



| | |
|----------------------------------|------------|
| General | 183 |
| Buoyage System | 183 |
| Currency | 183 |
| Firing Areas | 183 |
| Government | 184 |
| Holidays | 184 |
| Ice | 184 |
| Industries | 185 |
| Languages | 185 |
| Mined Areas | 185 |
| Pilotage | 185 |
| Regulations | 185 |
| Restricted Areas | 186 |
| Search and Rescue | 189 |
| Signals | 189 |
| Submarine Operating Areas | 189 |
| Time Zone | 190 |
| U.S. Embassy | 190 |

General

Russia is located in N Asia, bordering the Arctic Ocean, between Europe and the North Pacific Ocean.

The climate ranges from subtropical with abundant rainfall along sections of the Black Sea to extreme cold winters with short cool summers in N Siberia. In general, most of the country has a continental type of climate which is characterized by cold winters and warm summers.

The terrain is a broad plain with low hills W of the Urals. There are vast forest and tundra in Siberia with uplands and mountains along the S border regions.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

Temporary markings indicating areas prohibited for navigation, anchoring and fishing, and naval exercise areas,

will be broadcast by marine radio and published in the weekly notice.

Currency

The official unit of currency is the ruble, consisting of 100 kopecks.

Firing Areas

Area No. 117—Area bounded by lines joining the following positions:

- a. 54°57.8'N, 19°41.0'E.
- b. 55°13.4'N, 19°24.5'E.
- c. 55°43.8'N, 19°12.1'E.
- d. 56°18.5'N, 19°28.2'E.
- e. 56°08.1'N, 20°42.0'E.
- f. 55°35.0'N, 20°42.0'E.
- g. 55°05.0'N, 20°24.0'E.
- h. 54°57.8'N, 20°06.0'E.

Area No. 117A—Area bounded by lines joining the following positions:

- a. 55°57.8'N, 19°41.0'E.
- b. 55°13.4'N, 19°24.5'E.
- c. 55°43.8'N, 19°12.1'E.
- d. 55°51.0'N, 19°15.5'E.
- e. 55°51.0'N, 20°42.0'E.
- f. 55°35.0'N, 20°42.0'E.
- g. 55°05.0'N, 20°24.0'E.
- h. 54°57.8'N, 20°06.0'E.

Kronshtadt Fortified Zone (West)—Area bounded by lines joining the following positions:

- a. 60°12.2'N, 29°00.0'E.
- b. 60°00.0'N, 29°00.0'E.
- c. 59°57.0'N, 28°56.0'E.
- d. 59°54.7'N, 29°00.7'E.

Kronshtadt Fortified Zone (East)—Area bounded by lines joining the following positions:

- a. 60°00.8'N, 29°58.0'E.
- b. 59°56.5'N, 29°50.0'E.
- c. 59°56.5'N, 29°40.0'E.
- d. 59°55.9'N, 29°40.0'E.

Government

Russia is a federation with 21 autonomous republics. The capital is Moscow.

Holidays

The following holidays are observed:

Jan. 1, New Year's Day; Jan 8, Russian Orthodox Christmas; March 8, International Women's Day; May 1 and 2, Spring and Labor Holiday; May 9, Victory Day; June 12, Independence Day; Aug. 22, Day of the Russian Federation State Flag; Nov. 7, Day of Accord and Conciliation; and Dec. 12, Constitution Day.

Ice

Icebreakers

Russian icebreakers are maintained to assist vessels in the navigation of territorial waters during the ice season. The movements and positions of the icebreakers are reported daily by radio.

These rules have been extracted from Russian Notices to Mariners:

1. The request for convoying vessels through the ice shall be made in port to the Captain of the Port, and at sea to the master of the icebreaker.

2. A vessel to be convoyed should carry, within the limits of the requirements of good seamanship, a supply of fuel and provisions, wooden fenders, quick-setting cement, patches, mats, and the like, sufficient for the passage. The vessel's pumps should be in good working condition and vessels should be equipped with a properly functioning radio receiver.

If these conditions cannot be met, and, in addition, if the vessel has not been certified by governmental agencies, or classification societies, as being fit to put to sea, or if such certification is overdue, the Captain of the Port, or the master of the icebreaker, if the icebreaker is outside the port limits, has the right to refuse the request to take the vessel to sea, or to bring it into port.

3. Any vessel in need of icebreaker convoy shall await the arrival of the icebreaker, and shall not enter the ice without the latter.

