATIONS AND PORTS

**SCORE: 4**

### Calais – 50°58'N – 01°51'E

#### Pilotage

##### Contacts

Tel +33 (0)321 962056  
 Fax +33 (0)321 977764  
 Email [boulognecalaispilot@wanadoo.fr](mailto:boulognecalaispilot@wanadoo.fr)  
 Frequency Channel 17 when a vessel is expected  
 Callsign Pilotes Calais or Calais Pilot

**Comment [b1]:** Grey tint omitted. Headers not required – outside of bookmarking.

Font size changes within document

File renamed

**Comment [b2]:** These should be bullet points throughout

**Comment [b3]:** Format of tel nos changed

. Area The compulsory pilotage area extends 3½ miles 3.5M off the jetties.

**Comment [b4]:** Spaces required between lines as per original

##### . Procedure

- a) Pilotage is compulsory for inbound and outbound vessels over 60 metres in length. Vessels carrying hydrocarbons or dangerous substances may not enter the channel to the E of the meridian of the "Calais Approche" buoy (50°58.90'N – 1°45.08'E) without a pilot on board.
- b) The pilot will board at the following points:
- ¾ mile 0.75M to the N of the Calais Approche buoy
  - in bad weather for small vessels: no later than passing the CA2 buoy (50°58.15'N – 1°45.68'E).

**Comment [b5]:** Speech marks not used as per original throughout

**Comment [b6]:** Full stops ilo commas throughout

#### Note

Pilotage is provided by the Boulogne-Calais station whose main office is in Calais.

**Comment [b7]:** Full stops used ilo commas throughout

**Comment [b8]:** Rejustify

#### Maritime Traffic Service

The Calais Maritime Traffic Service (STM) in the Harbourmaster's Office controls traffic in the port and its approaches.

**Comment [b9]:** Vessel Traffic Services = VTS

##### . Contacts

Port Control [*Direction du port*]:  
 Tel +33 (0)321 006800  
 Fax +33 (0)321 006801  
 Email [Calais.DirectionDeleguee@nordpasdecals.fr](mailto:Calais.DirectionDeleguee@nordpasdecals.fr)  
 Web [www.calais-port.com/](http://www.calais-port.com/)

##### Tel

Harbourmaster's Office [*Capitainerie*]:

##### Fax

+33 (0)321 006849

##### Email

[capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

##### Frequencies

Maritime Traffic Service (STM):

##### Callsign

Channels 16, 17 24 hrs  
 Calais Port Control

**Comment [b10]:** H24 can be left

## FRANCE

- Frequencies      Carnot lock:  
Channels 16, 17      24 hrs
- . Area      The area is bounded:
- to the SW, by the SW limit of the controlled mooring area (a line connecting 50°56.60'N – 1°44.50'E, 50°57.10'N – 1°41.20'E and 50°58.60'N – 1°37.90'E)
  - to the NW, by the NW limit of the same area (a line connecting 50°58.60'N – 1°37.90'E and 51°01.40'N – 1°41.70'E)
  - to the N and E, by the line of latitude of the RCW buoy (51°01.30'N – 1°45.40'E) and the line connecting the RCW and RCE buoys (51°02.50'N – 1°53.20'E) and the former Walde Lighthouse (50°59.60'N – 1°54.90'E).
- . Procedure
- a) Vessels ~~will~~ must transmit their ETA in the roads to the harbourmaster's office 48 hours in advance, giving their details, and if applicable, the type (IMDG code) and quantity of dangerous substances carried.
  - b) Vessels must confirm their arrival to the harbourmaster's office 12 hours in advance, stating:
    - ETA at Calais Approche buoy
    - length, beam and draught
    - origination port
    - whether fitted with bow and stern thrusters or other manoeuvrability aids
    - for pilotage-exempt vessels: whether or not they require a pilot.
  - c) Vessels must confirm the above information on Channel 17, ~~two~~ 2 hours before arrival in the roads, to Calais Port Control who will give the berthing slot, time of port entry and, if applicable, the mooring location.
  - d) Vessels must report their entry into the area to Calais Port Control on Channel 17 and then maintain listening watch on the prescribed channel until docking.
  - e) On arrival at the Calais Approche buoy or ~~(ferries)~~ CA2 ~~(ferries)~~ -buoy, vessels without a pilot must request authorisation to enter the approach channel.

**Comment [b11]:** Numbers should be shown as original

### 3.19.1.8 – Calais



Preliminary, Temporary and Other Notices

**12 30-T-03. NEW CALEDONIA** [*Nouvelle-Calédonie*] (SW coast). **Nouméa approaches. Grande Rade and Maa Bay. – Measuring equipment.** (MRCC Nouméa, Avurnav local 12-1158)

**Comment [b12]:** No need to translate proper names

As part of marine environment monitoring, ~~five~~<sup>5</sup> measuring stations have been installed in Maa Bay and Grande Rade de Nouméa. The stations have been positioned underwater for a five-month period at the following locations:

**Maa Bay:**

22 11.82 S – 166 20.69 E: Station MAA II at a depth of 2.5 metres.

**Grande Rade de Nouméa:**

22 15.70 S – 166 26.48 E: Station P01 at a depth of 4.9 metres.

22 15.24 S – 166 24.98 E: Station P12 at a depth of 13 metres.

22 14.60 S – 166 23.85 E: Station P22 at a depth of 17 metres.

22 13.95 S – 166 22.53 E: Station P33 at a depth of 21.5 metres.

Sea users are requested not to approach the stations and to give them a wide berth.

*See Charts 6687, 7273, 7643, 7644.*

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Corrections to Charts  
- French Charts

◆ 12 30 29. FRANCE (North Coast). Approach to Isigny-sur-Mer. Baie du Grand Vey. – Buoyage. Lights. (Phares et Balises Ouistreham<sup>1</sup>, Avis [Notice] 20120140041 and Comar Manche [Channel Maritime Command], Avurnav [Urgent Notice to Navigators] 12-1317)

Comment [b13]: This has to be a \* as this has a specific meaning.

- Chart

7422 (16)	Add	No1 <sup>1</sup> G Fl. G. 2.5s	49 23.60 N	1 07.27 W
		No2 <sup>2</sup> R Fl. R. 2.5s	49 23.60 N	1 07.15 W
	Delete	No1 <sup>1</sup> G Fl. G. 2.5s	(a) 49 23.9 N	1 08.4 W
		No2 <sup>2</sup> R Fl. R. 2.5s	counterpart adjacent to (a)	

Comment [b14]: These appear to be spherical and not cone shaped

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Comment [b15]: As used below!

◆ 12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy – Graphic Annex. Bathymetry. Topography. (Conseil Général des Côtes d'Armor, 20120125 NA)

- Charts

7154 (23)	Add	as a solid line, a jetty	(A) between 48 38.02 N	2 28.75 W
			48 38.07 N	(*) 2 28.82 W
			48 38.24 N	2 28.83 W
				(the coast)
	Delete	the former jetty the legend (key) Construction underway	adjacent to (A) to the E	
			adjacent to (A) to the W	
7310 (7)	Add	Graphic Annex F.23	48 38.12 N	2 28.72 W
		Graphic Annex F.24	48 33.88 N	2 31.19 W
				(central positions)
	Title block B	Erquy harbour		
	Add	Graphic Annex F.22	48 38.108 N	2 28.612 W
				(central position)

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Comment [b17]: Works in progress

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◆ 12 30 35. FRANCE (West Coast). Lorient approaches. Les Coureaux de Groix.– Wreck. (Mission Hydrographique de l'Atlantique, 20120243 NA)

- Charts

7031 (2314)	Replace	the depth of the wreck 14 <sub>1</sub> with 13 <sub>8</sub>	47 39.1 N	3 26.6 W
7032 (14)	Replace	the depth of the wreck 14 <sub>1</sub> with 13 <sub>8</sub>	47 39.1 N	3 26.6 W
INT 1835				
7139 (14)	Replace	the depth of the wreck 14 <sub>1</sub> with 13 <sub>8</sub>	47 39.06 N	3 26.61 W

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Corrections to Nautical Instructions

◆ 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. – Buoys.  
**Lights.** Phares et Balises Toulon, Avis 20120830034 and Cccmed [*Mediterranean Maritime Command*], Avurnav 12-5607)

- **Instructions D22**, §\_4.1.5.1.
- **Lights - LB-Region**, 34700(N), 34720 (N) and 34740 (N)
- **Chart**

7267 (9)	Add	↗	43 16.268 N	6 35.337 E	Formatted: Font color: Blue
		↗	BYB Q (3) 10s		
	Title block A		Port-Grimaud and Marines de Cogolin		
	Add	↗	43 16.268 N	6 35.337 E	Comment [b18]: Different format to the same wording below.
		↗	BYB Q (3) 10s		
		↗	R Q-R	43 16.269 N	6 35.255 E
		↗	G Q-G	43 16.212 N	6 35.292 E

◆ 12 30 106. INDIAN OCEAN. Réunion Island. – Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

- **Charts**

7035 (21)	Add	○	Obstns	20 52.82 S	55 32.75 E	Formatted: Font color: Blue
INT 7735		○	Obstns	20 54.88 S	55 39.22 E	Formatted: Font color: Blue
		○	Obstns	20 53.15 S	55 33.81 E	Formatted: Font color: Blue
		○	Obstns	20 55.23 S	55 20.31 E	Formatted: Font color: Blue
		○	Obstns	20 54.74 S	55 20.78 E	Formatted: Font color: Blue
7183 (5)	Note: This chart has been withdrawn to update Correction 5.					Formatted: Font color: Blue
INT 7736	Add	○	Obstns	20 54.74 S	55 20.78 E	Formatted: Font color: Blue
		○	Obstn	20 53.26 S	55 23.26 E	Formatted: Font color: Blue
		○	Obstn	20 52.99 S	55 32.84 E	Formatted: Font color: Blue
		○	Obstns	20 53.15 S	55 33.81 E	Formatted: Font color: Blue
		○	Obstn	20 54.92 S	55 39.29 E	
		○	Obstn	20 54.88 S	55 39.22 E	
		○	Obstn	20 55.23 S	55 20.31 E	
		○	Obstn	20 55.44 S	55 19.75 E	
		○	Obstn	20 55.22 S	55 20.19 E	
		○	Obstn	20 52.82 S	55 32.75 E	
		○	Obstn	20 55.20 S	55 20.08 E	
		○	Obstn	20 53.15 S	55 32.81 E	
			An obstruction out of position			
		○	Obstn	20 55.56 S	55 19.13 E	
	Title block C		Port Réunion (Pointe des Galets) eastern harbour			
	Add	○	Obstn	20 55.438 S	55 19.749 E	
		○	Obstn	20 55.559 S	55 19.130 E	
7222 (3)	Add	○	Obstns	20 54.92 S	55 39.29 E	Formatted: Font color: Blue
		○	Obstns	20 54.88 S	55 39.22 E	

## Corrections to Nautical Instructions

### **Instructions D22 2006**

**§4.1.5.1. 25**, replace the sub-paragraph with:

25 With a strong easterly wind, the approach is quite difficult in view of the relatively shallow depths in the outer harbour where waves can break. Since the end of 2011 a sandbank has formed between the mole heads of the outer harbour, reducing considerably the depth in the southern part of the approach. It is marked with three lit buoys: eastern cardinal, lateral port and lateral starboard.

1230

Phares et Balises Toulon, Avis 20120830034 and Cecmed, Avurnav 12-5607

SCORE: 7

d) In case of emergency, mobilisation, threats to public safety, fire, marine pollution, and other situations that require emergency response in terms of crisis management, navigation, safety and security of life, property, and environment, the port authority has the right to change the locations of ships designated to them in accordance with orders, cancel previously issued orders, suspend loading and unloading operations, remove ships and other vessels from their places, moor ships that must be given priority, and take advantage of the existing capabilities of the ships, vessels and shore facilities.

e) If vessels moored to shore facilities are not able to remain stable due to bad weather and sea conditions, they may leave their places and be moored to safer moorages, may take shelter in safer places or put to sea. These ships must provide a written notice to the respective port authority as soon as possible. In this case, in accordance with the provisions of Clauses 13 and 14, these ships may return to their previous places without the need for a new berthing permit provided that the port authority's authorisation is received following a request by the ship's relevant officers in this regard.

f) Ships and vessels may not be moored between or close to buoys, to places that prevent access to and exit from berthing and mooring areas of the shore facilities, and may not wait in the breakwater area unless necessary. Measures in this regard shall be taken jointly by the port authority and the shore facilities' operators.

g) Out of service ships, excluding those scrapped, that cannot engage in commercial activities as a result of a judicial or administrative process may wait in the shore facilities and moorages in accordance with procedures and principles determined by the Administration, provided that they do not undergo maintenance and repair.

### **Outward clearance**

**CLAUSE 11 - (1)** Commercial ships may leave shore facilities and travel beyond the administrative borders of the port authority pursuant to outward clearance issued by the port authority. Ships that receive outward clearance shall immediately leave the shore facilities after completing procedures with other relevant authorities and organisations. In accordance with the provisions of the Regulation on Sea Tourism put into force by virtue of Decree of the Council of Ministers No. 2009/15212 dated 29/06/2009, marine tourism vessels, excluding passenger ships, may leave shore facilities pursuant to a sailing permit. In this case, the sailing permit shall substitute outward clearance.

(2) Other matters related to granting of outward clearance shall be determined according to the provisions of the Technical Regulation on Ships published in Official Gazette No. 27409 dated 17/11/2009.

(3) Fishing boats, in the seaworthiness certificate of which the navigation zone of the adjacent port is shown as the navigation zone, shall be equipped and adequately staffed similar to port navigations. Fishing boats that do not use trawls and purse seine

for fishing purposes and are less than twelve meters in length may be surveyed and certified by the respective port authority or the adjacent port's authority.

### **Navigation based on ship navigation systems**

**CLAUSE 12** - (1) If necessary, in accordance with the IMO rules and recommendations, the Administration may develop ship navigation systems aimed at regulation of maritime traffic within the administrative borders of the port authority, in order to increase safety and security of navigation, life, property, and environment and to reduce the risk of accidents.

(2) All ships that will be moored to or will leave shore facilities with ship navigation systems that will enter the port area in order to moor to moorages or will travel from the shore facilities with ship navigation systems to moorages, shall perform the following actions using these ship navigation systems:

- a) Leave the traffic separation scheme
- b) Navigate before entering the traffic separation scheme
- c) Cross the traffic separation scheme

(3) Maritime traffic operators or chief operators, who work in vessel traffic services and act in violation of professional principles and requirements or exhibit gross negligence or recklessness, shall be subject to Clause 19 of the Regulation on Establishment and Operation of Vessel Traffic Services published in Official Gazette No. 26438 dated 18/02/2007.

(4) Maritime traffic operators or chief operators shall mutually exchange information with the authorised navigation organisation in order to enhance the effectiveness of the service.

(5) In order to organise maritime traffic within the administrative borders of the port authority, the Administration may publish a traffic tracking guide.

(6) Ships that are in the port area or shore facilities, that are navigating, moored, have weighed anchor, are approaching or leaving the shore facilities, as well shore facility personnel and pilots shall comply with the provisions of the Regulation on Establishment and Operation of Vessel Traffic Services.

SCORE: 4

## 2. Water Area and Port Territory

2.1 In accordance with Article 74 of the Maritime Code of Ukraine, article 14 of the Water Code of Ukraine and the resolution of the Cabinet of Ministers of Ukraine No. 1581 of 25.10.2002 on the Water Area of the Sevastopol Commercial Seaport, the Sevastopol Commercial Seaport State Enterprise has allocated a water area for use within the following boundaries:

- the Sevastopolska Bay and the channel and gutter of the Chorna River delineated:

- in the West by a line connecting the extremities of the North and South entrance moles in the bay; in the East - a line of longitude at 33°36'02" E, by the line of the vehicle bridge spanning the River Chorna and the shoreline, except in sectors of the water area leased to the Russian Federation in accordance with the Agreement signed between Ukraine and the Russian Federation on 28 May 1998-1997 on Options for the Division of the Black Sea Fleet;

- Kozacha Bay, marked out by a line connecting Capes Zakhidni and Manhanari, and the shoreline;

- Balaklava Bay, marked out by a line of latitude at 44°29'06" N and the shoreline, except for sectors lying within zones where maritime navigation safety is the responsibility of the Ukrainian Ministry of Defence or State Border Protection Service, in accordance with the amendments to Decree No. 1933 of the Cabinet of Ministers of Ukraine dated 28 December 2000 On Ensuring the Safety of Navigation within the Area of Sevastopol.

2.2. The Inner Road of the port is the water area of the Sevastopol, Kazacha and Balaklava Bays within the limits stipulated in Paragraph 2.1. of these mandatory decrees.

2.3. The Outer Road of the port, not included within its water area, is:

- the water area delineated in the North by the mouth of the River Kacha at the latitude of (44°43,6' N), in the West by the longitude of Cape Kherones (33°22,8' E), and in the East and South by the coastline and the border of the Inner Road;

- the Outer Road of the Balaklava Bay is the water area contiguous with the southern boundary of the Inner Road, the shoreline and a line connecting Capes Fiolent and Aya, as well as the water area of the Laspinska Bay delineated by the shoreline and a line connecting Capes Aya and Sarych.

2.4. Located on the Inner Road of Sevastopol Bay are zones of anchorage:

- Anchorage Sector No. 387 marked by lines connected to points with the following coordinates:

Lat = 44°37'22,7" N	Long = 33°30'59,4" E;
Lat = 44°37'30,5" N	Long = 33°31'00,6" E;
Lat = 44°37'29,9" N	Long = 33°31'24,0" E;
Lat = 44°37'22,3" N	Long = 33°31'21,2" E;

- Anchorage Sector No. 388 marked by lines connected to points with the following coordinates:

Lat = 44°37'06,5" N	Long = 33°34'30,6" E;
Lat = 44°37'04,7" N	Long = 33°34'39,0" E;
Lat = 44°36'59,3" N	Long = 33°34'51,0" E;
Lat = 44°36'55,3" N	Long = 33°34'41,8" E;
Lat = 44°37'00,9" N	Long = 33°34'28,2" E;

- Road Berth No. 1 marked by lines connected to points with the following coordinates:

Lat = 44°37'15,8" N	Long = 33°32'01,5" E;
Lat = 44°37'15,8" N	Long = 33°32'04,7" E;
Lat = 44°37'10,2" N	Long = 33°32'18,6" E;
Lat = 44°37'03,6" N	Long = 33°32'12,8" E;
Lat = 44°37'12,1" N	Long = 33°31'57,1" E;

- Road Berth No. 2 marked by lines connected to points with the following coordinates:

2.5. Located on the approaches to the port and on its Outer Road are:

- Anchorage Sector No. 384 marked by lines connected to points with the following coordinates:

Lat = 44°38'49,7" N	Long = 33°30'03,6" E;
Lat = 44°40'23,9" N	Long = 33°30'07,8" E;
Lat = 44°40'23,9" N	Long = 33°31'13,2" E;
Lat = 44°38'49,7" N	Long = 33°31'03,6" E;

- Anchorage Sector No. 386 marked by lines connected to points with the following coordinates:

Lat = 44°39'41" N	Long = 33°23'18" E;
Lat = 44°40'29" N	Long = 33°23'18" E;
Lat = 44°40'29" N	Long = 33°25'18" E;
Lat = 44°39'41" N	Long = 33°25'18" E;

- Holding-Waiting Area (WA) for vessels waiting to enter the port where there is no requirement to drop anchor marked out by lines connected by points with the following coordinates:

Lat = 44°39,5' N	Long = 33°29,3' E;
Lat = 44°38,2' N	Long = 33°29,3' E;
Lat = 44°38,8' N	Long = 33°25,3' E;
Lat = 44°39,5' N	Long = 33°25,3' E;

- vessel deviation area;
- Karantinna, Lukulska, Striletska and Kheroneska measuring lines;
- recommended routes and distribution systems for vessel movements.

Comment [b1]: ??

Comment [b2]: Bullet points not as in original

Comment [b3]: Full stops ilo commas throughout

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2.6. Located on the approaches to the Balaklava Bay are:

- **Anchorage Sector No. 395** marked by lines connected to points with the following coordinates:

Lat = 44°28.0' N.	Long = 33°31.9' E;
Lat = 44°28.6' N	Long = 33°31.9' E;
Lat = 44°28.6' N	Long = 33°33.9' E;
Lat = 44°28.0' N	Long = 33°33.9' E;

- **Anchorage Sector No. 396** marked by lines connected to points with the following coordinates:

Lat = 44°24.52' N.	Long = 33°41.11' E;
Lat = 44°24.86' N	Long = 33°41.61' E;
Lat = 44°24.11' N	Long = 33°42.57' E;
Lat = 44°23.79' N	Long = 33°42.04' E.

2.7. The territory of the Sevastopol Commercial Seaport State Enterprise includes land allocated by the Sevastopol City Council for permanent use by the port in accordance with established procedures, this territory being alluvial, filled in or created using other hydro-engineering means at the expense of the port. Located there are:

a) the South Bay

- address: Nakhimov Square, No. 5;

- a commercial deep-water berth No. 143 and contiguous border crossing point into Ukraine, port passenger terminal, port management buildings, other buildings and structures on the southern boundary of the Hrafski Pier in the north, to the line of the Minna Wall boundary to the southern port gates and the retaining wall adjacent to Nakhimov Square in the west;

- Launch mooring No. 144 - north end of mooring No. 143 beyond the Ukrainian national border crossing point.

- address: Nakhimov Square, No. 3;

- a new port management and services building with passenger launch piers (route: Vodokatna - City) Nos. 145 and 146, which border on the south with the northern side of the Hrafski Pier, and on the northern-southern side with the territory of the Russian Federation Black Sea Fleet Sports Club;

- address: Portova Street, No. 13;

- repair shop mooring No. 117;

- sludge mooring No. 115 for vessels of the port fleet;

- pontoon mooring No. 116 for vessels of the port fleet;

b) the Artillery Bay

- address: 300 Years of the Russian Fleet Square, No. 1

- passenger mooring No. 157;

- steamship pier No. 155;

- passenger launch moorings Nos. 154 and 156 with neighbouring plots of land, buildings and Ukrainian national border crossing point;

c) in Maly Inkerman;

- cargo pier No. 56 and adjacent fenced-off operational zone of trans-shipment complex No. 2 with buildings and storage areas, and Ukrainian national border crossing point;

- floating passenger launch mooring No. 55;

d) Great Inkerman (basin of River Chorna);

- address: Simferopol Highway 10, Inkerman;

- cargo pier No. 50 and adjacent fenced-off operational zone of trans-shipment complex No. 1 with buildings and storage areas, and Ukrainian national border crossing point;

- passenger launch mooring No. 49;

- pier No. 51 in the gulf of the River Chorna;

e) the North side of Zakharov Square (northern side)

- steamship pier No. 11;

- passenger launch mooring No. 10;

- two lettered launch moorings;

- launch moorings No. 6 and 7 in Staropivnichna Bay;

f) passenger launch moorings;

- Hollandia Bay, Mooring No. 29 in Hollandia Bay;

- DRES (State District Power Plant) Mooring No. 57 with passenger pavilion in the area of the State District Power Plant;

- auxiliary mooring No. 58 in the area of the State District Power Plant;

- the Troitska mooring No. 65;

- the Apolonova mooring No. 84;

- the Pavlovski mooring No. 87 on Cape Pavlovski in South Bay;

- Omega Beach, Mooring No. 205 in Kruhla Bay;

- Nazukin Promenade Mooring No. 265 in Balaklava Bay;

- Zoloty Plyazh (Golden Beach) Mooring No. 268 in in Inner Road of Balaklava Bay;

- Uchkuyivka Beach Mooring No. 277 in the area of the Uchkuyivka Beach;

g) at kilometre 5 on the Balaklava Highway - buildings and industrial installations of the port.

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2.8 Maritime engineering facilities of other enterprises, bodies and organisations that enter the water area of the Sevastopol Commercial Seaport, which provide servicing for ships, repair (including dock) facilities, cargo handling, passenger handling etc., namely:

- the North (Pivnichny) Dock - the Maritime Industrial Complex (MIK), Joint Stock Company;
- Moorings Nos. 18, 19, 20, 21, and 22 - the Avlita Stevedoring Company, Public Stock Company
- Mooring No. 52 - Vtormet Limited
- Moorings No. 47, 89, 90, 91 and 92 - East and West Docks, Sevmorverf Joint Stock Company
- Mooring No. 59 - VALM Scientific Production Firm
- Moorings No. 59A, and 59B - Linart Partners
- Mooring Nos. 93, and 94 - Persei Limited
- Mooring No. 118 - Morstroi Public Stock Company
- Mooring No. 122 - The Akar Company
- Moorings Nos. 89, 90, 91, and 92 - the Sevmorzavod Joint Stock Company

A scheme of the positions and numeration of the pier and mooring facilities along the Sevastopol littoral is presented in Annex 4.

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**Comment [b5]:** Layout of this area not as per original.

**SCORE: 4**

d) In cases requiring immediate intervention such as a state of emergency, war, public safety, fire, sea pollution, crisis management, safety of navigation, potential loss of human life or property and safety and security of the environment, the Port Authority has the power to relocate vessels whose locations have been defined by ordinates, to cancel the said ordinates, to stop loading and off-loading processes, to remove ships and other vessels from their current locations, to allow access to vessels that have high priority, and to utilise ships, other vessels and existing coastal facilities.

**Comment [b1]:** Paragraphs not indented as per original.  
Text should be sans serif as per original

e) In the event that vessels already docked at coastal facilities are not able to remain in their locations due to bad weather or sea conditions, they can leave and anchor elsewhere or take refuge at more secure locations or select a safer route to navigate. In such cases, the ship's authorised personnel must notify the port authority in writing as soon as possible. Under these circumstances the vessels may return to their previous locations on request by the ship's authorised personnel and by obtaining permission from the port authority in accordance with the provisions of articles 13 and 14.

f) Ships and other vessels are not allowed to anchor close to buoys, in between buoys and in any way that prevents entry and exit to the docking and anchoring areas at the coastal facilities, and cannot remain anchored inside jetties unless it is absolutely necessary. The precautions regarding these issues are taken jointly by the port authority and the operators of coastal facilities.

g) Except those set aside as scrap, all vessels that are out of active service or not able to take part in commercial activity due to awaiting the result of a legal or an administrative process, can wait anchored at coastal facilities or at anchoring areas within the framework of the terms and conditions determined by the authority as long as no maintenance work is carried out.

#### **Port departure documentation**

**ARTICLE 11 - (1)** Commercial vessels leaving the coastal facilities to navigate a route which will surpass the boundaries of the port authority, must obtain a Sailing Permit from the authority. The vessels that have obtained a Sailing Permit must complete their procedures with the relevant organisations and leave the coastal facilities immediately. Apart from passenger ships, all touristic vessels are issued with a coastal facility departure document along with their Sailing Permit within the scope of the provisions of the Regulations on Maritime Tourism enacted by the Decision of the Board of Ministers dated 29/6/2009 and numbered 2009/15212. In such cases, the Sailing Permit substitutes the port departure document.

(2) All other issues regarding the allocation of port departure documents are defined in accordance with the provisions of the Technical Regulations of Ships published in the Official Gazette dated 17/11/2009 and numbered 27409.

(3) All personnel allocations, equipment and competence procedures for fishing vessels with an adjacent port navigation zone in their Seaworthiness Certificate, are carried out in the same way as a port navigation. The surveys and certifications of fishing vessels smaller than twelve metres that do not fish using trawl and seine nets can be conducted by adjacent ports as well as the certifying port authority.

6

**Comment [b2]:** Page number included within bookmarking

#### **Navigation based on ship routing systems**

**ARTICLE 12** – (1) Should the port authority deem it necessary, it may, within the framework of relevant rules and recommendations by the IMO, form ship routing systems in order to regulate maritime traffic to reduce the risk of accidents and to ensure the safety of human life, property, navigation and the environment within the administrative borders of the port authority.

**Comment [b3]:** UKHO spelling is "routeing"

(2) The following issues concerning all vessels docking at or leaving coastal facilities as well as those approaching the port to anchor at the anchoring areas or those moving towards the anchoring areas from the coastal facilities shall be conducted in accordance with the said ship routing system:

- a) Leaving traffic separation schemes,
- a)b) Navigating without entering the traffic separation schemes,
- a)c) Crossing over traffic separation schemes in a way that disrupts traffic.

**Comment [b4]:** "before"?

**Formatted:** Bullets and Numbering

(3) In cases where marine traffic operators or chief operators act against the principles and requirements of their profession, or act in a way that results in gross misconduct or negligence, the provision stated in the second subsection of article 19 of the Regulation on the Establishment and Operation of Ship Traffic Service Systems published in the official Gazette dated 18/2/2007 and numbered 26438 will apply.

(4) Marine traffic operators or chief operators must liaise with the relevant towage and pilot organisations in order to ensure an efficient service.

(5) The Port Authority may publish a marine traffic guide in order to regulate traffic within the authority boundaries.

(6) All vessels navigating through, anchored at, leaving from or using the port area or the coastal facilities, those docking at or leaving a coastal facility, and coastal facility operators along with captains of pilot vessels shall comply with the provisions of the Regulation on the Establishment and Operation of Ship Traffic Service Systems.

**SCORE: 7**

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Notice to Mariners No. (2) of 2012

Gulf of Suez:

Vessel captains, shipping companies and their agents are informed that the marine platform (Al-Amal-A/Al-Amal-B) has been established in the Ras Dib area for the Al-Amal Petroleum Company.

◆ One1. Platform specifications (Al-Amal-A):

Al-Amal-A location:

Latitude: 28° 03' 41 N & Longitude: 33° 34' 42 E

The platform is equipped with the following navigational aids:-

1. Lighting:

- White light on the platform's sides emitting the Morse letter (D - • • •<sup>1</sup>) [sic] every 20 seconds.

2. Foghorn:

- Foghorn emitting the Morse letter (D - • • •) [sic] every 18 seconds with an audible range of 2 nautical miles.

3. Racon device:

- Racon device emitting the Morse letter (D - • • •) [sic] every 20 seconds with a visual range of 6 nautical miles.

**Comment [b1]:** Translator's note seen. However the fact that both the letters "D" & "N" have the same Morse Code has not been raised. No marks deducted as per original.

◆ Two2. Platform specifications (Al-Amal-B):

Al-Amal-B location:

Latitude: 28° 04' 17 N & Longitude: 33° 34' 31 E

The platform is equipped with the following navigational aids:-

1. Lighting:

- White and red light on the platform's sides emitting the Morse letter (N - • • •) [sic] every 20 seconds.

2. Foghorn:

- Foghorn emitting the Morse letter (N - • • •) [sic] every 18 seconds with an audible range of 2 nautical miles.

3. Racon device:

- Racon device emitting the Morse letter (N - • • •) [sic] every 20 seconds with a visual range of 6 nautical miles.

❖ All mariners must take heed of this.

❖ The chart in question is number 2374 (WGS-84).

❖ Alexandria on: 13/6/2012.

[signature] 13/6/2012

Staff Rear Admiral Mustafa Mohamed Ezzeldin Wahba  
Chairman of the Egyptian Authority for Maritime Safety

<sup>1</sup> Translator's note: The transcription method used for these Morse code symbols is that used in the International Code of Signals.



SCORE: 7

Calais - 50°58' N – 01°51' E

Pilotage

• Contacts

Tel: +33 (0)3 21 96 20 56  
Fax: +33 (0)3 21 97 77 64  
Email: boulognecalaispilot@wanadoo.fr  
Frequency: Channel 17 when a vessel is expected  
Call sign: "Pilotes Calais" or "Calais Pilot"

• Area:

The compulsory pilotage area extends for up to 3.5 M seaward of the jetties.

• Procedure:

- a) Pilotage is compulsory for vessels over 60 m long, upon entry and exit. It is prohibited for vessels carrying oil or dangerous substances to be within the channel eastwards of the longitude of the "Calais Approche" buoy (50° 58.90' N – 1° 45.08' E) without a pilot on board.
- b) The pilot boards at the following positions:
- 0.75 M northwards of the "Calais Approche" buoy
  - In poor weather for small vessels: at the latest, upon passing the "CA2" buoy (50° 58.15' N – 1° 45.68' E).

• Note:

The pilotage service is provided by the "Boulogne - Calais" pilotage station, which is based in Calais.

Vessel Traffic Service<sup>1</sup>

The Calais VTS, which is based in the Harbour Master's Office, regulates traffic in the port and its accesses.

• Contacts

Port Management:  
Tel: +33 (0)3 21 00 68 00  
Fax: +33 (0)3 21 00 68 01  
Email: Calais.DirectionDeleguee@nordpasdecalais.fr  
Website: www.calais-port.com/

Harbour Master's Office:

Tel: +33 (0)3 21 00 68 49  
Fax: +33 (0)3 21 34 08 92  
Email: capcalais.vigie@equipement-agriculture.gouv.fr

Vessel Traffic Service:

Frequencies: Channels 16, and 17 24 hrs  
Call sign: "Calais Port Control"

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Comment [b1]: Full stop no comma throughout

Comment [b2]: Note: H24 can be used

<sup>1</sup> Translator's note: "Service de Trafic Maritime et Port" this Vessel Traffic Service is applicable to both maritime and port traffic.

	Écluse Carnot [Carnot lock]:
Frequencies:	Channels 16 and 17      24 hrs
• Area:	The area is limited: <ul style="list-style-type: none"> <li>- To the SW by the SW limit of the restricted anchorage area (a line joining positions 50° 56.60' N – 1° 44.50' E, 50° 57.10' N – 1° 41.20' E and 50° 58.60' N – 1° 37.90' E)</li> <li>- To the NW, by the NW limit of the same area (a line joining positions 50° 58.60' N – 1° 37.90' E and 51° 01.40' N – 1° 41.70' E)</li> <li>- To the N and to the E, by the latitude of the "RCW" buoy (51° 01.30' N – 1° 45.40' E<sup>2</sup>) and the line joining the "RCW" and "RCE" buoys (51° 02.50' N – 1° 53.20' E) and the old Walde lighthouse (50° 59.60' N – 1° 54.90' E)</li> </ul>
• Procedure:	<ul style="list-style-type: none"> <li>a) Vessels must provide the Harbour Master's Office with their ETA at the roadstead 48-hours in advance, specifying their characteristics and, if applicable, the nature (IMDG Code) and quantity of dangerous goods on board.</li> <li>b) Vessels must confirm their arrival to the Harbour Master's Office 12-hours in advance and provide the following information: <ul style="list-style-type: none"> <li>- ETA at the "Calais Approche" buoy</li> <li>- Length, width and draught</li> <li>- Port of origin</li> <li>- Whether they are equipped with bow thrusters or stern thrusters or any other manoeuvring aids</li> <li>- Vessels for which pilotage is not compulsory: whether or not they require a pilot.</li> </ul> </li> <li>c) Vessels must confirm the above information to Calais Port Control, via Channel 17, 2-hours prior to arrival at the roadstead, which will assign them a berth at the quay, a time for entry to the port and, if necessary, an anchorage position.</li> <li>d) Vessels must provide Calais Port Control with a report on their entry into the area via Channel 17 and then maintain a radio watch on the aforementioned channel until they reach the quay.</li> <li>e) Upon arrival at the "Calais Approche" buoy or the "CA2" buoy (ferries), vessels without a pilot must request authorisation to enter the access channel.</li> </ul>

3.19.1.8. – Calais.

<sup>2</sup> Translator's note: *sic*. We believe that this should read "1° 45.40' E".



12 30-T-03. NEW CALEDONIA (SW Coast). Approaches to Nouméa, Grande Rade and Baie de Maa. — Measuring equipment. (MRCC  
Nouméa, local Avumav 12-1158).

Comment [b3]: No need to translate  
proper names

As part of an operation to monitor the marine environment in Grande Rade de Nouméa, 5 measuring stations have been installed in Baie de Maa and Grande Rade de Nouméa.

These stations have been installed underwater for a period of five months, at the following positions:

Baie de Maa:

22 11.82 S — 166 20.69 E: Station Maa II at a depth of 2.5 m.

Grande Rade de Nouméa:

22 15.70 S — 166 26.48 E: Station P01 at a depth of 4.9 m;

22 15.24 S — 166 24.98 E: Station P12 at a depth of 13 m;

22 14.60 S — 166 23.85 E: Station P22 at a depth of 17 m;

22 13.95 S — 166 22.53 E: Station P33 at a depth of 21.5 m.

Mariners are requested to not approach the stations and to give them a wide berth.

See charts 6687, 7273, 7643 and 7644

\* 12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Baie du Grand Vey. — Beaconage. Light. (Ouistreham<sup>3</sup> Lights and Beacons, Notice 20120140041 and Comar Manche, Avurnav 12-1317).

— Charts

7422 (16)	Insert	No. 1 [symbol] <sup>4</sup> G Fl.G. 2.5s	49 23.60 N	1 07.27 W
		No. 2 [symbol] R Fl.R. 2.5s	49 23.60 N	1 07.15 W
	Delete	No. 1 [symbol] G Fl.G. 2.5s	(a) 49 23.9 N	1 08.4 W
		No. 2 [symbol] R Fl.R. 2.5s	close to (a)	

\* 12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy. — Graphical annex. Bathymetry. Topography. (Conseil Général des Côtes-d'Armor, 20120125 NA).

— Charts

7154 (23)	Insert	with a firm line, a jetty	(A) joining	48 38.02 N	2 28.75 W ([symbol])
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W (the coast)
	Delete	the old jetty the caption	close E of (A)		
7310 (7)	Insert	Works under construction graphical annex F.23 graphical annex F.24	close W of (A)	48 38.12 N	2 28.72 W
				48 33.88 N	2 31.19 W (central positions)
	inset B	Port of Erquy			
	Insert	graphical annex F.22	48 38.108 N	2 28.612 W (central position)	

\* 12 30 35. FRANCE (West Coast). Approaches to Lorient. Les Coureaux de Groix. — Wreck. (Atlantic Hydrographic Mission, 20120243 NA).

— Charts

7031 (14)	Amend	the least depth of the wreck 14 <sub>1</sub> to 13 <sub>8</sub>	47 39.1 N	3 26.6 W
7032 (14)	Amend	the least depth of the wreck 14 <sub>1</sub> to 13 <sub>8</sub>	47 39.1 N	3 26.6 W
INT 1835				
7139 (14)	Amend	the least depth of the wreck 14 <sub>1</sub> to 13 <sub>8</sub>	47 39.06 N	3 26.61 W

<sup>3</sup> Translator's note: *sic*. We believe that there is an error in the source text and that this should read "Ouistreham".

<sup>4</sup> Translator's note: We have chosen to replace the symbols used in the PDF source text with "[symbol]" in the translation in order to refer the reader back to the source text. This approach was adopted for reasons of legibility as attempts to insert the symbols as images taken from the PDF, resulted in poor clarity of the topmarks of some of the buoys. We would however be happy to discuss this at a later stage with UKHO regarding future work.

\* 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. — Beaconage. Light. (Toulon Lights and Beacons, Notice 20120830034 and Cccmed, Avurnav 12-5607).

— Directions D22, § 4.1.5.1.

— Lights LB, 34700 (N), 34720 (N) and 34740 (N)

— Chart

7267 (9)	Insert	[symbol] BYB Q (3) 10s	43 16.268 N	6 35.337 E
	inset A <i>Port-Grimaud and Marines de Cogolin</i>			
	Insert	[symbol] BYB Q (3) 10s	43 16.268 N	6 35.337 E
		[symbol] R Q.R	43 16.269 N	6 35.255 E
		[symbol] G Q.G	43 16.212 N	6 35.292 E

\* 12 30 106. INDIAN OCEAN. Réunion. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

— Charts

7035 (21)	Insert	[symbol] Obstns	20 52.82 S	55 32.75 E
INT 7735		[symbol] Obstns	20 54.88 S	55 39.22 E
		[symbol] Obstn	20 53.15 S	55 33.81 E
		[symbol] Obstns	20 55.23 S	55 20.31 E
		[symbol] Obstn	20 54.74 S	55 20.78 E

7183 (5) Note. — *This chart was reprinted when correction 5 was issued.*

INT 7736	Insert	[symbol] Obstn	20 54.74 S	55 20.78 E
		[symbol] Obstn	20 53.26 S	55 23.26 E
		[symbol] Obstn	20 52.99 S	55 32.84 E
		[symbol] Obstn	20 53.15 S	55 33.81 E
		[symbol]	20 54.92 S	55 39.29 E
		[symbol] Obstns	20 54.88 S	55 39.22 E
		[symbol]	20 55.23 S	55 20.31 E
		[symbol] Obstn	20 55.44 S	55 19.75 E
		[symbol] Obstns	20 55.22 S	55 20.19 E
		[symbol] Obstn	20 52.82 S	55 32.75 E
		[symbol]	20 55.20 S	55 20.08 E
		[symbol] Obstn	20 53.15 S	55 32.81 E
		an obstruction out of position		
		[symbol] Obstn	20 55.56 S	55 19.13 E
	inset C <i>Port Réunion (Pointe des Galets) Port Est [East Port]</i>			
	Insert	[symbol] Obstn	20 55.438 S	55 19.749 E
		[symbol] Obstn	20 55.559 S	55 19.130 E
7222 (3)	Insert	[symbol]	20 54.92 S	55 39.29 E
		[symbol] Obstns	20 54.88 S	55 39.22 E

— Directions D22 2006

§4.1.5.1. 25, amend the paragraph to:

- 25 In strong easterly winds, access is quite difficult due to the relatively shallow depths of the outer harbour, where the waves can break. Since late 2011, a sand bank has formed between the heads of the outer harbour, greatly reducing the depth in the southern section of the access. It is marked by an E cardinal light buoy, a port lateral light buoy and a starboard lateral light buoy.

**Comment [b4]:** Three light buoys...  
However translation acceptable

1230

Toulon Lights and Beacons, Notice 20120830034 and Cecmed, Avurnav 12-5607

**SCORE: 10**

d) In situations requiring urgent intervention with regard to a state of emergency, mobilisation, public safety, fire, marine pollution, crisis management, the safety and security of movement, life, property and the environment, the port authority<sup>1</sup> is authorised to change the position of the ships from that specified in their approval orders, to cancel their previously prepared approval orders, to halt loading and unloading processes and to remove ships and other marine craft from their current positions, so as to allow ships needing precedence to dock, and to allow ships, marine craft and shore facilities to use existing resources.

e) If ships docked at shore facilities cannot remain at their berths due to adverse weather or sea conditions, they may leave their berths and anchor in an anchorage area that is safer, take shelter in a safer place or sail away. Those responsible for these ships should notify the port authorities in writing as soon as possible. Ships in these circumstances can, at the request of those responsible for the ship and with the port authority's permission, return to where they were without the need to arrange a new docking approval order, taking into consideration the provisions of articles 13 and 14.

f) Ships and marine craft shall not anchor in the vicinity of buoys or between buoys in a way that would obstruct docking at shore facilities or entry to and exit from moorings and, unless there are compelling circumstances, they must not wait at anchor inside breakwaters. Measures on this matter will be taken jointly by the port authority and shore facility operators.

g) With the exception of those set aside for scrap, out of service ships for which no commercial activity can be found because the outcome of judicial or administrative proceedings is awaited can wait at shore facilities or in anchorages, provided no maintenance and repair are carried out.

#### **Port Clearance Certificate**

**ARTICLE 11-** (1) Commercial ships leaving shore facilities on a voyage out of the port authority's administrative area require a port clearance certificate that will be issued by the port authority. Ships that have received a port clearance certificate shall complete their business with other establishments and organisations and immediately leave the shore facility. The shore facility exit permission that is issued to maritime tourism craft other than passenger ships is the voyage permit certificate that is issued within the terms of Maritime Tourism Regulations that came into effect on 29/6/2009 with Council of Ministers' Decree number 2009/15212. In this case the voyage permit certificate takes the place of a port clearance certificate.

(2) Other matters relating to the issue of port clearance certificates will be determined in accordance with rules in Ships' Technical Regulations published in Official Gazette number 27409, dated 17/11/2009.

(3) The equipment and minimum safe manning levels of fishing vessels that have given the contiguous port voyage zone as their voyage area will be made as for a port voyage in their seaworthiness certificate. The surveys and certifications of fishing vessels below twelve metres in

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<sup>1</sup> Translator's note: the Turkish text literally translates as "port authority", which we believe is the "Harbour Master's Office" as listed in entry F60 of NP5011.

length that are not fishing with trawl and purse seine nets may be done by the contiguous port authority as well as by the port authority where it is registered.

## **Movement in accordance with ship routeing measures**

**ARTICLE 12 – (1)** In order to enhance the safety and security of navigation, life, property and the environment and to reduce the risk of accidents the Administration may, where it deems necessary, institute ship routeing measures designed to regulate marine traffic within the port authority's administrative limits and within the framework of the IMO's rules and recommendations.

(2) With regard to places where there are ship routeing measures, all ships that will dock at the shore facilities or leave those facilities or come to the port area to anchor in its anchorages or move from the shore facilities to its anchorages will conduct:

- a) their departure from the traffic separation scheme,
- b) their continuing state of movement before entering the traffic separation scheme,
- c) their crossing from one side to another in a way that cuts across the traffic separation scheme,

in accordance with the ship routeing measures.

(3) If marine traffic operators or chief operators performing duties in the service of marine traffic act in a manner contrary to professional principles and requirements, or in serious cases of fault or neglect, action will be taken in accordance with sub-paragraph two of article 19 of Regulations Relating to Setting up and Operating Ship Traffic Services Schemes, which were published in Official Gazette number 26438, dated 18/2/2007.

(4) Sea traffic operators or chief operators must engage in mutual exchange of information with the competent pilotage organisation to maximise the efficiency of the service.

(5) A marine traffic guide may be published by the Administration to regulate marine traffic within the port authority's administrative limits.

(6) Ships in the port area or at shore facilities moving, anchoring, leaving anchorages, docking or leaving these facilities, the operators of shore facilities and pilots shall conform to the provisions of the Regulations relating to the Introduction and Operation of Ship Traffic Services Schemes.





SCORE: 10

## 2. Port waters and territory

2.1 In accordance with Article 74 of the Merchant Shipping Code of Ukraine, Article 14 of the Water Code of Ukraine and Resolution No. 1581 of 25.10.2002 of the Cabinet of Ministers of Ukraine "On the waters of Sevastopol' Commercial Sea Port", the waters within the following limits are allocated for use by State Enterprise Sevastopol' Commercial Sea Port:

- **Bukhta Sevastopol's'ka with the channel and basin of Richka Chorna**, bounded:

- on the W – by a line connecting the ends of the N and S entrance moles to the bay; on the E – by the longitude 33°36'02" E, the line of the road bridge across Richka Chorna and the shoreline, with the exception of the sections of water leased to the Russian Federation under the Treaty between Ukraine and the Russian Federation of 28 May 1997 "On Parameters of the Black Sea Fleet Division";

- **Bukhta Kozacha**, bounded by a line connecting Mys Zakhidnyy and Mys Manganari, and by the shoreline;

- **Bukhta Balaklavs'ka**, bounded by latitude 44°29'06" N and the shoreline, with the exception of those sections which come under the zones of responsibility of the Ministry of Defence of Ukraine and the State Border Service of Ukraine for ensuring the safety of navigation in accordance with the addendum to Resolution No. 1933 of 28 December 2000 of the Cabinet of Ministers of Ukraine "On ensuring the safety of navigation in the area of Sevastopol'".

2.2 **The inner roadstead** of the port consists of the waters of Bukhta Sevastopol's'ka, Bukhta Kozacha and Bukhta Balaklavs'ka within the limits shown in paragraph 2.1 of these Mandatory Regulations.

- 2.3 **The outer roadstead** of the port, which is not part of its waters, consists of:

- the waters bounded on the N by the latitude of the estuary of Richka Kacha (44°43.6' N), on the W by the longitude of Mys Khersones (33°22.8' E), and on the E and S by the shoreline and the limits of the inner roadstead;

- the outer roadstead of Bukhta Balaklavs'ka consists of the waters bounded by the S limit of the inner roadstead, the shoreline and a line connecting Mys Fiolent and Mys Ayya, and also the waters of Bukhta Laspyns'ka, bounded by the shoreline and a line connecting Mys Ayya and Mys Sarych.

- 2.4 Anchorage areas are situated in the inner roadstead of Bukhta Sevastopol's'ka as follows:

- **Anchorage Area No. 387**, bounded by lines connecting points with coordinates:

Latitude = 44°37'22.7" N,	Longitude = 33°30'59.4" E;
Latitude = 44°37'30.5" N,	Longitude = 33°31'00.6" E;
Latitude = 44°37'29.9" N,	Longitude = 33°31'24.0" E;
Latitude = 44°37'22.3" N,	Longitude = 33°31'21.2" E;

Comment [b1]: Lat

Comment [b2]: Long

Comment [b3]: Full stops ilo commas throughout

- **Anchorage Area No. 388**, bounded by lines connecting points with coordinates:

Latitude = 44°37'06.5" N,	Longitude = 33°34'30.6" E;
Latitude = 44°37'04.7" N,	Longitude = 33°34'39.0" E;
Latitude = 44°36'59.3" N,	Longitude = 33°34'51.0" E;
Latitude = 44°36'55.3" N,	Longitude = 33°34'41.8" E;
Latitude = 44°37'00.9" N,	Longitude = 33°34'28.2" E;

- **Roadstead Berth No. 1**, bounded by lines connecting points with coordinates:

Latitude = 44°37'15.8" N,	Longitude = 33°32'01.5" E;
Latitude = 44°37'15.8" N,	Longitude = 33°32'04.7" E;
Latitude = 44°37'10.2" N,	Longitude = 33°32'18.6" E;
Latitude = 44°37'03.6" N,	Longitude = 33°32'12.8" E;
Latitude = 44°37'12.1" N,	Longitude = 33°31'57.1" E;

- **Roadstead Berth No. 2**, situated within the limits of Anchorage Area No. 387.