4. The time, and the sequence in which vessels will proceed through the ice, as well as the number of vessels to be convoyed simultaneously, shall be determined in port by the Captain of the Port, and at sea by the master of the icebreaker.

5. Masters of vessels following icebreakers through the ice shall be subordinate to orders issued by the master of the icebreaker in so far as they pertain to movement in the ice, and shall act in conformity with such orders. Masters of vessels shall, by their actions, assist the master of the

icebreaker so that passage through the ice area may be made together as rapidly and safely as possible.

6. Vessels following icebreakers shall not overtake each other.

7. Vessels following icebreakers shall be prepared for immediate full astern operation. When the vessel begins to back the rudder shall be in the "Amidships" position.

8. Vessels proceeding through the ice in tow of an icebreaker shall not operate their engines in the ahead direction without special orders from the master of the icebreaker in each individual case. Vessels shall be constantly alert to drop the tow immediately when ordered to do so by the master of the icebreaker, as well as ready to make full speed astern.

9. The first vessels to be convoyed shall be naval vessels, mail-passenger vessels, and vessels carrying cargo that has been designated as priority. These shall be followed by all remaining vessels in their order of arrival at the edge of the ice, or readiness to leave port.

10. Vessels following an icebreaker and suffering damage shall hoist the distress signal prescribed by the International Rules of the Road.

A vessel suffering damage of any kind in the ice, or springing a leak, shall take immediate steps to repair the damage, and shall, simultaneously, report such damage to the master of the icebreaker by radio, or other means of communications.

11. Vessels following an icebreaker through the ice shall be guided by the International Code of Signals. Vessels shall comply immediately with these signals when made by the icebreaker.

12. In the event the master of a vessel being convoyed by an icebreaker fails to comply with the orders issued by the master of the icebreaker, the latter has the right to refuse further convoy until his orders are complied with.

13. Neither the icebreaker, the owner of the icebreaker, nor the charterer shall bear any property responsibility for damage, or for other losses that could be sustained by a ship under convoy during, and as a consequence of its being convoyed through the ice, or as a result of maneuvers while under such convoy.

14. Merchant vessels of all flags are free of all charges for using the services of port icebreakers to convoy them from the edge of the ice into port to the berth, and from the port to sea, as well as for towing during convoy if such towing is deemed necessary by the master of the icebreaker.

The tariffs for the operation of icebreakers in the Arctic, and in the non-Arctic seas that freeze during the winter navigation period, shall be paid at the per ton rate by the shipper, or receiver, for each ton of cargo, depending on the conditions of the sales contract, as shall the rate for convoying vessels other than those belonging to the Ministry of the Merchant Marine in Arctic waters, levied in accordance with established procedure. The shifting of berths required in connection with cargo handling operations, as well as bunkering, docking, and the like, shall be paid for separately.

15. Any vessel using an icebreaker to convoy it through the ice, by such action consents to placing itself under the provisions of these rules.

16. The master of a vessel following an icebreaker shall do his own dead-reckoning and keep a running fix of his vessel's position. Upon completion of the convoy through the ice he shall compare his position coordinates with those of the icebreaker.

Industries

The main industries include oil, gas, chemicals and metals, mining, machine building, road and transportation equipment, communication equipment, medical and scientific instruments, and consumer durables.

Languages

Russian is the official language.

Mined Areas

Northwest of Tolbukhin Lighthouse.—Regulated Area No. 110—Area bounded by lines joining the following positions:

- a. 60°02.7'N, 29°23.1'E.
- b. 60°05.0'N, 29°23.0'E.
- c. 60°05.0'N, 29°29.3'E.
- d. 60°04.2'N, 29°29.3'E.
- e. 60°02.7'N, 29°25.5'E.

Note.—This is a mine practice area.

Northeast of Ostrov Rukhnu.—Area No. 233—Area bounded by lines joining the following positions:

- a. 57°53.7'N, 23°17.5'E.
- b. 57°56.0'N, 23°25.0'E.
- c. 57°54.2'N, 23°27.0'E.
- d. 57°51.5'N, 23°19.0'E.

West of Mys Akmenrags.—Area No. 234—Area bounded by lines joining the following positions:

- a. 56°52'N, 20°25'E.
- b. 56°52'N, 20°29'E.
- c. 56°49'N, 20°29'E.
- d. 56°49'N, 20°25'E.