- 2.5 The following are situated in the approaches to the port and in its outer roadstead:

- **Anchorage Area No. 384**, bounded by lines connecting points with coordinates:

Latitude = 44°38'49.7" N,	Longitude = 33°30'03.6" E;
Latitude = 44°40'23.9" N,	Longitude = 33°30'07.8" E;
Latitude = 44°40'23.9" N,	Longitude = 33°31'13.2" E;
Latitude = 44°38'49.7" N,	Longitude = 33°31'03.6" E;

- **Anchorage Area No. 386**, bounded by lines connecting points with coordinates:

Latitude = 44°39'41" N,	Longitude = 33°23'18" E;
Latitude = 44°40'29" N,	Longitude = 33°23'18" E;
Latitude = 44°40'29" N,	Longitude = 33°25'18" E;
Latitude = 44°39'41" N,	Longitude = 33°25'18" E;

- **Waiting Area (WA)<sup>1</sup>** for vessels awaiting permission to enter port without dropping anchor, bounded by lines connecting points with coordinates:

Latitude = 44°39.5' N,	Longitude = 33°29.3' E;
Latitude = 44°38.2' N,	Longitude = 33°29.3' E;
Latitude = 44°38.8' N,	Longitude = 33°25.3' E;
Latitude = 44°39.5' N,	Longitude = 33°25.3' E;

- a deviation range;

- the Karantynna, Lukul's'ka, Strilets'ka and Khersones'ka measured distances;

<sup>1</sup> Translator's note: the Ukrainian text gives the full designation of the area and then also an abbreviation. The corresponding abbreviation in English has been provided here for completeness, although as we understand it 'Waiting Area' is normally just spelled out in full in UKHO texts.

- recommended tracks and traffic separation schemes.

2.6 The following are situated in the approaches to Bukhta Balaklavs'ka:

- **Anchorage Area No. 395**, bounded by lines connecting points with coordinates:

Latitude = 44°28.0' N,	Longitude = 33°31.9' E;
Latitude = 44°28.6' N,	Longitude = 33°31.9' E;
Latitude = 44°28.6' N,	Longitude = 33°33.9' E;
Latitude = 44°28.0' N,	Longitude = 33°33.9' E;

- **Anchorage Area No. 396**, bounded by lines connecting points with coordinates:

Latitude = 44°24.52' N,	Longitude = 33°41.11' E;
Latitude = 44°24.86' N,	Longitude = 33°41.61' E;
Latitude = 44°24.11' N,	Longitude = 33°42.57' E;
Latitude = 44°23.79' N,	Longitude = 33°42.04' E.

2.7 The territory of State Enterprise Sevastopol' Commercial Sea Port includes areas of land provided by the Sevastopol' City Council for permanent use by the port in accordance with the established procedure, as well as land which has been deposited, dumped or created as a result of the use of other hydro engineering technologies in the area at the port's expense. The following are situated on this land:

- a) in Pivdenna Bukhta:

- at ploshcha Nakhimova, 5<sup>2</sup>:

- deep-water cargo and passenger berth No. 143 and the adjoining zone of the Ukrainian state border crossing point, the maritime terminal buildings, the port administration, and other buildings and installations from the S fence of Grafts'ka Prystan' wharf on the N, as far as the line of the fence of Minnaya Stinka with the S port gates and the retaining wall of Ploshcha Nakhimova on the W;

- launch berth No. 144 – the N end of berth No. 143 beyond the zone of the Ukrainian state border crossing point;

- at ploshcha Nakhimova, 3<sup>3</sup>:

- the new port administration and services building with passenger launch piers (Vodokatna – city) No. 145 and 146, which adjoin the N side of Grafts'ka Prystan' wharf on the S, and which adjoin the S edge of the site of the Russian Federation Black Sea Fleet sports club on the N;

- at vulytsya Portova, 13<sup>4</sup>:

- repair base berth No. 117;
- port fleet holding berth No. 115;
- port fleet floating berth No. 116;

- b) in Artyleriys'ka Bukhta:

- at ploshcha 300-richchya Rosiys'kogo flotu, 1<sup>5</sup>:

- passenger berth No. 157;

- ferry pier No. 155;

- passenger launch berths No. 154 and 156 and the adjoining areas of land, buildings and the Ukrainian state border crossing checkpoint;

- c) in Malyy Inkerman:

- cargo berth No. 56 and the adjoining enclosed operating zone of transshipment complex No. 2, including the buildings, storage areas and the Ukrainian state border crossing checkpoint;

- passenger launch landing stage No. 55;

- d) at Velykyy Inkerman (Richka Chorna basin):

- at Simferopol's'ke shose, 10<sup>6</sup>, Inkerman:

- cargo berth No. 50 and the adjoining enclosed operating zone of transshipment complex No. 1, including the buildings<sup>7</sup>, storage areas and the Ukrainian state border crossing checkpoint;

- passenger launch berth No. 49;

- pier No. 51 in the creek of the Richka Chorna basin;

- e) in Pivnichna Storona, ploshcha Zakharova (Pivnichna Bukhta):

- ferry pier No. 11;

- passenger launch pier No. 10;

- two lighter<sup>8</sup>/launch berths;

<sup>2</sup> Translator's note: this is an address and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be "5, Nakhimova Square".

<sup>3</sup> Translator's note: this is an address and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be "3, Nakhimova Square".

<sup>4</sup> Translator's note: this is an address and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be "13, Portova Street".

<sup>5</sup> Translator's note: this is an address and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be "1, 300<sup>th</sup> Anniversary of the Russian Fleet Square".

<sup>6</sup> Translator's note: this is an address and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be "10, Simferopol Highway".

<sup>7</sup> Translator's note: the Ukrainian gives two words here, both of which normally translate as "buildings", so only one term has been given in the English translation.

<sup>8</sup> Translator's note: there appears to be a typographical error in the Ukrainian source text. The word which is used ("лігтерні") means "letter". However, we believe this should read "ліхтерні", which means "lighter".

- launch berths No. 6 and 7 in Bukhta Staropivnichna;
- f) passenger launch berths:
  - “Bukhta Gollandiya”, berth No. 29 in Bukhta Gollandiya;
  - “DRES”, berth No. 57 with the passenger pavilion in the area of the state district power station;
  - ancillary berth No. 58 in the area of the state district power station;
  - “Troyits'ka”, berth No. 65;
  - “Apolonova”, berth No. 84;
  - “Pavlovs'kyy”, berth No. 87 on Mys Pavlovs'kyy in Pivdenna Bukhta;
  - “Plyazh Omega”, berth No. 205 in Bukhta Krugla;
  - “Naberezhna Nazukina”, berth No. 265 in Bukhta Balaklavs'ka;
  - “Zolotyy Plyazh”, berth No. 268 in the outer roadstead of Bukhta Balaklavs'ka;
  - “Plyazh Uchkuyivka”, berth No. 277 in the area of Uchkuyivka beach;
- g) at km 5 of Balaklavs'ke Shose<sup>9</sup> – the buildings and installations of the port's industrial base.

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<sup>9</sup> Translator's note: this is the name of a highway and as such has been transliterated directly from the Ukrainian. In case this information is required, an equivalent translation would be “Balaklavs'ke Highway”.

2.8 Hydro engineering installations of other companies, institutions and organisations that are part of the waters of Sevastopol' Commercial Sea Port (SCSP), at which vessel and repair services (including dock repairs), cargo transshipment, passenger and other services are provided, are as follows:

- |                                 |  |
|---------------------------------|--|
| - Pivnichnyy Dok [N Dock]       | - VAT "Mors'kyi industrial'nyi kompleks" (MIK, Marine Industrial Complex); |
| - berths No. 18, 19, 20, 21, 22 | - PAT "Avlita" Stevedore Company;  |
| - berth No. 52                  | - ZAT "Vtormet";   |
| - berths No. 47, 89, 90, 91, 92 | - Skhidnyy Dok [E Dock] and Zakhidnyy Dok [W Dock], VAT                    |
| - "Sevmorverf";                 |  |
| - berth No. 59                  | - NVF "VALM";  |
| - berths No. 59A, B             | - PP "Linart";   |
| - berths No. 93, 94             | - ZAT "Persey";  |
| - berth No. 118                 | - PAT "Morstroy";  |
| - berth No. 122                 | - TOV "Akar";  |
| - berths No. 89, 90, 91, 92     | - VAT "Sevmorzavod" <sup>10</sup> .  |

Comment [b4]: Needs to be justified right

A diagram showing the layout and numbering of berthing facilities on the coast of Sevastopol' is given in Appendix 4.

<sup>10</sup> Translator's note: the abbreviations in this section denote different types of organisations, e.g. limited liability company, open/closed joint stock company, etc. As they are part of the company names, the abbreviations have been transliterated from the Ukrainian rather than translated.



SCORE : 7

Egyptian Authority for Maritime Safety (EAMS)

Not required – outside of the bookmarking. :[Comment [b1]

Notice to Mariners No. (2) for the year 2012

Gulf of Suez:

Double line required for :[Comment [b2] underline

To all ship's masters, shipping companies and their agencies, kindly be informed that: the offshore platform (Al Amal –A- Al Amal-B) has been constructed at Ras Deeb Area, for Al Amal Petroleum Company.

▪ First: Platform Specifications (Al Amal-A):

Bullet point wrong :[Comment [b3] shape

Position (Al Amal – A) :

Lat.: 03'.41 28°N & Long: 34'.42 33° E.

Positions in reverse. :[Comment [b4] Correctly shown on original.

The platform is equipped with the following

Navigational Aids :-

1. Lighting:

- White light on the sides of the platform, emitting Morse Code letter (D \_ . .) every 20 seconds.

Translator did not note :[Comment [b5] that there is an error in the original – Morse Code for letter s are the same. Not marked as per original.

2. Fog horn:

- Fog horn giving Morse Code letter (D \_ . .) every 18 seconds, audible range 2 NM.

3. Racon:

- A Racon emitting Morse Code letter (D \_ . .) every 20 seconds, visibility range 6 NM.

▪ Second: Platform Specifications (Al Amal-B):

Position (Al Amal – B) :

**Lat.: 04'.17 28° N & Long: 34'.31 33° E.**

**The platform is equipped with the following  
Navigational Aids :**

**1. Lighting:**

- **White & Red lights on the sides of the platform emitting Morse Code letter (N \_ . ) every 20 seconds.**

**2. Fog horn:**

- **Fog horn giving Morse Code letter (N \_ . ) every 18 seconds, audible range 2 NM.**

**3. Racon:**

- **A Racon emitting Morse Code letter (N \_ . ) every 20 seconds, visibility range 6 NM.**

• **All Mariners shall take the above into consideration.**

• **Affected chart: No. ~~(WGS—84)~~ 2374 (WGS – 84).**

• **Alexandria on: ~~June 13<sup>th</sup> 2012,~~ 13/6/2012, 2012**

**Major General  
Moustafa Mohamed Ez El Din Wahba  
Chairman of the  
Egyptian Authority for Maritime Safety**



**TRANSLATOR COMMENTS**

Morse Code letters in the source doc were not correct, both letters (D & N) were written as (V).  
This was corrected in the translation.



**SCORE: 1**

Calais – 50°58'N – 01°51'E

Comment [b1]: Gray tint omitted

**Pilotage**

• **Contacts**

Tel. +33 (0)3 21 96 20 56  
Fax +33 (0)3 21 97 77 64  
Email [boulognecalaispilot@wanadoo.fr](mailto:boulognecalaispilot@wanadoo.fr)  
Frequency Channel 17 when a ship is expected  
Call sign Pilotes Calais or Calais Pilot

Field Code Changed

• **Area**

The compulsory pilotage area extends as far as 3.5 M abreast seaward of the piers.

• **Procedure**

- a) For ships more than 60 m long, pilotage is compulsory when entering and leaving the port. It is prohibited for ships carrying hydrocarbons or hazardous substances to be in the channel to the E of the meridian of the "Calais Approach" buoy (50°58.90'N – 1°45.08'E) without a pilot on board.
- a)b) The pilot embarks at the following positions:
- 0.75 M to the N of the "Calais Approach" buoy
  - In case of adverse weather conditions, for small ships: at the latest, when passing the "CA2" buoy (50°58.15'N – 1°45.68'E).

Comment [b2]: No need to translate proper names

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• **Note-B.**

The pilotage service is provided by the "Boulogne – Calais" station, whose head office is situated in Calais.

**Marine Vessel Traffic Service and Port Control**

The Calais STM [*Marine Vessel Traffic Service*], which operates from the harbour master's office, ensures the regulation of traffic in the port and the access channels thereto.

• **Contacts**

Tel. +33 (0)3 21 00 68 00  
Fax +33 (0)3 21 00 68 01  
Email [Calais.DirectionDeleguee@nordpasdecals.fr](mailto:Calais.DirectionDeleguee@nordpasdecals.fr)  
Website [www.calais-port.com/](http://www.calais-port.com/)

Comment [b3]: Justify to right

Field Code Changed

Field Code Changed

Tel.

Harbour Master's Office:

Fax

+33 (0)3 21 00 68 49

Email

+33 (0)3 21 34 08 92  
[capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

Field Code Changed

Frequencies

Marine Vessel Traffic Service:  
Channel 16, 17 H 24  
Call sign Calais Port Control

Call sign

3.19.1.8. - Calais

Comment [b4]: Within bookmarking

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Frequencies

Carnot lock:

Channel 16, 17

H 24

• Area

The area is bounded:

- To the SW by the SW limit of the regulated mooring area (line joining the positions 50°56.60'N – 1°44.50'E, 50°57.10'N – 1°41.20'E and 50°58.60'N – 1°37.90'E)
- To the NW by the NW boundary of this same area (line joining the positions 50°58.60'N – 1°37.90'E and 51°01.40'N – 1°41.70'E)
- To the N and to the E, by the parallel line of the "RCW" buoy (51°01.30'N – 1°45.40'E) and the line joining the "RCW" and "RCE" buoys (51°02.50'N – 1°53.20'E) and the former Walde lighthouse (50°59.60'N – 1°54.90'E).

• Procedure

- a) Ships must communicate their ETA on the roads to the harbour master's office 48 h in advance, specifying their characteristics and, where applicable, the nature (IMDG code) and quantity of the hazardous substances carried.
- a)b) Ships must confirm their arrival, 12 h in advance, to the harbour master's office, indicating:
  - ETA at the "Calais Approach" buoy
  - Length, breadth and draught
  - Port of origin
  - Whether they are equipped with bow thrusters or stern thrusters or other manoeuvring aids
  - Ships exempt from [compulsory] pilotage: whether they do or do not wish for a pilot.
- c) Ships must confirm the above information on Channel 17, 2 h prior to arriving on the roads, to Calais Port Control, who will advise them of their berth, time of entry into the port and possibly, their anchorage.
- e)d) Ships must report their entry into the area to Calais Port Control on Channel 17, and then maintain watch on the prescribed channel up until their arrival and berthing.
- e)e) On arriving level with the "Calais Approach" buoy or the "CA2" buoy (ferries), ships without a pilot must request authorisation before entering the access channel.

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12 30-T-03. NEW CALEDONIA (SW Coast). In the area of Noumea. Main Roadstead and Maa Bay. — Measuring equipment. (MRCC  
Noumea, Avurnav locality 12-1158)

**Comment [b5]:** No need to translate proper names

As part of a survey of the marine environment in the Main Roadstead of Noumea, 5 measuring stations were established in Maa Bay and in the Main Roadstead of Noumea.

These stations were have been immersed for a period of five months at the following positions:

Maa Bay:

22 11.82 S — 166 20.69 E : Station Maa II at a depth of 2.5 m.

Main Roadstead of Noumea :

22 15.70 S — 166 26.48 E : Station P01 at a depth of 4.9 m;

22 15.24 S — 166 24.98 E : Station P12 at a depth of 13 m;

22 14.60 S — 166 23.85 E : Station P22 at a depth of 17 m;

22 13.95 S — 166 22.53 E : Station P33 at a depth of 21.5 m.

**Comment [b6]:** Full stop ilo comma throughout

Persons using the sea in the area were are requested not to approach the stations and to make a substantial tour

**Comment [b7]:** Give a wide berth

See charts 6687, 7273, 7643, 7644

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★ 12 30 29. FRANCE (North Coast). Access lane to Isigny-sur-Mer, Grand Vey Bay. — Channel markings. Lights. (Quistreham) lighthouse and channel markings.  
 NGification  
 20120140041 and Comar Manche (English Channel), Avurav (2-1317).  
 — Chart

7422 (16)	Retain	No1	G Fl.G. 2.5s	4923.60 N	1 07.27 W
		No2	R Fl.R. 2.5s	4923.60 N	1 07.15 W
	Delete	No1	G Fl.G. 2.5	(a) 4923.9 N	1 08.4 W
		No2	R Fl.R. 2.5s	adjacent to (a)	

**Comment [b8]:** Delete "lane" – not required

**Comment [b9]:** Ouistreham spelt wrongly even though it was noted the French text is incorrect

**Comment [b10]:**

**Comment [b11]:** Insert

**Comment [b12]:** Positions incorrect – should be a gap e.g. 49 23

★ 12 30 32. FRANCE (North Coast). Saint-Brieuc Bay. Erquy. — Graphical annexe. Bathymetry. Topography. (General Council of Côtes-d'Armor, 20120125 NA).

7154 (23)	Retain	Jetty shown as solid line	(A) between	4838,02N	2 28.75 W	(*)
				4838,07N	2 28.82 W	
				4838,24N	2 28.83 W	(Coast)
	Delete	Old jetty		adjacent to (A) to the East		
		Legend		adjacent to (A) to the West		
		Work in progress		4838,12N	2 28,72 W	
7310 (7)	Retain	Graphic annexe F.23		4833,88N	2 31,19 W	(central positions)
		Graphic annexe F.24				
	Cartouche B	Port of Erquy		4838,108N	2 28,612 W	(central position)
	Retain	Graphic annexe F.22				

**Comment [b13]:** Justify to right

**Comment [b14]:** Comma retained!

★ 12 30 35. FRANCE (West Coast). Approaching Lorient. The Groix Channels. — Wreck. (Atlantic Hydrographic Mission, 20120243 NA).

7031 (14)	Replace	Depth of wreck		4739.1 N	3 26.6 W
		141 by 13s			
7032 (14)	Replace	Depth of wreck		4739.1 N	3 26.6 W
INT 1835		141 by 13s			
7139 (14)	Replace	Depth of wreck		4739.06 N	3 26.61 W
		141 by 13s			

**Comment [b15]:** Decimetre omitted





**Comment [b16]:** Positions not uniform

**Formatted:** Subscript

★






12 30 49. FRANCE (South Coast), Port-Grimaud, Outer harbour. — Channel markings, Lights. (Toulon lighthouses and markings, Notification 20120830034 et Cemed, Avurnav 12-5607).  
 — Instructions D22, § 4.1.5.1.  
 — Light-buoys Lights LB, 34700 (N), 34720 (N) et 34740 (N)  
 — Chart

**Comment [b17]:** Star needs to be adjacent to the NM number

7267 (9)	Retain  BYB Q (3) 10s	4316.268 N	635.337 E
	Cartouche A Port-Grimaud and Cogolin Marinas		
	Retain  BYB Q (3) 10s	4316.268 N	635.337 E
	 R Q,R	4316.269 N	635.255 E
	 G Q,G	4316.212 N	635.292 E

★ 12 30 106. INDIAN OCEAN, Island of de La Réunion. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DI/BGI).  
 — Charts


















**Comment [b18]:** Different sized light star

7035 (21)	Retain 	2052.82 S	5532.75 E
INT 7735	 Obstns	2054.88 S	5539.22 E
	 Obstn	2053.15 S	5533.81 E
	 Obstns	2055.23 S	5520.31 E
	 Obstn	2054.74 S	5520.78 E

**Comment [b19]:** Symbols and legends all over the place. Format lost all the way down the page

7183 (5) Note. — This chart has been withdrawn for updating and correction 5.

**Comment [b20]:** ??

INT 7736	Retain  Obst	2054.74 S	5520.78 E
	 Obstn	2053.26 S	5523.26 E
	 Obstn	2052.99 S	5532.84 E
	 Obstn	2053.15 S	5533.81 E
		2054.92 S	5539.29E
	 Obstns	2054.88 S	5539.22 E
		2055.23 S	5520.31 E
	 Obstn	2055.44 S	5519.75 E
	 Obstns	2055.22 S	5520.19 E
	 Obstn	2052.82 S	5532.75 E
		2055.20 S	5520.08 E
	 Obstn	2053.15 S	5532.81 E
	one obstruction out of position		
	 Obstn	2055.56 S	5519.13 E
	cartouche C Port Réunion (Pointe des Galets) East Port		
	Retain  Obstn	2055.438 S	55 19.749 E
	 Obstn	2055.559 S	55 19.130 E
7222 (3)	Retain 	2054.92 S	5539.29 E
	 Obstns	2054.88 S	5539.22 E

— Instructions D22 2006

§4.1.5.1. 25, *Replace the paragraph by:*

25 Under strong easterly wind conditions, access is fairly difficult due to relatively shallow water in the front area of the port, and waves may break heavily. As from the end of 2011, a sand bank has been formingformed between the jetty heads of the outer harbour, substantially reducing the depth in the south part of the access passage. This is marked by three light buoys with East compass point markings, port side and starboard side.

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Comment [b21]: Should be justified left

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Comment [b22]: Buoyage descriptors incorrect but could be learned

1230



SCORE: 7

d) In cases where emergency intervention is required in terms of a state of emergency, mobilization, public security, fire, sea contamination, crisis management, and the security of navigation, life, goods and environment ; the port authority is authorized to change the moorings designated with mate's receipt previously, to cancel the previously prepared mate's receipts, to halt the loading and unloading activities, to remove the vessels and other sea vehicles from their moorings, to berth the vessels, and to utilize the current offerings of on-shore facilities.

Comment [b1]: Not indented as original

e) If the vessels berthed at the on-shore facilities are in a situation where they cannot remain due to the adverse weather and sea conditions, they may berth at safer mooring areas, harbor at safer locations or cruise. The officials of such vessels shall notify the port authority in written form within the earliest possible time. The vessels exposed to such conditions may return to their previous mooring points regardless of preparation of berthing mate's receipt with the request of the vessel officials and the consent of the port authority considering the provisions of articles 13 and 14.

f) The vessels and sea vehicles cannot anchor nearby the buoys and between the buoys and in a manner to prevent the entry into and exit from the berthing and mooring sports at the on-shore facilities and, except it is required, they cannot remain anchored within the jetties. The measures related thereof shall be taken by the port authority and on-shore facility operators mutually.

g) Except the vessels designated for scrapping, the vessels out of service, unable to perform any commercial activity due a legal or administrative procedure may berth at the on-shore facility or mooring point in accordance with the principles and procedures specified by the Administration, provided that they are not under any repair and maintenance activity.

#### **Port clearance**

**ARTICLE 11** - (1) The leave of the commercial vessels to cruise beyond the Port Authority administrative zone shall be made by the port clearance to be issued by the port authority. The vessels which have received port clearance shall leave the on-shore facility immediately upon completion of procedures with the other relevant institutions. Except the cruise ships, the on-shore facility clearance to be issued to the sea tourism vessels is provided together with the cruising permit pursuant to the provisions of Sea Tourism Regulation enacted with the resolution of Council of Ministers dated 29/6/2009 and no. 2009/15212. In this case, the cruising permit takes place of the port clearance.

(2) Other issues related to the port clearance are determined according to the provisions of Technical Regulation of Vessels published in the Official Gazette dated 17/11/2009 and no. 27409.

(3) The personnel assignment of the fishing boats in terms of equipment and eligibility for which the adjacent port cruising zone is granted as the cruising zone in the sea worthiness certificate shall be made as in the port cruise. The survey and certification of fishing boats no longer than twelve meters and fishing without trawl and seine net can be made by the adjacent port authorities other than the port authority where they were certified.

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#### Navigation according to the vessel routeing (routing) systems

**ARTICLE 12 - (1)** The Administration, should it deem necessary, may constitute vessel routing (routing) systems for regulating the sea traffic in order to improve the safety and security of navigation, life, goods, environment and to reduce accident risk within the administrative zones of port authority in the framework of relevant rules and recommendations of IMO.

(2) The following actions of all vessels to berth at the on-shore facilities equipped with vessel routing system or to depart from such facilities, to arrive to the port area for anchoring at the mooring areas or to sail to the mooring areas from the on-shore facilities;

- a) Departure from the traffic separation system,
- b) Continuing navigation without entering into the traffic separation system,
- c) Crossing over in a manner to interrupt the traffic separation system,

shall be made according to the vessel routeing systems.

(3) In case the sea traffic operators or head operators assigned in vessel traffic services act contrary to the professional principles and requirements or in gross negligence, then the provision of the second paragraph of article 19 of the Regulation regarding the Establishment and Operation of Sea Traffic Services Systems published in the Official Gazette dated 18/2/2007 and no. 26438 shall apply.

(4) The sea traffic operators or head operators are required to exchange information with the authorized pilotage organization in order to improve the service.

(5) A sea traffic guide may be published by the Administration in order to regulate the sea traffic within the administrative limits of Port Authority.

(6) The vessels at the port area or on-shore facilities, navigating, mooring, disanchoring, berthing at or leaving the on-shore facilities, on-shore facility operators and pilots shall comply with the provisions of the Regulation regarding the Establishment and Operation of Sea Traffic Services Systems.

SCORE: 7

## 2. Water Area and Territory of the Port

2.1 According to Article 74 of the Merchant Shipping Code of Ukraine, Article 14 of the Water Code of Ukraine, and Decree of the Cabinet of Ministers of Ukraine No. 1581 dated 25 October 2002, "On the Water Area of the Sevastopol Maritime Trade Port", the water area within the following boundaries has been allotted for use to DP Sevastopolsky Morsky Torgivelnny Port [the Sevastopol Maritime Trade Port State Enterprise]:

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**Sevastopolska Bay with the channel and the Chorna River estuary** defined:

Comment [b1]: Bullet point required

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- on the western side, by the line which connects the ends of the Northern and Southern Harbour Breakwaters; on the eastern side, by the 33°36'02" eastern longitude meridian, the line of the motorway bridge over the Chorna River, and the shore line with the exception of the parts of the water area that have been leased to the Russian Federation under the Agreement between Ukraine and the Russian Federation dated 28 May 1997 "On Parameters of the Division of the Black Sea Naval Fleet";

- **Kozacha Bay** defined by the line which connects the Cape of Zakhidny and the Cape of Manganari and by the shore line;

- **Balakovska Bay** defined by 44°29'06" northern latitude parallel and the shore line with the exception of areas that belong to the zones of responsibility of the Ministry of Defence of Ukraine and the State Guard Protection Service of Ukraine (SBPTS) for provision of safety for seafaring under Decree of the Cabinet of Ministers of Ukraine No. 1933 dated 28 December 2000, "On Provision of the Safety for Seafaring in the Area of the City of Sevastopol".

2.2 The Inner Harbour of the Port consists of the water areas of the Sevastopolska, Kozacha, and Balakovska Bays within the boundaries specified under Subsection 2.1 of this Mandatory Executive Order.

2.3 The Outer Harbour of the Port, which is not included in its territory, consists of:

- a water area defined on the northern side by the parallel of the mouth of the Kacha River (44°43.6' N), on the western side, by the meridian of the Cape of Khersones (33°22.8' E), and on the eastern and southern side, by the shore line and the inner harbour limit;

- The Outer Harbour of the Balakovska Bay is a water area defined by the southern limit of the inner harbour, the shore line, and a line which connects the Cape of Fiolent and the Cape of Aya, as well as the water area of Laspinska Bay defined by the shoreline and the line which connects the Cape of Aya and the Cape of Sarych.

2.4 Anchorage areas in the Inner Harbour of Sevastopolska Bay are as follows:

• **Anchorage area No. 387** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'22.7" N	Long = 33°30'59.4" E;
Lat = 44°37'30.5" N	Long = 33°31'00.6" E;
Lat = 44°37'29.9" N	Long = 33°31'24.0" E;
Lat = 44°37'22.3" N	Long = 33°31'21.2" E;

Comment [b2]: Full stop ilo comma throughout

Comment [b3]: Commas omitted until positions further down document. Inconsistent

• **Anchorage area No. 388** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'06.5" N	Long = 33°34'30.6" E;
Lat = 44°37'04.7" N	Long = 33°34'39.0" E;
Lat = 44°36'59.3" N	Long = 33°34'51.0" E;
Lat = 44°36'55.3" N	Long = 33°34'41.8" E;
Lat = 44°37'00.9" N	Long = 33°34'28.2" E;

Comment [b4]: Sideline on printed document appears to be edge of table

• **Harbour Berth No. 1** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'15.8" N	Long = 33°32'01.5" E;
Lat = 44°37'15.8" N	Long = 33°32'04.7" E;
Lat = 44°37'10.2" N	Long = 33°32'18.6" E;
Lat = 44°37'03.6" N	Long = 33°32'12.8" E;
Lat = 44°37'12.1" N	Long = 33°31'57.1" E;

• **Harbour Berth No. 2** located within the boundaries of Anchorage Area No. 387.

2.5 The following areas are located at the approaches to the Port and in its outer harbour:

• **Anchorage Area No. 384**, defined by the lines which connect points having the following coordinates:

Lat = 44°38'49.7" N,	Long = 33°30'03.6" E;
Lat = 44°40'23.9" N,	Long = 33°30'07.8" E;
Lat = 44°40'23.9" N,	Long = 33°31'13.2" E;
Lat = 44°38'49.7" N	Long = 33°31'03.6" E;

• **Anchorage area No. 386** defined by the lines which connect the points having the following coordinates:

Lat = 44°39'41" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°25'18" E;
Lat = 44°39'41" N,	Long = 33°25'18" E;

• **Waiting Area (WA)** for non-anchorage waiting for vessels that are waiting for permission to enter the port, defined by the lines which connect the points having the following coordinates:

Lat = 44°39.5' N,	Long = 33°29.3' E
Lat = 44°38.2' N,	Long = 33°29.3' E
Lat = 44°38.8' N,	Long = 33°25.3' E
Lat = 44°39.5' N,	Long = 33°25.3' E

- Deviation Trial Area;
- Karantynna, Lukulska, Striletska, and Khersonska Trial Lines;
- Recommended routes and vessel traffic routing systems.

Comment [b5]: Note UKHO spelling but not marked as incorrect

2.6 The following areas are located at the approaches to the Balaklavka Bay:

• **Anchorage area No. 395** defined by the lines which connect the points having the following coordinates:

Lat = 44° 28.0' N	Long = 33° 31.9' E;
Lat = 44°28.6' N	Long = 33°31.9' E;
Lat = 44°28.6' N	Long = 33°33.9' E;
Lat = 44°28.0' N	Long = 33°33.9' E;

• **Anchorage area No. 396** defined by the lines which connect the points having the following coordinates:

Lat = 44°24.52' N	Long = 33°41.11' E;
Lat = 44°24.86' N	Long = 33°41.61' E;
Lat = 44°24.11' N	Long = 33°42.57' E;
Lat = 44°23.79' N	Long = 33°42.04' E;

**Comment [b6]: Bold**

2.7 The territory of Sevastopol Maritime Trade Port State Enterprise includes the land plots allotted by Sevastopol City Council for permanent use at the port according to the prescribed procedure and the grounds hydraulically filled, dry-filled or put in place by using other water engineering techniques at the expense of the port. They accommodate the following objects:

a) At the Pivdenna Bay:

• At the address: Nakhimov Square, 5:

- Deep-Water Freight/Passenger Berth No. 143 and the border checkpoint of the State Border Guard Service of Ukraine adjacent thereto, seaport terminal buildings, port administration buildings and other buildings and facilities extending from the southern landing pier fence of Graf'ska Pristan Pier on the northern side to the line of the fence of the Minna Wall with the southern port gate and Nakhimov Square retaining wall on the western side;

- Small Berth No. 144: at the northern end of Berth No. 143 beyond the Ukrainian State Border Checkpoint zone;

• At the address: Nakhimov Square, 3:

- a new port administration and services building with Passenger Small Boat Piers (Vodokatna - City) No. 145 and No. 146, which are confined, on the southern side, to the northern side of the Graf'ska Pristan Pier and, on the northern side, confined to the southern side of the territory of Russian Federation Black Sea Fleet Sport Club;

• At the address: Portova Street, 13:

- Repair Yard Berth No. 117;

- Port Fleet Stationing Berth No. 115;

- Port Fleet Pontoon Berth No. 116;

b) In the Artyleriy'ska Bay:

• At the address 300-Richchya Rosiyskoho Flotu Square, 1:

- Passenger Berth No. 157;

- Ferry Pier No. 155;

- Passenger Small Boat Berths No. 154 and 156 with the adjoining land plots, buildings, and a Ukrainian State Border Checkpoint;

c) At Maly Inkerman:

- Freight Berth No. 56 and an adjoining fenced-off operational zone of Transshipment Area No. 2 with buildings, storage grounds, and a Ukrainian State Border Checkpoint;

- Passenger Small Boat Pontoon Berth No. 55;

d) At Velyky Inkerman (the Chorna River estuary):

• At the address: City of Inkerman, 10, Simferopol Highway:

- Freight Berth No. 50 and the adjoining fenced-off operational zone of Transshipment Area No. 1 with buildings, storage grounds, and a Ukrainian State Border Checkpoint;

- Passenger Small Board Berth No. 49;

- Pier No. 51 at Chorna River Pool backwater area;

e) On the northern side of Zakharov Square (formerly Pivnichna):

- Ferry Pier No. 11;

- Passenger Small Boat Pier No. 10;

- Two special-use small boat berths;

- Small Boat Berths No. 6 and 7 at the Staropivnichna Bay;

f) Passenger Small Boat Berths:

- Bukhta Gollandiya, Berth No. 29 at the Gollandiya Bay;

- DRES, Berth No. 57 with a hall for passengers in the area of the State Electric Power Station;

- Auxiliary Berth No. 58 in the area of the State Electric Power Station;

- Troitska, Berth No. 65;

- Apolonova, Berth No. 84;

- Pavlovsky, Berth No. 87 on the Cape of Pavlovsky, at the Pivdenna Bay;

- Plyazh Omega, Berth No. 205 at the Krugla Bay;

- Naberezhna Nazukina, Berth No. 265, at the Balaklavka Bay;

- Zoloty Plyazh, Berth No. 268, in the outer harbour in Balaklavka Bay;

- Plyazh "Uchkuyivka, Berth No. 277, in the "Uchkuyivka" Beach area;

g) At the 5<sup>th</sup> kilometre of Balaklava Highway: port depot buildings and facilities.

**Comment [b7]: Full stop deleted**

**Comment [b8]: No. deleted**

**Comment [b9]: No. deleted**

2.8 Water engineering structures of other businesses, establishments, and organizations that have access to the Sevastopol Maritime Trade Port water area, which are provide services of vessel maintenance and repair (including dock repair), freight transshipment, passenger services, etc., more specifically:

- Pivnichny Dock
- Berths Nos. 18, 19, 20, 21, 22;
- Berth No. 52;
- Berths Nos. 47, 89, 90, 91, 92;
- Berth No. 59;
- Berths Nos. 59A, B;
- Berths Nos. 93, 94;
- Berth No. 118;
- Berth No. 122;
- Berths Nos. 89, 90, 91, 92;
- Morsky industrialny kompleks (MIK) Open Joint-Stock Company ;
- Avlita Styvidorna Kompaniya Public Joint-Stock Company ;
- Vtoromet Closed Joint-Stock Company;
- Skhidny and Zakhidny Docks, Sevmoreverf Open Joint-Stock Company;
- VALM NVE;
- Linart Private Enterprise;
- Persey Closed Joint Stock Company;
- Morstroy Public Joint Stock Company;
- Akar TOV [a Ukrainian form of business entity similar to LLC];
- Sevmozavod Open Joint Stock Company.

**Comment [b10]:** Why not added as a footnote

Please refer to Appendix 4 for the diagram which shows the location and quantity of facilities on the coast of the city of Sevastopol.



SCORE: 7

## 2. Water Area and Territory of the Port

2.1 According to Article 74 of the Merchant Shipping Code of Ukraine, Article 14 of the Water Code of Ukraine, and Decree of the Cabinet of Ministers of Ukraine No. 1581 dated 25 October 2002, "On the Water Area of the Sevastopol Maritime Trade Port", the water area within the following boundaries has been allotted for use to DP Sevastopolsky Morsky Torgivelnny Port [the Sevastopol Maritime Trade Port State Enterprise]:

**Sevastopolska Bay with the channel and the Chorna River estuary** defined:

- on the western side, by the line which connects the ends of the Northern and Southern Harbour Breakwaters; on the eastern side, by the 33°36'02" eastern longitude meridian, the line of the motorway bridge over the Chorna River, and the shore line with the exception of the parts of the water area that have been leased to the Russian Federation under the Agreement between Ukraine and the Russian Federation dated 28 May 1997 "On Parameters of the Division of the Black Sea Naval Fleet";

- **Kozacha Bay** defined by the line which connects the Cape of Zakhidny and the Cape of Manganari and by the shore line;

- **Balaklavska Bay** defined by 44°29'06" northern latitude parallel and the shore line with the exception of areas that belong to the zones of responsibility of the Ministry of Defence of Ukraine and the State Guard Protection Service of Ukraine (SBPTS) for provision of safety for seafaring under Decree of the Cabinet of Ministers of Ukraine No. 1933 dated 28 December 2000, "On Provision of the Safety for Seafaring in the Area of the City of Sevastopol".

2.2 **The Inner Harbour** of the Port consists of the water areas of the Sevastopolska, Kozacha, and Balaklavska Bays within the boundaries specified under Subsection 2.1 of this Mandatory Executive Order.

2.3 **The Outer Harbour** of the Port, which is not included in its territory, consists of:

- a water area defined on the northern side by the parallel of the mouth of the Kacha River (44°43.6' N), on the western side, by the meridian of the Cape of Khersones (33°22.8' E), and on the eastern and southern side, by the shore line and the inner harbour limit;

- The Outer Harbour of the Balaklavska Bay is a water area defined by the southern limit of the inner harbour, the shore line, and a line which connects the Cape of Fiolent and the Cape of Aya, as well as the water area of Laspinska Bay defined by the shoreline and the line which connects the Cape of Aya and the Cape of Sarych.

2.4 Anchorage areas in the Inner Harbour of Sevastopolska Bay are as follows:

• **Anchorage area No. 387** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'22.7" N	Long = 33°30'59.4" E;
Lat = 44°37'30.5" N	Long = 33°31'00.6" E;
Lat = 44°37'29.9" N	Long = 33°31'24.0" E;
Lat = 44°37'22.3" N	Long = 33°31'21.2" E;

• **Anchorage area No. 388** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'06.5" N	Long = 33°34'30.6" E;
Lat = 44°37'04.7" N	Long = 33°34'39.0" E;
Lat = 44°36'59.3" N	Long = 33°34'51.0" E;
Lat = 44°36'55.3" N	Long = 33°34'41.8" E;
Lat = 44°37'00.9" N	Long = 33°34'28.2" E;

• **Harbour Berth No. 1** defined by the lines which connect the points having the following coordinates:

Lat = 44°37'15.8" N	Long = 33°32'01.5" E;
Lat = 44°37'15.8" N	Long = 33°32'04.7" E;
Lat = 44°37'10.2" N	Long = 33°32'18.6" E;
Lat = 44°37'03.6" N	Long = 33°32'12.8" E;
Lat = 44°37'12.1" N	Long = 33°31'57.1" E;

• **Harbour Berth No. 2** located within the boundaries of Anchorage Area No. 387.

2.5 The following areas are located at the approaches to the Port and in its outer harbour:

• **Anchorage Area No. 384**, defined by the lines which connect points having the following coordinates:

Lat = 44°38'49.7" N,	Long = 33°30'03.6" E;
Lat = 44°40'23.9" N,	Long = 33°30'07.8" E;
Lat = 44°40'23.9" N,	Long = 33°31'13.2" E;
Lat = 44°38'49.7" N	Long = 33°31'03.6" E;

• **Anchorage area No. 386** defined by the lines which connect the points having the following coordinates:

Lat = 44°39'41" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°25'18" E;
Lat = 44°39'41" N,	Long = 33°25'18" E;

• **Waiting Area (WA)** for non-anchorage waiting for vessels that are waiting for permission to enter the port, defined by the lines which connect the points having the following coordinates:

Lat = 44°39.5' N,	Long = 33°29.3' E
Lat = 44°38.2' N,	Long = 33°29.3' E
Lat = 44°38.8' N,	Long = 33°25.3' E
Lat = 44°39.5' N,	Long = 33°25.3' E

• Deviation Trial Area;

• Karantynna, Lukulska, Striletska, and Khersonska Trial Lines;

• Recommended routes and vessel traffic routing systems.

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Comment [b1]: Bullet point required

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Comment [b2]: Full stop ilo comma throughout

Comment [b3]: Commas omitted until positions further down document. Inconsistent

Comment [b4]: Sidelining on printed document appears to be edge of table

Comment [b5]: Note UKHO spelling but not marked as incorrect

2.6 The following areas are located at the approaches to the Balaklavka Bay:

• **Anchorage area No. 395** defined by the lines which connect the points having the following coordinates:

Lat = 44° 28.0' N	Long = 33° 31.9' E;
Lat = 44° 28.6' N	Long = 33° 31.9' E;
Lat = 44° 28.6' N	Long = 33° 33.9' E;
Lat = 44° 28.0' N	Long = 33° 33.9' E;

• **Anchorage area No. 396** defined by the lines which connect the points having the following coordinates:

Lat = 44° 24.52' N	Long = 33° 41.11' E;
Lat = 44° 24.86' N	Long = 33° 41.61' E;
Lat = 44° 24.11' N	Long = 33° 42.57' E;
Lat = 44° 23.79' N	Long = 33° 42.04' E.

**Comment [b6]: Bold**

2.7 The territory of Sevastopol Maritime Trade Port State Enterprise includes the land plots allotted by Sevastopol City Council for permanent use at the port according to the prescribed procedure and the grounds hydraulically filled, dry-filled or put in place by using other water engineering techniques at the expense of the port. They accommodate the following objects:

a) At the Pivdenna Bay:

• At the address: Nakhimov Square, 5;  
- Deep-Water Freight/Passenger Berth No. 143 and the border checkpoint of the State Border Guard Service of Ukraine adjacent thereto, seaport terminal buildings, port administration buildings and other buildings and facilities extending from the southern landing pier fence of Grafksa Pristan Pier on the northern side to the line of the fence of the Minna Wall with the southern port gate and Nakhimov Square retaining wall on the western side;

**Comment [b7]: Full stop deleted**

- Small Berth No. 144: at the northern end of Berth No. 143 beyond the Ukrainian State Border Checkpoint zone;

• At the address: Nakhimov Square., 3:

- a new port administration and services building with Passenger Small Boat Piers (Vodokatna - City) No. 145 and No. 146, which are confined, on the southern side, to the northern side of the Grafksa Pristan Pier and, on the northern side, confined to the southern side of the territory of Russian Federation Black Sea Fleet Sport Club;

• At the address: Portova Street, 13:

- Repair Yard Berth No. 117;

- Port Fleet Stationing Berth No. 115;

- Port Fleet Pontoon Berth No. 116;

b) In the Artyleriyska Bay:

• At the address 300-Richchya Rosiyskoho Flotu Square, 1:

- Passenger Berth No. 157;

- Ferry Pier No. 155;

- Passenger Small Boat Berths No. 154 and 156 with the adjoining land plots, buildings, and a Ukrainian State Border Checkpoint;

**Comment [b8]: No. deleted**

c) At Maly Inkerman:

- Freight Berth No. 56 and an adjoining fenced-off operational zone of Transshipment Area No. 2 with buildings, storage grounds, and a Ukrainian State Border Checkpoint;

- Passenger Small Boat Pontoon Berth No. 55;

d) At Velyky Inkerman (the Chorna River estuary):

• At the address: City of Inkerman, 10, Simferopol Highway:

- Freight Berth No. 50 and the adjoining fenced-off operational zone of Transshipment Area No. 1 with buildings, storage grounds, and a Ukrainian State Border Checkpoint;

- Passenger Small Board Berth No. 49;

- Pier No. 51 at Chorna River Pool backwater area;

e) On the northern side of Zakharov Square (formerly Pivnichna):

- Ferry Pier No. 11;

- Passenger Small Boat Pier No. 10;

- Two special-use small boat berths;

- Small Boat Berths No. 6 and 7 at the Staropivnichna Bay;

f) Passenger Small Boat Berths:

- Bukhta Gollandiya, Berth No. 29 at the Gollandiya Bay;

- DRES, Berth No. 57 with a hall for passengers in the area of the State Electric Power Station;

- Auxiliary Berth No. 58 in the area of the State Electric Power Station;

- Troitska, Berth No. 65;

- Apolonova, Berth No. 84;

- Pavlovsky, Berth No. 87 on the Cape of Pavlovsky, at the Pivdenna Bay;

- Plyazh Omega, Berth No. 205 at the Krugla Bay;

- Naberezhna Nazukina, Berth No. 265, at the Balaklavka Bay;

- Zoloty Plyazh, Berth No. 268, in the outer harbour in Balaklavka Bay;

- Plyazh "Uchkuyivka, Berth No. 277, in the "Uchkuyivka" Beach area;

g) At the 5<sup>th</sup> kilometre of Balaklava Highway: port depot buildings and facilities.

**Comment [b9]: No. deleted**



2.8 Water engineering structures of other businesses, establishments, and organizations that have access to the Sevastopol Maritime Trade Port water area, which are provide services of vessel maintenance and repair (including dock repair), freight transshipment, passenger services, etc., more specifically:

- Pivnichny Dock
- Berths Nos. 18, 19, 20, 21, 22;
- Berth No. 52;
- Berths Nos. 47, 89, 90, 91, 92;
- Berth No. 59;
- Berths Nos. 59A, B;
- Berths Nos. 93, 94;
- Berth No. 118;
- Berth No. 122;
- Berths Nos. 89, 90, 91, 92;
- Morsky industrialny kompleks (MIK) Open Joint-Stock Company ;
- Avlita Styvidorna Kompaniya Public Joint-Stock Company ;
- Vtormet Closed Joint-Stock Company;
- Skhidny and Zakhidny Docks, Sevmorverf Open Joint-Stock Company;
- VALM NVF;
- Linart Private Enterprise;
- Persey Closed Joint Stock Company;
- Morstroy Public Joint Stock Company;
- Akar TOV [a Ukrainian form of business entity similar to LLC];
- Sevmozavod Open Joint Stock Company.

**Comment [b10]:** Why not added as a footnote

Please refer to Appendix 4 for the diagram which shows the location and quantity of facilities on the coast of the city of Sevastopol, .



SCORE: 4

Notice to Mariners No. (2) for 2012

**Comment [b1]:** Note: Items above, outside bookmarking, not required

**Gulf of Suez:**

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Shipmasters, shipping companies and their agents shall be informed that: marine platform (Amal A - Amal B) has been erected in the Ras El Deeb area for Amal Petroleum Company (AMAPETCO).

**Comment [b2]:** Not in the original

**First: Platform Specifications of (Amal A):**

**Comment [b3]:** Different bullet point

Location of (Amal A):

Latitude: 03'.41 28° North & Longitude: 34'.42 33° East

**Comment [b4]:** Positions written back to front. Degree symbol not used.

The platform is equipped with the following navigation aids:-

1. Lighting:

- White light along the platform sides, giving Morse letter (D...-) every 20 seconds.

**Comment [b5]:** Translator did not note the error in the original – both Morse Code letters are shown the same. Not marked as per original.

2. Fog Horn:

- Fog horn giving Morse letter (D...-) every 18 seconds and hearing range of 2 nautical miles.

3. Raccoon Device:

- Raccoon Device giving Morse letter (D...-) every 20 seconds and visibility range of 6 nautical miles.

**Comment [b6]:** Racon – not a beastly!!

**Second: Platform Specifications of (Amal B):**

Location of (Amal B):

Latitude: 04'.17 28° North & Longitude: 34'.31 33° East

The platform is equipped with the following navigation aids:

1. Lighting:

- White and red light along the platform sides, giving Morse letter (N...-) every 20 seconds.

2. Fog Horn:

- Fog horn giving Morse letter (N...-) every 18 seconds and hearing range of 2 nautical miles.