Southwest of Mys Taran.—Area No. 235—Area bounded by lines joining the following positions:

- a. 54°39.0'N, 19°33.0'E.
- b. 54°42.0'N, 19°33.0'E.
- c. 54°42.0'N, 19°36.5'E.
- d. 54°39.0'N, 19°36.5'E.

Approaches to Liepaja.—Area No. 236—Area bounded by lines joining the following positions:

- a. 56°41.7'N, 20°42.0'E.
- b. 56°44.1'N, 20°42.0'E.
- c. 56°44.1'N, 20°44.7'E.
- d. 56°41.7'N, 20°44.7'E.

Pilotage

Pilotage is compulsory for entry to, and departure from, all Russian ports and for mooring and casting off. Pilots should be ordered through the vessel agent 12 hours in advance and

confirmed 4 hours prior to arrival, unless otherwise stated by individual port.

Vessels should send their ETA via their agent 12 days, 96 hours, and 12 hours in advance. Oil, gas, and chemical tankers should however, confirm their ETA 14 days, 72 hours, and 12 hours before arrival.

Vessels requiring a Deep Sea Pilot for the Baltic area should send the request to the port of St. Petersburg.

In addition, masters must indicate that the vessel has certification guaranteeing civil responsibility for damage from oil pollution.

The following information is required by port authority:

1. Name and flag of vessel.
2. Port of departure (last port of call).
3. Vessel's draft at bow and stern.
4. Cargo capacity of vessel, volume of hold, measurements.
5. Name and quantity of cargo and its distribution by hold (for tankers, in addition, indicate type and disposition of ballast).
6. Requirements from port services.

Information concerning a vessel's sanitation state must be reported in accordance with current sanitation, veterinary and quarantine regulations.

A vessel's arrival in port must be registered directly with the port authority or with a representative of the Transport Fleet Maintenance Service, within the first 6 hours in port, completing sanitation, quarantine, customs, and border formalities.

On sailing, the port authority must be informed of intended departure at least 6 hours in advance; during a short term anchorage (less than 6 hours) at least 2 hours notice is required.

Deep-sea pilotage for the Baltic is available from the following pilot stations, and should be ordered through the harbor master of the port: Klaipeda, Leningrad, Riga, Tallinn, and Ventspils.

Pilotage is compulsory for all vessels that enter or leave the Russian sea and river ports, as well as when mooring, unmooring and shifting berths in the harbor. Pilotage requirements are uniform for all foreign flag vessels but come under the purview of local pilotage laws. Pilotage requirements may therefore vary from port to port. See the appropriate volume of Sailing Directions (Enroute).

In the majority of ports, entry and departure of vessels take place around the clock. In some ports, pilotage is carried out with the aid of tugs. In others, shore radar and radio direction-finding stations are used.

Regulations

Access to Russian ports by any foreign vessel is subject to compliance with applicable laws and regulations of the government of Russia, the governments of the respective Russian Republics and local municipal and port authorities in the areas wherein they have their jurisdiction.

The following are excerpts of "Regulations and Procedures for Vessels Navigating within Russian Waters."

Economic Zone

Russia claims an economic zone, extending 200 miles seaward from the limits of its territorial sea.

Within the economic zone, the Government of Russia issues regulations in connection with and for the control of:

1. Exploitation and conservation of resources found on or below the sea bed and in the waters above it, including anadromous fish.
2. Marine scientific research.
3. Pollution of the marine environment.
4. Freedom of passage for ships and aircraft through the economic zone is assured.
5. Fishing of anadromous types of fish is permitted only as a result of inter-governmental agreement.
6. Regulations exist for the inspection of vessels suspected of causing pollution and penalties for infringement exist.

Territorial Waters

Foreign non-military vessels enjoy the right of innocent passage through Russian territorial waters in accordance with Russian laws and international treaties; innocent passage is effected by crossing them without entering Russian internal waters, or by passing through them enroute to or from Russian ports open to foreign vessels.

While effecting innocent passage, vessels must follow the customary navigational course or course recommended through sea corridors or in accordance with traffic separation schemes.

The master of a foreign non-military vessel which has violated the rules of innocent passage is accountable under Russian legislation.

All foreign vessels when within territorial waters or internal waters of Russia, must observe radio communication, navigational, port, customs, sanitary and other regulations.

In the event of an emergency entry into territorial waters, or emergency non-observance of rules for navigation and stay in these waters, foreign vessels must immediately notify the nearest Russian port authority.