3. Raccoon Device:

- Raccoon Device giving Morse letter (N...-) every 20 seconds and visibility range of 6 nautical miles.

⊗ All mariners must take that into account.

**Comment [b7]:** Different bullet point

◇ The affected map-chart number: 2374 (WGS – 84).

◇ Alexandria on: 13/06/2012.

Signature:

Date: 13/06/2012

**Comment [b8]:** From where? Not on other translations

Vice Admiral/ Mostafa Mohamed Ezz El-Din Wahba

Chairman of

Egyptian Authority for Maritime Safety



SCORE: 4

**Notice to Mariners No. (2) for 2012**

**Comment [b1]:** Note: Items above, outside bookmarking, not required

**Gulf of Suez:**

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Shipmasters, shipping companies and their agents shall be informed that: marine platform (Amal A - Amal B) has been erected in the Ras El Deeb area for Amal Petroleum Company (AMAPETCO).

**Comment [b2]:** Not in the original

**First: Platform Specifications of (Amal A):**

**Comment [b3]:** Different bullet point

**Location of (Amal A):**

Latitude: 03'.41 28<sup>o</sup> North & Longitude: 34'.42 33<sup>o</sup> East

**Comment [b4]:** Positions written back to front. Degree symbol not used.

The platform is equipped with the following navigation aids:-

1. Lighting:

- White light along the platform sides, giving Morse letter (D...-) every 20 seconds.

**Comment [b5]:** Translator did not note the error in the original – both Morse Code letters are shown the same. Not marked as per original.

2. Fog Horn:

- Fog horn giving Morse letter (D...-) every 18 seconds and hearing range of 2 nautical miles.

3. Raccoon Device:

- Raccoon Device giving Morse letter (D...-) every 20 seconds and visibility range of 6 nautical miles.

**Comment [b6]:** Racon – not a beastyl!

**Second: Platform Specifications of (Amal B):**

**Location of (Amal B):**

Latitude: 04'.17 28<sup>o</sup> North & Longitude: 34'.31 33<sup>o</sup> East

The platform is equipped with the following navigation aids:

1. Lighting:

- White and red light along the platform sides, giving Morse letter (N...-) every 20 seconds.

2. Fog Horn:

- Fog horn giving Morse letter (N...-) every 18 seconds and hearing range of 2 nautical miles.

3. Raccoon Device:

- Raccoon Device giving Morse letter (N...-) every 20 seconds and visibility range of 6 nautical miles.

**Comment [b7]:** Different bullet point

⊘ All mariners must take that into account.

⊘ The affected map-chart number: 2374 (WGS – 84).

⊘ Alexandria on: 13/06/2012.

Signature:

**Comment [b8]:** From where? Not on other translations

Date: 13/06/2012

Vice Admiral/ Mostafa Mohamed Ezz El-Din Wahba

Chairman of

Egyptian Authority for Maritime Safety



SCORE: 4

PILOTAGE STATIONS AND PORTS

Calais - 50°58'N - 01°51'E

Comment [b1]: Grey tint omitted

Pilotage

• Contacts

Tel +33 (0)3 21 96 20 56  
Fax +33 (0)3 21 97 77 64  
Email boulognecalaispilot@wanadoo.fr  
Frequency Ch. 17 when a vessel is expected  
Call Sign Pilotes Calais or Calais Pilot

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• Area

The compulsory pilotage area extends 3.5 M offshore of the jetties.

• Procedure

a) Pilotage is compulsory for vessels with a length of over 60m, on entering and leaving port. Vessels carrying hydrocarbons or hazardous substances are not permitted within the channel East of the meridian of the "Calais Approach" Buoy (50° 58.90' N — 1 ° 45.08' E) without a pilot on board.

a)b) The pilot embarks at the following locations:

- 0.75 M N of the "Calais Approach" Buoy
- in bad weather for small vessels: at the latest on passing Buoy "CA2" (50° 58.15' N — 1° 45.68' E).

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Comment [b2]: No need to translate proper names

• Note

Pilotage is provided by the "Boulogne - Calais" Station, whose headquarters are in Calais.

*Service de Trafic Maritime et Port<sup>1</sup>*

• Contact

Tel +33 (0)3 21 00 68 00  
Fax +33 (0)3 21 00 68 01  
Email Calais.DirectionDeleguee@nordpasdecailais.fr  
Website www.calais-port.com/

Comment [b3]: VTS

Tel  
Fax  
Email

Harbour Master's Office:  
+33 (0)3 21 00 68 49  
+33 (0)3 21 34 08 92  
capcalais.vigie@equipement-agriculture.gouv.fr

Frequencies  
Call Sign

Service de Trafic Maritime:  
Ch. 16, 17  
Calais Port Control

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Comment [b4]: H24

<sup>1</sup> Service de Trafic Maritime (STM) - Maritime Traffic and Port Service

FRANCE

Frequencies

*Ecluse Carnot (Carnot Lock)*  
Ch. 16, 17 24h

Comment [b5]: Italic used when not in original

• Area

The area is limited :

- to the SW by the SW limit of the restricted anchorage area (line joining positions 50° 56.60' N – 1°44.50' E, 50° 57.10' N – 1° 41.20' E and 50° 58.60' N – 1° 37.90' E)
- to the NW by the NW limit of this same area (line joining positions 50° 58.60' N – 1° 37.90' E and 51° 01.40' N – 1° 41.70' E)
- to the N and E, by the parallel of the "RCW" Buoy (51° 01.30' N — 1° 45.40' E) and the line joining the "RCW" and "RCE" Buoys (51° 02.50' N — 1° 53.20' E) and the old de-Walde Lighthouse (50° 59.60' N — 1° 54.90' E).

• Procedure

a) Vessels must advise the Harbour Master's Office in advance of their ETA 48h in advance in the roadstead, giving their identification data characteristics and, if applicable, the nature (IMDG Code) and quantity of hazardous goods transported.

a)b) Vessels must confirm their arrival 12h in advance to the Harbour Master's Office, stating:

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- ETA at the "Calais Approach" Buoy
- length, beam and draft
- port of origin
- whether they are equipped with bow or stern thrusters or other manoeuvring aids
- for vessels exempt from pilotage: whether they require a pilot.

c) Vessels must confirm the above information on Ch. 17, 2h before arrival in the roadstead, to Calais Port Control who will advise them of their quay berth, time of entry into the port and, if applicable, their anchored position.

e)d) Vessels must advise Calais Port Control on Ch. 17 when they enter the area and then remain listening in on the prescribed channel until they arrive at the quay.

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e)e) On arriving at the "Calais Approach" Buoy or Buoy "CA2" (ferries), pilotless vessels must request permission to enter the access channel.

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3.19.1.8. - Calais



**12 30-T-03. NEW CALEDONIA (SW Coast). Approach to Nouméa, Grande Rade and Baie de Maa. — Measuring Device.**  
(Nouméa MRCC, Local AVURNAV<sup>2</sup> 12-1158)

**Comment [b6]:** No need to translate proper names

**Comment [b7]:** Why in caps?

As part of a marine monitoring operation in the *Grande Rade* de Nouméa, 5 measuring stations have been positioned in *Baie de Maa* and *Grande Rade* of Nouméa.  
These stations have been submerged for five months in the following positions:

*Baie de Maa:*

22 11.82 S — 166 20.69 E : Maa Station II at a depth of 2.5 m.

*Grande Rade* of Nouméa :

22 15.70 S — 166 26.48 E : Station P01 at a depth of 4.9 m;

22 15.24 S — 166 24.98 E : Station P12 at a depth of 13 m;

22 14.60 S — 166 23.85 E : Station P22 at a depth of 17 m;

22 13.95 S — 166 22.53 E : Station P33 at a depth of 21.5 m.




Mariners are requested not to approach these stations and give them a wide berth.

See Charts 6687, 7273, 7643, & 7644

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Line spacing: single, Allow hanging  
punctuation, Font Alignment: Auto

★ **12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Baie du Grand Vey. — Beacons. Signal Lights.**  
(Oultrehain Lights and Beacons, Notice 20120140041 and COMAR Manche<sup>3</sup> Notice, AVURNAV 12-1317).

— Chart

7422 (16)	Add	 No1 G Fl.G. 2.5s	49 23.60 N	1 07.27 W
		 No2 R Fl.R. 2.5s	49 23.60 N	1 07.15 W
	Delete	 No1 G Fl.G. 2.5s	(a) 49 23.9 N	1 08.4 W
		 No2 R Fl.R. 2.5s	near (a)	

★ **12 30 32. FRANCE (North Coast). Baie de Saint-Brieuc. Erquy. — Graphic Appendix. Bathymetry. Topography.** (Territorial Collectivity of Côtes-d'Armor, 20120125 NA).

— Charts

7154 (23)	Add	a jetty in a solid line	(A) between	48 38.02 N	2 28.75 W
			(★)		
				48 38.07 N	2 28.82 W
				48 38.24 N	2 28.83 W
	Delete	the old jetty the legend	near (A) to the East		(coast)
		Works in progress	near (A) to the West		
7310 (7)	Add	Graphic Appendix F.23	48 38.12 N	2 28.72 W	
		Graphic Appendix F.24	48 33.88 N	2 31.19 W	
					(central positions)
	Title Block B	Port d'Erquy			
	Add	Graphic Appendix F.22	48 38.108 N	2 28.612 W	(central position)

★ **12 30 35. FRANCE (West Coast). Approach to Lorient. Les Coureux de Groix. — Wreck.** (Atlantic Hydrographic Mission, 20120243 NA).

— Charts

7031 (14)	Replace	the wreck's soundings 14 <sub>1</sub> with 13 <sub>a</sub>	47 39.1 N	3 26.6 W
7032 (14)	Replace	the wreck's soundings 14 <sub>1</sub> with 13 <sub>a</sub>	47 39.1 N	3 26.6 W
INT 1835				
7139 (14)	Replace	the wreck's soundings 14 <sub>1</sub> with 13 <sub>a</sub>	47 39.06 N	3 26.61

W

<sup>3</sup> Channel and North Sea Maritime Area

★ 12 30 49. FRANCE (South Coast). Port Grimaud. Outer Harbour. — Beacons. Signal Lights. (Toulon Lights and Beacons, Notice 20120830034 and CECMED Notice<sup>4</sup>, AVURNAV 12-5607).

— Instructions D22, § 4.1.5.1.

— LB Lights, 34700 (N), 34720 (N) and 34740 (N)

— Chart

7267 (9)	Add	 BYB Q (3) 10s	43 16.268 N	6 35.337 E
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Title Block A Port Grimaud and Marines de Cogolin

	Add	 BYB Q (3) 10s	43 16.268 N	6 35.337 E
--	-----	---	-------------	------------

		 R Q,R	43 16.269 N	6 35.255 E
--	--	---	-------------	------------

		 G Q,G	43 16.212 N	6 35.292 E
--	--	---	-------------	------------

<sup>4</sup> Commander in Chief for the Mediterranean

★ 12 30 106. INDIAN OCEAN. Reunion Island. — Obstruction. (SHOM<sup>6</sup>, Data Collection Forms FE 12-106 to 12-120 MIP/DTI/BGI).

7035 (21)	Add	<input type="radio"/> Obstructions	20 52.82 S	
		55 32.75 E		
INT 7735		<input type="radio"/> Obstructions	20 54.88 S	
		55 39.22 E		
		<input type="radio"/> Obstruction	20 53.15 S	
			55 33.81 E	
		<input type="radio"/> Obstructions	20 55.23 S	
			55 20.31 E	
		<input type="radio"/> Obstruction	20 54.74 S	
			55 20.78 E	
7183 (5)	Note.	— This chart was updated to include correction 5.		
INT 7736	Add	<input type="radio"/> Obstruction	20 54.74 S	
		55 20.78 E		
		<input type="radio"/> Obstruction	20 53.26 S	
			55 23.26 E	
		<input type="radio"/> Obstruction	20 52.99 S	
			55 32.84 E	
		<input type="radio"/> Obstruction	20 53.15 S	
			55 33.81 E	
		<input type="radio"/>	20 54.92 S	
			55 39.29 E	
		<input type="radio"/> Obstructions	20 54.88 S	
			55 39.22 E	
		<input type="radio"/>	20 55.23 S	
			55 20.31 E	
		<input type="radio"/> Obstruction	20 55.44 S	
			55 19.75 E	
		<input type="radio"/> Obstructions	20 55.22 S	
			55 20.19 E	
		<input type="radio"/> Obstruction	20 52.82 S	
			55 32.75 E	
		<input type="radio"/>	20 55.20 S	
			55 20.08 E	
		<input type="radio"/> Obstruction	20 53.15 S	
			55 32.81 E	
		obstruction out of position		
		<input type="radio"/> Obstruction	20 55.56 S	
			55 19.13 E	
		Title Block C Port Reunion (Pointe des Galets) Port Est		
	Add	<input type="radio"/> Obstruction	20 55.438 S	55
		19.749 E		
		<input type="radio"/> Obstruction	20 55.559 S	
			55 19.130 E	
7222 (3)	Add	<input type="radio"/>	20 54.92 S	
		55 39.29 E		
		<input type="radio"/> Obstructions	20 54.88 S	55 39.22 E

Comment [b8]: Obstrn/s should be used as per original

<sup>6</sup> Service Hydrographique et Océanographique de la Marine - The French Naval Hydrographic and Oceanographic Service

## Section 2.2. Corrections to Sailing Directions

### 2.2.1 French Sailing

#### Directions —

Comment [b9]: Not required -  
outside of bookmarking.

#### Directions D22

2006

**§4.1.5.1. 25, replace the paragraph with:**

25 In a strong easterly wind, access is quite difficult due to the relatively shallow depths of the outer harbour where the waves may break. Since the end of 2011, a sandbank has formed between the heads of the outer harbour, severely reducing the depth in the southern part of the access route. It is marked by three cardinal-mark lighted buoys to the East, port side and starboard side.

1230

Toulon Lights and Beacons, Notice 20120830034 and CECMED Notice, AVURNAV 12-5607



SCORE: 7

d) The Port directorate is authorised to change ships' locations as determined by the relevant delivery order; to cancel already issued delivery orders; to halt any loading or unloading processes; to remove ships and other sea vessels from the place at which they are moored; to allocate ships priority berthing; to utilise available facilities of ships, sea vessels and on-shore facilities in situations such as public emergencies, mobilisations and other events that could require emergency action to be undertaken in response to risks to public safety, the risk of fire, of marine pollution, crisis management, risks to navigation, to life, to property and to general environmental safety and security.

e) If a ship berthed at a shore facility is unable to remain at its assigned berth due to severe weather or due to the sea conditions, such ship may leave its berths and moor in safer mooring area, take shelter in a safer location or may freely navigate. An authorised representative of the ship shall inform the port directorate in writing at his earliest convenience. Such ships may return to their original berths upon a request to do so by their authorised representatives. They will receive the permission of the port directorate to do so without the need for a re-berth order to be issued, provided that the provisions of articles 13 and 14 are complied with.

f) Ships and sea vessels cannot moor near or between buoys and shore facilities' berthing and mooring points in such a way as to prevent other vessels' entrance and exit, and they will not remain in such berths on any pier unless it is necessary for them to do so. Such precautions and decisions will be jointly taken by the port directorate and by the operators of the shore facilities.

g) Out-of-service ships which cannot perform commercial activities while awaiting the results of any legal or administrative process, except for scrap ships, may stay at shore facilities or mooring sites in accordance with the procedures and principles defined by the Administration, provided that such ships do not undergo any maintenance and repair work.

#### **Port exit certificate**

**ARTICLE 11** - (1) Commercial ships that navigate beyond the administrative site of the port directorate need a port exit certificate to be issued by the port directorate as they exit from the port. Those ships that have received a port exit certificate shall, upon completing their transactions with all other relevant institutes and organisations, leave the shore facility forthwith. The shore facility exit permit issued to leisure craft, except for passenger ships, shall be issued by a navigation certificate pursuant to the provisions of the Maritime Tourism Regulation which came into force with the Council of Ministers' resolution number 2009/15212 dated 29/6/2009. In these cases, a navigation certificate shall be taken to be a port exit certificate.

(2) Any other matter pertaining to the issue of port exit certificates not covered hereunder shall be governed by the provisions of the Ships Technical Regulations published in the Official Gazette, number 27409 dated 17/11/2009.

(3) The crew of fishing boats with 'adjacent intra-port' navigation zone in the relevant certificate of seaworthiness shall be equipped for intra-port travel in terms of their equipment and capacity. The survey and certification of fishing boats with a length of less than twelve meters and which do not fish with trawl or seine nets shall be performed by either the issuing port directorate or by the adjacent port directorates.

## Navigation using ship routing systems

**ARTICLE 12 - (1)** The Administration may, if it deems necessary, establish ship routing systems to regulate maritime traffic in order to increase the safety of navigation, life, property and the overall environment and to enforce security within the administrative borders of the port directorate pursuant to the relevant rules and recommendations of the IMO.

(2) For any ships that will berth at, or leave from, shore facilities in any area having a ship routing system, or that will enter a port area to moor at a mooring site, or that will sail from a shore facility to a mooring site, the following procedure shall be followed using the ship routing system:

- a) Leave the traffic separation scheme,
- b) Continue to navigate without entering into the traffic separation scheme,
- c) Cross in such a way as not to interfere with the traffic separation scheme.

(3) The provisions of article 19 (2) of the Regulations on the Establishment and Operation of Ship Traffic Services Systems published in the Official Gazette number 26438 dated 18/2/2007 shall apply if maritime traffic operators or head operators working in ship traffic services act in any such way that conflicts with professional principles and requirements or if they commit gross misconduct or negligence.

(4) Maritime traffic operators or head operators must engage in a mutual exchange of information with the authorised pilotage organization in order to render the service effective.

(5) The Administration may publish a maritime traffic guide that regulates the traffic within the administrative borders of that port directorate.

(6) For ships that stay at, navigate, moor or unmoor, or that berth at or leave the port area or the shore facilities, such ships' operators and pilots shall comply with the provisions of the Regulations on the Establishment and Operation of Ship Traffic Services Systems.

**Comment [b1]:** UKHO spelling

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## 2. Port Waters and Area

2.1 According to Article 74 of the Merchant Marine Code of Ukraine, Article 14 of the Water Code of Ukraine and Resolution #Nd 1581 of the Cabinet of Ministers of Ukraine dated 10/25/2002, 10.2002 "On the Waters of Sevastopol Sea Commercial Port", the Waters to be used by SE "Sevastopol Sea Trade Port" (SSTP) are allotted within the limits of:

- **Sevastopol Bay including the Channel and the Boot Basin of the Chorna River** limited by:
  - The line connecting the edges of North and South moles at the Bay entrance, in the west; the meridian of 33°36'02" east longitude, the line of the road bridge across the Chorna River, and coastline, except the areas of the waters leased to the Russian Federation in accordance with the Agreement between Ukraine and the Russian Federation "On Parameters of the Black Sea Fleet Division" dated 28 May-28, 1997, in the east;
  - **Cossack Bay** limited by the line connecting Western Cape, Cape Manganari, and coastline;
  - **The Bay of Balaklava**, limited by the parallel of 44°29'06" north latitude and the coastline, except the areas that are zones of responsibility for safety of navigation of Ukraine Ministry of Defense and State Tax Service of Ukraine according to the Supplement to the Resolution of Cabinet of Ministers of Ukraine #1933 "On Ensuring Safety of Navigation within the Area of the city of Sevastopol" dated 28 December-28, 2000.

2.2 **The Inner Roads of the Port** are waters of Sevastopol Bay, Cossack Bay and the Bay of Balaklava within the limits specified in Section 2.1 of these Mandatory Regulations.

2.3 **The Outer Roads of the Port** that is not the part of its waters are:

- The waters limited by the north parallel of the Kacha river mouth (44°43.6' N); by the meridian of Cape Chersonese (33°22.8' E) in the west, by the coastline and the edge of the Inner Roads in the east and south;
- The Outer Roads of the Bay of Balaklava are waters limited by the southern edge of the Inner Roads, coastline, and the line connecting Cape Fiolent and Cape Aya, as well as waters of the Laspynska Bay limited by the coastline and the line connecting Cape Aya and Cape Sarych.

2.4 On the Inner Roads of the Sevastopol Bay, there are anchorages:

- **The Anchorage area #387** limited by the lines connecting the points with coordinates:

Lat = 44°37'22.7" N,	Long = 33°30'59.4" E;
Lat = 44°37'30.5" N,	Long = 33°31'00.6" E;
Lat = 44°37'29.9" N,	Long = 33°31'24.0" E;
Lat = 44°37'22.3" N,	Long = 33°31'21.2" E;

- **The Anchorage area #388** limited by the lines connecting the points with coordinates:

Lat = 44°37'06.5" N,	Long = 33°34'30.6" E;
Lat = 44°37'04.7" N,	Long = 33°34'39.0" E;
Lat = 44°36'59.3" N,	Long = 33°34'51.0" E;
Lat = 44°36'55.3" N,	Long = 33°34'41.8" E;
Lat = 44°37'00.9" N,	Long = 33°34'28.2" E;

- **The Mooring Berth #1** limited by the lines connecting the points with coordinates:

Lat = 44°37'15.8" N,	Long = 33°32'01.5" E;
Lat = 44°37'15.8" N,	Long = 33°32'04.7" E;
Lat = 44°37'10.2" N,	Long = 33°32'18.6" E;
Lat = 44°37'03.6" N,	Long = 33°32'12.8" E;
Lat = 44°37'12.1" N,	Long = 33°31'57.1" E;

- **The Mooring Berth #2** located within the anchorage area #387.

2.5 On the port approach and its Outer Roads, there are:

- **The Anchorage area #384** limited by the lines connecting the points with coordinates:

Lat = 44°38'49.7" N,	Long = 33°30'03.6" E;
Lat = 44°40'23.9" N,	Long = 33°30'07.8" E;
Lat = 44°40'23.9" N,	Long = 33°31'13.2" E;
Lat = 44°38'49.7" N,	Long = 33°31'03.6" E;

- **The Anchorage area #386** limited by the lines connecting the points with coordinates:

Lat = 44°39'41" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°25'18" E;
Lat = 44°39'41" N,	Long = 33°25'18" E;

- **The Waiting Area (WA)** without anchoring ships waiting for permission to enter to the Port, limited by the lines connecting the points with coordinates:

Lat = 44°39.5' N,	Long = 33°29.3' E;
Lat = 44°38.2' N,	Long = 33°29.3' E;
Lat = 44°38.8' N,	Long = 33°25.3' E;
Lat = 44°39.5' N,	Long = 33°25.3' E;

- The Deviation Range;
- The Karantinna, Lukulska, Striletska, and Chersonese measuring lines;
- Recommended routes and the Vessel Traffic Management Systems.