Internal Waters

Proposals to visit Russian ports should be forwarded through the Russian Ministry of Foreign Affairs not less than 30 days prior to the suggested visit. This rule does not apply to warships on which heads of governments or heads of state are embarked, nor to ships accompanying them.

Ships whose approach is necessitated by foul weather or engine failure which threatens the safety of the ship must inform the nearest port of the reason for entry, and, if possible, go to a recognized port open to foreign merchant vessels, or to a point indicated by the vessel sent to aid or meet it.

Foreign naval vessels intending to enter waters of Russian or visit Russian ports should obtain a copy of Regulations for foreign naval vessels navigating and remaining in the territorial or internal waters of Russian or visiting Russian ports. These regulations are published as a Russian Annual Notice to Mariners.

Special Warning Services

It may at times be necessary to prohibit entry of shipping into certain Russian territorial waters and under these conditions a special warning service consisting of special warships, guardships, examination vessels or coast guard

stations will be established. Mariners are cautioned on approaching such waters to maintain a good lookout for these vessels which will show the following signals:

1. By day—A blue triangular flag.
2. By night—Three blue lights, vertically disposed.

Should any vessel approach an area where entry to or navigation within is prohibited, the patrol vessel, guardship, or coastguard station shall in addition to the above signals, show the following signals:

1. By day—Three red balls, vertically disposed.
2. By night—Three red lights, vertically disposed.

The above information is not to be construed to mean every restricted area will be guarded, and vessels proceeding into these waters should have on board the latest available information pertaining to navigation off the coastal areas of Russian.

Vessels of the Russian Police Department wishing to stop vessels will hoist, by day, the relevant signal in the International Code of Signals, and at night, two green lights, disposed vertically above the masthead light. Should entry or navigation into a given area be unrestricted and no special signal or instruction regarding further movements have been made or given by the guardship or coastguard station, an incoming vessel is free to proceed to her destination, but she must observe such regulations as may already have been promulgated.

Should Russian naval vessels be present in any restricted area, and should no special regulations concerning navigation with it have been issued, then approaching vessels must not pass between such naval vessels.

Pollution

Russian regulations prohibit, under severe penalties, discharge within the economic zone of Russian of oil, oil products and any other substance or refuse injurious to human health or to the living resources of the sea.

Failure to inform the nearest Russian authority of accidental or emergency discharge of such substances within the territorial and internal waters of Russian and failure to note the occurrence in the ship's log also carry severe penalties.

Russian merchant vessels and civil aircraft are instructed to inform Russian authorities of witnessed infringements of the Russian regulations and of the international regulations.

Within the territorial and internal waters of Russia vessels suspected of infringing the regulations are liable to be stopped, boarded and inspected. If an infringement has taken place within those waters the vessel is liable to be detained.

Restricted Areas

Russian Regulated Areas include all areas where navigation, fishing, or anchoring is prohibited or restricted.

Regulated Areas also include areas designated by the Russian authorities as temporarily dangerous for navigation; as these prohibitions are for an indefinite period they are described below as prohibited areas.

Areas where navigation is periodically prohibited lie within Russian territorial waters; radio warning is given by PRIP of the date on which such an area becomes prohibited for navigation.

Areas periodically declared dangerous for navigation which may also include various firing danger and exercise areas, lie partly or wholly outside Russian territorial waters; radio warning is given by PRIP, of the date on which such an area becomes dangerous for navigation.

Fortified Zones are those areas established by the Russian authorities where special control of navigation exists on a permanent basis. Prior permission must be obtained to enter or leave such areas, and pilotage through them is compulsory.

Special regulations are in force in these zones, and the pilot's instructions concerning them must be strictly complied with. Navigation through these zones in fog is normally prohibited.

Changes to Russian Regulated Areas are announced by PRIP or NAVIP. Similar warnings may occasionally be broadcast concerning other areas not previously designated as areas where navigation is periodically prohibited.

The Russian authorities place responsibility for the violation of the limits of a regulated area on the ship's master.

The geographical positions which follow are those published in Russian Notices to Mariners and/or Russian publications and therefore relate to Russian charts. Mariners should not navigate near the limits of these areas, when activated, due to possible graduation differences between Russian and NIMA charts. Unless otherwise stated, the area is bounded by the lines joining the positions.

Areas Prohibited for Navigation

Malyy Kronshtadtskiy

Area 69A—Area bounded by lines joining the following positions:

- a. 59°58.13'N, 29°46.16'E.
- b. 59°58.56'N, 29°46.16'E.
- c. 59°58.25'N, 29°46.77'E.
- d. 59°58.13'N, 29°46.77'E.

Area 69B—Area bounded by lines joining the following positions:

- a. 59°58.22'N, 29°47.20'E.
- b. 59°58.20'N, 29°47.10'E.
- c. 59°58.47'N, 29°46.57'E.
- d. 59°58.54'N, 29°46.78'E.

Northwest of Ostrov Vkhrevoy

Area No. 71—Area bounded by the shoreline and lines joining the following positions:

- a. 60°36.25'N, 28°23.29'E.
- b. 60°34.39'N, 28°17.40'E.

South of Mys Persochnyy

Area No. 72—Area bounded by lines joining the following positions:

- a. 60°08.3'N, 29°15.8'E.
- b. 60°08.3'N, 29°28.3'E.
- c. 60°05.3'N, 29°28.3'E.
- d. 60°05.3'N, 29°15.8'E.

Approaches to Proliv B'yerkezund

Area No. 73—Area bounded by the shoreline and lines joining the following positions:

- a. 60°15.70'N, 28°55.00'E.

- b. 60°15.70'N, 28°49.53'E.
- c. 60°17.55'N, 28°45.50'E.
- d. 60°19.15'N, 28°46.24'E.

Ostrov Seskar

Area No. 75—Area bounded by lines joining the following positions:

- a. 59°59.3'N, 28°14.0'E.
- b. 60°06.2'N, 28°14.0'E.
- c. 60°01.8'N, 28°25.4'E.
- d. 59°59.3'N, 28°25.4'E.

Northeast of Ostrov Malyy

Area No. 76—Area bounded by the shoreline and lines joining the following positions:

- a. 60°04.30'N, 28°03.70'E.
- b. 60°06.00'N, 28°11.30'E.
- c. 60°03.35'N, 28°13.40'E.
- d. 60°01.65'N, 28°05.79'E.

Northeast of Mys Kurgal'skiy

Area No. 77—Area bounded by the shoreline and lines joining the following positions:

- a. 59°44.5'N, 28°01.0'E.
- b. 59°44.5'N, 28°00.0'E.
- c. 59°52.5'N, 28°00.0'E.
- d. 59°52.5'N, 28°10.0'E.
- e. 59°47.5'N, 28°10.0'E.

West of Ostrov Moshchnyy

Area No. 78—Area bounded by lines joining the following positions:

- a. 60°05.4'N, 27°34.0'E.
- b. 60°00.5'N, 27°16.5'E.
- c. 59°51.7'N, 27°26.5'E.
- d. 59°56.7'N, 27°44.0'E.

Zaliv Hara Laht to Zaliv Muuga

Area bounded by the shoreline and lines joining the following positions:

- a. 59°40.2'N, 25°42.7'E.
- b. 59°40.7'N, 25°42.7'E.
- c. 59°38.2'N, 25°11.9'E.
- d. 59°34.4'N, 25°11.9'E.
- e. 59°30.4'N, 25°00.4'E.

Zaliv Muuga to Tallinskiy Zaliv

Area bounded by the shoreline and lines joining the following positions:

- a. 59°30.08'N, 24°54.96'E.
- b. 59°35.35'N, 25°01.50'E.
- c. 59°35.35'N, 25°06.86'E.
- d. 59°37.63'N, 25°05.00'E.
- e. 59°37.40'N, 25°02.10'E.

and the shoreline along the S and W coasts of Ostrov Pranglin to point f.

- f. 59°38.70'N, 24°58.30'E.
- g. 59°36.00'N, 24°43.90'E.
- h. 59°34.90'N, 24°44.50'E.

and continues along the shoreline to point i.

- i. 59°34.30'N, 24°45.60'E.

j. 59°34.30'N, 24°47.90'E.

Ostrov Naissaar to Ostrov Osmussaar

Area bounded by the shoreline and lines joining the following positions:

- a. 59°29.3'N, 24°42.5'E.
 - b. 59°32.5'N, 24°34.0'E.
- then along the W coast of Ostrov Naissaar to point c.
- c. 59°36.3'N, 24°30.9'E.
 - d. 59°37.7'N, 24°30.9'E.
 - e. 59°18.2'N, 24°21.7'E.
- then along the E coast of Ostrov Osmussaar to point f.
- f. 59°16.5'N, 23°24.7'E.
 - g. 59°13.7'N, 23°30.7'E.