**Comment [b1]:** No replaced by symbol throughout

**Comment [b2]:** US format?

**Comment [b3]:** What is a Boot Basin?

**Comment [b4]:** US spelling . Should be Defence

**Comment [b5]:** Format of dates

**Comment [b6]:** Full stops ilo commas throughout

2.6 On the approaches to the Bay of Balaklava, there are:

• **The Anchorage area #395** limited by the lines connecting the points with coordinates:

Lat = 44°28.0' N,	Long = 33°31.9' E;
Lat = 44°28.6' N,	Long = 33°31.9' E;
Lat = 44°28.6' N,	Long = 33°33.9' E;
Lat = 44°28.0' N,	Long = 33°33.9' E;

• **The Anchorage area #396** limited by the lines connecting the points with coordinates:

Lat = 44°24.52' N,	Long = 33°41.11' E;
Lat = 44°24.86' N,	Long = 33°41.61' E;
Lat = 44°24.11' N,	Long = 33°42.57' E;
Lat = 44°23.79' N,	Long = 33°42.04' E;

2.7 The area of SE "Sevastopol Sea Commercial Port" includes land plots granted to the Port by the Sevastopol City Council for use in due course on a permanent basis, alluvial and filled-up grounds and areas created using other coastal engineering methods at the cost of the Port. There are:

a) At South Bay:

• at the address of 5 Nakhimov Square:

- The Cargo-And-Passenger Deep-Water Berth #143 and the adjacent zone of the border crossing point at the State Border of Ukraine, marina facilities, Port Administration, other buildings and facilities from the southern wall of the Grafska Pier, in the north, to the line of the fence of Minna Stinka berth including the southern gate of the Port and the retaining wall of Nakhimov Square, in the west;

- The Boat Berth #144 at the north edge of the Berth #143 outside the zone of the border crossing point at the State Border of Ukraine;

• at the address of 3 Nakhimov Square:

- The new building of the Port Administration and Services with passenger boat piers (Vodokatna – City) ##145 and 146 bordering the north side of Grafska Pier in the south and south side of the area of the sports club of the Russian Federation Black Sea Fleet in the north;

• at the address of 13 Portova St:

- The Repair Shop Berth #117;

- The Berth for the Holding Anchorage of the Port Fleet #115;

- Floating dock for the Port Fleet #116;

b) At Artillery Bay:

• at the address of 1 300th Anniversary of the Russian Navy:

- The Passenger Berth #157;

- The Ferry Pier #155;

- The Passenger Boat Berths ##154 and 156 with the adjacent land plots, buildings and the border crossing point at the State Border of Ukraine;

c) At Maly Inkerman:

- The Cargo Berth #56 and the adjacent fenced operating area of the Transshipment Terminal #2 including the buildings and storage facilities, and the border crossing point at the State Border of Ukraine;

- The Passenger Boat Floating Dock #55;

d) At Velyky Inkerman (the Boat Basin of the Chorna River):

• at the address of 10, Simferopol Highway, Inkerman:

- The Cargo Berth #50 and the adjacent fenced operating area of the Transshipment Terminal #1 including the facilities, buildings, and storages, and the border crossing point at the State Border of Ukraine;

- The Passenger Boat Berth #49;

- The Pier #51 in the gulf of the Boat Basin of the Chorna River;

e) At Pivnichna Storona, 6 Zakharova Sq. (formerly known as Pivnichna):

- The Ferry Pier #11;

- The Passenger Boat Pier #10;

- Two Reserved Boat Berths;

- The Boat Berths ##6 and 7 in Staropivnichna Bay;

f) The Passenger Boat Berths:

- Hollandiya Bay, the Berth #29 in Hollandiya Bay;

- The State Regional Power Plant, the Berth #57 including the passenger hall near the State Regional Power Plant;

- The Secondary Berth #58 near the State Regional Power Plant;

- Troyitska, the Berth #65;

- Apolonova, the Berth #84;

- Pavlovsky, the Berth #87 on Cape Pavlovskiyi in Pivdenna Bay;

- The Omega Beach, the Berth #205 in Krugla Bay;

- The Nazukin Shore Front, the Berth #265 in the Bay of Balaklava;

- The Golden Beach, the Berth #268 in the Outer Roads of the Bay of Balaklava;

- The Uchkuyivka Beach, the Berth #277 near the Uchkuyivka Beach;

g) At the 5th kilometer of the Balaklava Road – buildings and facilities of the Port Industrial Facility.

2.8 Hydraulic buildings of other enterprises, institutions, and organizations with access to the waters of SSTEP, which provide services for ship maintenance, repair (including ones in the dock), cargo transshipment, passenger facilities, etc, including:

- Pivnichny dock
  - Berths ##18, 19, 20, 21, 22
  - The Berth #52
  - Berths ##47, 89, 90, 91, 92
  - The Berth #59
  - The Berth #59A and B
  - Berths ##93, 94
  - The Berth #118
  - The Berth #122
  - The Berths ##89, 90, 91, 92
- VAT "Morsky Industrialny Kompleks" (MIK);
  - PAT "Avlita Stevedoring Company";
  - ZAT "Vtornet"
  - Skhidny and Zakhidny docks, VAT "Sevmorverf,";
  - NVF "VALM";
  - PP "Linart";
  - ZAT "Persey";
  - PAT "Morstroy";
  - TOV "Akar";
  - VAT "Sevmorzavod".

For the scheme of arrangement and numbering of mooring facilities on the coast of Sevastopol, see Annex 4.

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**Notification to Mariners, no. (2) of 2012**

**Gulf of Suez:**

Be it known to navigators, navigation companies and agents thereof, that: marine platforms (Amal-A – Amal-B) have been established for Amal Petroleum Company (AMAPETCO) in Ras Dib.

Comment [A1]: Where do the initials appear?

**◆ First: Specifications of platform (Amal-A):**

**Location of (Amal-A):**

Latitude ( $\phi$ ): 03'.41 28°N

Longitude ( $\lambda$ ): 34'.42 33°E

Comment [A2]: Where from?

Comment [A3]: Positions written in reverse

Comment [A4]: Where from?

**Platform is equipped with the following navigational aids:-**

1. Lights:

- White, on sides of platform, sending Morse code character (D ...-) every 20 seconds.

Comment [A5]: Error?

Comment [A6]: Translator has not raised the issue that the Morse Code is the same for both letters. Not marked as per original.

2. Foghorn:

- A foghorn sending Morse code character (D ...-) every 18 seconds, with a range of 2 nautical miles NM.

3. RACON:

- A RACON device sending Morse code character (D ...-) every 20 seconds, with a range of 6 nautical miles NM.

**◆ Second: Specifications of platform (Amal-B):**

**Location of (Amal-B):**

Latitude ( $\phi$ ): 04' .17 28°N

Longitude ( $\lambda$ ): 34' .31 33°E

**Platform is equipped with the following navigational aids:**

1. Light:

- White and Red, on sides of platform, sending Morse code character (N ...-) every 20 seconds.

2. Foghorn:

- A foghorn sending Morse code character (N ...-) every 18 seconds, with a range of 2 nautical miles.

3. RACON:

- A RACON device sending Morse code character (N ...-) every 20 seconds, with a range of 6 nautical miles.

❖ Therefore, all mariners must observe the above.

❖ Altered ~~map~~ chart no.: 2374 (WGS - 84).

❖ Alexandria, on: 13/06/2012.

*(signed & dated)*

Vice-Admiral. **Mostafa Mohamed Ezz El-Din Wahba**

***Chairman***

***Egyptian Authority for Maritime Safety (EAMS)***

**SCORE: 7**

Calais-50°58'N - 01°51'E

Comment [b1]: Grey tint omitted

**Pilotage**

• **Contacts**

Tel. +33 (0)3 21 96 20 56  
Fax +33 (0)3 21 97 77 64  
E-mail [boulognecalaispilot@wanadoo.fr](mailto:boulognecalaispilot@wanadoo.fr)  
Frequency Chan 17 when a vessel is expected  
Call signal Pilotes Calais or Calais Pilot

Comment [b3]: Abbreviated in original

• **Zone**

The mandatory pilotage zone extends 3.5 M to the open sea from the piers.

• **Procedure**

- a) Pilotage is mandatory for vessels of more than 60 m length, both entering and leaving. Vessels transporting hydrocarbons or dangerous substances are prohibited from being in the channel to the E from the "Calais Approche" buoy meridian (50° 58.90' N — 1°45.08' E) without a pilot on board.
- b) The pilot embarks at the following positions:  
- at 0.75 M to the N of the "Calais Approche" buoy,  
- in bad weather for small vessels: at the latest when passing the "CA2" buoy (50° 58.15'N - 1° 45.68'E).

• **Note**

Pilotage is provided by the "Boulogne - Calais" station, based in Calais.

**Maritime and Port Traffic Department**

• **Contacts**

Tel. +33 (0)3 21 00 68 00  
Fax +33 (0)3 21 00 68 01  
E-mail [Calais.DirectionDeleguee@nordpasdecalais.fr](mailto:Calais.DirectionDeleguee@nordpasdecalais.fr)  
Web [www.calais-port.com/](http://www.calais-port.com/)

Comment [b4]: Note VTS

Comment [b2]: Needs to be on next line up

Harbour master's office:  
Tel. +33 (0)3 21 00 68 49  
Fax +33 (0)3 21 34 08 92  
E-mail [capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

**Frequencies**

**Call signal**

Maritime Traffic Department:  
Channel 16,17 H24  
Calais Port Control

Frequencies

Carnot Lock  
Channel 16,17 H 24

• Zone

The zone is limited:

toat the SW by the SW limit of the regulated anchorage area (line joining positions 50° 56.60'-N - 1° 44.50' E, 50° 57.10'-N - 1° 41.20' E and 50° 58.60'-N - 1° 37.90' E)  
toat the NW, by the NW limit of this same zone (line joining positions 50° 58.60'-N - 1° 37.90' E and 51° 01.40'-N - 1° 41.70' E)  
N and E, by the parallel of the "RCW" buoy (51° 01.30'-N - 1° 45.40' E) and the line joining the "RCW" and "NCRCE" buoys (51° 02.50'-N - 1° 53.20' E) and the old Walde lighthouse (50° 59.60'-N - 1° 54.90' E).

Comment [b5]: Minute ticks not inserted consistently

• Procedure

- a) Vessels ~~should contact their HPA~~ must send their ETA ~~on layup at the roads~~ to the harbour master's office 48 hours in advance, specifying their characteristics and, where appropriate, the nature (IMDG Code) and the quantity of hazardous substances transported.
- b) Vessels must confirm their arrival 12 hours in advance, to the harbour master's office, stating:
  - HPA-ETA at the "Calais Approche" buoy
  - length, beam and draught
  - port from which the vessel arrived
  - whether they are equipped with bow and stern thrusters or other aids for manoeuvring
  - vessels exempt from pilotage: if they want a pilot or not.
- c) Vessels must confirm the information above on Channel 17, 2 hours before arrival ~~in the harbour at the roads~~, to Calais Port Control, which will specify the berth, time of entry into port and, if needed, their anchorage point.
- d) Vessels must report on Channel 17 to Calais Port Control about their entry into the zone and stand by on the prescribed channel until arrival at the berth.
- e) Arriving at the "Calais ~~Approach~~Approche" buoy or "CA2" buoy (ferries), vessels without a pilot must request permission to enter the access channel.

Comment [b6]: As previously



**12 30-T-03. NEW CALEDONIA (SW Coast). Approach to Noumea. Great Harbour and Bay of Maa. - Measuring device. (MRCC Noumea, Avurnav local 12-1158)**

**Comment [b7]:** No need to translate proper names

In the framework of marine monitoring in the Great Harbour of Noumea, ~~five~~5 measuring stations have been installed in the Bay of Maa and the Great Harbour of Noumea. These stations have been immersed for a period of five months at the following positions:

**Bay of Maa:**

22 11.82 S — 166 20.69 E: Station Maa II at the depth of 2.5 m.

**Great Harbour of Noumea:**

22 15.70 S — 166 26.48 E: Station P01 at the depth of 4.9 m;

22 15.24 S — 166 24.98 E: Station P12 at the depth of 13 m;

22 14.60 S — 166 23.85 E: Station P22 at the depth of 17 m;

22 13.95 S — 166 22.53 E: Station P33 at the depth of 21.5 m.

Seafarers are asked not to go near the stations and to take a wide berth.

*See charts 6687, 7273, 7643, 7644*

\* 12 30 29. FRANCE (North Coast). Access to Isigny-sur-Mer. Bay of the Grand Vey. -  
**Buoys Buoyage. Lighthouse.** (Lighthouses and Buoys Ouistreham, Severe weather warning  
 20120140041 and Comar English Channel, Avurnav 12-1317).

**Comment [b8]:** Just warning or notice -  
 Avis

— Chart

7422 (16)	Bring forward	No1 \$ G FL.G. 2.5s		49 23.60 N	1 07.27 W
	Delete	No2 \$ R FL.R. 2.5s No1 \$ G FL.G. 2.5s No2 \$ R FL.R. 2.5s	(a)	49 23.60 N 49 23.9 N neighbour of close to (a)	1 07.15 W 1 08.4 W

**Comment [b9]:** Symbol - see  
 Translators note

\* 12 30 32. FRANCE (North Coast). Bay of Saint-Brieuc. Erquy. - **Graphic annex. Bathymetry.**  
**Topography.** (General Council of the Côtes-d'Armor, 20120125 NA).

**Comment [b10]:** Space required  
 between items as per original

— Charts

7154 (23)	Bring forward	solid line, a jetty	(A) between	48 38.02 N	2 28.75 W
					(*)
				48 38.07 N 48 38.24 N	2 28.82 W 2 28.83 W (the coast)
Delete	the old jetty	the key Work in progress	neighbour of (A) to the East	neighbour of (A) to the West	48 38.12 N 48 33.88 N
7310 (7)	Bring forward	the graphic annex F.23 the graphic annex F.24	inset B Port of Erquy	48 38.108 N	2 28.72 W (central positions)
					2 28.612 W (central position)

\* A- 12 30 35. France (West Coast). Approach to Lorient. Les Coureaux de Groix. — **Wreck.**  
 (Hydrographic Mission of the Atlantic, 20120243 NA).

**Comment [b11]:** From where ?

— Charts

7031 (14)	Replace	the water depth of the wreck 14 <sub>1</sub> by 13 <sub>8</sub>		47 39.1 N	3 26.6 W
7032 (14)	Replace	the water depth of the wreck 14 <sub>1</sub> by 13 <sub>8</sub>		47 39.1 N	3 26.6 W
INT 1835		the water depth of the wreck 14 <sub>1</sub> by 13 <sub>8</sub>		47 39.06 N	3 26.61 W

\* 12 30 49. France (South Coast). Port-Grimaud. Outer harbour. - ~~Buoys~~Buoys. Lighthouse.  
(Lighthouses and Buoys Toulon, Severe weather warning 20120830034 and Ccmed, Avurnav 12-5607).

— Instructions D22, § 4.1.5.1.

— Lighthouses LB, 34700 (N), 34720 (N) and 34740 (N)

— Chart

7267 (9)	Bring forward	\$ BYB Q (3) 10s	43 16.268 N	6 35.337 E
	inset A <i>Port-Grimaud and Marines de Cogolin</i>			
	Bring forward	\$ BYB Q (3) 10s	43 16.268 N	6 35.337 E
		\$ RQ.R	43 16.269 N	6 35.255 E
		\$ G Q.G	43 16.212 N	6 35.292 E

\* 12 30 106. INDIAN OCEAN. Island of La Reunion. — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

- Cartes — Charts

7035(21)	Bring forward	O	Obstns	20 52.82 S	55 32.75 E
INT 7735		O	Obstns	20 54.88 S	55 39.22 E
		O	Obstn	20 53.15 S	55 33.81 E
		O	Obstns	20 55.23 S	55 20.31 E
		O	Obstn	20 54.74 S	55 20.78 E
7183 (5)	Note. — <i>This chart has been updated and reprinted from correction 5.</i>				
INT 7736	Bring forward	O	Obstn	20 54.74 S	55 20.78 E
		O	Obstn	20 53.26 S	55 23.26 E
		O	Obstn	20 52.99 S	55 32.84 E
		O	Obstn	20 53.15 S	55 33.81 E
		O		20 54.92 S	55 39.29 E
		O	Obstns	20 54.88 S	55 39.22 E
		O		20 55.23 S	55 20.31 E
		O	Obstn	20 55.44 S	55 19.75 E
		O	Obstns	20 55.22 S	55 20.19 E
		O	Obstn	20 52.82 S	55 32.75 E
		O		20 55.20 S	55 20.08 E
		O	Obstn	20 53.15 S	55 32.81 E
	an obstruction out of position				
		O	Obstn	20 55.56 S	55 19.13 E
	inset C Reunion Port (Pointe des Galets) East Port				
	Bring forward	O	Obstn	20 55.438 S	55 19.749 E
		O	Obstn	20 55.559 S	55 19.130 E
7222 (3)	Bring forward	O		20 54.92 S	55 39.29 E
		O	Obstns	20 54.88 S	55 39.22 E

Comment [b12]: (Symbol) would be better

Comment [b13]: Justify to right

— **Instructions D22 2006**

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§4.1.5.1. 25, *replace the line by:*

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25 Under a strong east wind, access is quite difficult because of the relatively shallow depths of the outer harbour where waves can break. Since the end of 2011, a sandbar has formed between the ~~wing walls~~ walls of the outer harbour, greatly reducing the depth in the southern access. It is marked by three light buoys marked east cardinal, port ~~beam~~ lateral and starboard ~~beam~~ lateral.

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1230

Lighthouses and Buoys Toulon, Severe weather warning 20120830034 and Cemed, Avurnav 12-5607

\* \* \*

**Translator's Remarks**

Note. The source was given as a graphic pdf. I have used OCR software to read the texts into Word format. I then checked the text entirely including the numbers to eliminate errors. I then did the translation using Wordfast. I double-checked each segment before validating the translation.

I am open to ideas about reproducing symbols of buoys, etc. Perhaps they exist as a True Type Font. Places where the symbols should be are marked with the symbol "\$".

I have reproduced only the parts of the source document marked for translation:

## SCORE: 4

d) In case of circumstances that require emergency action with regards to the state of emergency, mobilisation, public security, fire, marine pollution, crisis management, navigation, life, property, environmental safety and security; port authority is entitled to interchange the locations of the ships specified within the mate's receipt, cancel previously issued mate's receipts, stop embarkation and disembarkation operations, displace ships and other marine vessels, berth the ships that require prioritisation, benefit from the existing opportunities of ships, vessels and shore facilities.

e) If the ships berthed at the shore facilities are in a state that they are not able to stay at their current location due to the bad weather and sea conditions they can depart and cast anchor to the safer anchorage areas, take shelter or navigate to somewhere safer. Liable of these ships shall give written notice to the port authority within the shortest time. Ships in these conditions can return where they were before without issuing a mate's receipt again by the request of the ship liable and permit of the port authority, considering the provisions of the clauses 13 and 14.

f) Ships and vessels cannot cast anchor, nearby and between the buoys, into the berth and mooring locations in the shore facilities in a way to block access and cannot wait at anchor in the jetty locations unless it is emergency. Precautions regarding this issue are taken conjointly by the port authority and shore facility operating agencies.

g) Out-of service ships which cannot be in commercial activities because of awaiting for outcome of a judicial or administrative process, excluding the scrapped ones, can wait at the shore facility or anchorage areas on the condition not to overhaul within the procedures and principles specified by the administration.

### **Port clearance document**

**CLAUSE 11 – (1)** Clearance of the merchant ships that will pass out the port authority administrative territories and navigate shall be undertaken with the port clearance document which will be given by the port authority. Ships that are certified with the port clearance document immediately leave the shore facility by finishing their operations with other institutions and organizations. Excluding passenger ships, shore facility exit permit to be given to the sea tourism vessels shall be issued with a navigation permit document within the scope of the provisions of the Sea Tourism Regulations put into effect by the council of ministers' decision no 2009/15212 and dated ~~26/09/2012~~29/6/2009. In such case navigation permit document substitutes port clearance document.

(2) Other issues related with certification of port clearance document shall be specified according to the provisions of the Technical Regulations for Ships published in the Official Gazette no 27409 and dated 17/11/2009.

(3) Personnel rigging of fishing vessels with respect to the equipment and sufficiency, of which the navigation zone is assigned as the contiguous port navigation zone in the certificate of

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Comment [b1]: Date completely wrong

seaworthiness, is carried out as port navigation. Survey and certification of fishing vessels which are smaller than twelve meters and not fishing by trawler and seine net can also be performed by the contiguous port authority aside from the port authority by which they are certified.

Comment [b2]: Page number omitted

#### Navigation according to vessel routing systems

Comment [b3]: UKHO spelling

**CLAUSE 12 –** (1) If necessary, administration can create vessel routing systems within the administrative boundaries of the port authority, pursuant to IMO's relevant regulations and recommendations, intended for organizing the sea traffic in order to enhance the security and safety of navigation, life, property, environment and reduce the risk of accident.

(2)

- a) Sheering off the traffic separation scheme,
- b) Continuing navigating without being in the traffic separation scheme
- c) Crossing over in a way to cut the traffic separation scheme

of all ships which are to berth in the shore facilities or to leave from these facilities, to come into the harbour reach on the purpose of casting anchor in the anchorage areas or sailing from the shore facilities to the anchorage area,

is undertaken according to the vessel routing system.

(3) In case of maritime traffic operators or lead operators serving for the vessel traffic services either acting noncompliant with the business principles and requirements or having gross fault or negligence, sentence of the second article of the clause 19 of the Regulations for Establishing and Operating Systems of Ship Traffic Services published in the Official Gazette no 26438 and dated 18/2/2007 shall be applicable.

(4) Maritime traffic operators or lead operators are duty bound to exchange mutual information with the authorized pilotage agency.

(5) A maritime traffic guide may be published by the administration in order to regulate maritime traffic within the administrative boundaries of the port authority.

(6) Ships, which are in the harbour reach and shore facilities, navigating, anchoring, weighing, berthing to the shore facility or leaving from these facilities, shore facility signalman and pilots follow the provisions of the Regulations for Establishing and Operating Systems of Ship Traffic Services.

**SCORE: 7**

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Comment [b1]: Why include?

## 2. Port waters and territory

2.1 In accordance with Article 74 of the Code of Merchant Shipping (CMS) (*KTM*) of Ukraine, Article 14 of the Water Code of Ukraine and Regulation of Cabinet of Ministers of Ukraine of 25.10.2002 No. 1581 "About aquatorium of Sevastopol Commercial Sea Port" SE "Sevastopol Commercial Sea Port" (SCSP) is assigned to use waters within:

• **Sevastopol bay with a channel and meander of Chorna River**, limited:  
- in the West – by the line joining the edges of North and South entrance moles of the bay; in the East – by the meridian 33°36'02" East longitude, by the road bridge over the Chorna River and by the coastline, except the areas of waters rented to Russian Federation in accordance to the Agreement between Ukraine and Russian Federation of 28<sup>th</sup> May 1997 "About parameters of distribution of Black Sea Fleet";

- **Kozacha bay**, limited by a line, which connects Western and Manhanari capes, and by the coastline;  
- **Balaklavska bay**, limited by a parallel 44°29'06" Northern latitude and by the coastline, except areas that belong to the responsibility zone of ensuring safety of shipping of Ministry of Defence of Ukraine and State Tax Service of Ukraine in addition to the Regulation of Cabinet of Ministers of Ukraine of 28<sup>th</sup> December 2000 No. 1933 "About ensuring safety of shipping in Sevastopol city area".

2.2 **Inner roads** of the Port are the waters of Sevastopol bays, as well as Kozacha and Balaklavska within what is specified in paragraph 2.1 of these Compulsory regulations.

2.3 **Outer roads** of the Port, not included in its waters, are:  
- waters limited by the Northern parallel of meander of Kacha River (44°43,6' N), on the West – by the meridian of Chersonesus cape (33°22,8' E), from East to South – by the coastline and internal border road;  
- the outer roads of Baklavska bay are the waters, limited by the Southern border of inner road, by the coastline and by the line, which connects Fiolent and Aiya capes, and by the waters of Lasypynska bay, limited by the coastline and by the line, which connects Aiya and Sarich capes.

2.4 On the inner roads of Sevastopol bay are located the areas of places for berthing:

• **Areas of places for berthing No. 387**, limited by the lines that connect points of the following coordinates:

Lat = 44°37'22,7" N,	Long = 33°30'59,4" E;
Lat = 44°37'30,5" N,	Long = 33°31'00,6" E;
Lat = 44°37'29,9" N,	Long = 33°31'24,0" E;
Lat = 44°37'22,3" N,	Long = 33°31'21,2" E;

• **Areas of places for berthing No. 388**, limited by the lines that connect points of the following coordinates:

Lat = 44°37'06,5" N,	Long = 33°34'30,6" E;
Lat = 44°37'04,7" N,	Long = 33°34'39,0" E;
Lat = 44°36'59,3" N,	Long = 33°34'51,0" E;
Lat = 44°36'55,3" N,	Long = 33°34'41,8" E;
Lat = 44°37'00,9" N,	Long = 33°34'28,2" E;

• **Offshore mooring No. 1**, limited by the lines that connect points of the following coordinates:

Lat = 44°37'15,8" N,	Long = 33°32'01,5" E;
Lat = 44°37'15,8" N,	Long = 33°32'04,7" E;
Lat = 44°37'10,2" N,	Long = 33°32'18,6" E;
Lat = 44°37'03,6" N,	Long = 33°32'12,8" E;
Lat = 44°37'12,1" N,	Long = 33°31'57,1" E;

• **Offshore mooring No. 2**, located within the area of anchorage No. 387.

2.5 On the entrances into the Port and on its outer roads are located the following:

• **Areas of places for berthing No. 384**, limited by the lines that connect points of the following coordinates:

Lat = 44°38'49,7" N,	Long = 33°30'03,6" E;
Lat = 44°40'23,9" N,	Long = 33°30'07,8" E;
Lat = 44°40'23,9" N,	Long = 33°31'13,2" E;
Lat = 44°38'49,7" N,	Long = 33°31'03,6" E;

• **Areas of places for berthing No. 386**, limited by the lines that connect points of the following coordinates:

Lat = 44°39'41" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°23'18" E;
Lat = 44°40'29" N,	Long = 33°25'18" E;
Lat = 44°39'41" N,	Long = 33°25'18" E;

• **Waiting area (WA) (ПОЧ)** for ships without anchorage/mooring, that are awaiting permission to enter the Port, limited by the lines that connect points of the following coordinates:

Lat = 44°39,5' N,	Long = 33°29,3' E;
Lat = 44°38,2' N,	Long = 33°29,3' E;
Lat = 44°38,8' N,	Long = 33°25,3' E;
Lat = 44°39,5' N,	Long = 33°25,3' E;

• deviation range of works;

• Karantinna, Lukulska, Strylecka and Chersonesus dimensional lines;

• recommended routes and distribution systems of ship traffic.