Areas Prohibited for Anchoring, Fishing, Underwater and Dredging Operations, Trawling, and Underwater Explosions

Leningrad Guba

Area E of the meridian 29°E and bounded by the coast.

North of Zaliv Hara Laht

Area No. 160—Area bounded by lines joining the following positions:

- a. 59°41.50'N, 25°27.30'E.
- b. 59°45.50'N, 25°27.30'E.
- c. 59°45.50'N, 25°35.20'E.
- d. 59°40.00'N, 25°39.10'E.
- e. 59°39.68'N, 25°36.62'E.

Viire Kurk

Area No. 185—Area bounded by the shoreline and lines joining the following positions:

- a. 58°34.30'N, 23°23.55'E.
- b. 58°34.45'N, 23°24.22'E.
- c. 58°34.54'N, 23°30.62'E.
- d. 58°33.62'N, 23°30.80'E.
- e. 58°33.00'N, 23°24.45'E.

Bukhta Kihelkonna Laht

Area No. 187—Area bounded by the shoreline and lines joining the following positions:

- a. 58°23.46'N, 21°54.13'E.
- b. 58°24.00'N, 21°53.98'E.
- c. 58°24.23'N, 21°54.80'E.
- d. 58°24.58'N, 21°57.40'E.
- e. 58°24.19'N, 21°58.01'E.
- f. 58°23.47'N, 21°54.70'E.

Rizhskiy Zaliv

Area No. 193—Area bounded by 56°59.4'N and 56°59.1'N, the shoreline, and 24°05.9'E.

Approaches to Port Ventspils

Area No. 197—Area bounded by the shoreline and lines joining the following positions:

- a. 57°24.33'N, 21°31.60'E.
- b. 57°24.33'N, 21°31.45'E.
- c. 57°26.20'N, 21°28.90'E.
- d. 57°25.95'N, 21°25.80'E.

- e. 57°26.65'N, 21°24.85'E.
- f. 57°30.50'N, 21°29.20'E.
- g. 57°30.50'N, 21°25.10'E.
- h. 57°24.30'N, 21°20.00'E.
- i. 57°19.50'N, 21°27.73'E.

Southwest of Mys Taran

Area No. 204—Area bounded by the shoreline and lines joining the following positions:

- a. 54°27.6'N, 19°38.5'E.
- b. 54°36.0'N, 19°25.0'E.
- c. 54°45.0'N, 19°37.0'E.
- d. 54°57.6'N, 19°37.0'E.
- e. 54°57.6'N, 19°58.6'E.

Nevskaya Guba

Area No. 241—Area bounded by lines joining the following positions:

- a. 59°56.6'N, 29°55.0'E.
- b. 59°57.6'N, 29°55.0'E.
- c. 59°57.2'N, 29°57.5'E.
- d. 59°56.2'N, 29°57.5'E.

Note.—Vessels not engaged in fishing are prohibited from this area.

Explosives Dumping Areas

North of Ostrov Narvi

Area No. 210—A circular area with a radius of 0.5 mile and centered on 60°17'N, 27°57'E.

North of Naissaar

Area No. 211—Area bounded by lines joining the following positions:

- a. 59°42.5'N, 24°23.8'E.
- b. 59°43.0'N, 24°26.8'E.
- c. 59°40.4'N, 24°30.3'E.
- d. 59°40.0'N, 24°27.3'E.

Northeast of Osmussaar

Area No. 179—A circular area with a radius of 3.7 miles and centered on 59°20.1'N, 23°32.2'E.

East of Abruksa Saar

Area No. 212—Area bounded by lines joining the following positions:

- a. 58°09.8'N, 22°51'E.
- b. 58°09.8'N, 22°53'E.
- c. 58°08.3'N, 22°53'E.
- d. 58°08.3'N, 22°51'E.

Southwest of Liepaja

Area No. 213—A circular area with a radius of 0.5 mile and centered on 56°21.8'N, 19°45.0'E.

Area No. 214—Area bounded by lines joining the following positions:

- a. 56°16'N, 18°39'E.
- b. 56°16'N, 18°51'E.
- c. 56°20'N, 18°55'E.
- d. 56°20'N, 19°31'E.

- e. 56°07'N, 19°15'E.
- f. 55°56'N, 19°15'E.
- g. 55°56'N, 18°39'E.

Submarine Cables and Pipelines

Protection zones have been established extending 100m on each side of all pipelines in Russian waters in order to avoid damage to them.

Anchoring, trailing an anchor, trawling, dredging or any operation which could endanger a pipeline is prohibited within these zones. The same restrictions apply within 0.25 mile on each side of the seabed cables.

Because of insufficient information it is not possible to ensure that NIMA charts and publications, covering the coasts of Russia and adjacent waters, are up to date concerning new dangers or changes to navigational aids or warnings and mariners are therefore cautioned to exercise additional care when navigating these waters.

Search and Rescue

An emergency rescue service is available for those who are shipwrecked, as well as for salvage and towing into ports of refuge, to vessels of all nations. Requests for assistance are received by radio on frequencies allotted for distress signals, or through INFLOT agencies. The Russian Sea Rescue Center for the Baltic is reported to be located at Klaipeda.

Emergency Search and Rescue operations in the territorial waters of Russia are normally carried out by Russian rescue units, however vessels whose Governments have an international agreement with the Government of Russia will, in exceptional circumstances, be given permission to participate in rescue operations in these waters.

Vessels whose governments are not party to such an agreement must make application, through their national rescue coordination center to the Russian Rescue Coordination Center in the area in which they intend to operate.

When inside the territorial waters of Russia only those ports or anchorages designated as "open" or those points specifically designated by the area Russian Rescue Coordination Center may be used.

Signals

Survey Vessels

Russian vessels, engaged in survey operations, display a blue pennant having on it a white disc bearing the figure of a lighthouse.

Fishing Vessels

Mariners are cautioned that, in certain waters of the Baltic Sea and Gulf of Finland, Russian fishing vessels may be encountered at night showing lights additional to those described in the International Rules of the Road.

These lights are white, red, green and blue, the brightest being a red light with a visibility of at least 1 mile; the remaining lights have a visibility of not less than 750m.

Mariners are advised on sighting these fishing vessels, to give them a berth of not less than 2 miles.

Lightships Not on Station

A lightship, not on station, that has broken loose from its anchor shall hoist the following signals:

1. By day—Two large black balls, one in the bow, the other in the stern.
2. At night—Two red lights, one in the bow, the other in the stern.

Red flags shall be displayed in place of the black balls if circumstances are such that the above daytime signals cannot be used, or if the signals are the distinguishing signals for the particular lightship.

The lightship that has broken loose from its anchor shall, in addition to the above, take the following precautions:

1. By day—Hoist the signal "LO" of the International Code, meaning "I am not in my charted position."
2. At night—Burn red and white pyrotechnic lights simultaneously at least once every 15 minutes.

By day; hoist the signal "LO" of the International Code, meaning "I am not in my charted position." By night; Burn red and white pyrotechnic lights simultaneously at least once every 15 minutes.

If circumstances are such that pyrotechnics cannot be used, the red and white pyrotechnics shall be replaced by simultaneously showing a red and a white light.

Warning Signals

Foreign naval vessels intending to enter waters of Russia or visit Russian ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of Russia or Visiting Russian Ports."

These regulations are published as a Russian Annual Notice to mariners. The following signal is used to warn foreign submarines which are submerged:

1. A series of three explosions at 1 minute intervals, followed after an interval of 3 minutes by a second series of three explosions; you have entered territorial waters. Come to the surface immediately. If you do not surface you will be fired upon.
2. An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash 3 seconds long, with the interval between dashes being 3 seconds.

Submarine Operating Areas

Warships of the Navy of Russia escorting submarines will, for purposes of warning vessels of the presence of submarines in a particular sea area, hoist the flag signal "NE 2" of the International Code of Signals, meaning; "You should proceed with particular caution; submarine exercises are in progress in this area."

Warships of Russia shall, if possible, also transmit the fact by radio in plain language on the established international frequency, 500 kHz.

During darkness, specially assigned warships shall warn approaching vessels of the presence of submarines by using for the purpose all communication means available to them.

Approaching vessels shall set their courses so as not to interfere with the movements of the warships displaying the signals indicated, and shall ensure that these latter have

adequate room in which to maneuver. If, for whatever reason, a vessel is unable to meet these requirements, such vessel should reduce speed to as slow as possible until such time as the danger area has been transmitted to it, or until such time as instructions as to a safe course are received.