Comment [b2]: Why leave original?

2.6 On the entrances into Baklavka bay are located the following:

•Areas of places for berthing No. 395, limited by the lines that connect points of the following coordinates:

Lat = 44°28,0' N, Long = 33°31,9' E;  
Lat = 44°28,6' N, Long = 33°31,9' E;  
Lat = 44°28,6' N, Long = 33°33,9' E;  
Lat = 44°28,0' N, Long = 33°33,9' E;

•Areas of places for berthing No. 396, limited by the lines that connect points of the following coordinates:

Lat = 44°24,52' N, Long = 33°41,11' E;  
Lat = 44°24,86' N, Long = 33°41,61' E;  
Lat = 44°24,11' N, Long = 33°42,57' E;  
Lat = 44°23,79' N, Long = 33°42,04' E.

2.7 Territory of SE "Sevastopol Commercial Sea Port" includes the land granted by the Sevastopol City Council for permanent use by the port in an agreed order, alluvial, filled up or created using other hydrotechnical technologies within the port premises. These are located:

a) at South Bay:

•at 5 Nakhimov Square:

-deepwater commercial wharf No. 143 and the Ukrainian State Border crossing point area adjacent to it, building of marina and port management offices, other buildings and structures on the Southern wall Grafka Pier North to the Mine wall border with the port's South gate and retaining wall of Nakhimov Square on the West;

-boat wharf No. 144 – Northern edge of wharf No. 143 outside the zone of the Ukrainian State Border crossing point area;

• at 3 Nakhimov Square:

-the new building of Port management and services with wharfs for passenger boats and ferries (Town Vodokatna) No. 145 and 146, which in the South borders the Northern side of the Grafka Pier, and in the North borders the Southern side of Black Sea Fleet of Russian Federation sports club premises;

•on 13 Portova Street:

-service base wharf No. 117;  
-wharf accommodates ships of port fleet No. 115;  
-floating dock of port fleet No. 116;

b) at Artillery Bay:

•at 1 300 Years of Russian Navy Square:

-passenger dock No. 157;

-ferry wharf No. 155;

-passenger boat wharfs No. 154 and 156 from surrounding land areas, buildings and the Ukrainian State Border crossing point area;

c) at Small Inkerman:

-cargo wharf No. 56 and the adjacent restricted cargo complex operational zone No. 2 with buildings and storage sites, the Ukrainian State Border crossing point area,

-floating passenger boat dock No. 55;

d) at Great Inkerman (meander or Chorna River):

•on 10 Simferopol Highway, Inkerman:

-cargo wharf No. 50 and the adjacent restricted cargo complex operational zone No. 1 with buildings and storage sites and the Ukrainian State Border crossing point area;

-passenger boat wharf No. 49;

-pier No. 51 near the gulf of Chorna River meander;

e) on the North Side, Zakharov Square (former North Square):

-ferry wharf No. 11;

-passenger boat wharf No. 10;

-two alphabetically marked boat wharfs;

-boat wharfs No. 6 and 7 near Staropivnichna bay;

f) passenger boat wharfs:

-“Holland Bay”, wharf No. 29 near Holland bay;

-“ДРЕС”, wharf No. 57 with a passenger pavilion at ДРЕС area;

-auxiliary wharf No. 58 near ДРЕС area;

-“Trinity”, wharf No. 65;

-“Apolonova”, wharf No. 84;

-“Pavlovsky”, wharf No. 87 on Pavlovsky cape at South bay;

-“Beach “Omega””, wharf No. 205 at Round bay;

-“Nazukina Embankment”, wharf No. 265 at Balaklavka bay;

-“Golden Beach”, wharf No. 268 on outer roads of Balaklavka bay;

-“Beach “Учкуївка””, wharf No. 277 at beach “Учкуївка” area;

g) on the 5<sup>th</sup> kilometre of Balaklavsk Highway – buildings and structures of port's industrial base.

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2.8 Hydrotechnical facilities of other companies, institutions and organizations, that use the waters of SCSP and which provide services of ship maintenance, repair (including docks), cargo handling, passenger/customer service etc., namely:

- |                                 |  |
|---------------------------------|--|
| - dock «North»                  | - «Morskyi Industrialnyi Kompleks», PLC (БАТ «Морський індустріальний комплекс («МІК»));         |
| - wharfs No. 18, 19, 20, 21, 22 | - Closed joint-stock company «Stevedoring company «Avlita» (ПІАТ «Стівідорна компанія «Авліта»); |
| - wharf No. 52                  | - Closed joint-stock company «Vtormet» (ЗАТ «Втормет»);  |
| - wharfs No. 47, 89, 90, 91, 92 | - Docks «East» and «West», «Sevmorverf», PLC (БАТ «Севморверф»);                                 |
| - wharf No. 59                  | - Scientific and manufacturing firm «VALM» (НВФ «ВАЛМ»);   |
| - wharfs No. 59A, Б-В           | - «Linart» Ltd. (ПП «Лінарт»);   |
| - wharfs No. 93, 94             | - Closed joint-stock company «Persey» (ЗАТ «Персей»);  |
| - wharf No. 118                 | - Closed joint-stock company «Morstroy» (ПІАТ «Морстрой»);                                       |
| - wharf No. 122                 | - «Akar» Ltd. (ТОВ «Акар»);  |
| - wharfs No. 89, 90, 91, 92     | - «Sevmorzavod», PLC (БАТ «Севморзавод»).  |

Schematic diagram of locations and marking of wharf-related buildings on the coast of Sevastopol can be found in annex 4.



**SCORE: 7**

## 2. Harbour Waters and Port Territory

2.1 In accordance with article 74 of the Merchant Maritime Code of Ukraine, article 14 of the Water Code of Ukraine and the Resolution of the Cabinet of Ministers from 25.10.2002 No. 1581 "On the waters of Sebastopol commercial seaport", SE "Sebastopol commercial seaport" is assigned to use the waters within:

**Comment [b1]:** Not indented

- **Sebastopol harbour with the canal and river Chorna basin** limited by:
  - in the West by a line connecting the edges of the North and South entrance moles into the harbour, in the East by meridian 33°36'02" East Longitude, the line of a road bridge across the river Chorna and coastline, excluding areas leased to the Russian Federation in accordance with the Agreement between Ukraine and the Russian Federation from 28 May 28, 1997 "On the parameters of the Black Sea Fleet Division";

**Comment [b2]:** Format of dates

- **Cozach Bay**, limited by the line joining Capes Zakhidniy and Manganari and by the coastal line;
- **Balakovska Bay**, limited by parallel 44°29'06" of the North Latitude and the coastline, excluding the areas, that are safe navigation provision of the MOD of Ukraine and State Tax Service of Ukraine as defined in the supplement to the Cabinet of Ministers of Ukraine Resolution from December 28, 2000, No. 1933 "On providing security of navigation in the area of Sebastopol city."

**Comment [b3]:** Copy & paste from original. Not standard English format.

2.2 **Inner harbour** is the harbour waters of Sebastopolska, Cozach and Balakovska Bays, limited as stated in point 2.1 of the present regulations.

2.3 **Outer harbour** which does not constitute part of this port is:

- harbour waters limited in the North by the parallel of the Kacha river estuary (44°43.6' N), in the West by a meridian of Cape Chersonese (33°22.8' E), in the East and South by the coastline and boundary of the inner harbour;
- Balakovska outer harbour bounded by the southern boundary of the inner harbour, coastline and a line connecting Cape Fiolent and Cape Aya and also the waters of Laspynska Bay bounded by the coastline and the line joining Cape Aya and Cape Sarich.

2.4 Sebastopol inner harbour has designated areas for mooring:

- **Areas for mooring № 387**, bounded by the lines connecting points with coordinates:

[Lat = 44°37'22.7" N, Long = 33°30'59.4" E;  
Lat = 44°37'30.5" N, Long = 33°31'00.6" E;  
Lat = 44°37'29.9" N, Long = 33°31'24.0" E;  
Lat = 44°37'22.3" N, Long = 33°31'21.2" E;

**Comment [b4]:** Gap required as per original

- **Areas for mooring № 388**, bounded by the lines connecting points with coordinates:

[Lat = 44°37'06.5" N, Long = 33°34'30.6" E;  
Lat = 44°37'04.7" N, Long = 33°34'39.0" E;  
Lat = 44°36'59.3" N, Long = 33°34'51.0" E;  
Lat = 44°36'55.3" N, Long = 33°34'41.8" E;  
Lat = 44°37'00.9" N, Long = 33°34'28.2" E;

**Comment [b5]:** Full stop ilo commas throughout

- **Mooring berth № 1**, bounded by the lines connecting points with coordinates:

[Lat = 44°37'15.8" N, Long = 33°32'01.5" E;  
Lat = 44°37'15.8" N, Long = 33°32'04.7" E;  
Lat = 44°37'10.2" N, Long = 33°32'18.6" E;  
Lat = 44°37'03.6" N, Long = 33°32'12.8" E;  
Lat = 44°37'12.1" N, Long = 33°31'57.1" E;

- **Mooring berth № 2** is located within the boundaries of Anchorage area № 387.

2.5 On the approach to port and on its outer harbour the following areas for mooring are located:

- **Areas for mooring № 384**, bounded by the lines connecting points with coordinates:

[Lat = 44°38'49.7" N, Long = 33°30'03.6" E;  
Lat = 44°40'23.9" N, Long = 33°30'07.8" E;  
Lat = 44°40'23.9" N, Long = 33°31'13.2" E;  
Lat = 44°38'49.7" N, Long = 33°31'03.6" E;

- **Areas for mooring № 386**, bounded by the lines connecting points with coordinates:

[Lat = 44°39'41" N, Long = 33°23'18" E;  
Lat = 44°40'29" N, Long = 33°23'18" E;  
Lat = 44°40'29" N, Long = 33°25'18" E;  
Lat = 44°39'41" N, Long = 33°25'18" E;

- **Waiting area (WA)** where vessels do not anchor, awaiting permission to enter the port, bounded by the lines connecting points with coordinates:

[Lat = 44°39.5' N, Long = 33°29.3' E;  
Lat = 44°38.2' N, Long = 33°29.3' E;  
Lat = 44°38.8' N, Long = 33°25.3' E;  
Lat = 44°39.5' N, Long = 33°25.3' E;

- deviation range;
- Karantinna, Lukulska, Striletska and Chersonese measuring lines;
- recommended routes and distribution systems of vessel traffic.

[9]

**Comment [b6]:** Page numbers outside of bookmarking

2.6 On the approach to Balaklavka Bay the following areas for mooring are located:

- **Areas for mooring № 395**, bounded by the lines connecting points with coordinates:

Lat = 44°28.0' N, Long = 33°31.9' E;

Lat = 44°28.6' N, Long = 33°31.9' E;

Lat = 44°28.6' N, Long = 33°33.9' E;

Lat = 44°28.0' N, Long = 33°33.9' E;

- **Areas for mooring № 396**, bounded by the lines connecting points with coordinates:

Lat = 44°24,52' N, Long = 33°41,11' E;

Lat = 44°24,86' N, Long = 33°41,61' E;

Lat = 44°24,11' N, Long = 33°42,57' E;

Lat = 44°23,79' N, Long = 33°42,04' E.

2.7 The area of SE "Sebastopol commercial seaport" includes land granted by Sebastopol City Council for permanent use by the port in accordance with established order as well as sea-washed or piled up or created by using other hydro technologies at the port's expense. These include:

a) Southern Bay:

- at the address: Nakhimov square, 5:

- deep-water commercial mooring № 143 and the adjacent area of the state border of Ukraine crossing, marina buildings, port management and other buildings and constructions from the southern fencing of Grafsky Pier in the North to the line of Minna wall with the southern port gate and retaining wall at Nakhimov Square in the West;

- boat mooring № 144 - northern edge of mooring № 143 behind the state border of Ukraine checkpoint;

- at the address: Nakhimov Square, 3:

- new building of port management and services and passenger boat piers (Vodokatna) № 145 and 146, that in the south are bordering the North side of Grafsky Pier and on the North with the southern side of the Black Sea Fleet Sports club;

- at the address: Portov Street, 13:

- repairs mooring № 117;

- holding anchorage station of the port fleet № 115;

- floating berth for port fleet vessels № 116;

b) Artillery Bay:

- at the address: 300<sup>th</sup> Anniversary of the Russian Navy, 1:

- passenger berth № 157;

- ferry pier № 155;

- passenger boat berths № 154 and 156 and the surrounding land, buildings and the state border of Ukraine checkpoint;

c) Maliy Inkerman:

- cargo berth № 56 and adjacent fenced off operating zone of cargo complex № 2 including buildings, storage facilities and the state border of Ukraine checkpoint,

- passenger boat floating berth № 55;

d) Velikiy Inkerman (river Chorna estuary):

- at the address: Inkerman, Simferopol shosse, 10:

- cargo berth № 50 and adjacent fenced off operating zone of cargo complex № 1 with structures, buildings, storage facilities and the state border of Ukraine checkpoint;

- boat passenger berth № 49;

- pier № 51 in the gulf of river Chorna estuary;

e) The North Side, Zakharov square (formerly B. Pivnichna):

- ferry pier № 11;

- passenger boat pier № 10;

- two boat berths;

- boat berths № 6 and 7 in Staropivnichna Bay;

e) Passenger boat berths:

- "Bay Gollandia", berth № 29 in Gollandia Bay;

- "DRES", berth № 57 and the passenger pavilion in DRES area;

- back up berth № 58 in DRES area;

- "Troitska", berth № 65;

- "Apolonov", berth № 84;

- "Pavlovsky", berth № 87 on Pavlovsky cape in Pivdena Bay;

- "Beach "Omega"", berth № 205 in Krugla bay;

- "Embankment Nazukin" berth № 265 in Balaklavka Bay;

- "Zolotiy Pliazh", berth № 268 in the outer Balaklavka Bay;

- "Beach "Uchkuyivka"", berth № 277 near the beach "Uchkuyivka";

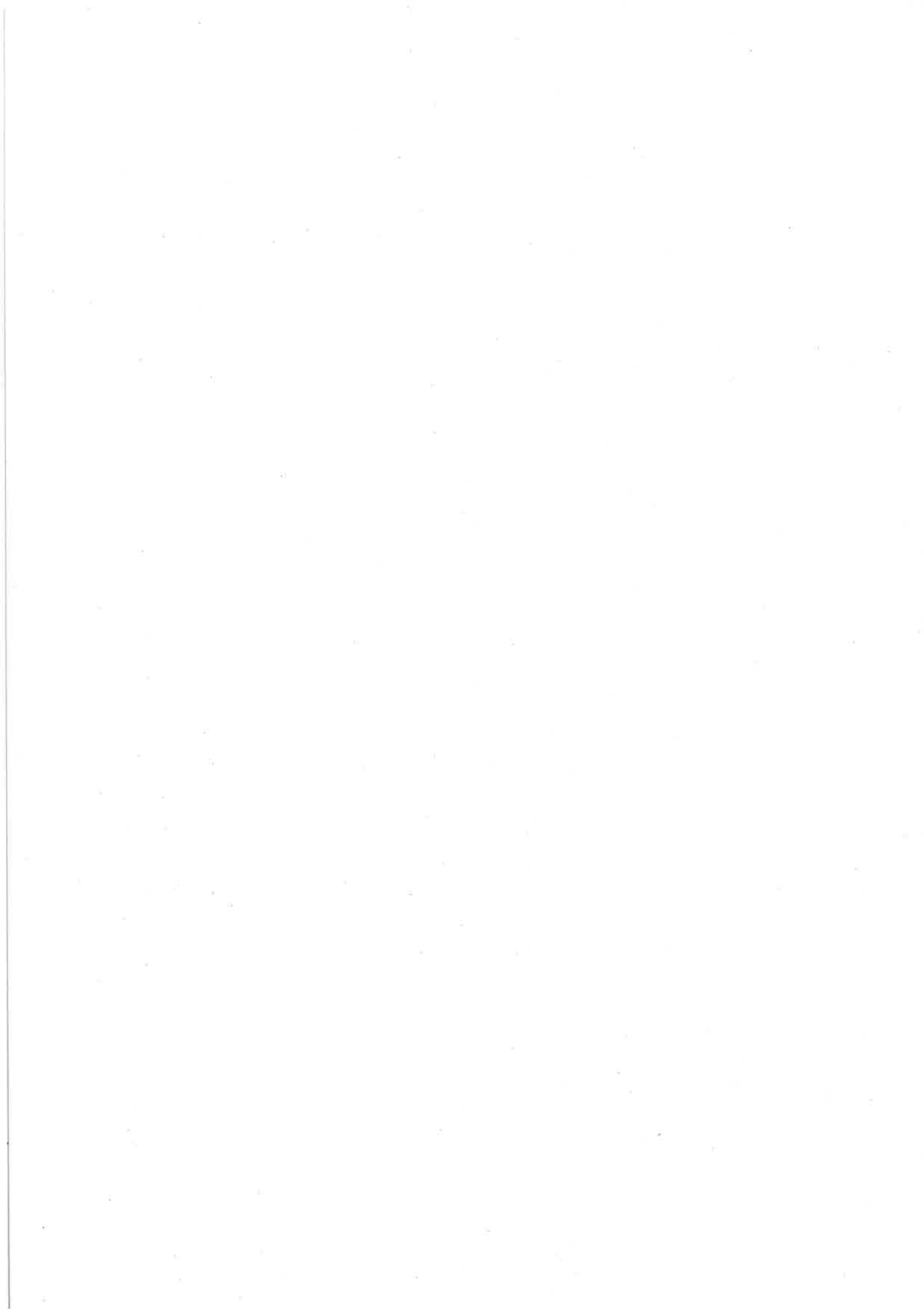
f) 5<sup>th</sup> kilometre of Balaklavsky shosse; building and constructions of the port industrial facilities.

**Comment [b7]:** What does "shosse" mean?

2.8 Hydraulic engineering structures of other enterprises, institutions and organisations located within the waters of SCSP that provide services for vessels, repairs (including dock repairs), handling of cargo, passenger services and others, namely:

- |                              |   |
|------------------------------|---|
| - dock "Pivnichniy"          | - Open Joint-stock company «Marine Industrial Complex» ("MIC"); |
| - piers № 18, 19, 20, 21, 22 | - Public company "Stividorna company "Avlita"";                 |
| - pier № 52                  | - Limited company "Vtormet";                                    |
| - piers № 47, 89, 90, 91, 92 | - docks "Shidniy" and "Zakhidniy", OJSC "Sevmorverf";           |
| - pier № 59                  | - NVF "Valm";   |
| - piers № 59A, B             | - Private company "Linart";                                     |
| - piers № 93, 94             | - Limited company "Persey";                                     |
| - pier № 118                 | - Public company "Morstroy";                                    |
| - pier № 122                 | - Limited company "Akar";                                       |
| - piers № 89, 90, 91, 92     | - OJSC "Sevmorzavod".   |

Location and numbering plan of mooring facilities on Sebastopol coast is given in Annex 4.



**SCORE: 4**

- d) In situations which require emergency action to be taken such as; a state of emergency, mobilisation, public safety, fire, marine pollution, crisis management, and safety and security of cruise, life, property and the environment, the Harbour Master's Office is authorised to change the positions of ships determined by the waybill number; to cancel existing waybills; to stop loading and unloading; to move ships and other sea vessels from their existing positions; to dock ships which need priority; and to utilise the existing facilities of ships, naval vessels and shore facilities.
- e) If due to adverse weather and sea conditions, ships which have docked at the shore facilities are not able to stay in the position in which they are docked, they are allowed to vacate that position and moor in a more secure anchorage area, or take refuge in a safer place, or sail away. Authorities in charge of such ships should notify the port authority in writing as soon as possible. Ships which are under these conditions can return to their original positions upon request from the ship's authorities and permission from the port authority, without the need to draw up a waybill to re-dock, but still taking into account the terms of Article 13 and 14.
- f) Ships and other naval vessels cannot moor near or in between buoys and in a way which obstructs entry and exit to the docking and berth points of the shore facilities and cannot moor within the breakwater unless there is a necessity. The port authority and the managers of the shore facilities shall take joint precautions regarding such matters.
- g) Except for ships set to be scrapped, out-of-service ships which cannot be used in commercial activities due to a pending legal or administrative process can stay berthed at the shore facilities or moored at anchorage areas in accordance with the procedures and principles set out by the Port Authority, and on condition that they do not carry out any maintenance and repairs.

**Comment [b1]:** Paragraphs not indented as original

**Port Exit Permit**

**Article 11 – (1)** Commercial vessels which are to sail outside the administrative area of the port authority need to obtain a port exit permit issued by the Harbour Master's Office to be able to exit from the shore facilities. Vessels which have obtained the port exit permit should leave the shore facilities immediately after they have finalised their procedures with the other relevant institutions and organisations. The exit permit for sea tourism vessels other than cruise ships is given as a transit log in accordance with the terms of the Sea Tourism Regulations which were put in force by the Cabinet Decision dated 29/6/2009 and numbered 2009/15212. In this case the transit log replaces the port exit permit.

(2) Other relevant issues regarding the issuance of the port exit permit are regulated by the terms of the Technical Regulations of Sea Vessels published in the Official Gazette dated 17/11/2009 and numbered 27409.

**Comment [b2]:** All following numbers also in bold

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(3) Crew requirements in respect of equipment and efficiency for fishing vessels that have adjacent port navigation zones specified as the navigation zone on their certificate of seaworthiness, are also the same as for navigation zones within the boundaries of the port authority. Fishing vessels smaller than ~~12~~ twelve metres which do not fish using trawl or seine nets can obtain their surveys and certificates from the adjacent port authorities as well as the main port authority that they are registered with.

6

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#### **Navigation according to ships' routeing systems**

**Article 12 – (1)** The Port Authority, where it deems necessary, and in accordance with the relevant guidelines and regulations set out by the IMO, can establish ships' routeing systems within the administrative boundaries of the port authority with the intention of organising sea traffic to increase security and safety of navigation, life, property and the environment as well as reducing the risk of collisions.

(2) In shipping areas where there is a ships' routeing system, all vessels which are entering to dock at the shore facilities or are leaving the facilities; which are entering the port area to moor at the anchorage areas, or that are moving from the shore facilities to the anchorage areas, must follow the ships' routeing system when they:

- a) Leave the traffic separation scheme
- b) Continue to navigate without entering the traffic separation scheme
- (c) Navigate across in a way that cuts through the traffic navigation scheme.

(3) In the event that the sea traffic operators or chief operators working for the vessel traffic services act unprofessionally, or neglectfully, or in gross negligence, Section 2 of Article 19 of the Regulation Regarding the Constitution and Management of Vessel Traffic Services Systems, which was published in the Official Gazette dated 18/2/2007 and numbered 26438, will be applied.

(4) Sea traffic operators or chief operators must exchange information with the authorised pilotage organisation to ensure the efficiency of the service.

(5) The Port Authority can issue a marine traffic guide book in order to regulate the sea traffic within the administrative boundaries of the port authority.

(6) All vessels which are sailing, mooring, or leaving anchorage in the port area; or are stationed at the shore facilities; or coming in to dock at the shore facilities or leaving these



facilities; and all operators of shore facilities, and maritime pilots, have to abide by the terms of the Regulation Regarding the Rules and Implementation of Vessel Traffic Services Systems.



## SCORE: 4

- d) In situations which require emergency action to be taken such as; a state of emergency, mobilisation, public safety, fire, marine pollution, crisis management, and safety and security of cruise, life, property and the environment, the Harbour Master's Office is authorised to change the positions of ships determined by the waybill number; to cancel existing waybills; to stop loading and unloading; to move ships and other sea vessels from their existing positions; to dock ships which need priority; and to utilise the existing facilities of ships, naval vessels and shore facilities.
- e) If due to adverse weather and sea conditions, ships which have docked at the shore facilities are not able to stay in the position in which they are docked, they are allowed to vacate that position and moor in a more secure anchorage area, or take refuge in a safer place, or sail away. Authorities in charge of such ships should notify the port authority in writing as soon as possible. Ships which are under these conditions can return to their original positions upon request from the ship's authorities and permission from the port authority, without the need to draw up a waybill to re-dock, but still taking into account the terms of Article 13 and 14.
- f) Ships and other naval vessels cannot moor near or in between buoys and in a way which obstructs entry and exit to the docking and berth points of the shore facilities and cannot moor within the breakwater unless there is a necessity. The port authority and the managers of the shore facilities shall take joint precautions regarding such matters.
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**Comment [b1]:** Paragraphs not indented as original

### **Port Exit Permit**

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Comment [b2]: All following numbers also in bold

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6

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### Navigation according to ships' routeing systems

**Article 12 – (1)** The Port Authority, where it deems necessary, and in accordance with the relevant guidelines and regulations set out by the IMO, can establish ships' routeing systems within the administrative boundaries of the port authority with the intention of organising sea traffic to increase security and safety of navigation, life, property and the environment as well as reducing the risk of collisions.