The vessel shall, at the same time, keep a sharp lookout for submarines, the presence of which can be detected only if they are at a depth when the periscope, snorkel, parabolic radar antenna, or DF loop is visible.

All these devices can be mistaken for the brooms used as topmarks, logs, and other floating objects, because of their external appearance. However, if they are in fact extendible devices of a submarine they usually will leave a wake.

A submarine, moreover, sometimes can be detected because of air bubbles coming to the surface, or because of a red and white float, or buoy, towed astern and visible on the surface.

A surfaced submarine can be detected at night by its running lights, and by the fixed white lights of emergency signal buoys which can be lighted by the submarine in good time while it still is submerged. In some cases the presence of a submarine in the area can be made known by its submerged firing of signal cartridges which form a colored smoke in the daytime, and by a similarly colored flare at night.

A vessel observing the extendible devices of a submarine, a towed float or buoy, the fact of running lights showing as well as the fixed white lights of emergency signal buoys, or the firing of signal cartridges shall sheer off immediately so as to leave them astern, or back down or stop its engine, so as to pass clear of the submarine at a safe distance.

Mariners should, however, be aware of the fact that surface warships do not always escort submarines engaged in exercises, or making passage.

Sunken Submarines

When a Russian submarine is in distress and cannot surface it can indicate its position by releasing to the surface an emergency signal buoy, fuel or lubricating oil, or air bubbles.

Submarines of the Navy of Russia are fitted with two emergency signal buoys, one in the bow, the other in the stern.

The emergency signal buoys are shaped like a truncated cone with a flat bottom and a spherical upper part (the buoy can, in some cases, be shaped like an oblate spheroid). Buoy diameter is about 0.9 to 1.25m; height about 0.4 to 0.7m.

The body of the buoy rises about 0.4 to 0.6m above the surface. The buoy is red, with the upper part having three red sectors alternating with three white sectors. One of the white sectors carries a black H, or a black K. The letter H signifies that the buoy is the bow buoy, the letter K that the buoy is the stern buoy. The buoys are visible for about 2 miles.

A quick flashing white light (70 flashes per minute) visible for 5 miles, is shown from the center of the upper part of the buoy.

A mariner sighting evidence on the surface that a submarine is in distress shall, with the maximum accuracy, fix the position of an oil slick, or of the appearance of air bubbles, and report this to the nearest Russian port authorities.

If an emergency signal buoy is spotted, the fact shall be reported immediately to the nearest Russian port, such report to include the exact position of the buoy, and time spotted, and communications shall be established with the submarine over the emergency signal buoy telephone.

To establish communications with the submarine, open the cover on the well in the buoy (by removing the wing nuts, or by backing off the nuts with a wrench), secure it, remove the handset from the rubber case, and call by pressing the button on the end of the rubber bulb.

Upon receiving a response, release the button and begin to talk. Now further action on the part of the mariner will depend entirely on the concrete situation in which the submarine may be in and on the status of its crew.

Vessels, cutters, or boats should not tie up to an emergency signal buoy, nor lift it on board.

Russian Submarine Lights

The design features of submarines prevent them from fully complying with the provisions of Rules of the Road with respect to ships' lights.

The low position of the running lights, the small vertical spacing, and the closeness together of the masthead and side lights all work to give an incorrect idea of the length of the submarine, its exact course, and even more to the point, of changes in course. This is why submarine lights can be mistaken for those of a small vessel, or a cutter, moving at slow speed.

Mariners should always be aware of the special features of the placement of submarine lights, and take all precautionary measures necessary when passing submarines, particularly in fairways, in narrow waters, and in the entrances (exits) of bays and gulfs.

Submarines may carry one or two special identification lights for timely recognition when in restricted waters, and in areas in which traffic is heavy. They are quick flashing (100 flashes per minute) orange lights visible all around the horizon, located in the submarines fore and aft plane.

One light is installed on top and in the middle of the conning tower, at least 1.5m above the masthead light. The other is in the stern on the submarine, or on a stabilizer. All ships, upon seeing these lights, shall take immediate, decisive measures to pass the submarine at a safe distance.

Time Zone

Russia has several time zones. See Chart 76, Time Zone Chart of the World.

U.S. Embassy

The U.S. Embassy is situated at Novinskiy Bul'var 19/23, Moscow.

The mailing address is APO AE 09721.