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- a) Leave the traffic separation scheme
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- (c) Navigate across in a way that cuts through the traffic navigation scheme.

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facilities; and all operators of shore facilities, and maritime pilots, have to abide by the terms of the Regulation Regarding the Rules and Implementation of Vessel Traffic Services Systems.



**SCORE: 4**

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**Mariners Announcement Number (2) Year 2012**

**Gulf of Suez:**

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This is to inform vessels mariners, shipping companies and their agents that: the (Al Amal-A - Al Amal-B) offshore platform has been constructed in the area of Ras Dib for the Al Amal Petroleum Company.

❖ **First: (Al Amal-A) platform characteristics:**

Comment [b1]: Different bullet point shape

(Al Amal-A) location:

Latitude: 03'.41 28° North & Longitude: 34'.42 33° East.

Comment [b2]: Positions written in reverse

The offshore platform is equipped with the following navigational signals:-

1. Lighting:

- White light on the sides of the platform signalling MORS-Morse code every 20 seconds.

Comment [b3]: Translator did not note that Morse Code for both letters is the same. Not marked as per original.

2. Fog signal

- Fog signal signalling MORS-Morse code (D...-) every 18 seconds; hearing distance is 2NM.

3. Rackon device :

- Rackon device signalling MORS-Morse code (D...-) every 20 seconds; visibility distance is 6NM.

❖ **Second: (Al Amal-B) platform characteristics :**

(Al Amal-B) location:

Latitude: 04'.17 28° north & Longitude: 34'.31 33° east.

1. Lighting:

- White and red light on the sides of the platform signalling MORS code (N...-) every 20 seconds.

2. Fog signal:

- Fog signal signalling MORS code (N...-) every 18 seconds; hearing distance is 2NM.

3. Rakon device :

- Rakon device signalling MORS letter (N...-) every 20 seconds; visibility distance is 6NM.

❖ All mariners are required to take into consideration the above information.

❖ Amended map chart number: 23472374(WGS-84).

❖ Alexandria: 13/06/2012.

Admiral /Mustapha Mohamed Izeldin Wahba

Chief Executive Officer  
Egyptian Authority for Maritime Safety



**Calais- 50°58'N- 01°51'E**

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Pilotage

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Contacts:

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Telephone number +33 (0) 3 21 96 20 56  
Fax +33 (0) 3 21 97 77 64  
Email address [boulognecalaispilot@wandoo.fr](mailto:boulognecalaispilot@wandoo.fr)  
Frequency Chan. 17 when a vessel is expected  
Call signal Pilotes Calais or Calais Pilot or Pilot Calais

Comment [b1]: Bullet points omitted

Zone/area

The compulsory pilotage zone extends to a distance of 3.5 M of breakwater.

Comment [b2]: Spacing amended – should be as original

Procedure

- a) Pilotage is required compulsory for vessels longer than 60m, on entry and exit. It is forbidden for vessels transporting hydrocarbon or other dangerous substances travelling to be in the channel, east of the 'Calais Approach' buoy meridian (50° 58, 90'N, - 1° 45,08 E) to travel without a pilot on board.
- b) The pilot should embark at the following positions:  
-At 7-50.75 M North of the 'Calais Approach' buoy  
-In incimate bad weather for smaller vessels: further along the buoy passage at latest on passing buoy 'CA2' (50° 58, 15'N- 1°45, 68' E)

Comment [b3]: Proper names do not need to be translated

Comment [b4]: Inclimate??

Note:

Pilotage is controlled by 'Boulogne-Calais' Station, with the head office located in Calais.

Maritime Traffic Service: situated in Calais: at the Port Authority to monitor and control traffic and access into and out of the port.

Comment [b5]: Clumsy sentence "The Calais VTS, situated at the Harbour Master's Office, controls traffic in the port and its approaches"

Contacts Port management -:  
Telephone number +33 (0) 3 21 00 68 00  
Fax +33 (0) 3 21 00 68 01  
Email address [Calais.DirectionDeleguee@nordpasdecailais.fr](mailto:Calais.DirectionDeleguee@nordpasdecailais.fr)  
Web site [www.calais-port.com/](http://www.calais-port.com/)

Port Authority:  
Telephone number +33 (0) 3 21 00 68 49  
Fax +33 (0) 3 21 34 08 92  
Email address [capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

Maritime Service Traffic:  
Frequenciesy Chan- 16,17 H24  
Call signal Calais Port Control

Carnot Tide-gate Lock  
Frequenciesy Chan 16,17 H24

Comment [b6]:

Zone

The zone is restricted:

~~-in the South-West by the South-Western limits of the protected and regulated mooring (the line joining the positions 50° 56, 60' N - 1° 44, 50' E, 50° 57, 10' N - 1° 41, 20' E and 50° 58, 60' N - 1° 37, 90' E)~~  
~~-in the North-West, by the North-Western limits in the same zone (the line joining the positions 50° 58, 60' N - 1° 37, 90' E and 51° 01, 40' N - 1° 41, 70' E)~~  
~~-to from the North and to East, by the parallel buoy-parallel of the buoy 'RCW' (51° 01, 30' N - 1° 45, 40' E) and the line joining the buoys 'RCW' and 'RCE' (51° 02, 50' N - 1° 53, 20' E) and the old Walde lighthouse (50° 59, - 60' N - 1° 54, 90' E).~~

Procedure

- a) Vessels should inform the Port Authority of their ETA into the port at the roads 48 hours beforehand as well as specifying their details/characteristics where necessary, such as the nature and quantity of any dangerous substances they are transporting (IMDG code per International Maritime Dangerous Goods regulations).
- a)b) Vessels should inform the Port Authority of their arrival time 12 hours in advance and specify:
  - The ETA at the buoy 'Calais Approach'
  - length, width and draft
  - port of origin
  - if they are equipped with a bow or stern thrusters tunnel or a stern or other parts which would aid navigation aids for manoeuvring
  - vessels exempt/excluded from pilots: or if they do not whether or not they want a pilot.
- c) ~~Vessels~~ Vessels should confirm the information above on Chan. 17 2 two hours before arrival at the harbour roads to. At Calais Port ~~who~~ they will specify their berth, the time they will enter port and finally their anchoring point/position.
- e)d) Vessels should advise Calais Port Control on Chan. 17 of their entry and stay on the assigned channel until arrival into the quay
- e)e) Upon arrival at the 'Calais Approach' or CA2' buoys (ferries) vessels without a pilot must ask permission to enter ~~the~~ and access the channel.

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Comment [b7]: English Spelling

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3.19.1.8 - Calais

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**12 30-T-03. New Caledonia (South-West Coast). Outer Noumea Port and Maa Bay. —**  
**Measurement device. (MRCC Nouméa, Local Avurnav 12-1158)**

**Comment [b8]:** NMs should be in Times Roman as original

**Comment [b9]:** No need to translate proper names

For the purpose of monitoring the Port of Nouméa marine environment, ~~five~~<sup>5</sup> monitoring stations have been put in place at Maa Bay and in the Port of Noumea.

These stations ~~were located~~<sup>have been submerged</sup> for a period of five months in the following positions:

Maa Bay:

22 11.82 S — 166 20.69 E: Maa Station II at a depth of 2.5 m.

Noumea Port:

22 15.70 S — 166 26.48 E: Station P01 at a depth of 4.9 m; 22 15.24 S — 166 24.98 E: Station P12 at a depth of 13 m; 22 14.60 S — 166 23.85 E: Station P22 to a depth of 17 m; 22 13.95 S — 166 22.53E : Station P33 to a depth of 21.5 m.

**Comment [b10]:** Change from comma to full stop — change of translator?

**Comment [b11]:** Format not as original — very difficult to read

Seafarers are asked not to come close to these stations but instead take the longer route around.

See charts numbered: 6687, 7273, 7643, 7644

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★ **12 30 29. FRANCE (North Coast). Isigny-sur-Mer Access. Grand Vey Bay. — Beacon. Light.**  
 (Beacon/lighthouse and Ouitreham beacon, Advices 20120140041 and Comar Manche, Avurnav 12-1317).

--Chart

7422 (16)

Keep	No1	▲ G Fl.G. 2.5s	49 23.60 N	1 07.27 W
	No2	▲ R Fl.R. 2.5s	49 23.60 N	1 07.15 W
Remove	No1	▲ G Fl.G. 2.5s	(a) 49 23.9 N	1 08.40 W
	No2	▲ R Fl.R. 2.5s	Neighbouring close to (a)	

Comment [b12]: Full stop ilo comma

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Comment [b13]: Space required as per original

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Comment [b14]: Could have used Chartlet as below ilo Chart in original translation

★ **12 30 32. FRANCE (North Coast). Saint-Brieuc Bay. Erquy. — See chartgraphical annex. Bathymetry.**  
 Topography. (General Council of Côtes-d'Armor, 20120125 NA).

--Charts

7154 (23)

Keep	Solid line jetty	(A) between	48 38.02 N	2 28.75 W
				(★)
			48 38.07 N	2 28.82 W
			48 38.24 N	2 28.83 W
				(coast)

~~7310~~ (7)

Remove	Old jetty	Neighbouring (A) to the East		
	Legend			
	Work in progress	Neighbouring (A) to the West		
	Chartlet F.23	48 38.12 N		2 28.72 W
	Chartlet F.24	48 33.88 N		2 31.19 W
				(central positions)

Port d'Erquy ~~Chartlet F.22~~

~~7310~~ (7)

Keep	Chartlet F.22	48 38.108 N		2 28.612 W
				(central position)

Comment [b15]: Plan

★ **12 30 35. FRANCE (West Coast). Outer Approaches to Lorient. Les Coureaux de Groix. — Wreckage.**  
 (Atlantic Hydrographic Mission 20120243 NA)

--Charts

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7031 (14) Replace Wreckage depth

14<sub>1</sub> with 13<sub>8</sub>

47 39.1 N

3 26.6 W

Comment [b16]: Spelling - see original

7032 (14) Replace Wreckage depth

INT 1835 14<sub>1</sub> with 13<sub>8</sub>

47 39.1 N

3 26.6 W

7139 (14) Replace Wreckage depth

14<sub>1</sub> with 13<sub>8</sub>

47 39.06 N

3 26.61 W

★ 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. — Beacon. Light.

(Toulon Lighthouse and beacon, Advice 20120830034 and Cecmed, Avumav 12-5607).

— Instructions D22, § 4.1.5.1.

— Lights LB, 34700 (N), 34720 (N) ~~et~~ and 34740 (N)

— Chart

7267 (9) Keep /BYB Q (3) 10s 43 16.268 N 6 35.337 E

| Port Grimaud and Cogolin Marinas cartridge A

Keep /BYB Q (3) 10s 43 16.268 N 6 35.337 E

/ R Q.R 43 16.269 N 6 35.255 E

/ G Q.G 43 16.212 N 6 35.292 E

Comment [b17]: Why change in font size??

**12 30 106. Indian Ocean; Reunion — Obstruction.** (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

**--Charts**

<b>7035 (21)</b>	Keep	⊙Obstns	20 52.82 S	55 32.75 E
<b>INT 7735</b>		⊙Obstns	20 54.88 S	55 39.22 E
		⊙Obstn	20 53.15 S	55 33.81 E
		⊙Obstns	20 55.23 S	55 20.31 E
		⊙Obstn	20 54.74 S	55 20.78 E

**7183 (5) Note.** — *This chart has been retracted to be updated per correction 5.*

<b>INT 7736</b>	Keep	⊙Obstn	20 54.74 S	55 20.78 E
		⊙Obstn	20 53.26 S	55 23.26 E
		⊙Obstn	20 52.99 S	55 32.84 E
		⊙Obstn	20 53.15 S	55 33.81 E
		⊙	20 54.92 S	55 39.29 E
		⊙Obstns	20 54.88 S	55 39.22 E
		⊙	20 55.23 S	55 20.31 E
		⊙Obstn	20 55.44 S	55 19.75 E
		⊙Obstns	20 55.22 S	55 20.19 E
		⊙Obstn	20 52.82 S	55 32.75 E
		⊙	20 55.20 S	55 20.08 E
		⊙Obstn	20 53.15 S	55 32.81 E
		obstruction out of position		
		⊙Obstn	20 55.56 S	55 19.13 E

**Plan C Port Reunion (Galets Point), East Port**

	Keep	⊙Obstn	20 55.438 S	55 19.749 E
		⊙Obstn	20 55.559 S	55 19.130 E
<b>7222 (3)</b>	Keep	⊙	20 54.92 S	55 39.29 E
		⊙Obstn	20 54.88 S	55 39.22 E

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— Instructions D22 2006

§4.1.5.1. 25, Replace this paragraph with:

25. With a strong easterly wind, access becomes quite difficult due to the relatively shallow depths of the outer-harbour where waves may breaker ~~breaking waves~~. From the end of 2011 a sandbar ~~has~~ was formed between the pier head and the outer harbour, greatly reducing the depth of access from the southern side. ~~It is marked by three~~ Three ~~cardinally positioned~~ light buoys pointing ~~cardinal east mark, lateral port and lateral starboard marks~~ side serve as beacons.

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Comment [b18]: Beacons - spelling





**Calais- 50°58'N- 01°51'E**

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Comment [b1]: Bullet points omitted

Pilotage  
Contacts:  
Telephone number +33 (0) 3 21 96 20 56  
Fax +33 (0) 3 21 97 77 64  
Email address [boulognecalaispilot@wandoo.fr](mailto:boulognecalaispilot@wandoo.fr)  
Frequency Chan. 17 when a vessel is expected  
Call signal Pilotes Calais or Calais Pilot or Pilot Calais

Zone/area The compulsory pilotage zone extends to a distance of 3.5 M of breakwater.

Comment [b2]: Spacing amended – should be as original

Procedure  
a) Pilotage is ~~required compulsory~~ for vessels longer than 60m, on entry and exit. It is forbidden for vessels transporting hydrocarbon or other dangerous substances travelling to be in the channel, east of the 'Calais ~~Approach~~ buoy meridian (50° 58, 90'N - 1° 45,08 E) ~~to travel~~ without a pilot on board.  
b) The pilot should embark at the following positions:  
-At ~~7-50.75~~ M North of the 'Calais Approach' buoy  
-In ~~inclimate bad~~ weather for smaller vessels: further along the buoy passage at latest on passing buoy 'CA2' (50° 58, 15'N- 1°45, 68' E)

Comment [b3]: Proper names do not need to be translated

Comment [b4]: Inclimate??

Note: Pilotage is controlled by 'Boulogne-Calais' Station, with the head office located in Calais.

Maritime Traffic Service: situated in Calais: at the Port Authority to monitor and control traffic and access into and out of the port.

Comment [b5]: Clumsy sentence "The Calais VTS, situated at the Harbour Master's Office, controls traffic in the port and its approaches"

Contacts Port management - :  
Telephone number +33 (0) 3 21 00 68 00  
Fax +33 (0) 3 21 00 68 01  
Email address [Calais.DirectionDeleguee@nordpasdecailais.fr](mailto:Calais.DirectionDeleguee@nordpasdecailais.fr)  
Web site [www.calais-port.com/](http://www.calais-port.com/)

Port Authority:  
Telephone number +33 (0) 3 21 00 68 49  
Fax +33 (0) 3 21 34 08 92  
Email address [capcalais.vigie@equipement-agriculture.gouv.fr](mailto:capcalais.vigie@equipement-agriculture.gouv.fr)

Maritime Service Traffic:  
Frequencies Chan- 16,17 \_\_\_\_\_ H24  
Call signal Calais Port Control

Frequencies Carnot Tide-gate Lock  
Chan 16,17 \_\_\_\_\_ H24

Comment [b6]:

Zone

The zone is restricted:

- in the South-West, by the South-Western limits of the protected and regulated mooring (the line joining the positions 50° 56, 60' N - 1° 44, 50' E, 50° 57, 10' N - 1° 41, 20' E and 50° 58, 60' N - 1° 37, 90' E)
- in the North-West, by the North-Western limits in the same zone (the line joining the positions 50° 58, 60' N - 1° 37, 90' E and 51° 01, 40' N - 1° 41, 70' E)
- to from the North and to East, by the parallel buoy parallel of the buoy 'RCW' (51° 01, 30' N - 1° 45, 40' E) and the line joining the buoys 'RCW' and 'RCE' (51° 02, 50' N - 1° 53, 20' E) and the old Walde lighthouse (50° 59, 60' N - 1° 54, 90' E).

Procedure

- a) Vessels should inform the Port Authority of their ETA into the port at the roads 48 hours beforehand as well as specifying their details/characteristics where necessary, such as the nature and quantity of any dangerous substances they are transporting (IMDG code per International Maritime Dangerous Goods regulations).
- a)b) Vessels should inform the Port Authority of their arrival time 12 hours in advance and specify:
  - The ETA at the buoy 'Calais Approach'
  - length, width and draft
  - port of origin
  - if they are equipped with a bow or stern thrusters tunnel or a stern or other parts which would aid navigation aids for manoeuvring
  - vessels exempt/excluded from pilots: or if they do not whether or not they want a pilot.
- c) ~~Vessels~~ Vessels should confirm the information above on Chan. 17 ~~two~~ hours before arrival at the harbour roads to. At Calais Port ~~who~~ they will specify their berth, the time they will enter port and finally their anchoring point/position.
- e)d) Vessels should advise Calais Port Control on Chan. 17 of their entry and stay on the assigned channel until arrival into the quay
- e)e) Upon arrival at the 'Calais Approach' or CA2' buoys (ferries) vessels without a pilot must ask permission to enter ~~the~~ and access the channel.

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Comment [b7]: English Spelling

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3.19.1.8 - Calais

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**12 30-T-03. New Caledonia (South West Coast). Outer Noumea Port and Maa Bay. —  
Measurement device. (MRCC Nouméa, Local Avurnav 12-1158)**

**Comment [b8]:** NMs should be in Times  
Roman as original

**Comment [b9]:** No need to translate  
proper names

For the purpose of monitoring the Port of Noumea marine environment, ~~five~~<sup>5</sup> monitoring stations have been put in place at Maa Bay and in the Port of Noumea.

These stations ~~were located~~<sup>have been submerged</sup> for a period of five months in the following positions:

Maa Bay:

22 11.82 S — 166 20.69 E: Maa Station II at a depth of 2.5 m.

Noumea Port:

~~22 13.70 S — 166 26.48 E: Station P01 at a depth  
of 4.9 m; 22 15.24 S — 166 24.98 E: Station P12  
at a depth of 13 m; 22 14.60 S — 166 23.85 E:  
Station P22 to a depth of 17 m; 22 13.95 S — 166  
22.53E : Station P33 to a depth of 21.5 m.~~

**Comment [b10]:** Change from comma  
to full stop — change of translator?

**Comment [b11]:** Format not as original  
— very difficult to read

Seafarers are asked not to come close to these stations but instead take the longer route around.

See charts numbered: 6687, 7273, 7643, 7644

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★ 12 30 29. FRANCE (North Coast). Isigny-sur-Mer Access. Grand Vey Bay. — Beacon. Light.  
 (Beacon/lighthouse and Ouitreham beacon, Advices 20120140041 and Comar Manche, Avurnav 12-1317).

--Chart

7422 (16)	Keep	No1	G Fl.G. 2.5s	49 23.60 N	1 07.27 W	Comment [b12]: Full stop in original
		No2	R Fl.R. 2.5s	49 23.60 N	1 07.15 W	
Remove	No1	G Fl.G. 2.5s	(a) 49 23.9 N	1 08.40 W	Formatted: Right	Comment [b13]: Space required as per original
	No2	R Fl.R. 2.5s	Neighbouring close to (a)			

★ 12 30 32. FRANCE (North Coast). Saint-Brieuc Bay. Erquy. — See chartgraphical annex. Bathymetry.  
 Topography. (General Council of Côtes-d'Armor, 20120125 NA).

--Charts

7154 (23)	Keep	Solid line jetty	(A) between	48 38.02 N	2 28.75 W	Comment [b14]: Could have used Chartlet as below in Chart in original translation
				48 38.07 N	2 28.82 W	
				48 38.24 N	2 28.83 W	
					(coast)	
7310 (7)	Remove	Old jetty	Neighbouring (A) to the East			
		Legend				
		Work in progress	Neighbouring (A) to the West			
		Chartlet F.23		48 38.12 N	2 28.72 W	
		Chartlet F.24		48 33.88 N	2 31.19 W	
					(central positions)	

Port d'Erquy cartridge B

7310 (7)	Keep	Chartlet F.22	48 38.108 N	2 28.612 W	Comment [b15]: Plain
				(central position)	

★ 12 30 35. FRANCE (West Coast). Outer Approaches to Lorient. Les Coureaux de Groix. — Wreckage.  
 (Atlantic Hydrographic Mission 20120243 NA)

--Charts

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7031 (14) Replace Wreckage depth

14<sub>1</sub> with 13<sub>8</sub>

47 39.1 N

3 26.6 W

Comment [b16]: Spacing - see original

7032 (14) Replace Wreckage depth

INT 1835 14<sub>1</sub> with 13<sub>8</sub>

47 39.1 N

3 26.6 W

7139 (14) Replace Wreckage depth

14<sub>1</sub> with 13<sub>8</sub>

47 39.06 N

3 26.61 W

★ 12 30 49. FRANCE (South Coast). Port-Grimaud. Outer harbour. — Beacon. Light.

(Toulon Lighthouse and beacon, Advice 20120830034 and Cemed, Avumav 12-5607).

— Instructions D22, § 4.1.5.1.

— Lights LB, 34700 (N), 34720 (N) ~~et~~ and 34740 (N)

— Chart

7267 (9) Keep /BYB Q (3) 10s

43 16.268 N

6 35.337 E

Port Grimaud and Cogolin Marinas cartridge A

Keep /BYB Q (3) 10s

43 16.268 N

6 35.337 E

/ R Q.R

43 16.269 N

6 35.255 E

/ G Q.G

43 16.212 N

6 35.292 E

Comment [b17]: Why change in font size??

12 30 106. Indian Ocean, Reunion — Obstruction. (SHOM, FE 12-106 to 12-120 MIP/DTI/BGI).

--Charts

7035 (21)	Keep	⊙Obstns	20 52.82 S	55 32.75 E
INT 7735		⊙Obstns	20 54.88 S	55 39.22 E
		⊙Obstn	20 53.15 S	55 33.81 E
		⊙Obstns	20 55.23 S	55 20.31 E
		⊙Obstn	20 54.74 S	55 20.78 E

7183 (5) Note. — *This chart has been retracted to be updated per correction 5.*

INT 7736	Keep	⊙Obstn	20 54.74 S	55 20.78 E
		⊙Obstn	20 53.26 S	55 23.26 E
		⊙Obstn	20 52.99 S	55 32.84 E
		⊙Obstn	20 53.15 S	55 33.81 E
		⊙	20 54.92 S	55 39.29 E
		⊙Obstns	20 54.88 S	55 39.22 E
		⊙	20 55.23 S	55 20.31 E
		⊙Obstn	20 55.44 S	55 19.75 E
		⊙Obstns	20 55.22 S	55 20.19 E
		⊙Obstn	20 52.82 S	55 32.75 E
		⊙	20 55.20 S	55 20.08 E
		⊙Obstn	20 53.15 S	55 32.81 E
		obstruction out of position		
		⊙Obstn	20 55.56 S	55 19.13 E

Plan C Port Reunion (Galets Point), East Port

	Keep	⊙Obstn	20 55.438 S	55 19.749 E
		⊙Obstn	20 55.559 S	55 19.130 E
7222 (3)	Keep	⊙	20 54.92 S	55 39.29 E
		⊙Obstn	20 54.88 S	55 39.22 E

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— Instructions D22 2006

§4.1.5.1. 25, *Replace this paragraph with:*

25. With a strong easterly wind, access becomes quite difficult due to the relatively shallow depths of the outer-harbour where waves may ~~breaker~~ breaking waves. From the end of 2011 a sandbar ~~has~~ was formed between the pier head and the outer harbour, greatly reducing the depth of access from the southern side. ~~It is marked by three~~ Three cardinally positioned light buoys pointing ~~cardinal east mark, lateral port and lateral starboard marks.~~ side serve as beacons.

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Comment [b18]: Beacons - spelling

